WILLIAM CANNON DRIVE CORRIDOR APPENDIX A-PUBLIC INVOLVEMENT

January 2018

FINAL

TABLE OF CONTENTS

OVERVIEW

Program Goals 1

STAKEHOLDERS AND OUTREACH

Participants 1

Summary of Promotion 2

- Signage 2
- Online 3
- Social Media 3
- Media 3
- Coverage 3
- Email Campaign 4
- Community Outreach 5
- Coordination with Elected Officials 5
- Spanish Speaking Community 5

Materials 6

- Fact Sheet 6
- Exhibit Boards 6

PARTICIPATION

Public Meetings 8

Pop Up Meeting 9

INPUT – WHAT WE HEARD

General Comments 9

Email Comments 10

Survey Results 10

William Cannon Drive Wikimapping 11

- Summary of Input Received 11
- Public Transit Input 11
- Driving Conditions Input 11
- Bicycle Accommodations Input 12
- Pedestrian Accommodations Input 12
- Miscellaneous and Additional Input 12

APPENDIX 1A PUBLIC INVOLVEMENT EXHIBITS

APPENDIX A – PUBLIC INVOLVEMENT

OVERVIEW

The City of Austin is developing Corridor Mobility Plans for William Cannon Drive from Southwest Parkway to McKinney Falls Parkway, Slaughter Lane from FM 1826 to Vertex Road, and Brodie Lane from Slaughter Lane to FM 1626. Because of timing and proximity, public involvements efforts for the three corridors were concurrent.

The City of Austin is committed to active and engaging communication with the public to ensure that their preferences and opinions are heard and considered for inclusion in the Mobility Plans. The project teams implemented a public engagement process to gather input to incorporate into the Mobility Plans.

Goals included:

- Create public awareness about the Mobility Plans and public engagement process through a deliberative outreach effort
- Provide an open and transparent process throughout the entire planning effort
- Provide a variety of accessible opportunities and options for all those interested to conveniently be involved and share input
- Engage a diverse set of participants
- Provide engaging interactions that facilitate collecting the most valuable input
- Collect input on an overall vision for the corridor and specific improvements to consider
- Use public input and comments in the development and refinement of the Mobility Plans

The project team measured and evaluated engagement and adjusted as necessary to provide a robust public involvement effort.

STAKEHOLDERS AND OUTREACH

PARTICIPANTS

To be most successful in developing Mobility Plans, the public engagement effort targeted wide variety of diverse audiences. The project team reached out to those who are directly and indirectly affected by the Mobility Plans and conducted extensive outreach to identify and encourage participation by interested participants. Engagement activities were specifically targeted to defined individual stakeholders and groups of stakeholders along William Cannon Drive, Slaughter Lane, and Brodie Lane such as adjacent property owners, neighborhood groups, business groups, businesses, schools, churches, elected officials, and those that regularly travel along the road.

The team also coordinated with other agencies including Travis County, TxDOT, CTRMA, Capital Metro, and AISD. Public input received in previous and current City planning efforts such as the South Austin Combined Neighborhood Plan, the Austin Strategic Mobility Plan, Code Next and other concurrent Mobility Plans are being incorporated as well.

All of those interested were added to a project database that was regularly updated to receive information and updates on the Mobility Plans.

SUMMARY OF PROMOTION

A wide variety of efforts were employed to promote the public meetings and opportunities for input.

Direct Mail

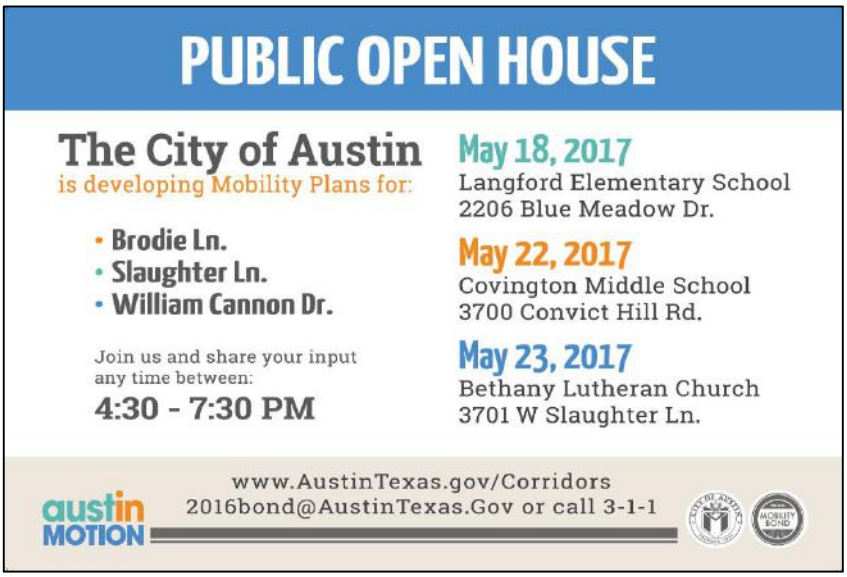
A postcard in English and Spanish was mailed to more than 2,700 addresses of property owners along the corridors promoting the public meetings and opportunities for input.





Signage

Twenty 24x36" signs promoting the public meetings were placed along the corridors.



Online

A webpage www.AustinTexas.gov/BSWCorridors was created that included project information, public meeting details, and links to a survey and an online mapping tool (wikimaps).

Information was also posted on the following calendars and webpages:

- City of Austin calendar - www.austintexas.gov/fullcalendar
- Austin Transportation Department website - www.austintexas.gov/department/transportation
- 2016 Bond website - www.austintexas.gov/2016bond

Social Media

Social media was used to promote the public engagement process, encourage participation, and to distribute the survey.

NextDoor: Posted Monday, May 11

Twitter: One tweet per day May 5 through June 18 directing people to the public meetings and survey or one or the other (4,100 followers)

Facebook: One Facebook post every other day beginning May 5 (820 followers)

Facebook Ads: In addition to posts, Facebook ads targeted to those that live in the corridor ran from June 9 – Jun 12 promoting the online survey in Spanish



Ad Results:
16,376 impressions
221 clicks to survey link

Media

Coordination

The team worked to keep the media updated and engaged in the public engagement program. Media releases introduced the public engagement process and promoted the public meetings and opportunities for input.

In addition to the releases, community postings were made on the following calendars:

- Austin360 (Statesman)
- Austin Chronicle
- KXAN
- Spectrum News

Coverage

The Mobility Plans and public meetings garnered the following media coverage:

- Lueckemeyer, Olivia, "*Here's how to provide input on mobility, transportation improvements to 3 major Southwest Austin corridors*", Community Impact, May 2, 2017

- Denney, Amy, "*Austin's first project mobility bond project is complete. What's next?*", *Community* Impact, June 16, 2017

E-mail Campaign

Email updates were periodically sent to stakeholders to share information about the project and opportunities to get involved. Updates were sent to the below lists:

Database	Subscribers	Dates Sent
2016 Bond Newsletter	3,400	May 17, June 9
Austin Mobility Newsletter	4,400	May 1, May 22, June 12
Brodie, Slaughter, William Cannon Stakeholder Database	250	May 15

Local Business Outreach

The project team made business visits to more than 25 businesses along the corridors.

Corridor	Business
William Cannon Drive	Shell Station
William Cannon Drive	H-E-B
William Cannon Drive	Tutty Frutty
William Cannon Drive	US Nails
William Cannon Drive	Supercuts
William Cannon Drive	Kid Dental
William Cannon Drive	Gold's Gym
William Cannon Drive	Academy
William Cannon Drive	Nuvanu Beauty Salon
William Cannon Drive	Big Lots
William Cannon Drive	Century Animal Hospital
William Cannon Drive	Kerbey Lane
William Cannon Drive	Oasis Day Spa &Nails
William Cannon Drive	H-E-B
William Cannon Drive	Tutty Frutty
William Cannon Drive	US Nails
William Cannon Drive	Supercuts
William Cannon Drive	Kid Dental
William Cannon Drive	Gold's Gym
William Cannon Drive	Academy

Slaughter Lane	Residences at Onion Creek
Slaughter Lane	Starbucks
Slaughter Lane	Velocity Credit Union
Slaughter Lane	Chick-Fil-A
Slaughter Lane	LA Fitness
Slaughter Lane	Amethyst Salon
Slaughter Lane	NXNW
Slaughter Lane	AT&T
Brodie Lane	Fire &EMS
Brodie Lane	Shady Hallow Community Center
Brodie Lane	University Federal Credit Union
Brodie Lane	Juice Land
Brodie Lane	Pilates South Austin

Community Outreach

The team coordinated with business and community groups including:

- SANA, South Austin Neighborhood Alliance
- SAVA, South Austin Business Alliance
- GAVA, Go Austin, Vamos Austin

Coordination with Elected Officials

Council Members:

- Notification of public meetings was sent to Council members to share through their communications networks
- Distribution of project handouts to Council offices for distribution (District 2, District 5, District 8)
- Attended City Council Town Hall meetings (District 8 and District 2)

County Commissioners:

- Invitations for the public meetings were sent to County Commissioners

Spanish Speaking Community

Efforts were made to engage the Spanish speaking community by producing postcards, social media posts, and surveys in Spanish and soliciting survey input at community venues and events including:

- McKinney Falls State Park
- Wash Tub #9
- LavaWash Laundry
- Dove Springs Recreation Center Spanish language movie screening of Aladdin

MATERIALS

Informational materials were developed to provide background and planning information for the public. A project fact sheet and larger-scale display boards were created to share details about the planning process and other factors the County must consider during Plan development. Cards with contact information and web information were distributed at meetings and events so attendees would have access to the project information and survey and could share the information with others.

Fact Sheet

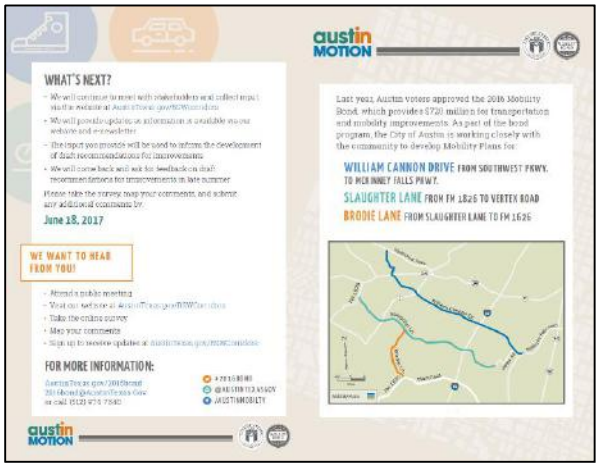
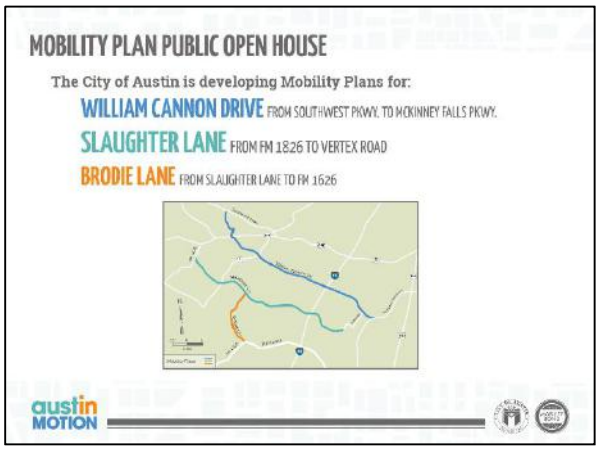
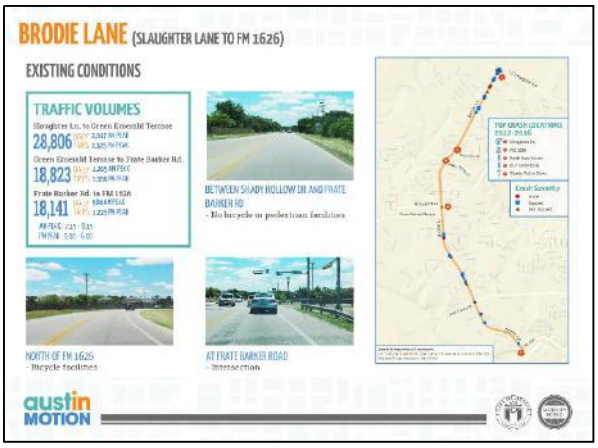




Exhibit Boards





SLAUGHTER LANE (FM 1826 TO VERTEX ROAD)

EXISTING CONDITIONS



BETWEEN WOODSHIRE DR. AND ROXANNA DR.
- Bicycle and pedestrian facilities

AT I-35
- Bicycle and pedestrian facilities

EAST OF I-35
- Intersection

WILLIAM CANNON DRIVE (SOUTHWEST PKWY. TO MCKINNEY FALLS PKWY.)

EXISTING CONDITIONS





BETWEEN PLEASANT VALLEY AND BITTER CREEK DR.
- Bicycle and pedestrian facilities



BETWEEN MCCARTY AND RIDGE OAK ROAD
- Pedestrian facilities



AT ESCARPMENT
- Intersection

LOCAL PUBLIC TRANSIT



WHAT'S NEXT

- We will continue to meet with stakeholders and collect input via the website at AustinTexas.gov/BSWCorridors and our newsletter. Sign up with any staff member.
- We will provide updates as information is available via the web and email messages.
- The input you provide will be used to inform the development of draft recommendations for improvements.
- We will come back and ask for feedback on draft recommendations for improvements in late summer.



CITY OF AUSTIN PLANS AND INITIATIVES

The Mobility Plans will incorporate other city and regional planning efforts. Development of the Mobility Plans is also coordinated with coinciding initiatives, like implementation of sidewalk, bikeway, and Safe Routes to School improvements also funded by the 2016 Mobility Bond.

IMAGINEAUSTIN

- The purpose of the South Austin Combined Neighborhood Plan, adopted in November 2014, is to shape change as Austin continues to grow, maintaining and enhancing the area's character. The Neighborhood Plan fits into the larger framework established by the Imagine Austin Comprehensive Plan.

AUSTIN STRATEGIC MOBILITY PLAN TOGETHER

- The **Austin Strategic Mobility Plan** takes a comprehensive look at Austin's overall network of transportation needs and will identify policies, programs and projects to guide future investment.

CODE NEXT

- CodeNEXT is the City of Austin's initiative to rewrite the City's Land Development Code. The Land Development Code sets requirements for what, where, and how much can be built in Austin. CodeNEXT will change how developers contribute to transportation and mobility improvements when building new facilities.

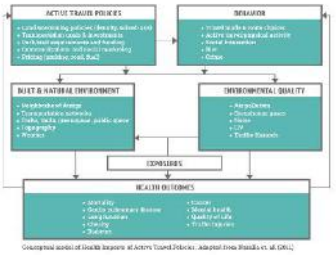
austin MOTION

- The 2016 Mobility Bond puts $137 million to many of the City's ongoing programs like Sidewalks, Bikeways, Urban Trails, and Safe Routes to School. These projects will be coordinated with corridor recommendations.

HEALTH IMPACT CONSIDERATIONS

Thoughtful transportation planning can have positive impacts on the health of the population that lives, works, plays, and attends school in the area. The Mobility Plans will look for opportunities to:

- Identify recommendations to minimize negative health impacts and maximize opportunities to improve health
- Create environments that are supportive of physical activity and social interaction to contribute to a healthier population



PARTICIPATION

PUBLIC MEETINGS

Three public meetings were held:

May 18, 2017 4:30-7:30 PM	May 22, 2017 4:30-7:30 PM	May 23, 2017 4:30-7:30 PM
Langford Elementary School 2206 Blue Meadow Drive	Covington Middle School 3700 Convict Hill Road	Bethany Lutheran Church 3701 W Slaughter Lane
Attendees: 9	Attendees: 41	Attendees: 25











POP UP MEETING

A "pop up" meeting was held to provide an additional opportunity for the public to meet with team members and provide their input.

June 15, 2017
3:00-7:00 PM
Pleasant Hill Library
211 E William Cannon Dr.
Attendees: 11

INPUT – WHAT WE HEARD

Many tools were utilized to provide convenient and easily accessible opportunities for the public to share their input. These tools were available to use at public meetings and online.



GENERAL COMMENTS

The following written comments were received at the public meetings.

General Comments from Public Meetings
How might we have better transit connections to downtown?
I live on Brodie. We need better signal timing during peak hours to allow people turning into/out of the neighborhood a safer access. Study the traffic after 45 is completed. We don't want a 5 lane road in our neighborhood.
I really want to use transit more but the options forgetting downtown/north have discouraged me--too few, too long, too unsafe. Help!
School light at Congress and Circle S--no protection at Circle S for kids crossing Everhart & Congress-School Crossing light not enough direction time. S 1st & William Cannon--not audible lights.
Haston School -pinch point because of new bike/walking lanes-too wide and can't go around where people are turning-request to reduce width of bike lane

EMAIL COMMENTS

The following comments were emailed to 2016Bond@austintexas.gov

Email Comments	Date
Planners, to complete the most success out of this effort, it is critical that you construct a rubric of accountability. Determine how you will measure the level of success that the proposed changes to each street make. What will success look like? And please share that rubric.	June 6, 2017
So glad to hear about This! When I had young children, I walked several blocks trying to get my neighbors to pay half the cost of the wished -for sidewalks and lacked only one signature to make it happen. That was when I lived on Laurel Grove Drive in the early 1970s. I use your disabled Metro Access program, which I appreciate greatly, but wish you had a bus route and sidewalks near my home at 7507 Downridge Dr. Number 14 (I think that is the number) goes by my house, but does not stop in my immediate neighborhood and usually looks pretty empty. I am capable of climbing onto the bus. For some reason my house is the only one on the block where I now live that has a sidewalk. Maybe because it was built as a model home. I realize that there probably are not enough school age children walking to and from school to qualify this neighborhood for the installation of a side walk, though one would make traveling with the aid of a walker or wheel chair as I do, much easier. Hope your funding continues.	June 18, 2017
I've always wondered if it would be feasible to set up small van/buses in neighborhoods that would feed into large bus routes like Wm Canon and Slaughter. They could be an on-call as needed. Or have a defined time/route. Perhaps be cost effective? Perhaps be more convenient? Supplement larger buses during off-peak times when larger buses would not need to run. And when people need to go to neighborhood places instead of downtown. And don't need to be sitting out in the heat. Especially older folks, like me.	June 19, 2017

SURVEY RESULTS

The team developed a survey to gather input from the community. The surveys were developed in English and Spanish for each corridor and were made available as handouts and online. Participants were asked which survey they wanted to take (William Cannon Drive, Slaughter Lane, or Brodie Lane,) and at the end, they were given an option to take the survey for the other corridors. There were 302 survey responses for William Cannon Drive. Below are the results.

WILLIAM CANNON DRIVE WIKIMAPPING

Summary of Input Received

Comment Category	No. of Responses
Public Transit	11
Driving Conditions	136
Bicycle Accommodations	55
Pedestrian Accommodations	27
Miscellaneous and Additional Input	73
Total Comments Received	302

Public Transit Input

Which of the following transit improvements would you like to see here? (Select all that apply) (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	No. of Responses
Other	2
Uncategorized/unanswered	8

Themes in 'Other' and Uncategorized Public Transit Comments
• Discontent for service cancelations • Need bus pullouts to avoid traffic backup • Desire for upgraded stops and bus stops closer to pedestrian crossings • Need reliable and efficient service

Driving Conditions Input

Which of the following driving improvements would you like to see here? (Select all that apply) (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways, Improved turning options, Other)	No. of Responses
Improved Turning Options	79
Other	18
Uncategorized/unanswered	25

Themes in 'Other' and Uncategorized Driving Conditions Comments
• Desired driveway access • Roadway maintenance needed • Need for additional/expanded lanes • Concern regarding increased congestion • Concern regarding dangerous intersections that do not have crosswalks or allow adequate pedestrian crossing time • Need for improved signage and signals

Bicycle Accommodations Input

Which of the following biking accommodations would you like to see here? (Select all that apply) (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	No. of Responses
Separate and/or protected bike lanes	32
Bike Parking	1
Other	8
Uncategorized/unanswered	7

Themes in 'Other' and Uncategorized Bicycle Accommodations Comments
• Desire for added bike lanes, sidewalks, and urban trails • Safety concerns for cyclists on the roadways • Opposition to added bike facilities • Need for wider traffic lanes adjacent to bike lanes

Pedestrian Accommodations Input

Which of the following pedestrian accommodations would you like to see here? (Select all that apply) (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	No. of Responses
Wider Sidewalks	3
Continuous Sidewalks	2
Sidewalk Maintenance	3
Other	0
Uncategorized/unanswered	0

Themes in 'Other' and Uncategorized Pedestrian Accommodations Comments
• Sidewalk maintenance needed • Need for additional sidewalks and trails • Desire for restrooms on trails • Need for crosswalks • Need for safer pedestrian facilities near schools • Safety concerns for pedestrians near busy roadways

Miscellaneous and Additional Input

Additional Comment Categories	No. of Responses
Miscellaneous	39
Secondary Comments/Responses	12

Themes in Miscellaneous Comments
• Concern regarding increasing volume of traffic in neighborhoods • Need for additional traffic signals and traffic calming devices • Improved turning options needed • Expanded/additional lanes needed • Need for bike lanes • Need for street lights

- Concern about congestion and traffic backup
- Desire for improved access to driveways and recreational facilities
- Flooding concerns
- Desire for connections between neighborhood streets and surrounding road network
- Desire to preserve natural features
- Support for added landscaping and aesthetic features
- Safety concerns for pedestrians and cyclists interacting with drivers, as well as drivers passing through intersections without signals
- Need for nearby development and more destinations

WILLIAM CANNON DRIVE CORRIDOR APPENDIX A1 PUBLIC INVOLVEMENT MATERIALS & EXHIBITS

January 2018

FINAL

APPENDIX A1 - PUBLIC INVOLVEMENT EXHIBITS

PROMOTION AND MATERIALS

ROUND 1- MEETING PROMOTION

- Postcard
- Signage

ROUND 1- MEETING MATERIALS

- Handout
- Exhibit Boards
- Survey English
- Survey Spanish

ROUND 1- PHOTOS

ROUND 2- MEETING PROMOTION

- Postcard
- Flyer
- Flyer 2
- Signage

ROUND 2- MEETING MATERIALS

- Handout
- Handout Spanish
- Exhibit Boards
- Exhibit Boards Spanish
- Survey English
- Survey Spanish

ROUND 2- PHOTOS

PUBLIC INPUT

ROUND 1

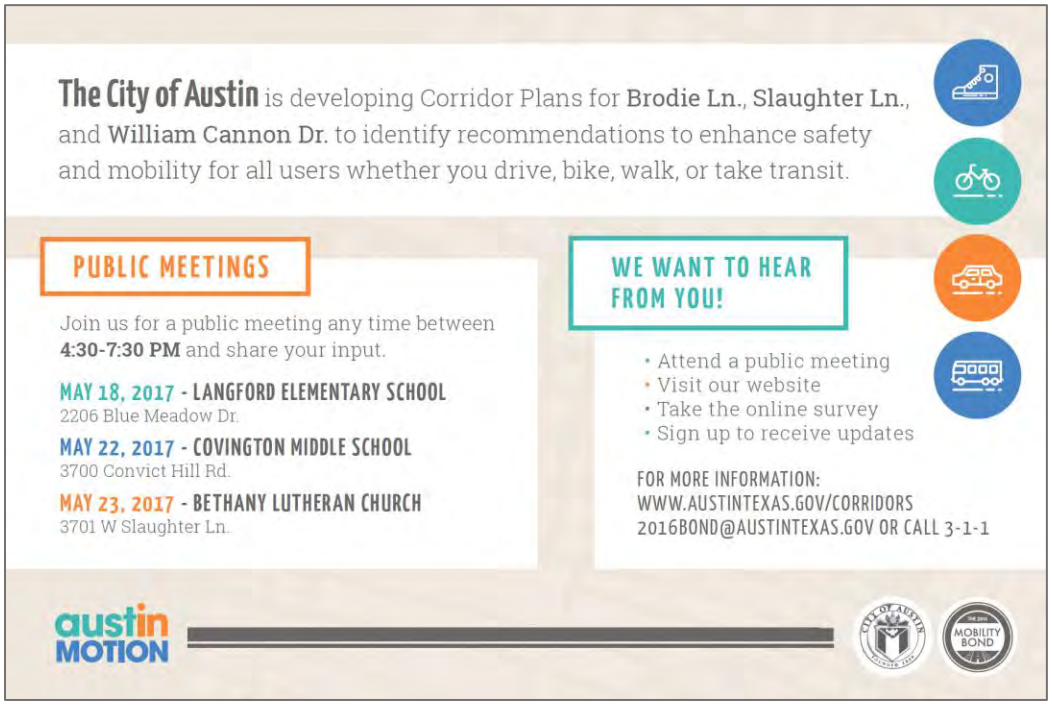
- Survey results
- Wikimap results
- General comments

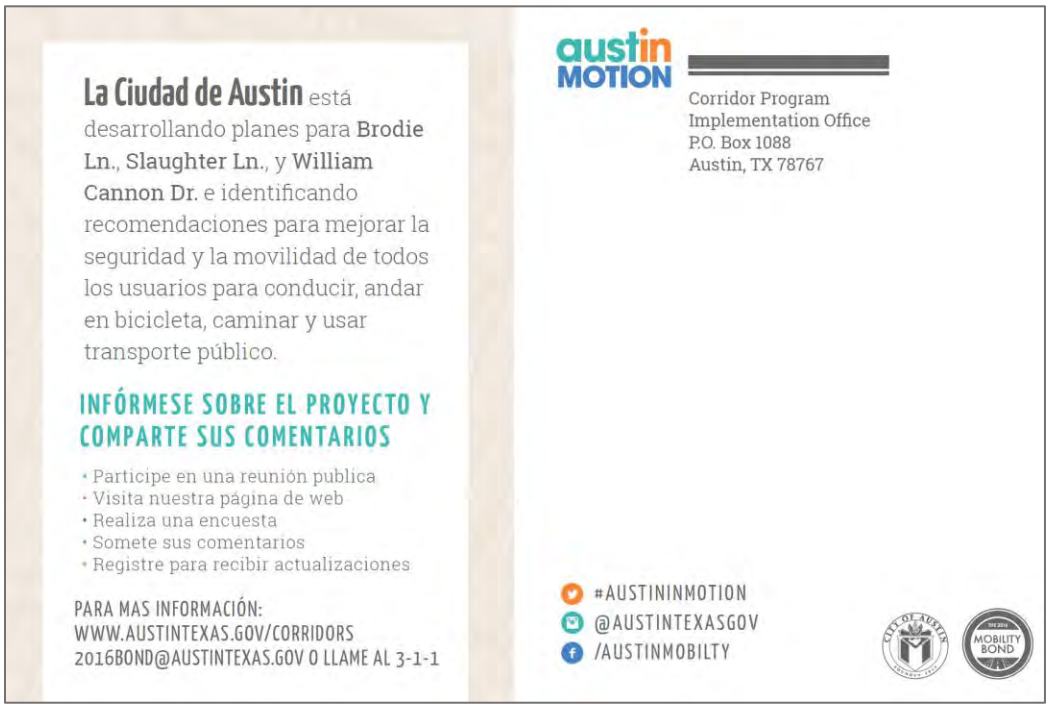
ROUND 2

- Survey results
- General comments

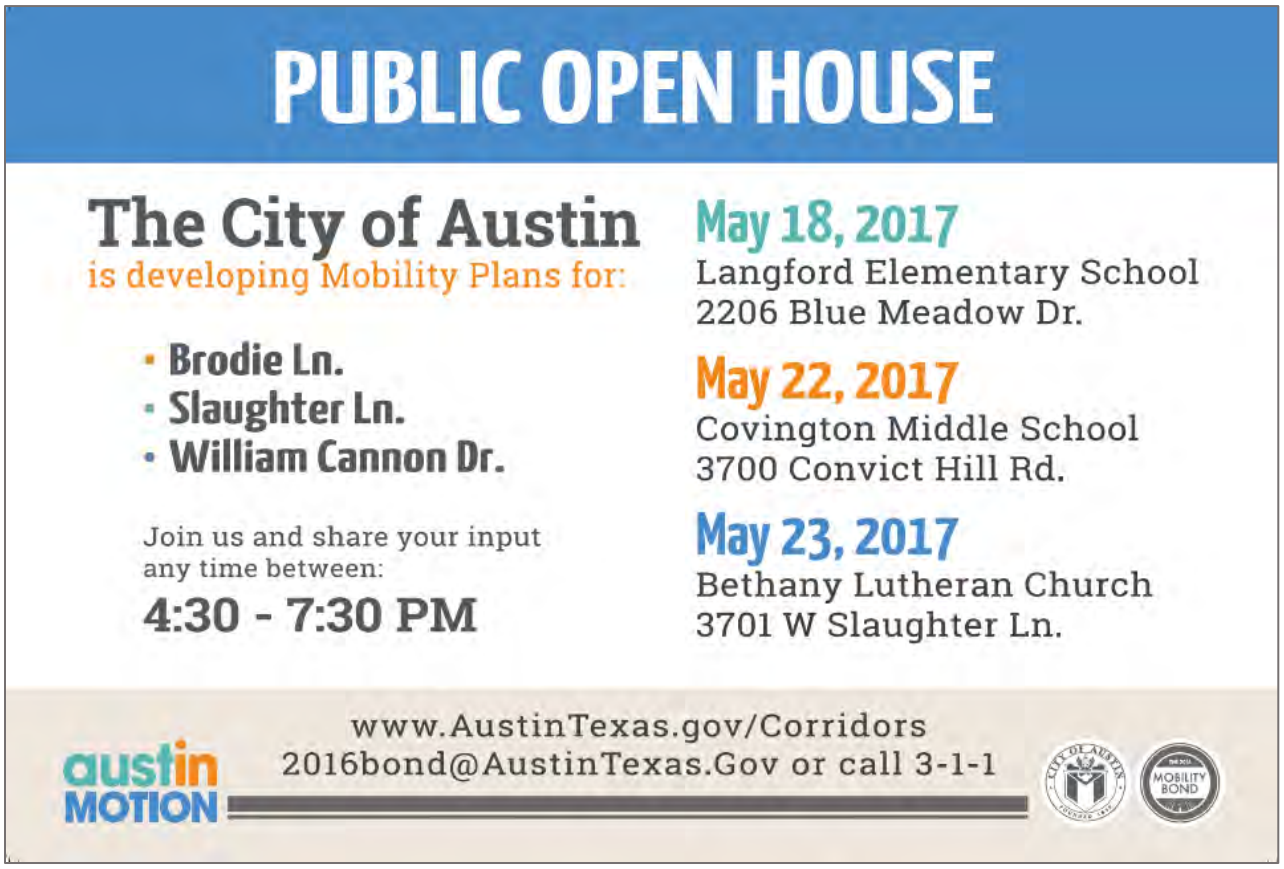
ROUND 1- MEETING PROMOTION

Postcard



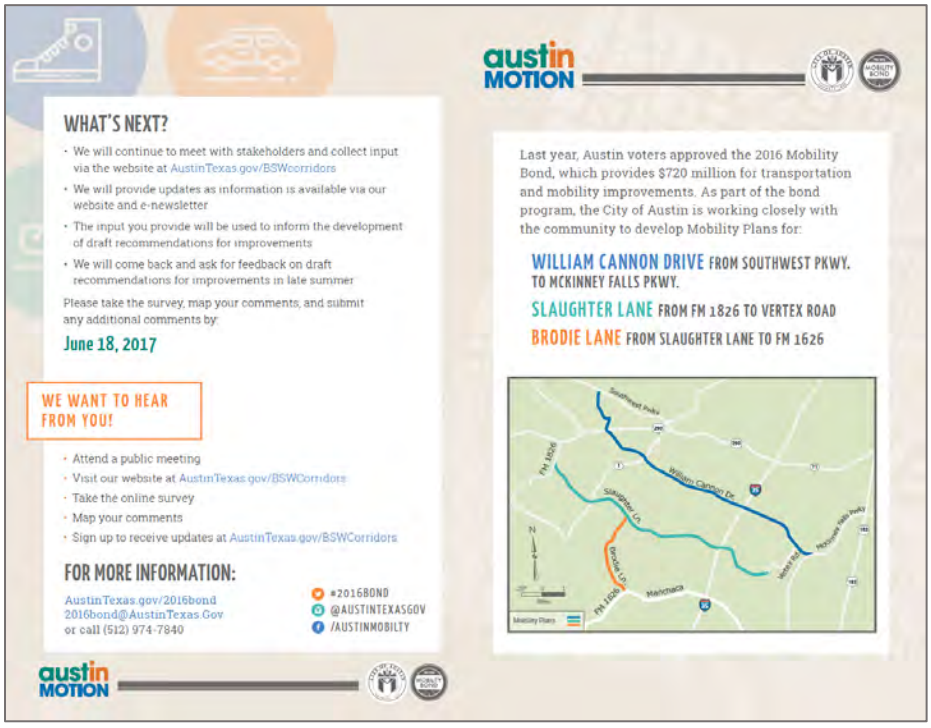


Signage


PUBLIC OPEN HOUSE
The City of Austin
is developing Mobility Plans for:
• Brodie Ln.
• Slaughter Ln.
• William Cannon Dr.
Join us and share your input
any time between:
4:30 - 7:30 PM
May 18, 2017
Langford Elementary School
2206 Blue Meadow Dr.
May 22, 2017
Covington Middle School
3700 Convict Hill Rd.
May 23, 2017
Bethany Lutheran Church
3701 W Slaughter Ln.
www.AustinTexas.gov/Corridors
2016bond@AustinTexas.Gov or call 3-1-1
austin MOTION
MOBILITY BOND

ROUND 1- MEETING MATERIALS

Handout



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WHAT'S NEXT?

- We will continue to meet with stakeholders and collect input via the website at AustinTexas.gov/BSWcorridors
- We will provide updates as information is available via our website and e-newsletter
- The input you provide will be used to inform the development of draft recommendations for improvements
- We will come back and ask for feedback on draft recommendations for improvements in late summer

Please take the survey, map your comments, and submit any additional comments by:

June 18, 2017

WE WANT TO HEAR FROM YOU!

- Attend a public meeting
- Visit our website at AustinTexas.gov/BSWCorridors
- Take the online survey
- Map your comments
- Sign up to receive updates at AustinTexas.gov/BSWCorridors

FOR MORE INFORMATION:

AustinTexas.gov/2016bond
2016bond@AustinTexas.Gov
or call (512) 974-7840

#2016BOND
@AUSTINTEXASGOV
/AUSTINMOBILTY

Last year, Austin voters approved the 2016 Mobility Bond, which provides $720 million for transportation and mobility improvements. As part of the bond program, the City of Austin is working closely with the community to develop Mobility Plans for:

WILLIAM CANNON DRIVE FROM SOUTHWEST PKWY. TO MCKINNEY FALLS PKWY.

SLAUGHTER LANE FROM FM 1826 TO VERTEX ROAD

BRODIE LANE FROM SLAUGHTER LANE TO FM 1626

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WHAT IS A MOBILITY PLAN?

Mobility Plans identify recommendations to enhance safety and mobility for all users, whether you drive, bike, walk, or take transit. These plans are:

- An opportunity to work with the public to interweave community input into a plan for multi-modal transportation improvements.
- A tool to assess safety, mobility, current needs, and needs concurrent with anticipated growth in the area on a specific corridor or roadway.
- Recommended short, medium, and long-term projects that improve safety and offer a diverse and connected network of transportation choices such as:
  - Intersection improvements (signals, turn lanes, pedestrian crossings, etc.)
  - Sidewalks and bicycle facilities
  - Transit improvements (bus shelters, relocation of bus stops, center-running transit lanes, transit-specific signal timing)
  - Managing congestion (turn lanes, signal timing)

FUNDING MOBILITY PLANS

The 2016 Mobility Bond provides funding for the development of Mobility Plans for Slaughter Lane, William Cannon Drive and Brodie Lane. The bond may also fund design and construction of recommended improvements on Slaughter Lane and/or William Cannon Drive. The bond does not put funding to design or construction of improvements on Brodie Lane.

Mobility Plans and the different recommendations associated with them will be informed by community input and will incorporate other city and regional planning efforts. Development of the Mobility Plans is also coordinated with coinciding initiatives, like implementation of sidewalk, bikeway, urban trail, and Safe Routes to School improvements, also funded by the 2016 Mobility Bond.

TIMELINE

SPRING 2017
Gathering Information
- Stakeholder identification
- Initial engagement
- Gather and analyze mobility data
- Collect public input on needs and existing conditions
- Public meetings (May 18, 22, & 23)
- Community meetings
- Online engagement

SUMMER 2017
Concepts & Draft Recommendations
- Analyze public input
- Develop preliminary recommendations for improvements to be included in the Mobility Plans

LATE SUMMER 2017
Presentation of Draft Recommendations
- Refine concepts and plans
- Present draft Mobility Plans to the public and obtain feedback
- Public Meetings
- Online engagement

LATE 2017
Recommendations for improvements to Slaughter Lane and William Cannon Drive will be evaluated as part of development of the Corridor Construction Program, to be funded by the 2016 Mobility Bond.

MOBILITY PLAN PUBLIC OPEN HOUSE

The City of Austin is developing Mobility Plans for:

WILLIAM CANNON DRIVE FROM SOUTHWEST PKWY. TO MCKINNEY FALLS PKWY.

SLAUGHTER LANE FROM FM 1826 TO VERTEX ROAD

BRODIE LANE FROM SLAUGHTER LANE TO FM 1626



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BRODIE LANE (SLAUGHTER LANE TO FM 1626)

EXISTING CONDITIONS





BETWEEN SHADY HOLLOW DR AND FRATE BARKER RD
- No bicycle or pedestrian facilities





NORTH OF FM 1626
- Bicycle facilities



AT FRATE BARKER ROAD
- Intersection

austin MOTION

SLAUGHTER LANE (FM 1826 TO VERTEX ROAD)

EXISTING CONDITIONS



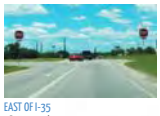




BETWEEN WOODSHIRE DR. AND ROXANNA DR.
- Bicycle and pedestrian facilities



AT I-35
- Bicycle and pedestrian facilities



EAST OF I-35
- Intersection

austin MOTION

WILLIAM CANNON DRIVE (SOUTHWEST PKWY. TO MCKINNEY FALLS PKWY.)

EXISTING CONDITIONS







BETWEEN PLEASANT VALLEY AND BITTER CREEK DR.
- Bicycle and pedestrian facilities



BETWEEN MCCARTY AND RIDGE OAK ROAD
- Pedestrian facilities



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austin MOTION

LOCAL PUBLIC TRANSIT



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CITY OF AUSTIN PLANS AND INITIATIVES

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IMAGINEAUSTIN

- The purpose of the South Austin Combined Neighborhood Plan, adopted in November 2014, is to shape change as Austin continues to grow, maintaining and enhancing the area's character. The Neighborhood Plan fits into the larger framework established by the Imagine Austin Comprehensive Plan.

- The **Austin Strategic Mobility Plan** takes a comprehensive look at Austin's overall network of transportation needs and will identify policies, programs and projects to guide future investment.

CODENEXT

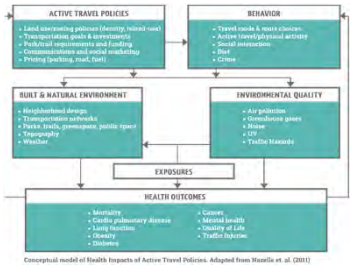
- CodeNEXT is the City of Austin's initiative to rewrite the City's Land Development Code. The Land Development Code sets requirements for what, where, and how much can be built in Austin. CodeNEXT will change how developers contribute to transportation and mobility improvements when building new facilities.

- The 2016 Mobility Bond puts $137 million to many of the City's ongoing programs like Sidewalks, Bikeways, Urban Trails, and Safe Routes to School. These projects will be coordinated with corridor recommendations.

HEALTH IMPACT CONSIDERATIONS

Thoughtful transportation planning can have positive impacts on the health of the population that lives, works, plays, and attends school in the area. The Mobility Plans will look for opportunities to:

- Identify recommendations to minimize negative health impacts and maximize opportunities to improve health
- Create environments that are supportive of physical activity and social interaction to contribute to a healthier population



Conceptual model of Health Impacts of Active Travel Policies. Adapted from Mueller et. al. (2011)

ENCUESTA

austin MOTION 2016 MOBILITY BOND

WILLIAM CANNON DRIVE, SLAUGHTER LANE, AND BRODIE LANE

Do you prefer to respond to this survey in English or Spanish? ¿Prefiere responder a esta encuesta en inglés o español?

- ☐ English
- ☐ Español

For which corridor would you like to complete this survey? If you would like to complete the survey for multiple corridors, choose the survey you would like to complete first.

- ☐ **Brodie Lane** from Slaughter Lane to FM 1626
- ☐ **Slaughter Lane** from FM 1826 to Vertex Parkway
- ☐ **William Cannon Drive** from Southwest Parkway to McKinney Falls Parkway

How do you use the corridor? (select all that apply)

- ☐ I work along the corridor
- ☐ I live along the corridor
- ☐ I commute through the corridor
- ☐ I or my children attend school along the corridor
- ☐ I shop, eat, use recreational facilities on the corridor
- ☐ Other _____

In what zip code do you live? _____

In what zip code do you work or attend school? _____

What mode of transportation do you use in this corridor? How many times per week?

	7 days per week	6 days per week	5 days per week	4 days per week	3 days per week	2 days per week	1 day per week
Drive a personal vehicle	☐	☐	☐	☐	☐	☐	☐
Transit rider	☐	☐	☐	☐	☐	☐	☐
Bicycle	☐	☐	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐	☐	☐
Carpool/rideshare	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐

This Mobility Plan will consider several topics, some of which are listed below.
Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5	6	7
Creating a safer and more supportive environment for walking	☐	☐	☐	☐	☐	☐	☐
Creating a safer and more supportive environment for cycling	☐	☐	☐	☐	☐	☐	☐
Creating attractive public spaces in strategic locations along the corridor	☐	☐	☐	☐	☐	☐	☐
Calming traffic in residential neighborhoods	☐	☐	☐	☐	☐	☐	☐
Improving accessibility to and from destinations and neighborhoods surrounding the corridor	☐	☐	☐	☐	☐	☐	☐
Improving transit service	☐	☐	☐	☐	☐	☐	☐
Managing congestion	☐	☐	☐	☐	☐	☐	☐

Which of the following improvements are most important for people who walk along this corridor?
Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5	6	7	8
Wider sidewalks	☐	☐	☐	☐	☐	☐	☐	☐
Continuous sidewalks	☐	☐	☐	☐	☐	☐	☐	☐
Sidewalk maintenance	☐	☐	☐	☐	☐	☐	☐	☐
Sidewalks with separation from traffic	☐	☐	☐	☐	☐	☐	☐	☐
Safer pedestrian crossings	☐	☐	☐	☐	☐	☐	☐	☐
ADA rehabilitation	☐	☐	☐	☐	☐	☐	☐	☐
Opportunities for shade	☐	☐	☐	☐	☐	☐	☐	☐
I am not interested in improvements related to walking	☐							

Which of the following improvements are most important for people who ride a bike along this corridor? Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5
Wider bike lanes	☐	☐	☐	☐	☐
Separated and/or protected bike lanes	☐	☐	☐	☐	☐
Bike parking	☐	☐	☐	☐	☐
Intersection and signal enhancements	☐	☐	☐	☐	☐
I am not interested in improvements related to biking	☐				

Which of the following improvements are most important for people who ride transit along this corridor? Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5
More transit options	☐	☐	☐	☐	☐
More frequent bus service	☐	☐	☐	☐	☐
Upgraded bus stops (shelters, benches, better signage, safer)	☐	☐	☐	☐	☐
Improved turning options	☐	☐	☐	☐	☐
I am not interested in improvements related to transit	☐				

Which of the following improvements are most important for people who drive along this corridor? Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5
Slower speed limits	☐	☐	☐	☐	☐
Safer intersections	☐	☐	☐	☐	☐
Fewer driveways or consolidated driveways	☐	☐	☐	☐	☐
Improved turning options	☐	☐	☐	☐	☐
Improved signal timing	☐	☐	☐	☐	☐
I am not interested in improvements related to driving	☐				

Is there anything else you think we should know about this corridor?

The questions on this page are optional.
We would like to know more about who is participating to help us ensure that we are getting input from a variety of participants.

What is your age? (optional)

☐ 18-34 ☐ 35-44 ☐ 45-54
☐ 55-64 ☐ 65+ ☐ Prefer not to answer

What is your gender? (optional)

☐ Female ☐ Male ☐ Other ☐ Prefer not to answer

What City Council District do you live in? (optional)

☐ District 1 – Ora Houston ☐ District 2 – Delia Garza
☐ District 3- Sabino "Pio Renteria ☐ District 4 – Gregorio "Greg" Casar
☐ District 5 – Ann Kitchen ☐ District 6 – Jimmy Flannigan
☐ District 7 – Leslie Pool ☐ District 8 – Ellen Troxclair
☐ District 9 – Kathie Tovo ☐ District 10 – Allison Alter
☐ I don't know ☐ I prefer not to answer

Provide your email address if you would like to receive updates about the Mobility Plan as new information becomes available or be notified of other opportunities to participate. (optional).

ENCUESTA

austin MOTION 2016 MOBILITY BOND

WILLIAM CANNON DRIVE, SLAUGHTER LANE, Y BRODIE LANE

Do you prefer to respond to this survey in English or Spanish? ¿Prefiere responder a esta encuesta en inglés o español?

- ☐ English
- ☐ Español

¿Para cual carretera desea completar esta encuesta? *(seleccione uno)*

- ☐ **William Cannon Drive** desde Southwest Parkway hasta McKinney Falls Parkway
- ☐ **Slaughter Lane** desde FM 1826 hasta Vertex Parkway
- ☐ **Brodie Lane** desde Slaughter Lane hasta FM 1626

¿Cómo usa usted la carretera? *(seleccione todas las que correspondan)*

- ☐ Trabajo a lo largo de la carretera
- ☐ Vivo a lo largo de la carretera
- ☐ Viajo a través de la carretera
- ☐ Yo o mis hijos estamos matriculados en una escuela a lo largo de la carretera

¿En cual código postal vive usted? _____

¿En cuál código postal trabaja o asiste a la escuela? _____

¿Cuál modo de transporte usa en este corredor? ¿Cuántas veces por semana?

	7 dias a la semana	6 dias a la semana	5 dias a la semana	4 dias a la semana	3 dias a la semana	2 dias a la semana	1 dia a la semana
Coche Personal	☐	☐	☐	☐	☐	☐	☐
Transito Publico	☐	☐	☐	☐	☐	☐	☐
Bicicleta	☐	☐	☐	☐	☐	☐	☐
Andar	☐	☐	☐	☐	☐	☐	☐
Coche COmpartido	☐	☐	☐	☐	☐	☐	☐
Otro	☐	☐	☐	☐	☐	☐	☐

El Plan de Movilidad del corredor considerará varios temas, algunos de los cuales se enumeran a continuación. Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante:

	1	2	3	4	5	6	7
Crear un entorno más seguro y más propicio para caminar	☐	☐	☐	☐	☐	☐	☐
Crear un entorno más seguro y más propicio para el ciclismo	☐	☐	☐	☐	☐	☐	☐
Crear espacios públicos atractivos en lugares estratégicos a lo largo del corredor	☐	☐	☐	☐	☐	☐	☐
Tranquilidad en los barrios residenciales	☐	☐	☐	☐	☐	☐	☐
Mejorar el acceso desde los destinos y barrios que rodean el corredor	☐	☐	☐	☐	☐	☐	☐
Mejorar el servicio de tránsito	☐	☐	☐	☐	☐	☐	☐
Gestión de la congestión	☐	☐	☐	☐	☐	☐	☐

¿Cuáles de las siguientes mejoras son más importantes para las personas que caminan el corredor? Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante

Aceras amplias	1	2	3	4	5	6	7	8
Aceras continuos	☐	☐	☐	☐	☐	☐	☐	☐
Banquetas continuos	☐	☐	☐	☐	☐	☐	☐	☐
Mantenimiento de banquetas	☐	☐	☐	☐	☐	☐	☐	☐
Aceras con separación del tráfico	☐	☐	☐	☐	☐	☐	☐	☐
Cruces peatonales más seguros	☐	☐	☐	☐	☐	☐	☐	☐
Rehabilitación para personas con incapacidades (ADA por sus siglas en inglés)	☐	☐	☐	☐	☐	☐	☐	☐
Oportunidades para sentarse y sombra	☐	☐	☐	☐	☐	☐	☐	☐
No me interesan las mejoras relacionadas con andar	☐							

¿Cuáles de las siguientes mejoras son más importantes para las personas que andan en bicicleta por el corredor? Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante:

	1	2	3	4	5
Carriles para bicicletas más amplios	☐	☐	☐	☐	☐
Carriles de bicicleta separados y/o protegidos	☐	☐	☐	☐	☐
Estacionamiento de bicicletas	☐	☐	☐	☐	☐
Mejoras de cruces para bicicletas y señales	☐	☐	☐	☐	☐
No me interesan las mejoras relacionadas con el ciclismo	☐				

¿Cuáles de las siguientes mejoras son más importantes para las personas que usan tránsito público por el corredor. Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante:

	1	2	3	4	5
Más opciones de tránsito publico	☐	☐	☐	☐	☐
Servicio de autobús más frecuente	☐	☐	☐	☐	☐
Paradas de autobús adicionales	☐	☐	☐	☐	☐
Paradas de autobuses mejoradas (refugios, bancos, mejor señalización, más seguras)	☐	☐	☐	☐	☐
No me interesan las mejoras relacionadas con el tránsito publico	☐	☐	☐	☐	☐

¿Cuáles de las siguientes mejoras son más importantes para las personas que conducen por el corredor? Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante:

	1	2	3	4	5
Límites de velocidad más lentos	☐	☐	☐	☐	☐
Intersecciones más seguras	☐	☐	☐	☐	☐
Menos caminos de acceso o entradas de Automóviles consolidadas	☐	☐	☐	☐	☐
Opciones de torneado mejoradas	☐	☐	☐	☐	☐
Señalización mejorada	☐	☐	☐	☐	☐
No me interesan las mejoras relacionadas con la conducción					

¿Hay algo más que crea que debemos saber sobre el corredor?

Las preguntas siguientes son opcionales. Nos gustaría saber más sobre quién participa en la encuesta para ayudarnos a asegurar que recibimos la contribución de una variedad de participantes.

¿Cuál es su edad? (opcional)

☐ 18-34 ☐ 35-44 ☐ 45-54
☐ 55-64 ☐ 65+ ☐ Prefiero no responder

¿Con cuál genero identifica usted? (opcional)

☐ Mujer ☐ Hombre ☐ Otro ☐ Prefiero no responder

¿En cuál distrito vive usted? (opcional)

☐ Distrito 1 – Ora Houston
☐ Distrito 2 – Delia Garza
☐ Distrito 3- Sabino "Pio Renteria
☐ Distrito 4 – Gregorio "Greg" Casar
☐ Distrito 5 – Ann Kitchen
☐ Distrito 6 – Jimmy Flannigan
☐ Distrito 7 – Leslie Pool
☐ Distrito 8 – Ellen Troxclair
☐ Distrito 9 – Kathie Tovo
☐ Distrito 10 – Allison Alter
☐ No se
☐ Prefiero no responder

Proporcione su dirección de correo electrónico si desea recibir actualizaciones sobre el Plan de Movilidad a medida que nueva información esté disponible o para recibir información sobre otras oportunidades para participar. (opcional).

ROUND 1- PHOTOS





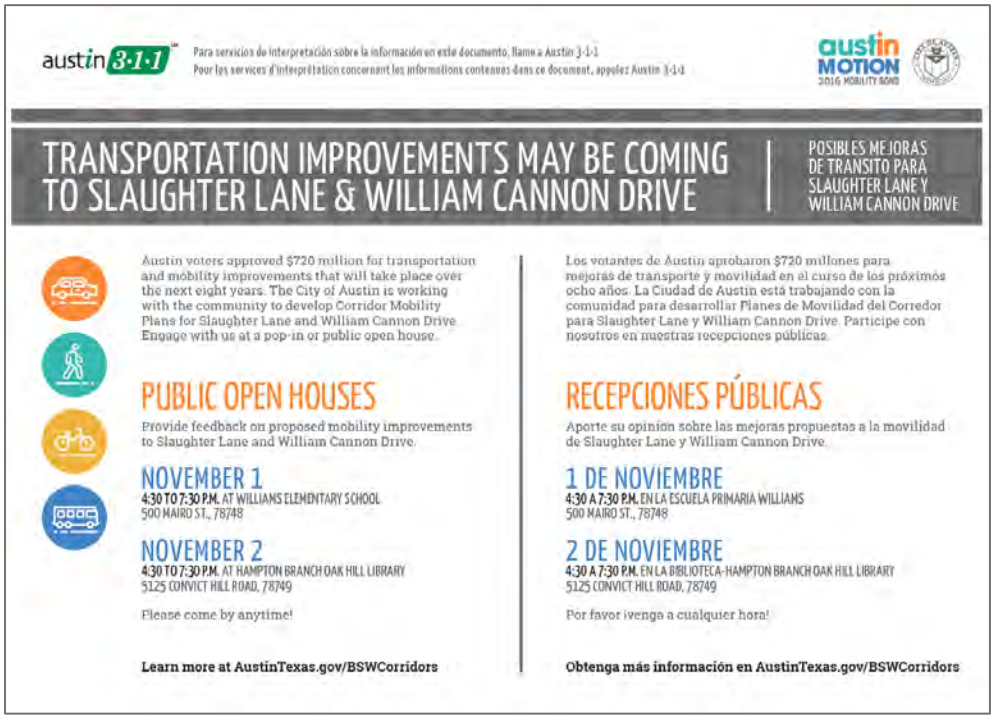


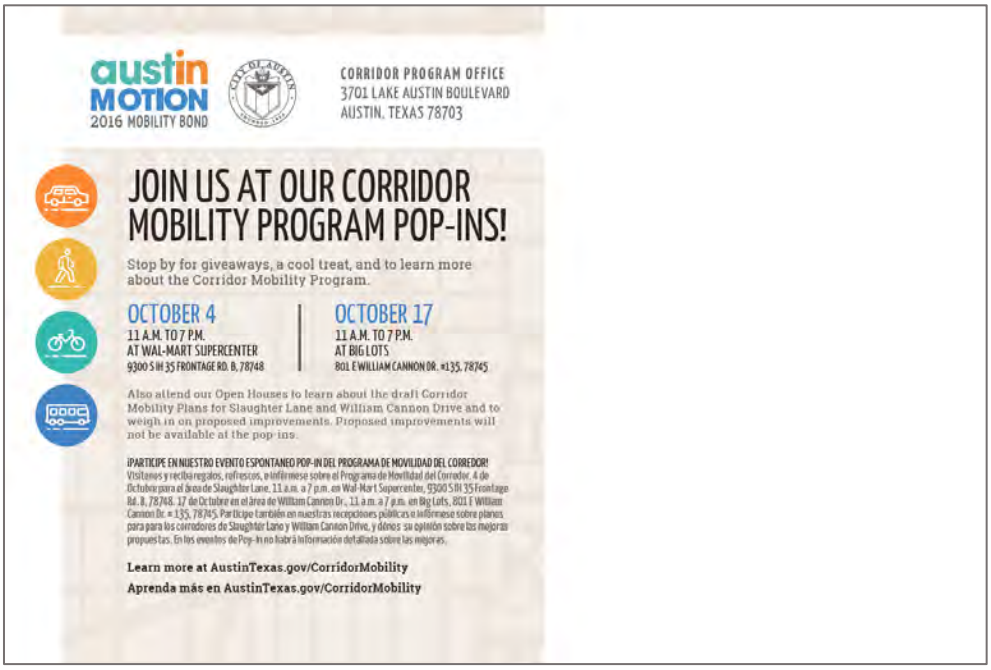




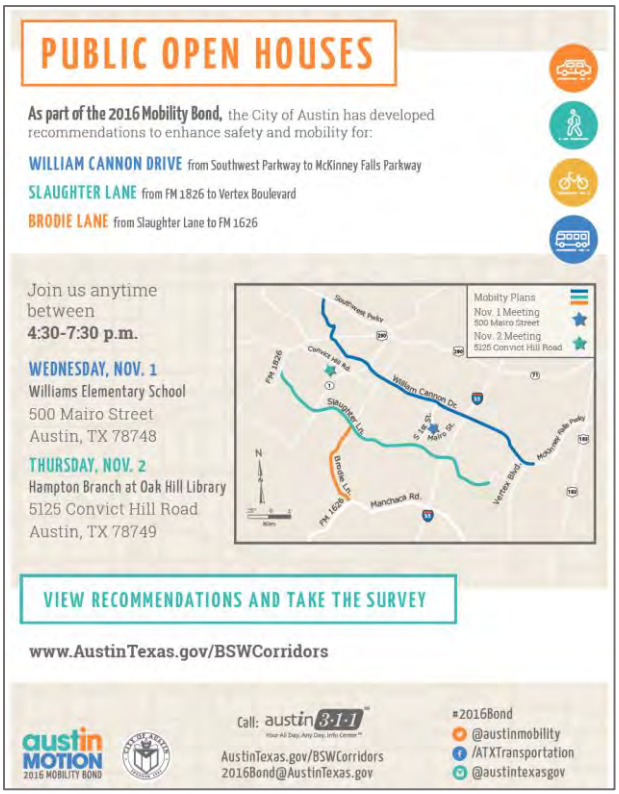
ROUND 2- MEETING PROMOTION

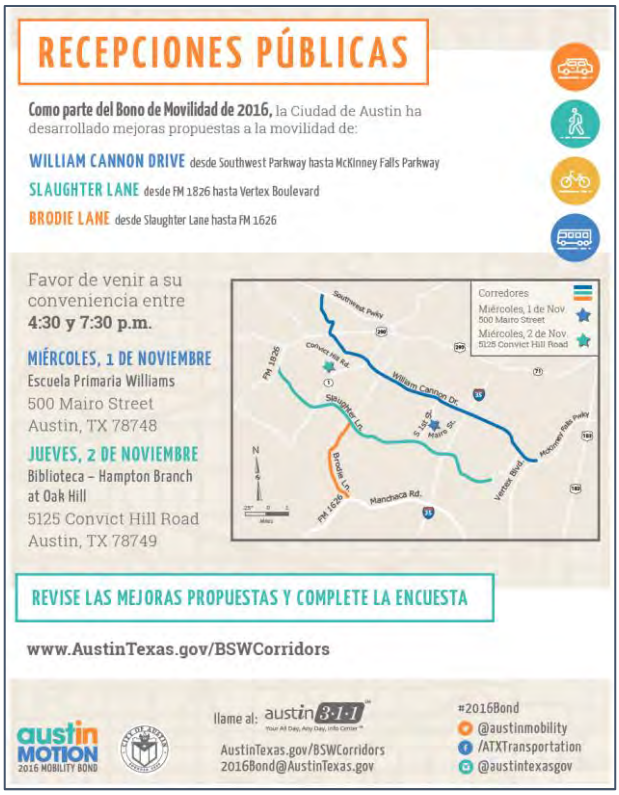
Postcard



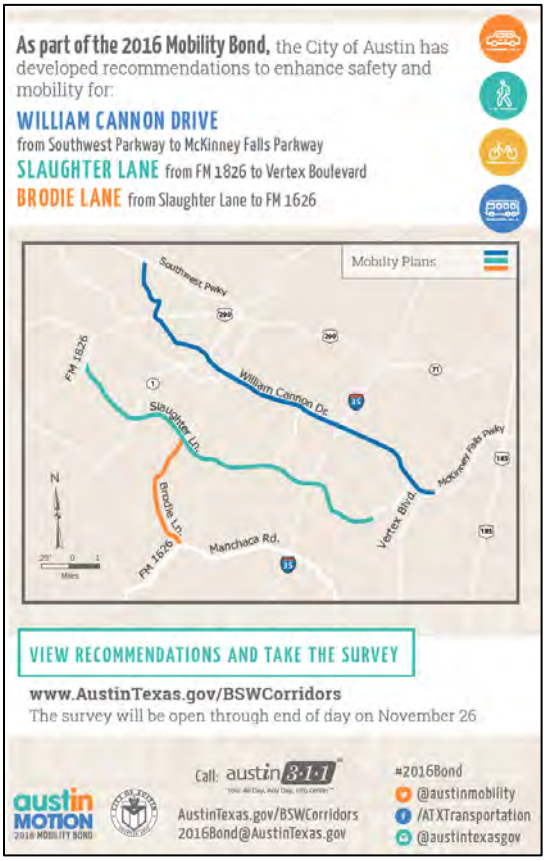


Flyer


PUBLIC OPEN HOUSES
As part of the 2016 Mobility Bond, the City of Austin has developed recommendations to enhance safety and mobility for:
WILLIAM CANNON DRIVE from Southwest Parkway to McKinney Falls Parkway
SLAUGHTER LANE from FM 1826 to Vertex Boulevard
BRODIE LANE from Slaughter Lane to FM 1626
Join us anytime between
4:30-7:30 p.m.
WEDNESDAY, NOV. 1
Williams Elementary School
500 Mairo Street
Austin, TX 78748
THURSDAY, NOV. 2
Hampton Branch at Oak Hill Library
5125 Convict Hill Road
Austin, TX 78749
Mobility Plans
Nov. 1 Meeting
500 Mairo Street
Nov. 2 Meeting
5125 Convict Hill Road
VIEW RECOMMENDATIONS AND TAKE THE SURVEY
www.AustinTexas.gov/BSWCorridors
austin MOTION 2016 MOBILITY BOND
Call: austin 3-1-1
AustinTexas.gov/BSWCorridors
2016Bond@AustinTexas.gov
#2016Bond
@austinmobility
/ATXTransportation
@austintexasgov

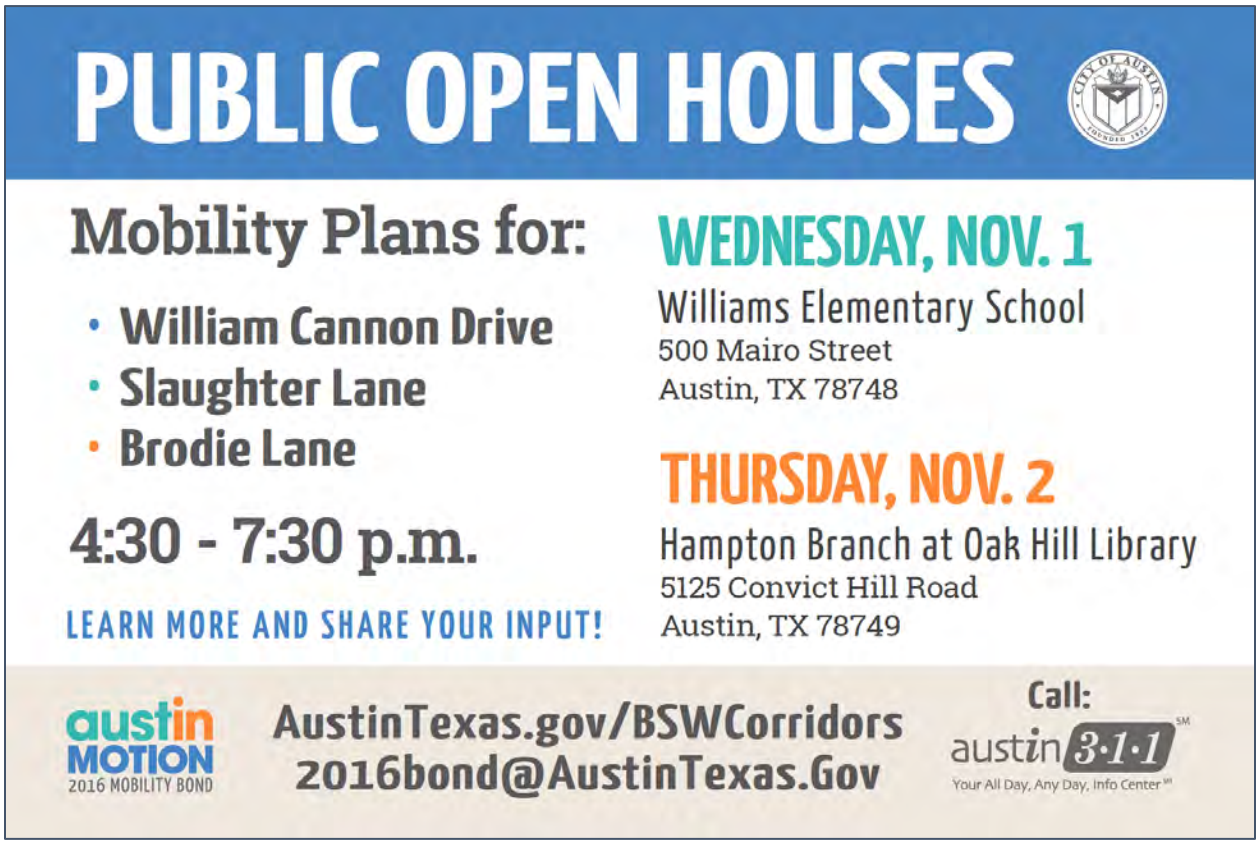

RECEPCIONES PÚBLICAS
Como parte del Bono de Movilidad de 2016, la Ciudad de Austin ha desarrollado mejoras propuestas a la movilidad de:
WILLIAM CANNON DRIVE desde Southwest Parkway hasta McKinney Falls Parkway
SLAUGHTER LANE desde FM 1826 hasta Vertex Boulevard
BRODIE LANE desde Slaughter Lane hasta FM 1626
Favor de venir a su conveniencia entre
4:30 y 7:30 p.m.
MIÉRCOLES, 1 DE NOVIEMBRE
Escuela Primaria Williams
500 Mairo Street
Austin, TX 78748
JUEVES, 2 DE NOVIEMBRE
Biblioteca – Hampton Branch at Oak Hill
5125 Convict Hill Road
Austin, TX 78749
Corredores
Miércoles, 1 de Nov.
500 Mairo Street
Miércoles, 2 de Nov.
5125 Convict Hill Road
REVISE LAS MEJORAS PROPUESTAS Y COMPLETE LA ENCUESTA
www.AustinTexas.gov/BSWCorridors
austin MOTION 2016 MOBILITY BOND
llame al: austin 3-1-1
AustinTexas.gov/BSWCorridors
2016Bond@AustinTexas.gov
#2016Bond
@austinmobility
/ATXTransportation
@austintexasgov

Flyer 2


As part of the 2016 Mobility Bond, the City of Austin has developed recommendations to enhance safety and mobility for:
WILLIAM CANNON DRIVE
from Southwest Parkway to McKinney Falls Parkway
SLAUGHTER LANE from FM 1826 to Vertex Boulevard
BRODIE LANE from Slaughter Lane to FM 1626
Mobility Plans
Southwest Pwky
FM 1826
William Cannon Dr.
Slaughter Ln.
Brodie Ln.
FM 1626
Manchaca Rd.
Vertex Blvd.
McKinney Falls Pwky
VIEW RECOMMENDATIONS AND TAKE THE SURVEY
www.AustinTexas.gov/BSWCorridors
The survey will be open through end of day on November 26
austin MOTION 2016 MOBILITY BOND
Call: austin 3-1-1
AustinTexas.gov/BSWCorridors
2016Bond@AustinTexas.gov
#2016Bond
@austinmobility
/ATXTransportation
@austintexasgov

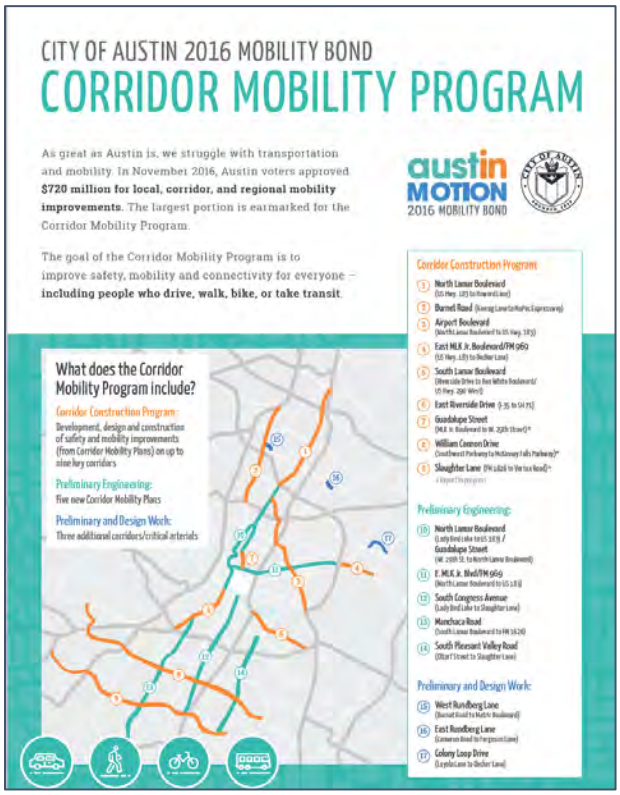

Como parte del Bono de Movilidad de 2016, la Ciudad de Austin ha desarrollado mejoras propuestas a la movilidad de:
WILLIAM CANNON DRIVE
desde Southwest Parkway hasta McKinney Falls Parkway
SLAUGHTER LANE desde FM 1826 hasta Vertex Boulevard
BRODIE LANE desde Slaughter Lane hasta FM 1626
Corredores
Southwest Pwky
FM 1826
William Cannon Dr.
Slaughter Ln.
Brodie Ln.
FM 1626
Manchaca Rd.
Vertex Blvd.
McKinney Falls Pwky
REVISE LAS MEJORAS PROPUESTAS Y COMPLETE LA ENCUESTA
www.AustinTexas.gov/BSWCorridors
La encuesta estará abierta hasta el final del día 26 de noviembre
austin MOTION 2016 MOBILITY BOND
llame al: austin 3-1-1
AustinTexas.gov/BSWCorridors
2016Bond@AustinTexas.gov
#2016Bond
@austinmobility
/ATXTransportation
@austintexasgov

Signage


PUBLIC OPEN HOUSES
Mobility Plans for:
• William Cannon Drive
• Slaughter Lane
• Brodie Lane
4:30 - 7:30 p.m.
LEARN MORE AND SHARE YOUR INPUT!
WEDNESDAY, NOV. 1
Williams Elementary School
500 Mairo Street
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Hampton Branch at Oak Hill Library
5125 Convict Hill Road
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austin MOTION
2016 MOBILITY BOND
AustinTexas.gov/BSWCorridors
2016bond@AustinTexas.Gov
Call:
austin 3-1-1
Your All Day, Any Day, Info Center

ROUND 2- MEETING MATERIALS

Handout



CITY OF AUSTIN 2016 MOBILITY BOND

CORRIDOR MOBILITY PROGRAM

As great as Austin is, we struggle with transportation and mobility. In November 2016, Austin voters approved **$720 million for local, corridor, and regional mobility improvements**. The largest portion is earmarked for the Corridor Mobility Program.

The goal of the Corridor Mobility Program is to improve safety, mobility and connectivity for everyone – **including people who drive, walk, bike, or take transit**.

austin MOTION 2016 MOBILITY BOND

What does the Corridor Mobility Program include?

Corridor Construction Program:
Development, design and construction of safety and mobility improvements (from Corridor Mobility Plans) on up to nine key corridors

Preliminary Engineering:
Five new Corridor Mobility Plans

Preliminary and Design Work:
Three additional corridors/critical arterials

Corridor Construction Program

1. North Lamar Boulevard (US Hwy. 183 to Howard Lane)
2. Burnet Road (Koenig Lane to Parmer Lane)
3. Airport Boulevard (North Lamar Boulevard to US Hwy. 183)
4. East MLK Jr. Boulevard/FM 969 (US Hwy. 183 to Decker Lane)
5. South Lamar Boulevard (Ben Hur Drive to Ben White Boulevard/ US Hwy. 290 West)
6. East Riverside Drive (I-35 to SH 71)
7. Guadalupe Street (MLK Jr. Boulevard to W. 35th Street)*
8. William Cannon Drive (Southwest Parkway to McKinney Falls Parkway)*
9. Slaughter Lane (FM 1826 to Verona Road)*

* Unfunded project

Preliminary Engineering:

10. North Lamar Boulevard (Lady Bird Lake to US 183) / Guadalupe Street (W. 29th St. to North Lamar Boulevard)
11. E. MLK Jr. Blvd/FM 969 (North Lamar Boulevard to US 183)
12. South Congress Avenue (Lady Bird Lake to Slaughter Lane)
13. Manchaca Road (South Lamar Boulevard to FM 1626)
14. South Pleasant Valley Road (Ben Hur Drive to Slaughter Lane)

Preliminary and Design Work:

15. West Rundberg Lane (Burnet Road to North Lamar Boulevard)
16. East Rundberg Lane (Cameron Road to Ferguson Lane)
17. Colony Loop Drive (Loyola Lane to Decker Lane)



POTENTIAL SAFETY AND MOBILITY IMPROVEMENTS

Since 2011, the City of Austin has been working with the community to develop Corridor Mobility Plans for nine corridors. The Plans identify short-, medium-, and long-term safety and mobility improvements. The recommended improvements in the Corridor Mobility Plans include:

- **INTERSECTION IMPROVEMENTS** signals / turn lanes / pedestrian crossings
- **TRANSIT-SUPPORTIVE IMPROVEMENTS** connectivity to bus stops / transit priority signalization
- **SIDEWALKS AND CURB RAMPS** accessibility / connectivity
- **COMPLETE STREETS** improvements along corridors segments that accommodate all modes of transportation / streetscape improvements
- **BICYCLE FACILITIES** separated and protected bike lanes

HOW WILL IMPROVEMENTS BE PRIORITIZED?

The cost to construct all recommended improvements in the nine Corridor Mobility Plans exceeds the amount of funding available. As a result, the recommended improvements must be prioritized for inclusion in a proposed Corridor Construction Program as required by the City Council's Contract With Voters. The Contract With Voters also outlines Mobility Priorities and Community Considerations for evaluating the recommended improvements.

MOBILITY PRIORITIES
- connectivity
- reduction in congestion
- improved level-of-service for all modes of travel
- improved effectiveness of transit operations

COMMUNITY CONSIDERATIONS
- preservation of existing local businesses
- promotes healthy, equitable and complete communities
- strengthens livable, walkable, safe and transit-supportive corridors
- preservation of existing affordable housing
- opportunities for development of new affordable housing
- opportunities to facilitate increased supply of current-income housing

YOU'VE SPOKEN, AND WE LISTENED!

Community input has played an important role in helping shape Austin's mobility future. By voter passage of the 2016 Mobility Bond and through input provided during development of the Corridor Mobility Plans, the Mobility Talks public engagement effort, and other relevant planning processes during the past few years, **thousands have provided input that is being considered to develop the Corridor Construction Program.**

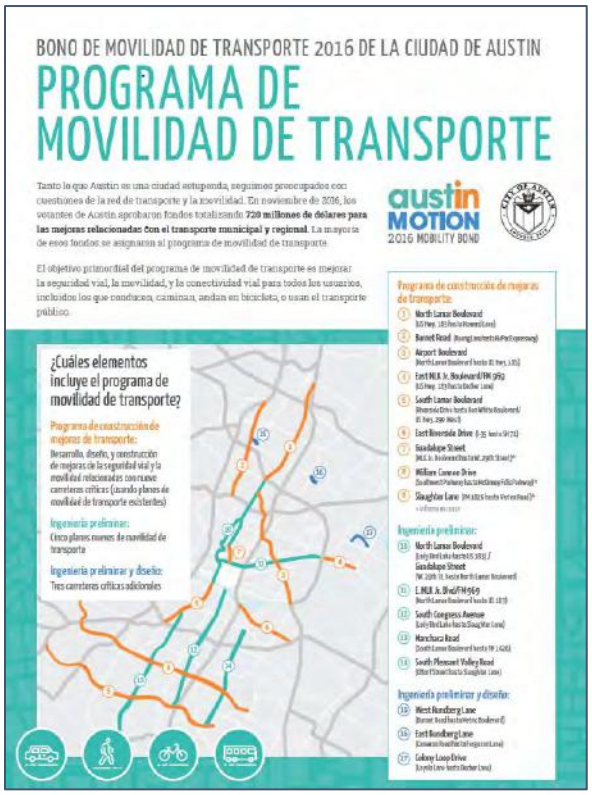
CONTACT US

WEBSITE: AUSTINTEXAS.GOV/CORRIDORS
EMAIL: CORRIDORS@AUSTINTEXAS.GOV
PHONE: 512-974-7840 OR AUSTIN 3-1-1

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Handout Spanish





MOBILITY PLANS

The City of Austin has developed recommended improvements for:

WILLIAM CANNON DRIVE FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY

SLAUGHTER LANE FROM FM 1826 TO VERTEX BOULEVARD

BRODIE LANE FROM SLAUGHTER LANE TO FM 1626



WILLIAM CANNON DRIVE

Southwest Parkway to McKinney Falls Parkway

Existing Conditions







BETWEEN PLEASANT VALLEY AND BITTER CREEK DR.
- Bicycle and pedestrian facilities



BETWEEN MCCARTY AND RIDGE OAK ROAD
- Pedestrian facilities

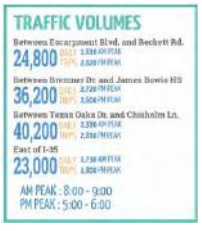


AT ESCARPMENT
- Intersection

SLAUGHTER LANE

FM 1826 to Vertex Boulevard

Existing Conditions



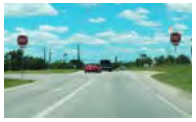




BETWEEN WOODSHIRE DR. AND ROXANNA DR.
- Bicycle and pedestrian facilities



AT I-35
- Bicycle and pedestrian facilities



EAST OF I-35
- Intersection

BRODIE LANE

Slaughter Lane to FM 1626

Existing Conditions





BETWEEN SHADY HOLLOW DR AND FRATE BARKER RD
- No bicycle or pedestrian facilities



NORTH OF FM 1626
- Bicycle facilities



AT FRATE BARKER ROAD
- Intersection



PROCESS

Many factors are considered to develop corridor recommendations.



TIMELINE



WHAT WE HEARD

PUBLIC INPUT RECEIVED SPRING 2017

866 Surveys
235 for Slaughter Lane
323 for William Cannon Drive
308 for Brodie Lane

HOW DO YOU USE THESE CORRIDORS?

- Live here, commute, recreation and shopping

WHAT ARE THE MOST IMPORTANT CONSIDERATIONS FOR THE CORRIDORS?

- Managing congestion, Improving accessibility (to destinations and neighborhoods), Safer walking environments

DRIVING IMPROVEMENTS

- Improved signal timing
- Improved turning options
- Safer intersections

TRANSIT IMPROVEMENTS

- Efficient transit operations
- Upgraded bus stops (shelters, benches)

BIKING IMPROVEMENTS

- Separated or protected bike lanes
- Wider bike lanes
- Intersection and signal enhancements

WALKING IMPROVEMENTS

- Continuous sidewalks
- Safer pedestrian crossings
- Sidewalks with separation from traffic

A full report of public input received is available.

CORRIDOR CONSTRUCTION PROGRAM



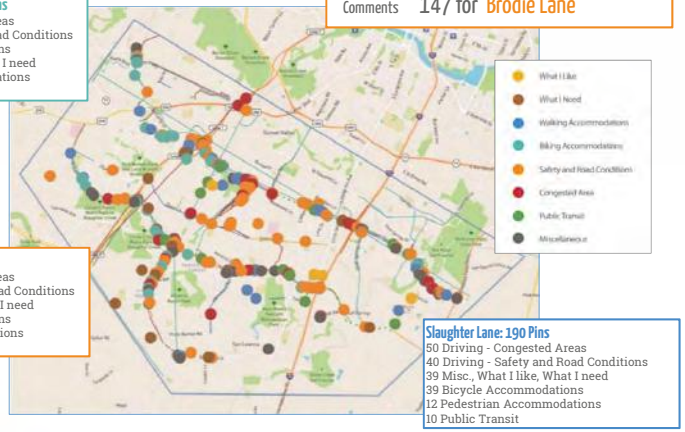
- The cost to construct all recommended improvements in the Corridor Mobility Plans exceeds the amount of funding available. As a result, recommended improvements must be prioritized for inclusion in the proposed Corridor Construction Program, which City Council must approve before the improvements are constructed.
- While all of the recommendations in the Corridor Mobility Plans are important and aim to improve mobility, improvements with the highest mobility outcomes, along with community considerations, will be prioritized for inclusion in the proposed Corridor Construction Program.
- Our goal is to complete the corridor improvement projects funded by the 2016 Mobility Bond within eight years.

WHAT WE HEARD

PUBLIC INPUT RECEIVED SPRING 2017

639 Mapped Comments
190 for Slaughter Lane
302 for William Cannon Drive
147 for Brodie Lane

William Cannon Drive: 302 Pins
88 Driving - Congested Areas
71 Driving - Safety and Road Conditions
56 Bicycle Accommodations
49 Misc., What I like, What I need
27 Pedestrian Accommodations
11 Public Transit



Brodie Lane: 147 Pins
48 Driving - Congested Areas
34 Driving - Safety and Road Conditions
31 Misc., What I like, What I need
29 Bicycle Accommodations
3 Pedestrian Accommodations
2 Public Transit

Slaughter Lane: 190 Pins
50 Driving - Congested Areas
40 Driving - Safety and Road Conditions
39 Misc., What I like, What I need
39 Bicycle Accommodations
12 Pedestrian Accommodations
10 Public Transit

A full report of public input received is available.

PLANES DE MOVILIDAD

La ciudad de Austin ha desarrollado mejoras propuestas a la movilidad para:

WILLIAM CANNON DRIVE DE SOUTHWEST PARKWAY A MCKINNEY FALLS PARKWAY

SLAUGHTER LANE DE FM 1826 A VERTEX PARKWAY

BRODIE LANE DE SLAUGHTER LANE A FM 1626



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SLAUGHTER LANE — Condiciones Existentes

FM 1826 a Vertex Road







ENTRE WOODSHIRE DR. Y ROXANNA DR.
- Acomodaciones de bicicleta y peatones



EN I-35
- Acomodaciones de bicicleta y peatones



ESTE DE I-35
- Intersección

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BRODIE LANE — Condiciones Existentes

Slaughter Lane a FM 1626





ENTRE SHADY HOLLOW DR. Y FRATE BARKER RD
- No hay acomodaciones de bicicleta o peatones



NORTE DE FM 1626
- Acomodaciones de bicicleta



FRATE BARKER ROAD
- Intersección



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WILLIAM CANNON DRIVE — Condiciones Existentes

Southwest Parkway a McKinney Falls Parkway







ENTRE PLEASANT VALLEY Y BITTER CREEK DR.
- Acomodaciones de bicicleta y peatones



ENTRE MCCARTY Y RIDGE OAK ROAD
- Acomodaciones de peatones



EN ESCARPMENT
- Intersección

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PROCEDIMIENTO

Se consideran varios factores para desarrollar planes de movilidad



CALENDARIO



LO QUE HEMOS ESCUCHADO

APORTACIONES RECIBIDAS DEL PÚBLICO EN LA PRIMAVERA DE 2017

866 Encuestas
235 para Slaughter Lane
323 para William Cannon Drive
308 para Brodie Lane

¿COMO USA USTED LOS CORREDORES?

- Vivo en el corredor, viajo a través del corredor, utilizo instalaciones recreativas

¿CUÁLES SON LAS CONSIDERACIONES MÁS IMPORTANTES PARA LOS CORREDORES?

- Gestionar la congestión, Mejorar el acceso (a destinos y barrios), Crear un entorno más seguro

MEJORAS DE CONDUCCIÓN
- Señalización mejorada
- Opciones de torneado mejoradas
- Intersecciones más seguras

MEJORAS DE TRÁNSITO
- Más opciones de transporte público
- Paradas de autobúses adicionales
- Paradas de autobúses mejoradas (refugios, bancos)

MEJORAS EN BICICLETAS
- Carriles de bicicleta separados y/o protegidos
- Carriles para bicicletas más amplios
- Mejoras de cruces para bicicleta y señales

MEJORAS A CAMINAR
- Aceras continuos
- Cruces peatonales más seguros
- Aceras con separación del tráfico

EL PROGRAMA DE CONSTRUCCIÓN DE LOS CORREDORES



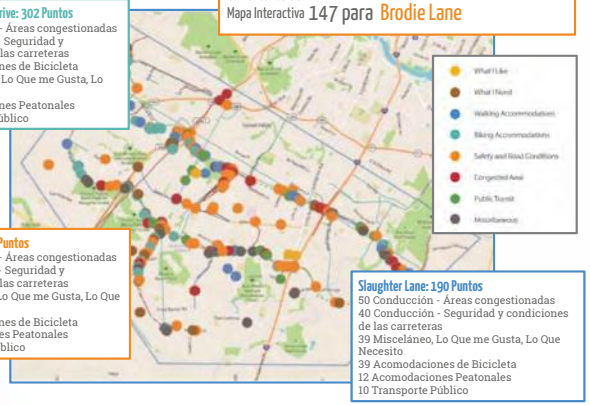
- El costo para construir todas las mejoras recomendadas en los Planes de Movilidad de los Corredores excede los fondos disponibles. Por ese razón las mejoras recomendadas se darán prioridad para ser incluidos en el Programa de Construcción de los Corredores. El Consejo Municipal debe aprobar las mejoras antes de ser construidos.
- Aunque todas las recomendaciones en los Planes de Movilidad de los Corredores son importantes con el fin de mejorar movilidad, mejoras que resultarán en efectos mayores para movilidad, junto con las consideraciones de la comunidad, se darán prioridad para ser incluidos en el Programa Propuesto de Construcción del Corredor.
- Nuestra objetivo es completar el proyecto de mejoras de los corredores, financiado por el Bono de Movilidad de 2016, dentro 8 años.

LO QUE HEMOS ESCUCHADO

APORTACIONES RECIBIDAS DEL PÚBLICO EN LA PRIMAVERA DE 2017

639 Comentarios del Mapa Interactiva
302 para William Cannon Drive
190 para Slaughter Lane
147 para Brodie Lane

William Cannon Drive: 302 Puntos
88 Conducción - Áreas congestionadas
71 Conducción - Seguridad y condiciones de las carreteras
56 Acomodaciones de Bicicleta
49 Misceláneo , Lo Que me Gusta, Lo Que Necesito
27 Acomodaciones Peatonales
11 Transporte Público



Brodie Lane: 147 Puntos
48 Conducción - Áreas congestionadas
34 Conducción - Seguridad y condiciones de las carreteras
31 Misceláneo, Lo Que me Gusta, Lo Que Necesito
29 Acomodaciones de Bicicleta
3 Acomodaciones Peatonales
2 Transporte Público

Slaughter Lane: 190 Puntos
50 Conducción - Áreas congestionadas
40 Conducción - Seguridad y condiciones de las carreteras
39 Misceláneo, Lo Que me Gusta, Lo Que Necesito
39 Acomodaciones de Bicicleta
12 Acomodaciones Peatonales
10 Transporte Público

SURVEY

austin MOTION 2016 MOBILITY BOND

WILLIAM CANNON DRIVE, SLAUGHTER LANE, AND BRODIE LANE

For which corridor would you like to complete this survey? (select one)

- ☐ **William Cannon Drive** from Southwest Parkway to McKinney Falls Parkway
- ☐ **Slaughter Lane** from FM 1826 to Vertex Parkway
- ☐ **Brodie Lane** from Slaughter Lane to FM 1626

How do you use the corridor? (select all that apply)

- ☐ I work along the corridor
- ☐ I live along the corridor
- ☐ I commute through the corridor
- ☐ I or my children attend school along the corridor
- ☐ I shop, eat, use recreational facilities on the corridor
- ☐ Other _____

How do you get around? (select all that apply)

- ☐ Driving
- ☐ Walking
- ☐ Biking
- ☐ Transit
- ☐ Other:_____

With the proposed improvements, do you think you would: (select all that apply)

- ☐ Save time driving
- ☐ Walk more
- ☐ Feel safer while walking or cycling
- ☐ Have more access to community resources (parks and recreation areas, health services, school, etc.)
- ☐ Feel safer while driving in residential neighborhoods
- ☐ Bike more
- ☐ Take transit more often
- ☐ See no change

After reviewing the proposed improvements, did we get it right in our recommendations for:

Driving	☐ Yes	☐ No	☐ If no, why not: _____
Walking	☐ Yes	☐ No	☐ If no, why not: _____
Biking	☐ Yes	☐ No	☐ If no, why not: _____
Transit	☐ Yes	☐ No	☐ If no, why not: _____
Safety	☐ Yes	☐ No	☐ If no, why not: _____
Mobility	☐ Yes	☐ No	☐ If no, why not: _____

Do you support the recommendations? (5 highest, 1 lowest)

☐ 5 ☐ 4 ☐ 3 ☐ 2 ☐ 1

Do you have any additional comments?
Topic

☐ Driving ☐ Walking ☐ Biking ☐ Transit ☐ Safety ☐ Mobility ☐ Other

Did you participate in the first round of outreach conducted in Spring 2017? (select all that apply)

☐ Online ☐ Public Meeting ☐ I did not participate ☐ Not Sure

☐ Other: _____

How did you hear about this survey? (select all that apply)

☐ Email ☐ Mail ☐ Social Media ☐ NextDoor ☐ Sign ☐ News

☐ Meeting ☐Other: _____

Please share your email address if you wish to receive updates. _____

What is your City Council district? (optional) _____

What is your ZIP code? (optional) _____

What is your race/ethnicity? (optional)

☐ Caucasian/White ☐ African American or Black ☐ American Indian

☐ Hispanic, Latino or Spanish ancestry ☐ Asian/Pacific Islander

☐ Other ☐ Prefer not to answer

What is your age? (optional)

☐ Under 24 ☐ 25-34 ☐ 35-44

☐ 45-54 ☐ 55-64 ☐ Over 65

☐ Prefer not to answer

ENCUESTA

austin MOTION 2016 MOBILITY BOND

WILLIAM CANNON DRIVE, SLAUGHTER LANE, Y BRODIE LANE

¿Para cual carretera desea completar esta encuesta? *(seleccione uno)*

- ☐ **William Cannon Drive** desde Southwest Parkway hasta McKinney Falls Parkway
- ☐ **Slaughter Lane** desde FM 1826 hasta Vertex Parkway
- ☐ **Brodie Lane** desde Slaughter Lane hasta FM 1626

¿Cómo usa usted la carretera? *(seleccione todas las que correspondan)*

- ☐ Trabajo a lo largo de la carretera
- ☐ Vivo a lo largo de la carretera
- ☐ Viajo a través de la carretera
- ☐ Yo o mis hijos estamos matriculados en una escuela a lo largo de la carretera
- ☐ Visito centros comerciales, restaurantes, o centros recreativos a lo largo de la carretera
- ☐ Otro _____

¿Cuál modo de transporte usa usted? *(seleccione todas las que correspondan)*

- ☐ Automóvil
- ☐ Andar
- ☐ Bicicleta
- ☐ Tránsito público
- ☐ Ningún

Con las mejoras propuestas, cree usted que: *(seleccione todas las que correspondan)*

- ☐ Conservaría tiempo conduciendo
- ☐ Caminaría más
- ☐ Andaría en bicicleta más
- ☐ Usaría el tránsito público más a menudo
- ☐ Se sentiría más seguro al caminar o andar en bicicleta
- ☐ Se sentiría más seguro conduciendo por los barrios residenciales
- ☐ Tendría más acceso a los recursos de la comunidad (centros recreativos, servicios de salud, escuelas, etc.)
- ☐ Vería ningún cambio

Después de revisar las mejoras propuestas, acertamos en nuestras recomendaciones para:

Conducir	☐ Sí	☐ No	☐ Si no, porque no: _____
Caminar	☐ Sí	☐ No	☐ Si no, porque no: _____
Andar en bicicleta	☐ Sí	☐ No	☐ Si no, porque no: _____
Tránsito público	☐ Sí	☐ No	☐ Si no, porque no: _____
Seguridad vial	☐ Sí	☐ No	☐ Si no, porque no: _____
Movilidad	☐ Sí	☐ No	☐ Si no, porque no: _____

¿Apoya las recomendaciones? (Indique su nivel de apoyo, 5 siendo el más alto)

☐ 5 ☐ 4 ☐ 3 ☐ 2 ☐ 1

¿Quiere añadir algo más?

Tema: ☐ Conducir ☐ Caminar ☐ Andar en bicicleta ☐ Tránsito público ☐ Seguridad vial ☐ Movilidad ☐ Otro

¿Participó en el programa de movilidad de transporte en la primavera de 2017?

☐ En línea ☐ Reunión pública ☐ No participe ☐ No se

☐ Otro _____

¿Cómo se enteró de esta encuesta? (seleccione todas las que correspondan)

☐ Correo electrónico ☐ Correo ☐ Facebook/Twitter ☐ NextDoor ☐ Letrero ☐ Periódico

☐ Reunión ☐ Otro:_____

Favor de compartir su correo electrónico si desea recibir actualizaciones:_____

¿En cuál distrito municipal vive usted? (opcional)_____

¿Cuál es su código postal? (opcional)_____

¿Cuál es su raza/etnicidad? (opcional)

☐ Blanco ☐ Afroamericano o Negro ☐ Indio Americano

☐ Hispano/Latino ☐ Asiático ☐ Otro

☐ Niego declarar

¿Cuál es su edad? (opcional)

☐ menos de 24 ☐ 25-34 ☐ 35-44

☐ 45-54 ☐ 55-64 ☐ más de 65

☐ Prefiero no responder

ROUND 2- PHOTOS









WILLIAM CANNON DRIVE

SURVEY REPORT

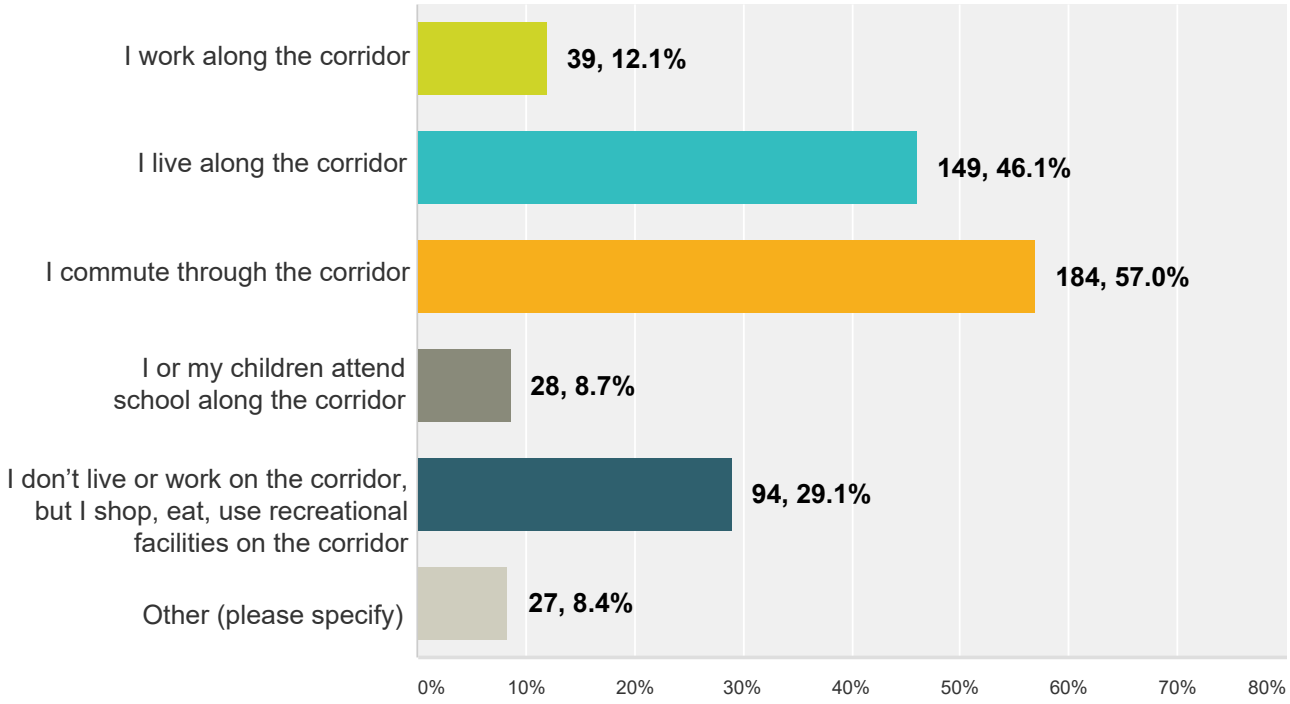
Summer 2017

austin MOTION
2016 MOBILITY BOND

How do you use the William Cannon Dr. corridor (select all that apply)?

Answered: 323 (296 English, 27 Spanish)

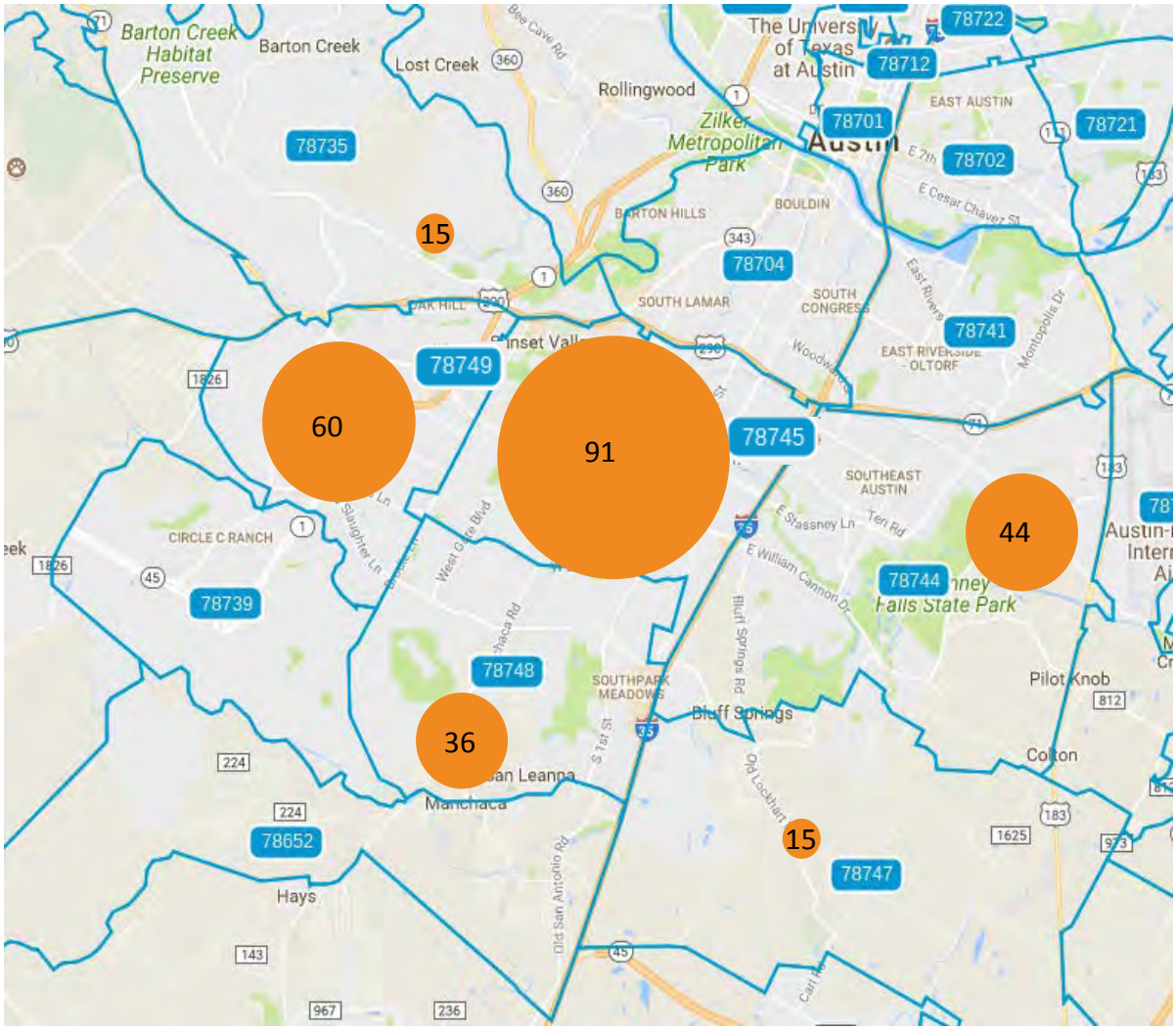
Several respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



Other (please specify)
It's my route to get to work, school, shopping
Youth program in the 78744
I use William Cannon daily to get to shopping and activities.
My main arterial to go anywhere
Also use recreational facilities
Use to bicycle from Vinson to Southwest Parkway
I use it to go east and west during peak traffic hours to avoid Hwy 71 and IH 35
Use West Gate Blvd.to acces Wm. Cannon from Manchaca, Slaughter, and Brodie.
Visit friends
I am a concerned citizen
Live in area, so use this corridor daily
Closest grocery store is on Wm Cannon
I use William Cannon to get to a wide variety of locations.
Use as a short cut from Manchaca through West Gate Blvd. to Mopac
Recreational biking
My house is on W William Cannon, 5000 Block
We own & live on 600' frontage on William Cannon
Drive to restaurants, shops, etc
I use businesses located along the corridor.
Own/live 600 ft. frontage,5000 block
I am the airport planner and am interested in secondary ways to get to ABIA
I ride my bike through the corridor
Recreation
SHOP
Live in the area
Shopping
I am impacted by cars using West gate Blvd. as short cut to William cannon

In what zip code do you live?

Answered: 320 (296 English, 24 Spanish)

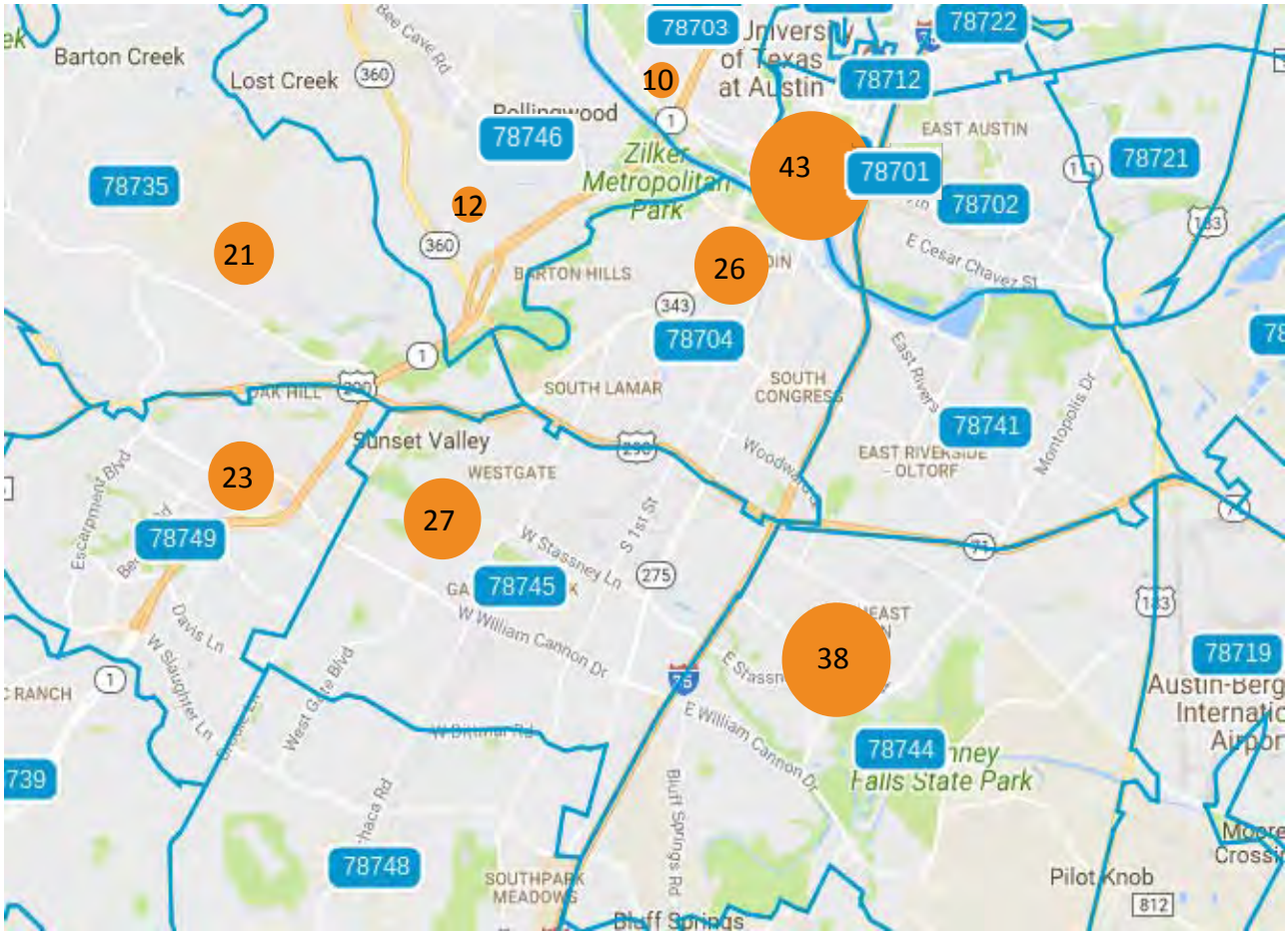


Zip Codes Mapped	No. of Responses
78745	91
78749	60
78744	44
78748	36
78747	15
78735	15

Zip Codes Not Mapped	No. of Responses
78741, 78704	8
78739, 78736	7
78751, 78737, 78702	3
78757, 78746, 78727	2
78759, 78758, 78756, 78754, 78752, 78734, 78731, 78729, 78722, 78719, 89640, 78617, 78610	1

In what zip code do you work or attend school?

Answered: 281 (262 English, 19 Spanish)

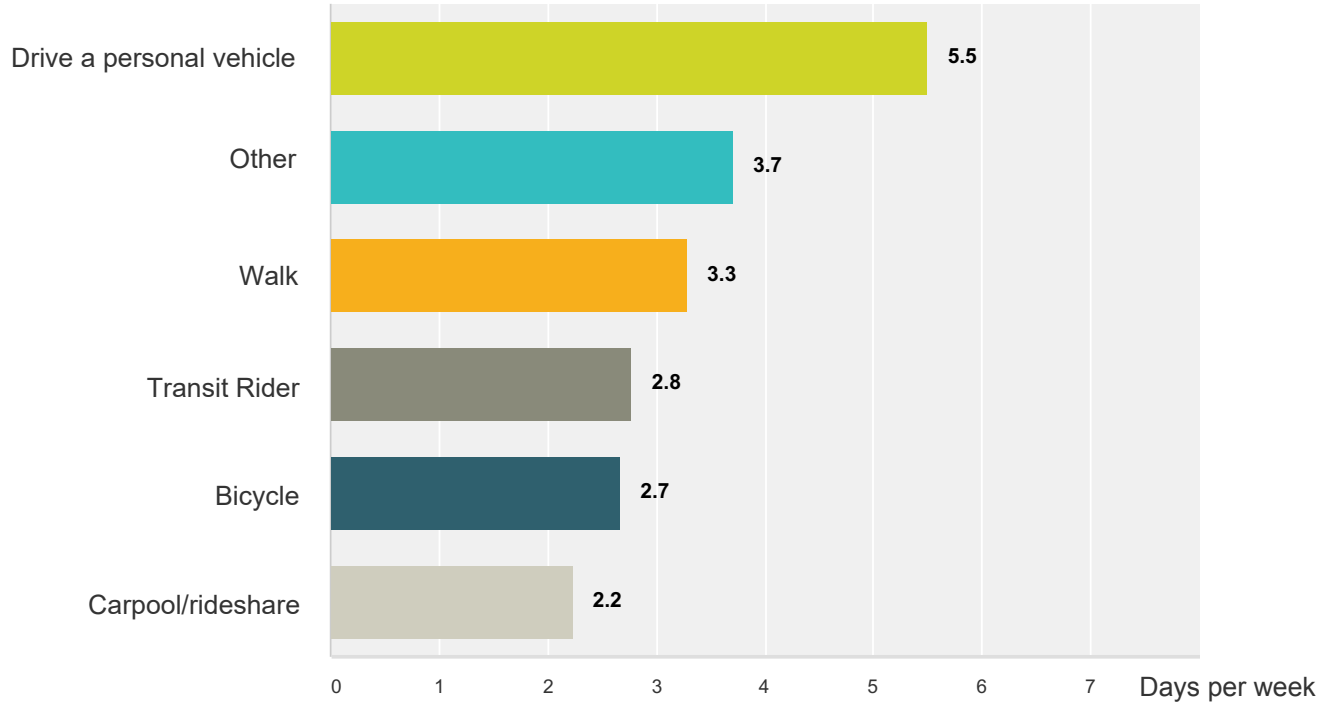


Zip Codes Mapped	No. of Responses
78701	43
78744	38
78745	27
78704	26
78749	23
78735	21
78746	12
78703	10

Zip Codes Not Mapped	No. of Responses
78702	9
78741, 78705	8
78748	7
78759, 78731	4
78754, 78752, 78736	3
78757, 78756, 78751, 78739, 78719	2
78778, 78760, 78758, 78747, 78737, 78730, 78728, 78727, 78725, 78723m 78722, 78714, 78713, 78712, 78710, 78660, 78641, 78620, 78610, 78130	1

What mode of transportation do you use in this corridor? How many times per week?

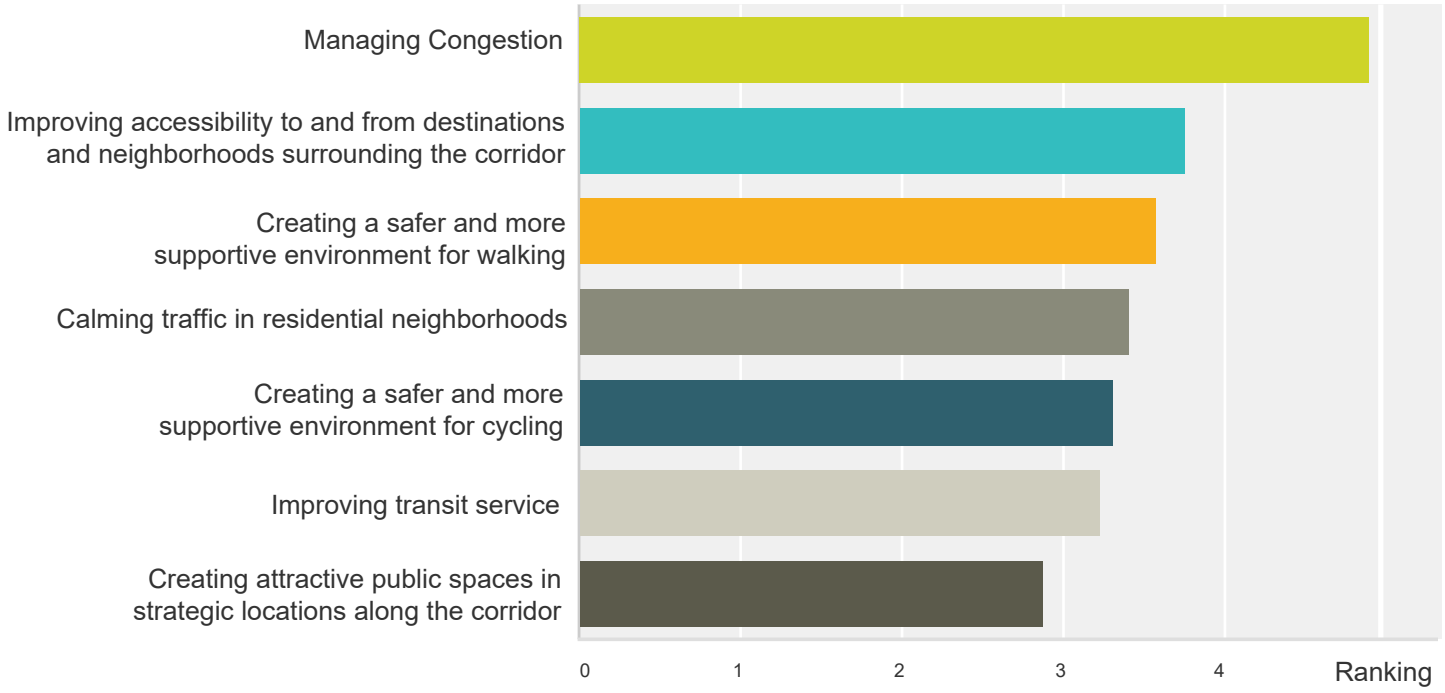
Answered: 322 (295 English, 27 Spanish)



	7 days per week	6 days per week	5 days per week	4 days per week	3 days per week	2 days per week	1 day per week	Total	Weighted Average
Drive a personal vehicle	148	32	54	15	30	13	16	308	5.49
Other	2	0	2	2	0	1	3	10	3.70
Walk	11	5	2	6	8	11	20	63	3.29
Transit Rider	6	1	2	1	3	4	18	35	2.77
Bicycle	3	3	7	3	7	12	22	57	2.68
Carpool/rideshare	2	0	4	0	2	6	17	31	2.23

The William Cannon Dr. Mobility Plan will consider several topics, some of which are listed below. Please rank these, according to importance to you, with 1 being the most important:

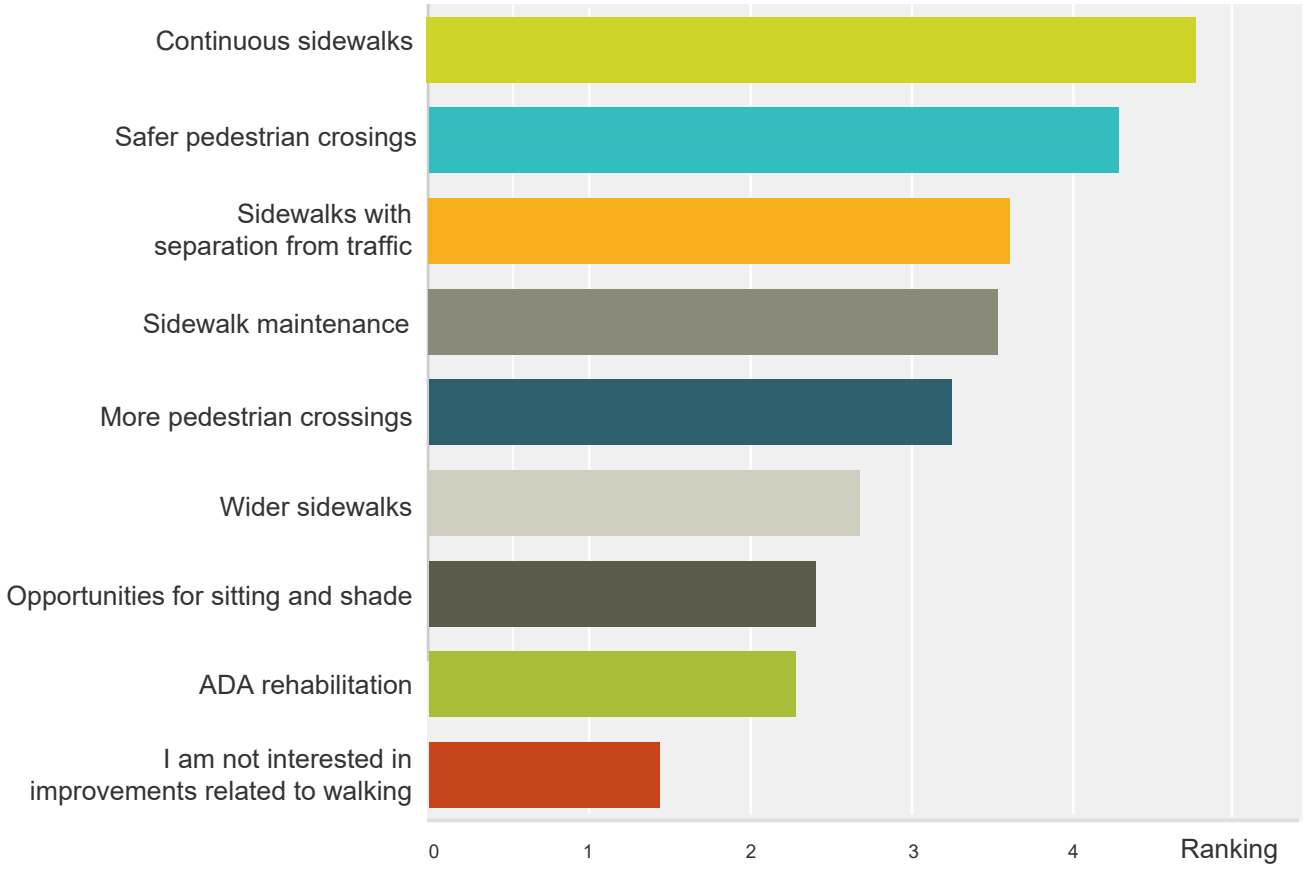
Answered: 311 (290 English, 21 Spanish)



	1	2	3	4	5	6	7	Total	Weighted Average
Managing congestion	134	41	26	24	16	15	36	292	4.90
Improving accessibility to and from destinations and neighborhoods surrounding the corridor	25	68	49	36	40	35	15	268	3.78
Creating a safer and more supportive environment for walking	31	46	39	41	47	38	28	270	3.53
Calming traffic in residential neighborhoods	32	28	45	52	39	33	30	259	3.34
Creating a safer and more supportive environment for cycling	41	30	37	30	30	48	55	271	3.26
Improving transit service	26	44	34	36	35	46	44	265	3.22
Creating attractive public spaces in strategic locations along the corridor	8	24	43	48	55	41	45	264	2.90

Which of the following improvements are most important for people who walk along William Cannon Dr.? Please rank these, according to importance to you, with 1 being the most important:

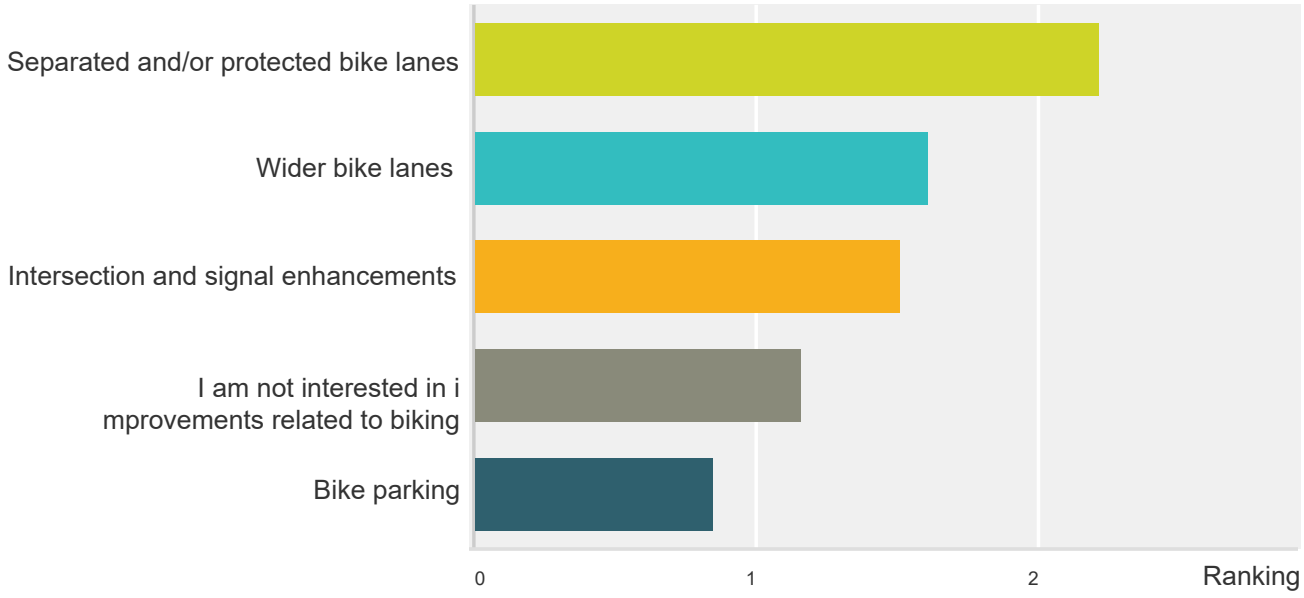
Answered: 297 (282 English, 15 Spanish)



	1	2	3	4	5	6	7	8	Total	Weighted Average
Continuous sidewalks	93	39	28	28	16	9	10	5	228	4.85
Safer pedestrian crossings	38	46	45	33	28	20	8	0	218	4.21
Sidewalks with separation from traffic	32	33	33	32	28	17	22	11	208	3.58
Sidewalk maintenance	21	41	34	31	36	22	11	8	204	3.55
More pedestrian crossings	19	23	32	25	41	29	18	14	201	3.13
Wider sidewalks	10	19	23	32	23	37	30	25	199	2.69
Opportunities for sitting and shade	14	18	13	15	13	35	45	53	206	2.33
ADA rehabilitation	7	10	17	15	26	35	49	35	194	2.17
I am not interested in improvements related to walking	45	3	0	3	2	0	1	28	82	1.46

Which of the following improvements are most important for people who ride a bike along William Cannon Dr.? Please rank these, according to importance to you, with 1 being the most important:

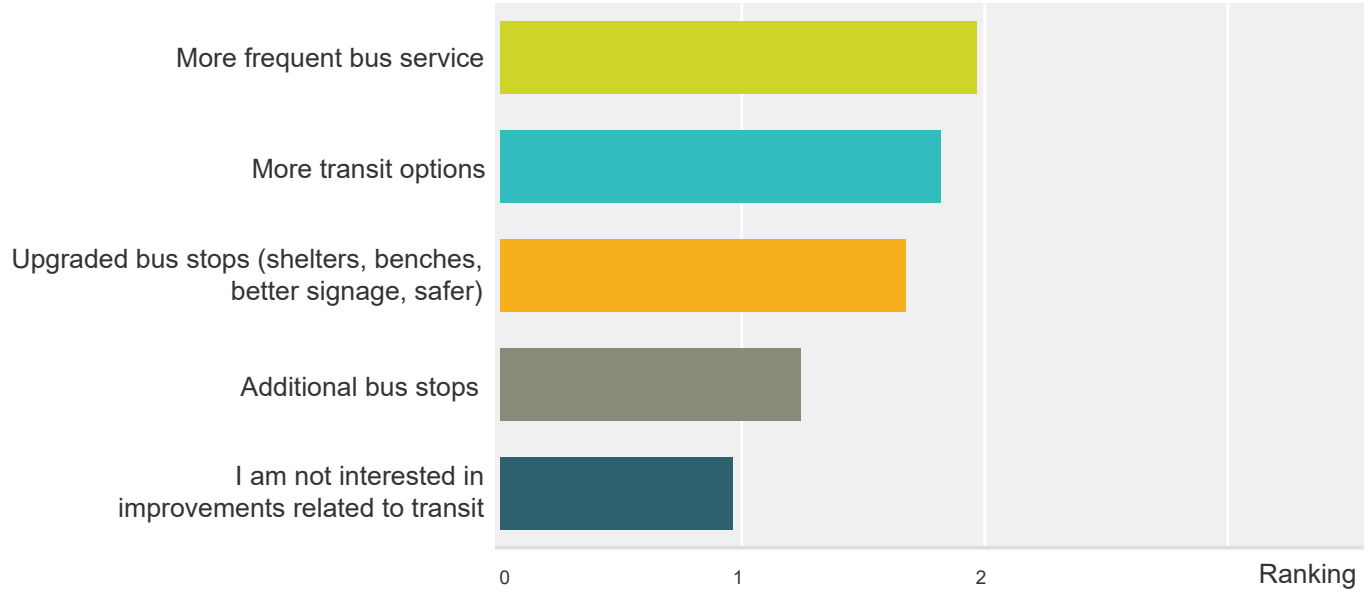
Answered: 303 (284 English, 19 Spanish)



	1	2	3	4	Total	Weighted Average
Separated and/or protected bike lanes	124	42	13	13	192	2.18
Wider bike lanes	39	63	57	21	180	1.58
Intersection and signal enhancements	27	64	66	32	189	1.53
I am not interested in improvements related to biking	83	0	1	19	103	1.16
Bike parking	10	15	41	99	165	.88

Which of the following improvements are most important for people who ride transit along William Cannon Dr.? Please rank these, according to importance to you, with 1 being the most important:

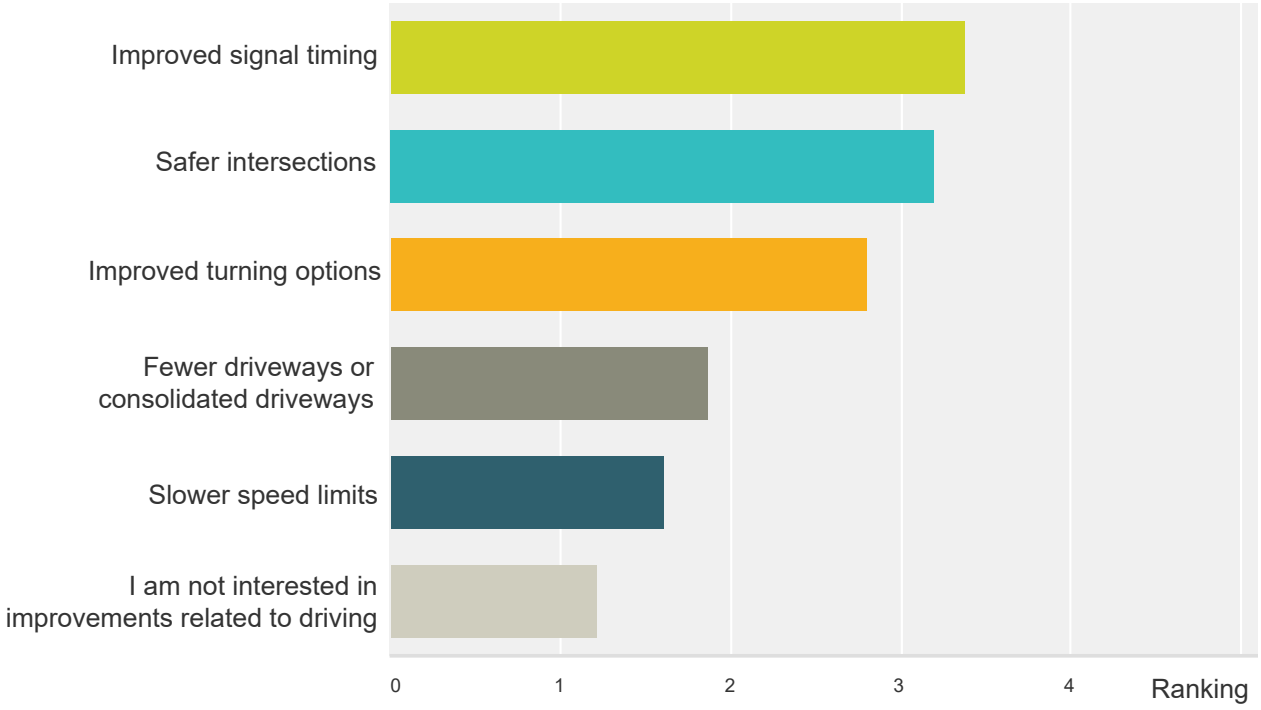
Answered: 291 (277 English, 14 Spanish)



	1	2	3	4	Total	Weighted Average
More frequent bus service	74	66	36	13	189	1.99
More transit options	73	46	33	38	190	1.83
Upgraded bus stops (shelters, benches, better signage, safer)	52	43	47	63	205	1.70
Additional bus stops	10	35	68	68	181	1.20
I am not interested in improvements related to transit	65	0	0	12	77	.93

Which of the following improvements are most important for people who drive along William Cannon Dr.? Please rank these, according to importance to you, with 1 being the most important:

Answered: 304 (289 English, 15 Spanish)



	1	2	3	4	5	Total	Weighted Average
Improved signal timing	122	56	40	24	21	263	3.37
Safer intersections	67	72	78	48	3	268	3.14
Improved turning options	46	96	46	50	14	252	2.85
Fewer driveways or consolidated driveways	17	22	64	78	43	224	1.86
Slower speed limits	37	18	17	32	128	232	1.64
I am not interested in improvements related to driving	7	1	2	0	9	19	1.18

Is there anything else you think we should know about the William Cannon Dr. Corridor?

Answered: 124 (120 English, 4 Spanish)

124 general comments were shared in the survey. Here is a brief summary of themes identified in the comments. Full responses are included below.

William Cannon Drive Comment Themes	No. of Comments
Intersection Improvements	26
Transit	25
Bicycle Accommodations	24
Pedestrian Accommodations	22
Speed Limits and Traffic Calming	15
Pedestrian Crossing	12
Turn Lanes	12
Roadway Maintenance	12
Environment	10
Growth and Development	8
Against Bicycle Improvements	7
Pavement	7
Police Presence	5
“Village” Concept	5
Signage	4
Improved Safety within Neighborhoods	3
Lane Configuration	3
Noise and Sound	2
Improved Ingress/Egress to Shopping Centers	2
In support of Improvements	2
Traffic Lights	1
Cost	1
Opposition to Improvements	1

Full Responses
Por favor de reparar y re-pavimentar la William Cannon (TRANSLATION: Please repair and repave William Cannon)
Hay demasiado accidentes en la interseccion de William Cannon & Vougeot (TRANSLATION: There are too many accidents at the intersection of William Cannon & Vougeot)
Mucho trafico para acseso a 35 (TRANSLATION: A lot of traffic to get to 35)
Limpiar los andadores tienen mucho bosque. (TRANSLATION: Clean the sidewalk, they have a lot of brush.)
More police
improvements to William Cannon at 290 and at Mopac are most needed. Both intersections can take 3+ light cycles to cross
Need Bus Pull Out Lanes so they don't block traffic. Also, dedicated right turn lanes at busy intersections.
1. Lengthening the left turn lane (i.e., make it longer than just four cars) east bound on William Cannon @ Westgate will greatly improve congestion there at peak times. It should be at least 8 or 9 cars long. 2. Lengthening the left turn lane and the right turn lane south bound on Brodie @ William Cannon will greatly improve congestion throughout the day. 3. Lengthening the left-turn lanes (making them double turn lanes perhaps) east and west bound on William Cannon @ MoPac would improve congestion throughout the day and especially at peak times. These three changes would greatly improve the congestion on William Cannon at relatively small cost; a big bang for the dollar.
intersection with IH 35 will be somewhat improved when u-turn lanes are completed, but even more work will need to be done to move traffic smoothly
Though outside of the scope of this survey, I hope that the development regulations can be changed to prohibit parking in front of business, moving buildings closer to the street with maximum setback lines, enacting parking maximums, increasing street connectivity, and slowing the speed of traffic by tweaking the design of the road - all to enhance the pedestrian realm. I would love to see William Cannon Drive as a street like E. Cesar Chavez or S. First Street where walking is encouraged by the design of the place. I would love to have William Cannon Drive as a place that Austinites can visit - not just a corridor they pass through on the way to get somewhere else.
More frequent bus service.
Commercial/retail area development along this corridor should be directed in a way to make those areas more walkable and bikeable.
With all the new homes and all the new apartments; best to get ahead of the new families who will be living in those new homes and apartments . Area around IH 35 is very congested. Needs much improvement.
To limit impact of bus stops on traffic we need bus pull outs.
Improve traffic conditions for feeder street of West Gate south of Wm. Cannon. Since there are no lights, stop signs, or calming devices on West Gate between Cameron Loop and Wm. Cannon, cars from Manchaca, Slaughter, and Brodie use it as a short cut to access Wm. Cannon. Cars speed almost 10 miles above the posted speed limit of 35mph. Also the volume of traffic increased by 30.4% (16,293 cars per day at 7300 block) since 2013. Need to install traffic signals at Manassas, Inridge , and Fentonridge. Lower speed limit . Install calming devices from Manassas to Wm. Cannon. Install protected turn lanes southbound. Install pedestrian crossings. Install bike lane.
It has some beautiful trees worth saving. Moonlights would be very nice!
We need the metro rail to come South. If this were an option, I would not drive nearly as much.
Some of the pedestrian crossings are difficult to see which makes it a little scary for drivers to navigate the area confidently.
Connect the corridor to downtown with direct public transit (i.e.: light rail)
I'd love to bike downtown, but crossing William Cannon can be quite difficult. Additionally, there isn't a safe place to transition from the William Cannon area (especially near the intersection with Mopac) with the Greenbelt mobility bridges. Basically, the connectivity to those wonderful bridges ends at the bridge :(
The intersection at William Cannon and 290 needs to be redeveloped. The turn lanes onto William Cannon from 290, in both directions, are not intuitive and are very confusing. The design does not alleviate congestion but, rather, seemingly makes it worse. For this to be a recent infrastructure project, it has not been an improvement. Rush hour sees tremendous backup.

The signal timing and number of lanes at William Canon and 35 is terrible and MUST be addressed to eliminate congestion along the frontage roads.
Protect existing trees especially protected and heritage trees including protecting their critical root zone and canopy.
I would think about how urban form relates specifically to transit stop placement. Like, if there's a transit stop in front of an apartment complex, is there a ped gate into the complex there? Or do pedestrians have to walk around out of their way to get to the stop? And are stops convenient to shopping centers? Easy to get to? Or surrounded by curb cuts?
I have lived off of William Cannon for 8 years. The traffic getting out of my neighborhood (either via Bluff Springs or Stoneleigh) is hideous. And I keep seeing more apartments and housing going up. It is too congested and the intersections are unsafe. I've also been directly impacted by the lack of continuous sidewalks and sidewalk maintenance. I should not feel safer walking in the street than on the sidewalks.
East WC concrete needs upgrade
The real Transit need on the corridor: dedicated bus lanes (at least during rush hour)
This is a very dangerous place to ride, especially east of Mopac. It would nice to have a better way to travel by bicycle in the corridor.
Cap Metro's Connections 2025 plan is removing stops from the 333 route. I do not pay taxes in order to have public transportation ripped away from me.
Insection with Brodie Lane takes too long
it's a cluster, terrible congestion
Please re-do the asphalt on William Cannon, small patch repairs will not suffice
Increased bus service with increased area of service.
No matter how you improve walkability or add bike lanes, cars will continue to be the number one form of transit. Time lights to allow continuous traffic and quit messing with regulations for car services (taxis are awful, unsafe, and regulations don't work, so I will never use them). I will never walk or bike to work because it is too far and I don't have a shower at work.
This is another major corridor that has long been neglected and that was totally designed to handle cars (and it doesn't even do a good job of that) instead of pedestrians. The traffic lights are poorly timed, the public sidewalks are inadequate and unprotected and I can't imagine adding bike lanes along this major activity corridor, which I honestly believe will result in a lot of people being killed or injured on their bikes. Having a tree lined street (with lots of shade trees) with protected public sidewalks would be a great place to start.
A light st bannockburn and William cannon would be helpful as well as a stop sign at bannockburn and loch Lohman. Cars speeds down loch lohman st high traffic times and there are no side walks on that street for pedestrians.
It is super congested at the I-35 corridor, the lights and lane conditions need to be improved
Better road maintenance, especially in these most used streets.
If there is any way to straighten the twists and turns between Mopac and Hwy 290 it would be much safer. Also put sinage on the roadway when traveling West on WWCannon approaching the intersection of Hwy 290 this would give drivers more time to get into the correct lane when turning Westbound on Hwy 290.
I am a teacher in the neighborhood and I feel it is important to make the streets safer for children. Many of my students ride bikes and walk around the neighborhood. It is essential to keep these children safe and provide safer options for crossing streets and riding/walking along the streets.
This area does not need to be fixed to attract Hipsters. The Dove Springs area is filled with lower class Latinos and not upper class Caucasians. They city is doing a horrible j
New intersections are confusing for drivers unfamiliar with new turn lanes at 290 and WC, yellow light needs to last longer and a delayed green light after light turns red due to drivers passing red lights
A lot of vehicles on this roadway and not enough police monitoring for speeding, wreckless driving, people still on their cell phones not paying attention.Even if you cross the street at intersection with the right of way to go.. you take a chance every time you step off the curb. People just don't pay attention!
My biggest concern regarding William Cannon relates to moving traffic onto this street from MoPac and crossing Hwy 71/290.
There is SO much potential for people on foot, on a bike and on a bus! Rolling hills, medians with trees, connects to shopping, restaurants, the Williamson Creek Trail, Natural Gardener, Costco's recreational path, Stephenson Preserve, Westgate Lanes Bowling, Sprouts, the UP line, HEB, Bedichek MS, Pleasant Hill

Elementary, the Pleasant Hill Library, KinderCare, HEB, Dove Springs Park & Rec Center and McKinney Falls SP. PLEASE give the people a BEAUTIFUL and SAFE crossing over I-35 (think Pfluger bridge over Lady Bird Lake). It would go a long way to bridge the great divide. Speed limit could be 25mph if people on foot and on bike are completely separate from auto traffic.
I think more attention should be paid to the safety of West Gate Blvd between Jones Rd and William Cannon. This is a residential area with a major speeding and heavy traffic problem.
Feeder street of West Gate Blvd. from Manassas to William Cannon need to be made safer by installing traffic lights or stop signs and calming devices to slow down cars . Cars use this street as a short cut from Manchaca, Brodie Lane, and Slaughter to access Wm Cannon. According to the January 2017 traffic study conducted by Austin Transportation Department, the volume of traffic at 7300 West Gate increased by 30.4% (16,293 vehicles per day), and cars exceed the the posted speed limit of 35mph by 10 miles.
Slower speed limits, safer intersections, quality and separate bicycle/pedestrian facilities, smart and sync'ed traffic signals, police presence and enforcement of speed limits, traffic light violations, blocking the box, school zone speed limits enforced as well as 1.5 mile radius surrounding neighborhood schools, lower neighborhood speed limits, provide bicycle and pedestrian connectivity through surrounding residential areas to access the corridor, not more auto access through the neighborhoods from the corridor. Include Manchaca Rd and S 1st St in this study !!!!
Please consider placing protected 2 way cycle tracks though neighborhoods instead of along busy William Cannon.
Narrow the streets to 10' or 11' on bus routes. Make them safer for all users.
Please add bike lanes and fix the sidewalks!
Are there any plans to widen William Cannon? If so, I would greatly appreciate it if a sound barrier was erected in order to keep noise down and protect against cars driving through fences and back yards. My back yard is on William Cannon and since I've been there, I bought in 2001, cars have crashed through the fence of neighbors on each side of me. If things continue, I'm next. You know, Murphy's Law :o The bottom line is please put up a sound and safety barrier for those who live on William Cannon. Please :)
At the moment I drive everywhere but if there were better options either in transit or bike/walking areas I would be open to alternate transportation.
The transit options connecting people on Wm Cannon are missing on Westgate. That is a big connection opportunity for transit riders.
This is one of the most productive transit corridors in our city! Help prioritize transit service here by adding bus lanes/transit priority treatments, encouraging TOD, and making it a safer place to walk and bike.
Mow the medians and sidewalks more often
I think a traffic lane in each direction between Brodie Lane and southwest parkway should be eliminated to allow room for a CONTINUOUS safe width protected bike lane and improved pedestrian and dramatically lowered vehicular speed limits. Make it a transit corridor for all transit modes instead of a frantic race track for cars!
Bike lanes the whole length of William Cannon please!
The intersection of MoPac and William Cannon needs to be completely reworked. During peak hours (and occasionally non peak) traffic heading southbound on the frontage road will back up at the William Cannon intersection. This is caused by several reasons: 1. The u turn lane is only its own lane for a short distance, causing the left turn lane to develop huge gaps when the light turns green. 2. The right turn lane onto William Cannon is too short and is not its own separate lane which causes it to back up well beyond the mopac exit. These two issues cause cars to backup all the way up mopac beyond the 290 feeder ramp.
We would like rail to connect South Austin to downtown & North Austin for work and health needs.
Clearing corner,and trash along the sidewalks for safer pedestrian walking and bike crossing.
Would really love it if the train would be extended down here.
There is a variety of residential and commercial along this route. Most important - Sidewalks. 2nd - Improve transit service. 3rd - Some of the corridor has bike lanes, while others do not. Finally, if feasible, it would be nice to have bike lanes for the entire corridor as long as there is no reduction in car lanes as this is an East/West corridor.
Stop adding bike lanes. They reduce car lanes and slow everything down too much!

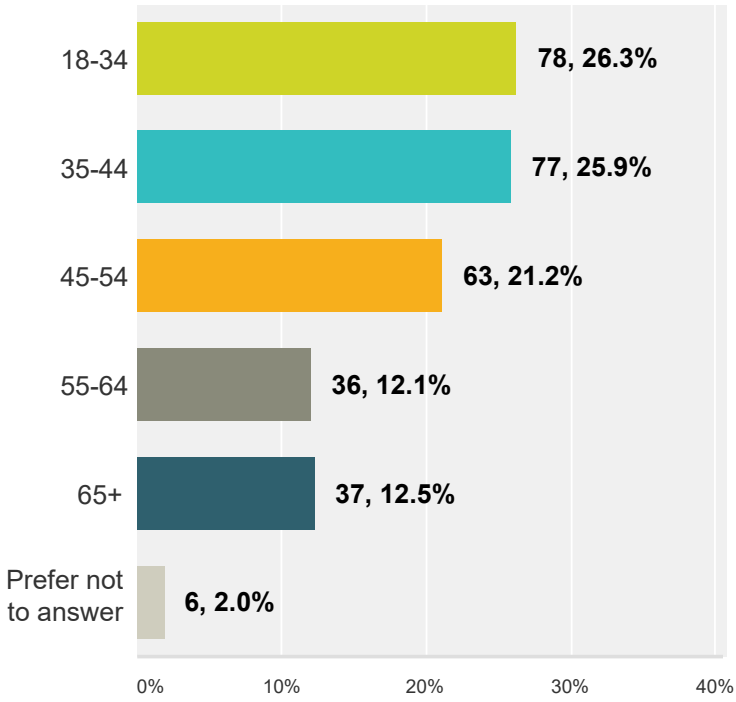
I think William Cannon is so much easier and pleasant to drive than Slaughter, mainly due to the fact it has less stoplights and more frequent speed limit monitoring. The worst areas are definitely around 35 and Mopac. I'd LOVE to see some of those white flexible "sticks" around the U turn lanes on each side of Mopac and WC to keep people from stopping in the continuous U turn lane so they can turn right into the shopping/restaurant areas (there is no yield sign at these U turns). People regularly use the U turn and stop when there is oncoming traffic when they should use the left turn lanes instead. It'd also be nice to see improved signal timing while driving on WC near the Costco and Brush Country.
Make south Austin improvements a priority for a change.
The stretch between Brodie and Brush Country is terrible. Synchronized traffic lights might help; perhaps an additional lane in each direction. The stretch between Brodie and Manchaca needs to have 1 lane added in each direction, like the rest of William Cannon has.
William Cannon is a heavily used street to get around town, and many people speed through the residential neighborhoods to access it. Adding speed bumps to heavily congested "short cut" streets, like Lunar Drive, will help slow down drivers cutting through and add to the safety of the neighborhood.
East William Cannon needs trees in the median to beautify the neighborhood.
Width of sidewalk seems okay for the number of people that I see using them, but safety of crossing vehicle lanes needs to be increased, as does the landscape maintenance (grass mowing). I can't remember ever seeing a cyclist on Wm. Cannon, IMO it's too dangerous. The speed limit is appropriate, however, because of the width drivers are tempted to drive much faster than the speed limit. I would suggest taking a lane in each direction and provide a protected/separated bike lane, narrowing the remaining vehicular lanes as necessary. This would prove challenging approaching the Brodie intersection. Please remove the free right from west-bound Wm. Cannon to north-bound Brodie.
Add Exits to the Arbor Trails shopping center. One from the Costco parking lot to Brush Country and one toward the front of the center to Brush Country. Also connect the MoPac Feeder loop by Costco to Convict Hill road. Move the William Cannon MoPac exit further back from it is now. Maybe do away with the MoPac entrance and let the traffic go thru the light to the next exit.
Enforcement of existing speeds on William Cannon needs to be done. Congestion around the entrance/exit of Arbor Trails on William Cannon needs to be addressed. West bound from MoPac to William Cannon needs to be addressed for safety and flow, perhaps a designated right turn lane on to WC.
Austin has very few north to south routes, none of these improvements will create a noticeable change until the I 35 downtown congestion is addressed
Include public transit hub at Shops At Tabor Oaks
Widening the intersections that hit William Cannon (like the recent work done to S Congress) helps those of us that have to commute to work during rush hour. The intersection at Bluff Springs is horribly congested. The turn around lanes added to I35 will be much appreciated.
More pedestrian hybrid beacons and flashing pedestrian flashing lights. Signs that mention nearby schools and parks.
the section west of IH35 is terribly unsafe for cycling. a lane would have to be removed, i imagine to make a bike lane. the section east of IH35 presently has plenty of room for a nice bike lane. also, the development going in near mckinney falls is increasing the load on the street heavily. let's plan now for multi-modal usage and not suffer later. also lots and lots of pedestrian traffic already on this road especially near IH35. Let's make the pedestrian experience safe and more pleasant.
Enforce existing speed limits. Add exits from Arbor Trails to Brush Country.
I would like to use transit much more frequently than I currently do, and would use it much more frequently if there were more and more frequent options available! I would LOVE to ride a bus to UT, but currently, doing so takes me almost 2 hours door to door. Please help me be the transit user I want to be!
The road narrows and dips in certain areas repairing those issues would create a safer environment for everyone
Noise reduction for housing adjacent to William Cannon.
Most cars go faster than the 40mph speed limit. It should be changed to 45mph the entire way along with better signal timing.

Blinking yellow left turn signals
Yes, some areas have access into neighborhoods off of W.M. Cannon, that are causing high traffic volume on residential streets. Those access are becoming more dangerous to use. I strongly suggest some of these access point have alternative routes. Direct traffic to travel to the stop lights and the residents who actually live there can enter and exit safely. Thank You.
Improve the timing of the lights at the mopac-southwest parkway light. Horrible timing in all directions and makes traffic horribly backed up at the morning and evening rush hours.
I think people would make better lane choices on both sides of the 35 crossover if there was a sign waaaaayyyy back maybe as far back as Circle S letting people know which lanes turn onto the access road and which ones don't. I see people thinking "oh F-!" every morning in my commute and changing lanes as soon as they see the sign. Same on the way back, people don't expect only ONE lane to turn so they line up in the leftmost TWO and then are like OH NOOOOO once the light changes and they see themselves stuck on William Cannon in the center lane. (More often than not they just stop completely and force their way over, which is also terrible.)
Improving the road and taking care of pot holes quicker
Safety should be a priority not an afterthought.
Please improve congestion at William Cannon intersections with Brodie, Manchaca, S. First and Congress.
Remove bicyle lanes on Wm Cannon west of Mopac. Rarely used. Car lanes too narrow. Hazard to bikers and cars. Plant trees in median on between Brush Country and Beckett. Make it look nice like east of Brodie.
To support the many residents of the corridor that work at ABIA, additional transit opportunities to ABIA are needed. As ABIA grows this corridor has the opportunity to support a secondary entrance to ABIA from the south on Burleson and relieve the traffic on 71.
William Cannon is one of the least bike-able road ways in the city especially between IH 35 and Mopac. Most cyclists I know don't even attempt to ride it and take another road to get either direction.
Brodie and William Cannon needs re working. Possibly an underpass for through traffic on Brodie.
Make it more attractive as a neighborhood center, not just one strip after another.
What needs to be addressed is automobile congestion. Adding bike and/or pedestrian access isn't going to help that. No one is Texas, much less in the remote parts of Austin, are going to bike and/or walk instead of driving when they have to go more than a mile. So, wasting valuable land on bikes lanes and/or sidewalks is a fool's game that won't address the problem.
I was thinking more about William Cannon and Brodie lane when answering. I am not familiar with the rest of William Cannon. I realize that the way that you divided the surveys was according to "big picture" categorizations, but that isn't how I experience the streets. I have certain intersections I use all the time -- that is it. I don't know about the entire length of the road. I am not sure many people drive from Southwest parkway to McKinney Falls. Not sure that these answers (or anyone elses) are relevant to get a good picture for THAT. I get it that you have to divide it up somehow and that is the best option, but not sure that my answers fit that view. I just wanted to say that -- maybe you could say that my answers would probably apply for any street -- what do I value in general. I am glad that you are asking tho.
Ranking these things is difficult because, for example, improved signal timing, safer intersections, and improved turning options all affect one another. Bike lanes? Ranking first in Q7: put in bike lanes. Drive east in the right lane from West Gate to Manchaca and you'll think you're riding a roller coaster. Regular general maintenance would be nice.
There needs to be bus service that meets the needs of commuters, ie., runs frequently during rush hours, goes across town (N/S & E/W) without requiring multiple bus changes.
This is a highly traveled area of people who do not live in the area. Once the apartments and new subdivisions are finished more lanes will be needed to handle the overload of traffic. There is an increasing

amount of disabled people in the area who really need a safer way to be mobile. Intersections are dangerous and not managed effectively.
It would be nice if I wasn't thrown from the left side of the bus to the right side of the bus due to lack of maintenance of both east and west lanes.
The bike lanes along Wm Cannon from I-35 to Pleasant Valley should be removed. The presence of the bike lanes has narrowed car traffic lanes to the point where it is dangerous/uncomfortable to drive along Wm Cannon, especially since I have NEVER seen anyone riding a bicycle in that area. COA should do an objective traffic study along Wm Cannon to determine how much the existing bike lanes are actually used.
Needs bike lanes between Mopac and IH 35!!! Please!!
There is a homeless population loitering in all shopping centers in this area. Please look into this issue.
There are few bus routes into the neighborhoods on the West end of William Cannon, nearer Escarpment and Convict Hill Roads. I work downtown and it makes getting to work or living there difficult. I've had to turn down places to live in that area because the transit is so difficult & minimal via biking and busing.
Bike lines are great but they need to be additive not subtractive to the car lanes which are already congested.
Manchaca Road should be included in this corridor.
We want more options to be less car dependent in this area. If we had safe options available, I would prefer to ride a bus, bike, or walk to many destinations.
There are a lot of homes being built in this area and that needs to be taken into account.
Traffic on Manchaca and Brodie is getting much heavier with new developments opening and increased commuter traffic from south of town and much of it ends up on William Cannon.
The intersection of MoPac and William Cannon is very dangerous for biking and walking. it is important that the Violet Crown trail has a safe interface with William Cannon.
faster
Traffic in Austin is so bad that we're planning to move elsewhere. Congrats NIMBYs, you won.
Modern, flexible, on-demand user-directed ride-share, car share or small carpool options rather than busses should be utilized. Busses are obsolete, expensive, inconvenient and unpopular.
More continuous sidewalks would be nice and help commerce
With the growth east of 35, congestion early in the mornings has added significant time to my commute over the years. Also, the traffic light on the southbound exit to William Cannon off of 35 backs up tremendously, taking multiple lights to get through.
Safe design speeds are essential for the safety and comfort of all modes on William Cannon. The road should be designed for operating speeds of 20 or 25 mph. Between 2010 and 2017, 5 people have died and 66 have suffered incapacitating injuries on E & W. William Cannon Road in Austin. There is a crash every other day.
repair the streets
Spending money on bike lanes is a complete waste of money. As many times as I am on William Cannon, I see very few if any bike riders, especially in bad weather, heat and cold.
In the several years since the bike lanes were put in on Wm. Cannon, I have only seen them utilized 3 times. The vehicle lanes are now too tight where the bike lanes are.
Increase lanes along entire roadway to minimum of 3 lanes
The off ramp from Southbound Mopac onto W. Cannon is very hard during rush hour. You have to move three lanes over and often traffic is backed up on the feeder even before the ramp. Also, even when it isn't backed up, cars can still be going incredibly fast, making getting over to the right lane hazardous.
Reduce traffic flow through neighborhood of West Gate Blvd., between Manassas and WM. Cannon. Install traffic light at Manassas and West Gate, calming devices, and protected turn lanes.
Do not add bike lanes to this road. There is no room and taking away lanes that are already congested shouldn't be an option.
Your survey is programmed faulty so that more than one option (line) cannot be ranked the same value, even where there are more options (lines) than values.
How this questionnaire asks about walking and biking without considering where we are walking/biking to and from is somewhat silly. #1 priority for walking on East William Cannon east of I-35 is having somewhere to walk to! Also, please don't plan for the ten minutes a day when there is congestion - make this a corridor that I'll want to walk and bike on during all hours of the day. There's not a section of William Cannon that needs to be any wider than it is today - much of it could have less vehicle capacity.

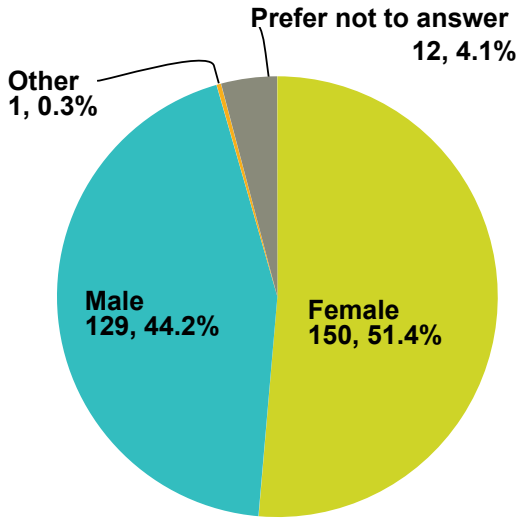
What is your age? (optional)

Answered: 297 (280 English, 17 Spanish)



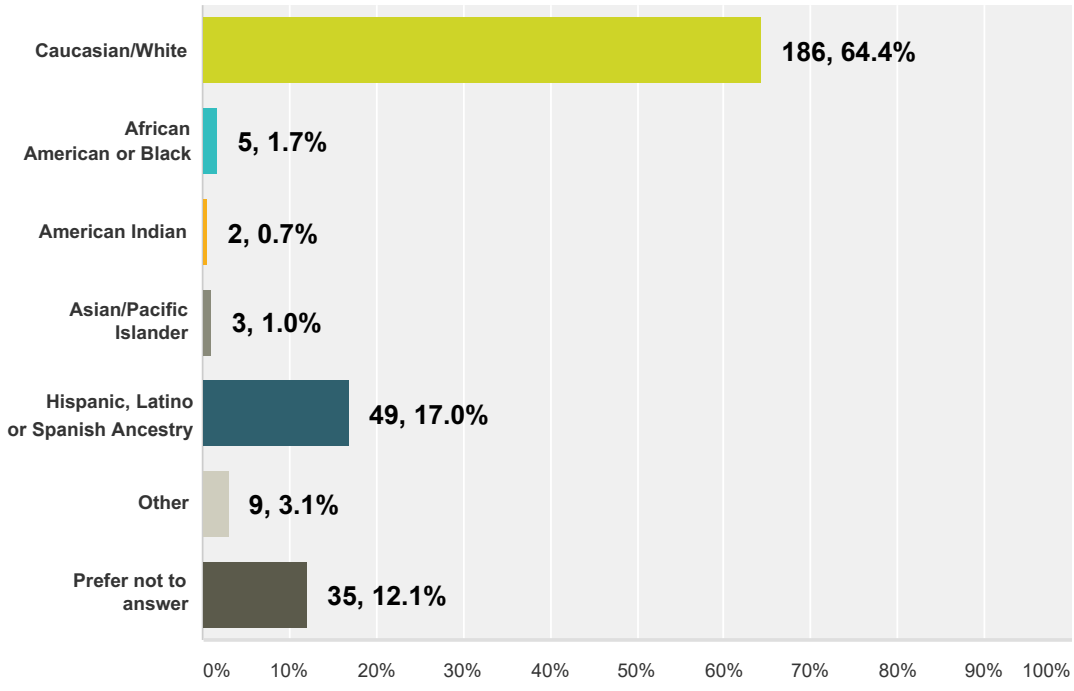
What is your gender? (optional)

Answered: 292 (275 English, 17 Spanish)



What is your race/ethnicity? (optional)

Answered: 289 (273 English, 16 Spanish)

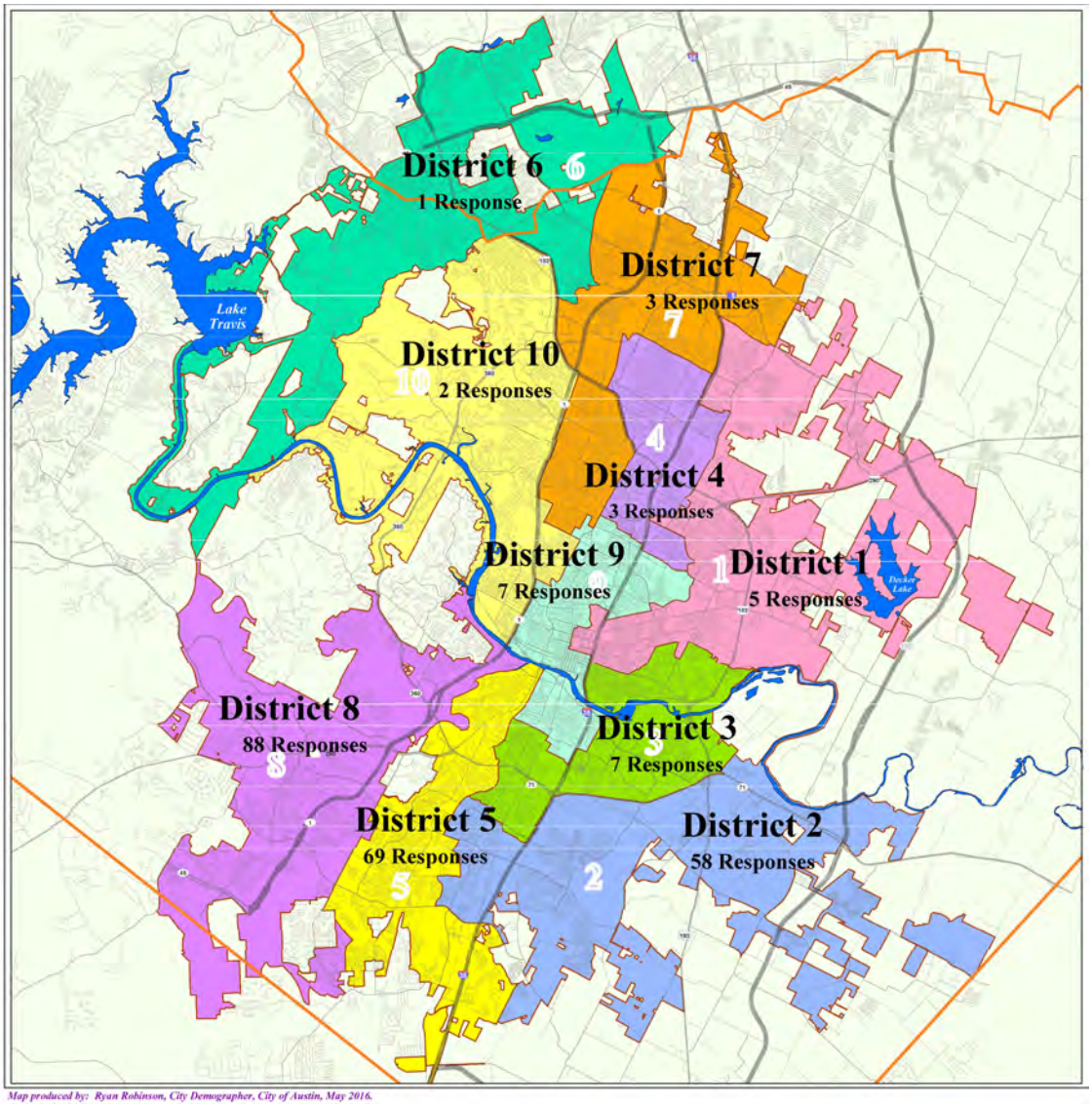


Provide your email address if you would like to receive updates about the Mobility Plan as new information becomes available or be notified of other opportunities to participate. (optional)

Answered: 97 (93 English, 4 Spanish)

What City Council District do you live in? Click here to see a district map. (Optional)

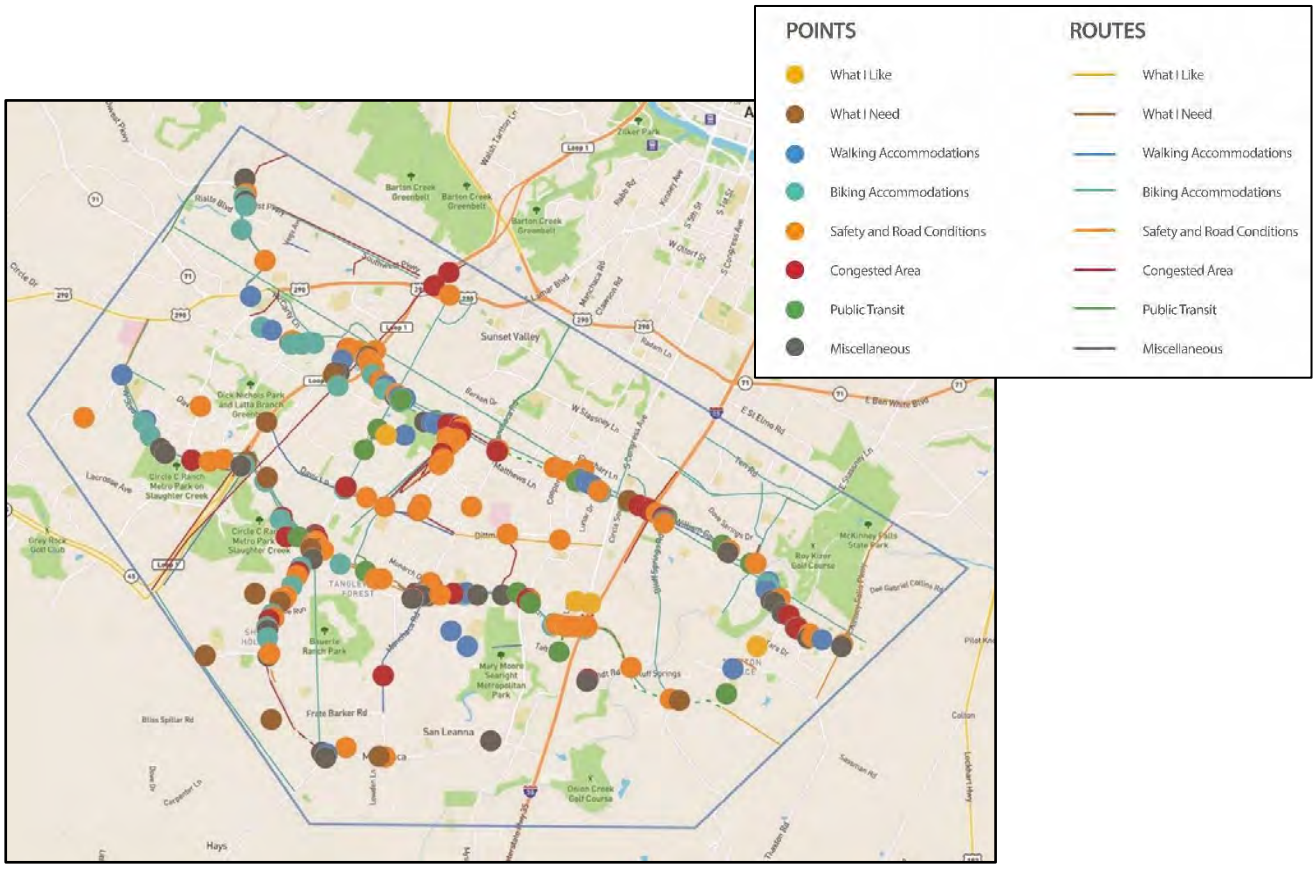
Answered: 281 (269 English, 12 Spanish)



District	No. of Responses	Percentage of Total
District 1 - Ora Houston	5	1.78%
District 2 - Delia Garza	58	20.64%
District 2 - Sabino "Pio" Renteria	7	2.49%
District 4 - Gregorio "Greg" Casar	3	1.07%
District 5 - Ann Kitchen	69	24.56%
District 6 - Jimmy Flannigan	1	0.36%
District 7 - Leslie Pool	3	1.07%
District 8 - Ellen Troxclair	88	31.32%
District 9 - Kathie Tovo	7	2.49%
District 10 - Alliston Alter	2	0.71%
I don't know	29	10.32%
I prefer not to answer	9	3.20%

WIKIMAP REPORT

An online WikiMapping page was created to allow stakeholders to give location-specific input and feedback on the corridors. This interactive tool provided a legend of icons and color-coded lines to indicate input categories, such as: Public Transit, Driving Conditions (Congested Areas, and Safety and Road Conditions), Bicycle Accommodations, Pedestrian Accommodations, and Miscellaneous including "What I Like" and "What I Need". Users had the opportunity to mark routes or points on and around the corridors, add written comments, as well as see and respond to input from other users.



OVERVIEW OF WILLIAM CANNON DRIVE WIKIMAP COMMENTS

Comment Category	No. of Comments
Driving Conditions - Safety and Road Conditions	88
Driving Conditions - Congested Area	71
Bicycle Accommodations	56
Miscellaneous, What I like, What I need	49
Pedestrian Accommodations	27
Public Transit	11
Total	**302**

WIKIMAP RESPONSE SUMMARY

Users were provided a set of questions related to the category of their choosing. Responses are summarized here.

Driving Conditions

Which of the following driving improvements would you like to see here? (Select all that apply) (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways, Improved turning options, Other)	**No. of Responses**
Improved Turning Options	79
Other	18
Uncategorized/unanswered	25

Themes in 'Other' and Uncategorized Driving Conditions Comments
• Desired driveway access • Roadway maintenance needed • Need for additional/expanded lanes • Concern regarding increased congestion • Concern regarding dangerous intersections that do not have crosswalks or allow adequate pedestrian crossing time • Need for improved signage and signals

Bicycle Accommodations

Which of the following biking accommodations would you like to see here? (Select all that apply) (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	**No. of Responses**
Separate and/or protected bike lanes	32
Bike Parking	1
Other	8
Uncategorized/unanswered	7

Themes in 'Other' and Uncategorized Bicycle Accommodations Comments
• Desire for added bike lanes, sidewalks, and urban trails • Safety concerns for cyclists on the roadways • Opposition to added bike facilities • Need for wider traffic lanes adjacent to bike lanes

Pedestrian Accommodations

Which of the following pedestrian accommodations would you like to see here? (Select all that apply) (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	**No. of Responses**
Wider Sidewalks	3
Continuous Sidewalks	2
Sidewalk Maintenance	3
Other	0
Uncategorized/unanswered	0

Themes in 'Other' and Uncategorized Pedestrian Accommodations Comments
• Sidewalk maintenance needed • Need for additional sidewalks and trails • Desire for restrooms on trails • Need for crosswalks • Need for safer pedestrian facilities near schools • Safety concerns for pedestrians near busy roadways

Public Transit

Which of the following transit improvements would you like to see here? (Select all that apply) (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	**No. of Responses**
Other	2
Uncategorized/unanswered	8

Themes in 'Other' and Uncategorized Public Transit Comments
• Discontent for service cancelations • Need bus pullouts to avoid traffic backup • Desire for upgraded stops and bus stops closer to pedestrian crossings • Need reliable and efficient service

Additional Comment Categories

Additional Comment Categories	**No. of Responses**
Miscellaneous	39

Themes in Miscellaneous Comments
• Concern regarding increasing volume of traffic in neighborhoods • Need for additional traffic signals and traffic calming devices • Improved turning options needed • Expanded/additional lanes needed • Need for bike lanes

- Need for street lights
- Concern about congestion and traffic backup
- Desire for improved access to driveways and recreational facilities
- Flooding concerns
- Desire for connections between neighborhood streets and surrounding road network
- Desire to preserve natural features
- Support for added landscaping and aesthetic features
- Safety concerns for pedestrians and cyclists interacting with drivers, as well as drivers passing through intersections without signals
- Need for nearby development and more destinations

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.18563	-97.849354	point	Other	Need more lanes	South Austin is growing too fast and ATX is not keeping up with the growth. We need more lanes...	
30.185162	-97.85604	point	Other	You have to expand lanes. NOT BIKE LANES.	NOBODY RIDES THEIR BIKE. You need to expand to more car lanes on Brodie. This is the main location of traffic back up. Cars are backed up for miles down Brodie in the morning and evening.	
30.206973	-97.815399	point	Improved turning options; Other	West Gate Blvd., from Manassas to William Cannon	Cars from Slaughter, Brodie, Davis and Manassas use West Gate Blvd. as a short cut to MoPac, down town, and William Cannon. There no traffic lights, stop signs, or calming devices from Manassas to Wm. Cannon. The volume of traffic has increased bby 30% since 2013 when West Gate was extended to Slaughter. Car speeds exceed the posted speed limit of 35mph by almost 10 mph. Need to limit access to West Gate and install traffic lights and calming devices. Need to install bike lanes. West gate was originally built as a one lane in each direction with a bike lane.	
30.205179	-97.818719	point	Improved turning options; Other	High volume of traffic and speeding cars over vbthe posted limit of 35mph.West Gate Blvd. has became a short cut fer cars froem Slaughter, Brodie, Mnchaca, and Davis Lane.	Install traffic light at Manassas and West Gate and calming devices to slow down cars and and improve safety for people living along West gate.	Reduce speed limit to 30mph and install calming devices between Wm. Cannon and Manassas. Install traffic signal at Manassas and West Gate and Fentonridge and West Gate. by Anonymous on 05/16/2017 reduce West Gate blvd between Manassas and William Cannon from two lanes to one lane in each direction and add a bicycle lane. by Anonymous on 05/16/2017 I Disagree, this is a main cooridor by Anonymous on 05/17/2017
30.200222	-97.865546	point	Improved turning options			
30.206258	-97.815421	point	Improved turning options		Reduce speed limit and add protected turn lanes on West Gate Blvd., from William Cannon to Manassas.	
30.206258	-97.815421	point	Improved turning options		Improve traffic safety on West Gate between William Cannon and Manassas by reducing speed limit and adding lights and /or stop signs at intersections with the alphabet streets.	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.205179	-97.818719	point	Improved turning options		Cars speed 10 miles above posted speed of 35mph on West Gate between Manassas and Wm. Cannon. Cars the car volume increased by 30% (16, 293 per day) since 2012 when West Gate was extended south of Cameron Loop. There are no lights, stop signs, or calming devices on West Gate,from Cameron loop to Wm. Cannon. There no protected turn lanes southbound from Wm. Cannon to Manassas. Need to reduce speed limit, install lights, stop signs and calming devices from Manassas to Wm. Cannon. Driveways of homes on the east side of West Gate face the street and is very dangerous . Also, people living on the alphabet streets (westside of West Gate face danger in trying to cross unprotected turns and dodge speeding cars to go north on West Gate. Need to reduce speed limit and install lights, stop signs, and calming devices.	
30.202093	-97.819765	point	Improved turning options		Too many cars from Manchaca, Slaughter, and Brodie use West Gate as a short cut, since there are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon. Need to add lights, stop signs, and calming devices to slow down cars that on the average travel 10 miles faster than the posted speed of 35mph. Need to protected turn lanes southbound from WM. Cannon to Manassas.	
30.203544	-97.81836	point	Improved turning options			
30.20407	-97.817735	point	Improved turning options		Install calming devices.	
30.203001	-97.818961	point	Improved turning options		Install light, stop sign, and traffic calming devices. reduce speed limit	I Agree by Anonymous on 06/14/2017 Dangerous intersection at Fentonridge and West Gate. No protected southbound turn lane for people living on the east side of West Gate. Similarly, people living on west side of West Gate (alphabet streets) have difficulty crossing to go northbound. Speeding cars and high volume , especially during commute hours. Need to install light or stop sign, and calming devices. Also need to have pedestrian crossing signal installed. by Anonymous on 06/14/2017
30.199839	-97.820593	point	Improved turning options		Install light. Many cars use Manassas as a short cut from Manchaca and other streets to enter West Gate. Also, reduce speed limit.	I Agree by on 06/16/2017 add calming devices from Manassas to Wm. Cannon. Install stop signs at Inridge and Fentonridge. by Anonymous on 06/18/2017

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.202093	-97.819765	point	Improved turning options		Install traffic lighy or stop signs. Install calming devices and lights from Manassas to Wm. Cannon. Install turn lanes.	
30.200958	-97.81959	point	Improved turning options		Install light or stop sign. Dangerous intersection at Inridge and West Gate Blvd. Blind corner at this point makes it very dangerous to enter West Gate since cars go too fast and there are no lights or stop signs from Cameron Loop to Wm. Cannon. Also, need to install calming devices .Volume of traffic is high since cars use West Gate as a short cut from Slaughter, Manchaca, and Brodie. We had colissions in the past , cars run into mail boxes and homes. A child died when a car hit a tree in the median.	
30.190667	-97.82523	point			Cars use Leo as a short cut to Cameron Loop , Seminary Ridge, Manassas and West Gate. Speeding cars and increase volume of traffic create a dangerous environment for the neighborhoods.	
30.191768	-97.824861	point	Improved turning options		Restrict access to Cameron Loop . Reduce to one lane and install a bike lane. Cars use Cameron Loop as a short cut to access West Gate Blvd. Speeding cars and high volume create unsafe conditions. Also, there is no sidewalk.	
30.191293	-97.833277	point	Improved turning options		Intersection of Cameron Loop and Davis is dangerous. Also, cars from Brodie and Wm. Cannon use Cameron Loop as a short cut. Close Cameron Loop.	
30.207862	-97.818253	point	Improved turning options		NO bike lanes	
30.207362	-97.815785	point	Improved turning options		NO bike lanes for the limited number of bike riders.	
30.214158	-97.830473	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	

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30.206448	-97.816172	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	
30.207362	-97.815785	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	
30.202559	-97.806874	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	

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30.216805	-97.834309	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	
30.200222	-97.865546	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	
30.183567	-97.850182	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.202093	-97.819765	point	Improved turning options		Dangerous intersection at Harleyhill and West Gate. No protected turn lane or protected pedestrian crossing. Speeding cars and high volume during commute hours make it impossible for people living on the west side of West Gate to cross and go north on West Gate. Need a stop sign or traffic calming devices. Cars from Manchaca, Brodie, Manassas, Slaughter, and Wm. Cannon use West south of Wm. cannon as s short cut . There are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon.	
30.190511	-97.825293	point	Improved turning options		The runabout at Leo and Davis confuses drivers. Cars enter Seminary Ridge or Cameron Loop as shortcut to West Gate, Install light or stop sign	
30.190511	-97.825293	point	Improved turning options		Widen street to two lanes in each direction.	
30.190511	-97.825293	point	Improved turning options		The round about at Leo and Davis confuses drivers. Install stop sign or light.	
30.214158	-97.830473	point			William Cannon	
30.209346	-97.903569	point	Other	Need a Bridge / None Exists	Low Water Crossing should be replaced with MAD4 bridge with bike / ped protected crossing. TXDOT says technically there is no bridge here over Slaughter Creek.	
30.173111	-97.826509	point	Improved turning options			Slaughter and Manchaca
30.205098	-97.816667	point	Improved turning options		Install light or stop sign, and calming devices. Reduce speed limit.	
30.202093	-97.819765	point	Improved turning options		install lights and calming devices between Manassas and WM. Cannon	
30.206258	-97.815421	point	Improved turning options		Reduse speed limit ; Install calming devices and traffic lights from Manassas to Wm. Cannon.	
30.191251	-97.813063	point	Improved turning options		Intersection of Shiloh and Manchaca is dangerous . Cars use Shiloh as a short cut from Manchaca to access West Gate through Manassas.	
30.224977	-97.854924	point	Other	Utility box blocks view of oncoming traffic		
30.207862	-97.818253	point	Other	Buses sit and queue at eastbound William Cannon; outside lane always backed up		

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.206973	-97.815399	point	Other		No protected turn lanes southbound on Westgate between William Cannon and Manassas. People on east side of Westgate are in danger making u-turns on West Gate between Monassas and William Cannon northbound. Our driveways face the street. There are no lights, stops, signals or other devices to slow down traffic - dangerous zone. Need lights at intersection. Traffic volume at 7300 West Gate between Monassas and William Cannon, has increased by 30.4% sub eight the city extended the street to Slaughter (16,293 cars/day, need traffic signals. Cars goes fast. Speed on West Gate is posted 35 mph. The traffic counts done in Jan 2017 at 7300 West Gate show cars going almost 10 miles over speed limit. Need lights. West Gate south of William Cannon needs protected u-turns for alphabet street.	
30.190318	-97.769995	point	Other	Need more turning lanes	Coming from E Wm Cannon to try and turn left to go South on 35 there is only one turn lane? There needs to be two turning lanes, as it is a dangerous when cars have to cut in.	
30.224977	-97.854924	point	Other		Many accidents at William Cannon and Brodie	
30.190082	-97.769662	point	Other	Driveway access	Driveway access on William cannon can be dangerous when there is congestion (HEB, gas station, retail)	I Agree by on 05/29/2017
30.22329	-97.841824	point	Other		Remove bike lanes -car lanes too narrow for busy road -few bicyclists, hazard to riders and drivers with busy road	
30.1825	-97.752732	point	Other	Maintenance	Road bed is rough but people drive fast (Stassney is worse)	
30.222432	-97.839067	point	Improved turning options; Other		Pot hole/depression left turn lane. If doing a U-turn you have to be aware of depression in median	
30.166594	-97.736821	point	Other		Merge this sooner, no need for dedicated right turn lane to Running Water	
30.165546	-97.734042	point	Other		No need to widen this road at the end	
30.198627	-97.791163	point	Improved turning options; Other		Bike lanes needed on cooper. Two turning lanes needed to go west into William Cannon	
30.236008	-97.821579	point	Other	2 lane entrance to Mopac N	I am frustrated that no traffic studies/improvements seem to address the needs at SW Parkway and Mopac	

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30.190318	-97.769995	point	Improved turning options		William Cannon heading west, trying to turn right to get on 35 N gets very backed up.	
30.190318	-97.769995	point	Improved turning options			
30.190318	-97.769995	point	Improved turning options			
30.224977	-97.854924	point	Improved turning options			
30.216805	-97.834309	point	Improved turning options		1. Visibility to the left is horrible. 2. People try to turn left onto WmCannon to avoid the crowded left turn from Brodie. 3. People turn right onto WmCannon because of limited access to the shopping center on the SW corner of Brodie & WmCannon. 4. Visibility is so horrible that cars poke out onto Wm Cannon for both right and left turns.	
30.202559	-97.806874	point	Improved turning options		Add another left turn lane at Manchaca and Wm. Cannon	
30.216805	-97.834309	point			The William cannon and MoPac intersection is deadly for pedestrians and cyclists. Please don't route the Violet Crown Trail through here. Any improvements here need to protect pedestrians and cyclists from turning traffic.	
30.216805	-97.834309	point			The William Cannon and Mopac intersection is very dangerous. Turning traffic is unfettered and endangers pedestrians or cyclists on the sidewalk. There is no bike lane east of MoPac making is very hazardous for cyclists.	
30.214158	-97.830473	point			I dread this intersection, whether I'm turning onto William Cannon from Brodie in the morning or going home in the afternoon. Turning left onto William Cannon from Brodie, the left-turn light often isn't long enough and backs up traffic far back on Brodie. If you're trying to go straight, you often can't get past the congestion in the left-turn lane. I also think the intersection is very dangerous for pedestrians and bikers. There is a pedestrian signal, but drivers are not looking for or expecting pedestrians here (or doing anything other than trying to get through the traffic as quickly as possible), so I have seen several near-misses.	

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30.216805	-97.834309	point	Improved turning options		I have seen many accidents and near-misses here due to drivers turning out of the shopping center and/or turning from the center lane. The number of places drivers can be coming from is confusing, and the heavy congestion on William Cannon (plus the busy shopping center and HEB on the other side) makes this a difficult and dangerous stretch of road.	
30.236008	-97.821579	point	Improved turning options			
30.190318	-97.769995	point			Intersection is far from welcoming to pedestrians. It is extremely unsafe for cyclists. It is also unsafe and too congested for cars. Construction underway may help with this.	
30.223327	-97.841406	point			Westbound William Cannon at Brush Country. Please make a flashing left turn arrow so you can turn when traffic allows.	
30.214158	-97.830473	point			Make a designated right turn lane at corner of Brodie at HEB property.	
30.219776	-97.836095	point			Conflicts with vehicles and bike/ped from free right turn.	
30.205179	-97.818719	point			Very dangerous intersection! Limited sight distances. Needs crosswalk	
30.206448	-97.816172	point	Improved turning options		Difficult to turn into professional offices from southbound Westgate given heavy traffic.	
30.216805	-97.834309	point	Improved turning options			
30.222432	-97.839067	point				
30.254563	-97.865642	point	Improved turning options		Allow for dual lefts. This was removed when road went through. Need left for bikes to turn onto shoulder	
30.219359	-97.836481	point	Improved turning options		Combo left turn and straight lane?	
30.214158	-97.830473	point	Improved turning options		Make a designated right turn lane at corner of Brodie @ HEB property	
30.213796	-97.830355	point	Improved turning options		Need two left turn lanes at Wm Cannon and Brodie	
30.213796	-97.830355	point	Improved turning options		Signal timing at 6:30(a) signal change puts WB Wm Cannon sitting through two cycles of red with no green	
30.207362	-97.815785	point			Buses sit & queue @ EB Wm Cannon outside lane always backed up	

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30.206258	-97.815421	point			Congestion in AM - can't get out of neighborhoods	
30.207529	-97.8157	point	Improved turning options		Non protected turn lanes southbound on Westgate between William Cannon and Manassas People on eastside of West Gate are in danger making u-turns on westgate Between Manassas and Wm Cannon northbound our driveways face the street. There are no lights, stop sugbs or other devices to slow down traffic â€“ dangerous zone. Need lights at intersection Traffic volume at 7300 West Gate between Manasses and wm Cannon has increased by 30.4% since the City extended the street to Slaughter (16,293 cars/day) need traffic signals Cars go fast â€“ Speed on West Gate is posted 35 mph. The traffic counts done in Jan 2017 at 7300 West Gate show cars going at most 10 miles over speed limit. Need lights S of William Cannon â€“ no protected u turns for Alphabet Street	
30.202967	-97.806773	point	Improved turning options		PM backups drive traffic to Westgate & now with more in fill development will not be able to enter their neighborhood especially without turn lane	
30.202559	-97.806874	point			AM backups north	
30.202902	-97.806687	point			Better signage/advance warning for right turn only lane at William Cannon & Manchaca NB	
30.202902	-97.806687	point	Improved turning options		Need 2 left turn lanes on Manchaca and William Cannon	
30.199346	-97.793587	point	Improved turning options		Conflicts with U-turning traffic	
30.199346	-97.793587	point			Conflicts with entering complex	
30.198627	-97.791163	point			Traffic @ Cooper and William Cannon backs up in both directions - lights lanes on William Cannon traffic	
30.19712	-97.787885	point	Improved turning options		Turn signal is too short only 3-4 cars make the light, extend turn lane & signal timing	
30.198831	-97.786785	point			Conflicts with vehicles & bike/ped from free right turn	

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30.224977	-97.854924	point	Improved turning options		Left hand turn lanes need to be longer to prevent traffic spill into Wm Cannon Also, signal light needs to be green arrow first ~4-5pm and rush hour traffic	
30.194547	-97.783341	point			Please add traffic light at William Cannon and Lunar/Starstrip. Nearly impossible for car and bike traffic to cross north and south safely. Thanks	
30.191524	-97.773734	point			Signal timing conflict --> ped time too short before cars out of shopping center have green to turn left	
30.190694	-97.770869	point			Exiting traffic from I-35 to Wm Cannon is backed up more often than not	
30.190694	-97.770869	point			Left turn from NB 35 access Rd at light to turn Westbound on Wm Cannon is very backed up. Longer light or?	
30.188028	-97.768106	point			Signal needed at Bluff Springs/Quicksilver	Need to make it clearer when pedestrians are crossing - I have seen many people nearly run over at this intersection. by on 05/26/2017 Traffic is very bad at this intersection. May need two left turn lanes from Bluff Springs onto William Cannon. by on 05/26/2017
30.18915	-97.767801	point			Long lines NB. Near misses. Longer LT only signal would help. HEB access is problematic. Need median?	
30.223271	-97.841647	point	Improved turning options		Left hand turn lane and traffic spills onto WM cannon during busy times Plus green arrow on left turn needed first during busy traffic times	
30.189215	-97.768064	point			Left turn N from Bluff Springs â€“ backed up plus dangerous because of bus/pedestrian overflow	
30.223271	-97.841647	point	Improved turning options		Westbound WM Cannon at Brushy Creek please make a flashing yellow light turn arrow so you can turn when traffic allows	
30.221589	-97.842811	point	Improved turning options		Add turn into south of Arbor Trails from Brush County	
30.179829	-97.746617	point	Improved turning options		Remove free right turns	Need to have at least two left turns lanes going from South Pleasant left onto Valley to East William Cannon. This intersection becomes very backed up because so many people are trying to turn to go to new construction on East William Cannon. by on 05/26/2017
30.222432	-97.839067	point	Improved turning options		very dangerous intersection remove unprotected turns in light sequence	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.221005	-97.837077	point	Improved turning options		Designated right turn lane	
30.221005	-97.837077	point	Improved turning options		Please extend right turn lane from southbound Mopac Access Road to west Willaim Cannon so traffic keeps turning and does not back up	I Agree by on 05/26/2017
30.222808	-97.835462	point	Improved turning options		Right turn at Randall's/WM Cannon at bank needs to be longer to allow for better right turn at light to reduce traffic backups	
30.221005	-97.837077	point	Improved turning options		NW corridor turn accidents	
30.172771	-97.74092	point			Merge down to 2 (or 1) sooner - no need for 3 lanes (east of Pleasant Valley at minimum)	
30.169274	-97.738677	point			No reason to go from 1 to 3 here (westbound)	
30.222826	-97.839464	point	Improved turning options		-Widen ingress into shopping center -Remove 3 parking places west of BB+T -traffic backs up when blocked	
30.165045	-97.733334	point			1 lane in each direction over bridge lots of accidents	
30.163496	-97.726114	point			This intersection makes me nervous with cross-section east of McKinney Falls-this road does not need to be that wide. Please don't design for peek 15-min of cars. Keep in mind pedestrians and bikes too (facilities and safety)	
30.190318	-97.769995	point	Improved turning options		Extend turning lanes	
30.190583	-97.771196	point	Improved turning options		Turning lane should turn into its own lane	
30.198627	-97.791163	point	Improved turning options			
30.190694	-97.770869	point	Improved turning options			
30.190583	-97.771196	point	Improved turning options			
30.190318	-97.769995	point	Improved turning options			
30.214158	-97.830473	point	Improved turning options			
30.198627	-97.791163	point			I had a bad accident here when I was driving across Wm Cannon on Cooper, and the driver on Cannon ran the red light. There have been many accidents at this intersection.	
30.198627	-97.791163	point				

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.190995	-97.771497	point	Improved turning options			
30.18915	-97.767801	point			William Cannon	
30.202559	-97.806874	point	Improved turning options		At Manchaca and Wm. Cannon install two left turn lanes going west on Wm. Cannon	
30.206448	-97.816172	point				
30.206448	-97.816172	point	Improved turning options		Install calming devices . Install traffic or stop signs so we can access West Gate to go north.	
30.166594	-97.736821	point	Improved turning options		Safety hazard with many cars and school buses waiting to turn left onto William Cannon during morning traffic (6:30 a.m. - 8:00 a.m.). Scary intersection - but few other options to leave the neighborhood.	
30.169274	-97.738677	point			Congested intersection in the morning - driver and buses resort to turning onto William Cannon from Running Water (Left), which is a dangerous intersection with no light and also gets extremely congested.	
30.202559	-97.806874	point	Improved turning options			
30.198627	-97.791163	point	Improved turning options		There needs to be and two turn lanes to turn west onto William cannon. Lots of back up in the morning	
30.238752	-97.81806	point	Improved turning options		In this morning, this is 3-4 lanes (if people use the median) narrowing to 1 to get on Mopac. VERY SLOW.	
30.211668	-97.876398	point	Improved turning options		Word Signs insufficient to stop right on red into pedX. Need lights. Also, when peds are in Xwalk, left turn yield on green should not be allowed. TL;DR - use light signals to prevent vehicles turning into protected crosswalks when "safe to walk" light is on.	
30.191524	-97.773734	point			I don't know what the solution is - it's real crowded and tricky to get in/out of the shopping center at the SW corner of wm cannon/I-35 maybe better bus service and safer for pedestrians	
30.202559	-97.806874	point	Improved turning options			
30.216805	-97.834309	point	Improved turning options			

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.219415	-97.835902	point	Improved turning options		frequently, the right turn lane is used for those turning onto mopac. only a few use the right lane (the second right turn lane) this is unsafe as many are not expecting a car on their left as they are merging onto mopac.	
30.190968	-97.771883	point	Improved turning options		going east, the left lane turns into two left lanes. causing those who need to cross 35 to change lanes.	
30.202559	-97.806874	point	Improved turning options		need more time for cars turning left onto west william cannon, some are taking shortcuts because of the backed up cars	
30.241143	-97.861211	point			Add Red Light Bike / Ped Crossing Signal at the Vega / Wm Cannon intersection. Could be part of the YBC Bike / Ped Urban Trail	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Other		Need bike lanes on West Gate Blvd. from Manassas to Wm. cannon	
		line	Separated and/or protected bike lanes		William Cannon between Mopac and I-35, is very unsafe for cyclists. The section between Mopac and Manchaca has no reasonable alternate route. This forces trips by auto for distances that would otherwise be bike-able.	
30.22151	-97.837243	point	Separated and/or protected bike lanes			
30.252765	-97.865396	point			Allow for dual left turn lanes on William Cannon Drive onto Southwest Parkway. Double left turns were removed when road went through and replaced with one left turn lane and two through lanes and one right turn. Need left for bikes to turn onto shoulder.	
		line	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes			

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes		already a popular fitness cycling route and could be a good commuter route with good facilities.	
		line	Separated and/or protected bike lanes		goes past many schools and libraries	
		line	Separated and/or protected bike lanes		good way to bypass william cannon to get to congress	
30.218404	-97.835591	point	Separated and/or protected bike lanes			
30.213101	-97.829191	point	Other	Need bike lanes on William Cannon to connect to Brodie Bike Lanes		
		line	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes			
30.252765	-97.865396	point			william cannon and the 290 intersection needs a protected bike lane	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.254341	-97.865717	point	Separated and/or protected bike lanes		Born and raised in this area, mother lives in the neighborhood. Best friend was hit by a car riding his bike @ William Cannon & 290 - Please add protected bike lanes!	
30.247742	-97.866232	point	Separated and/or protected bike lanes		Road diet - convert outside lane to buffered bike lane	
		line	Separated and/or protected bike lanes		Lots of bike traffic. Not so much car traffic. Bike lanes SW Pkwy to W 290. YBL trail may go along this part of road	
		line	Separated and/or protected bike lanes		Need bike lanes to connect with Brodie bike lanes?	
		line	Separated and/or protected bike lanes			
30.216179	-97.843777	point			Build a bike connection where Mopac Service Rd parallels Convict Hill Rd	
30.215391	-97.832994	point	Separated and/or protected bike lanes		Desperately need bike lanes or repurpose side walks	
		line			Instead of unprotected bike lane on Wm Cannon, allow bike to use a small section of Stephenson Preserve along the north edge	
30.208771	-97.81953	point	Separated and/or protected bike lanes		By all means! Please add bike lanes to Wm. Cannon! Bicycles need this east-west corridor!	
30.208771	-97.81953	point			DO NOT PUT A BIKE LANE ON WM CANNON	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.208205	-97.817652	point	Separated and/or protected bike lanes		Please put a bike lane or protected path along Wm Cannon especially going up the hill	
30.228059	-97.861501	point			Better bike and pedestrian connections from Ridge Oak to William Cannon	
30.224662	-97.854506	point	Separated and/or protected bike lanes		Bike lanes needed or re purpose sidewalks	
30.224676	-97.852215	point	Separated and/or protected bike lanes		Need bike lanes and to connect Brodie bike lanes	
30.225121	-97.850477	point	Other		Remove bike lanes William Cannon between Robert Dixon and Beckett narrow roads hazard to motorists and cyclists	
30.224782	-97.849206	point	Separated and/or protected bike lanes		Protected bike lanes are off road path along this part of the orridor	
30.176166	-97.74358	point	Separated and/or protected bike lanes		These bike lanes are not appealing - need separation/protection. No need for three travel lanes	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.174626	-97.742379	point	Separated and/or protected bike lanes		Please add protected bike lanes along William Cannon	
		line	Separated and/or protected bike lanes		Please install protected bike lanes the full length of WC from SW Pkwy to Mckinny Falls Pwky	
30.224662	-97.854506	point		No bike lanes	This is a dangerous road, with auto lanes that were already thinned to accommodate bike lanes. No more.	
30.224676	-97.852215	point	Separated and/or protected bike lanes			
30.194705	-97.782408	point	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes		This is a major corridor for bikes (potentially) but currently it's very dangerous to bike on this road. Currently need to use sidewalks which are uneven and meant for pedestrians.	
		line	Separated and/or protected bike lanes		Biking along Teri is nearly impossible and quite dangerous.	
		line	Separated and/or protected bike lanes; Bike parking		This route lacks bike lanes, and riding a bike here is very dangerous. Good alternate routes do not exist.	
		line	Separated and/or protected bike lanes		This shoulder needs to be cleared and widened for bikes, especially with the bike bridge that is being built going to Zilker.	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes		good opportunity for bike lanes for people to get to good north/south bus routes. Must be protected because the traffic goes fast. Also need bus lockers at main intersections.	
30.247742	-97.866232	point	Other		Please add a Signaled Bike / Ped Crossing at the intersection of Vega Lane and Wm Cannon. This is the area where the YBC bike / ped trail will be crossing on its way to ACC Pinnacle.	
		line	Separated and/or protected bike lanes; Other	Wm Creek Urban Trail	Begin Construction of the Williamson Creek Urban Trail to off load Bike / Peds from Wm Cannon	
		line	Separated and/or protected bike lanes; Other	Part of the Oak Hill Neighborhood Plan	Build Bike / Ped Connection from Davis Lane Bike / Sidewalk up to RM1826 then north to ACC Pinnacle to YBC Urban Trail - City ROW already exists.	
30.179514	-97.852467	point	Other	more traffic lanes. NOT BIKE LANES.	stop adding bike lanes and bike improvements! we need more lanes. Not bike lanes. Nobody rides there bike to go to work.	
		line	Separated and/or protected bike lanes		Add bike lane on West Gate from Manassas to Wm. Cannon. Reduce West Gate to one lane in each direction and a protected bike lane. Also install lights, stop signs and calming devices reduce speeding cars.	
30.195252	-97.842264	point			Expand to two lanes in each direction from West Gate to Brodie. Construct side walks.	
30.170026	-97.859216	point			Install bike lanes from Cameron loop to Wm. Cannon. Install light at Manassas and Fenton ridge.Reduce speed limit.	
		line	Other	add bike lanes.	There no bike lanes from Cameron Loop to Wm. Cannon. West Gate was originally built as one lane in each direction with a bike lane. The City	Install bike lane from Manassas to Wm. Cannon.

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
					converted the bike lane into another car lane in late 1990s. Cyclists are in danger because of the speeding cars and the heavy volume of cars. Need to add lights and stop signs from Manassas to Wm. Cannon. Another option is to make this section of West Gate into one lane with a bike lane in each direction.	
30.196865	-97.860707	point	Separated and/or protected bike lanes			
		line		install light at bCohoba and West Gate.		

Latitude	Longitude	Feature Type	Which of the following pedestrian accommodations would you like to see here? (Answer Choices: Contninuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.208122	-97.821214	point	Wider sidewalks; Continuous sidewalks			
		line	Wider sidewalks; Continuous sidewalks; Sidewalk maintenance			
		line	Wider sidewalks; Continuous sidewalks		Please encourage St. Andrews to allow the YBC Urban Trail to cross their property at this location. It would also tie into Park Lane. They have been resistant in the past to participate with the neighborhoods.	
30.176166	-97.74358	point	Wider sidewalks			
		line	Continuous sidewalks; Other	I would like the sidewalk gap filled in	I feel like this sidewalk gap is increasing danger for people especially disabled/elderly/children.	
30.188547	-97.768069	point	Continuous sidewalks		Missing sidewalk on Bluff Springs on west side	
30.208307	-97.822266	point	Other		Bicycle Urban trail sidewalks and restrooms	
		line	Sidewalk maintenance	There are lots of broken sidewalks and unlevel sidewalks along Wm. Cannon	People in wheelchairs have difficulty using this area.	
30.215855	-97.832844	point	Sidewalk maintenance		Sidewalks need repair	

Latitude	Longitude	Feature Type	Which of the following pedestrian accommodations would you like to see here? (Answer Choices: Contninuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.208205	-97.817652	point	Sidewalk maintenance		Sidewalks are broken on both sides of the street	
30.176166	-97.74358	point	Sidewalk maintenance		Sidewalks are poorly maintained here - lots of growth covering concrete	
30.19712	-97.787885	point	Opportunities for sitting and shade			
30.213194	-97.828499	point	Other	Cantilever sidewalk at Williamson Creek westbound		
30.208122	-97.821214	point	Other	Trailheads	Possible trailhead into Stephenson Preserve	
30.164423	-97.731124	point	Other		Sidewalks please	
30.233885	-97.864698	point			Awkward ti go across Wm Cannon using new US 290 sidewalk - have to make a 90' turn to continue on the sidewalk	
30.213194	-97.828499	point			Cantilever sidewalk at Williamson Creek westbound	
30.213597	-97.830055	point			Flashing beacons Covington Students	
30.208187	-97.818135	point			Very dangerous intersection! Limited sight distance, needs crosswalk	

Latitude	Longitude	Feature Type	Which of the following pedestrian accommodations would you like to see here? (Answer Choices: Contninuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.19712	-97.787885	point			Longer pedestrian light on S. 1st & William Cannon	
30.196749	-97.787724	point			Missing ped signal head on SE corner	
30.195734	-97.784929	point			Crossing guard on Bill Hughes w/ William Cannon	
30.196392	-97.786474	point			Hard for pedestrians crossing Wm Cannon to Bedichek MS	
30.220991	-97.84323	point			Pedestrian walk way at trail's entrance by Cap Metro stop at One Oak Road	
30.174534	-97.744095	point			No need for sidewalks if Corp of Engineers is planning park	
30.19712	-97.787885	point				
30.164423	-97.731124	point				

Latitude	Longitude	Feature Type	Which of the following transit improvements would you like to see here? (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.207028	-97.834582	point			I work at UT, and have tried to get in the habit of taking the bus there, but the trip is almost 2 hours door-to-door. This stop is where I often have a long wait, and it's not a very comfortable one. It doesn't feel very protected from traffic and it can feel unsafe because it is sometimes so isolated. There's also no shade or cover, meaning that taking the bus is an unpleasant choice if it's hot or raining. I would love improvements to this stop but more importantly better way to take transit efficiently out of this neighborhood!	
30.213101	-97.829191	point	Other	Bus stop expand so bus doesn't stop traffic		
30.213143	-97.829282	point			Expand bus stop so bus doesn't stop traffic	
30.208734	-97.821128	point			Public transit to edges of preserve	
30.196411	-97.788255	point			Route 10 is never on time. Even leaving So. Park Meadows going NB, hard to switch to mass transit if it's not reliable	
30.192303	-97.77626	point			Relocate mid-block bus stops to protected x-walk enabled intersections	
30.189479	-97.767785	point			South Transfer center needs more space/better flow	
30.189238	-97.767221	point	Other		Buses layover & unclear to drivers why they are not moving	
30.183576	-97.75417	point			Bus stops too far from protected x-walk	

30.179913	-97.747657	point			Bus stops are too far from protected x-walk	
30.202855	-97.837887	point	Other	to NOT have service canceled	Cap Metro is taking my bus route from me. I use the bus to get to work and shop.	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
		line	Reduce the volume of cars using West Gate as a short cut. The volume of cars at 7300 West Gate has increased 30.4 % since 2013 when West Gate was extended to Slaughter. Over 16,000 cars were counted on January 16, 2017 at 7300 West Gate. Car speeds are almost 10 mph above the posted limit of 35 mph.	
		line	West Gate Blvd. has be come a short cut for cars from Slaughter. Manchaca, Davis Lane, since there are no traffic lights , stop signs, or calming devices from Cameron Loop tp Wm. Cannon.Brodie	
		line	According to the January 16, 2017 traffic counts at 7300 West Gate Blvd., car volumes have increased by 30% since 2013, and cars are speeding at about 10mph above the posted limit of 35mph. Especially dangerous conditions exist between Manassas and Wm. Cannon because the driveways of homes on the east side of West Gate face West Gate and there no protected turn lanes. Need to install traffic lights and calming devices between Manassas and Wm. Cannon. Also , need to discourage access to West Gate Gate as a short cut from Slaughter, Brodie, Manchaca, and Wm. Cannon.	
		line	No bike lanes and narrow one lane between Manchaca and Brodie. Need to expand street to two lanes each way with a bike lane.	
		line	Cars use West gate as a short cut from Manchaca, Brodie and Davis Lane. Northbound traffic, from Manassas to 1, has increased 30.4% to 16,293 cars per day.	
30.200927	-97.832737	point	add another left turn lane at Brodie and Wm. Cannon	
30.158152	-97.745984	point	Turning lane needed from Thaxton eastbound to salt springs north bound	
		line	Single lane roads are full of cracks, holes, and have shifted	
		line	Street lights	
		line	1 west ot 290 needs bike lanes	Fast traffic, bike unfriendly. Possible to convert 3/3 lanes to 2/2+bikelanes?
		line	Need to add another left turn lane	
		line		
30.252765	-97.865396	point	Concern with development on Southwest Parkway flooding Williamson Creek	
30.218877	-97.843541	point	Add exit from CostCo parking lot	
		line	congested with southbound traffic turning east on 1	
		line	congested with cars turning west onto 1	
		line	very congested	
30.217523	-97.845215	point	Pedestrian walkway at trail entrance by CapMetro stop @ One Oak Road	
30.22151	-97.837243	point	Turning right onto 1 from southbound Monaco frontage road - need designated right turn lane for safer merging into westbound 1 traffic	
		line	Connect feeder to Convict Hill Road	
30.22151	-97.837243	point	Maybe add through lane to outside double left turn lane heading east on 1 onto northbound Mopac frontage road	
30.214158	-97.830473	point	Signal timing at 6.30 AM signal change puts westbound 1 sitting through two cycles of red with no green	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
30.258103	-97.865696	point	Cut through to lost creek or Hwy 360	
30.253535	-97.865514	point	Concern with development on SW Pkwy flooding Williamson Creek	
		line	Turn lane (right) too narrow onto 1 heading West from South	Turn lane (right) too narrow onto Wm Cannon heading West from South
		line	Rt turn lane to WB Wm Cannon is very narrow	Turn lane (right) too narrow onto Wm Cannon heading West from South
30.209012	-97.823617	point	Keep nature preserve an undeveloped park space!	
		line	Westgate to Manchaca drain inlets for EB Wm Cannon cause significant slow down because of low alignments & dips @ each inlet	
30.224893	-97.855117	point	Utility box blocks view of oncoming traffic	
30.194705	-97.782408	point	Clean out creeks or at least kill weeds & trees so water can flow	
		line	Ridge Oak to Mopac , remove gravel in median and plante trees-mist ugly section of 1 Beautify to add trees like west of Ridge Oak and east of Brodie	
		line	35 to Bluff Springs - Lots of congestion due to signal timing & conflict with TxDOT svc rd, no way to safely exit HEB	
30.223749	-97.841685	point	Brusht Cnt extend	
		line	35 to Bluff Springs - Lots of congestion due to signal timing & conflict with TxDOT svc rd. No way to safely exit HEB	
		line	35 to Bluff Springs - Lots of congestion due to signal timing & conflict with TxDOT svc rd no way to safely exit HEB	
30.1825	-97.752732	point	Please plant trees along Wm Cannon median where feasible	
30.218868	-97.844571	point	Add exit from Costco parking lot	
30.172215	-97.741692	point	Please conside Recreation Center for people when dry - use GREY water when dry	
30.172678	-97.742658	point	Flooding concerns	
		line	Connect feeder to Convict Hill	
30.170156	-97.740093	point	2014 aerial (shown at mtg) homes removed by 2017	
30.167285	-97.736977	point	Please research planting trees and landscaping as a way to slow the speed of traffic at both far ends of Willaim Cannon Southwest Parkway and Mckinney Falls	
30.1651	-97.734053	point	Need more land use along east end of corridor to generate interest in biking/walking "nowhere to walk/bike to"	
30.163496	-97.726114	point	I'm not sure how widening is used for his purpose to other drivers, but this is a one way cut through route to avoid traffic going to 183 southbound	

ROUND 1- GENERAL COMMENTS

The following written comments were received at the public meetings.

Written Comments
How might we have better transit connections to downtown?
I live on Brodie. We need better signal timing during peak hours to allow people turning into/out of the neighborhood a safer access. Study the traffic after 45 is completed. We don't want a 5 lane road in our neighborhood.
I really want to use transit more but the options forgetting downtown/north have discouraged me--too few, too long, too unsafe. Help!
School light at Congress and Circle S--no protection at Circle S for kids crossing Everhart & Congress-School Crossing light not enough direction time. S 1st & William Cannon--not audible lights.
Haston School -pinch point because of new bike/walking lanes-too wide and can't go around where people are turning-request to reduce width of bike lane

The following comments were emailed to 2016Bond@austintexas.gov

E-mail Comments	Date
Planners, to complete the most success out of this effort, it is critical that you construct a rubric of accountability. Determine how you will measure the level of success that the proposed changes to each street make. What will success look like? And please share that rubric.	June 6, 2017
So glad to hear about This! When I had young children, I walked several blocks trying to get my neighbors to pay half the cost of the wished -for sidewalks and lacked only one signature to make it happen. That was when I lived on Laurel Grove Drive in the early 1970s. I use your disabled Metro Access program, which I appreciate greatly, but wish you had a bus route and sidewalks near my home at 7507 Downridge Dr. Number 14 (I think that is the number) goes by my house, but does not stop in my immediate neighborhood and usually looks pretty empty. I am capable of climbing onto the bus. For some reason my house is the only one on the block where I now live that has a sidewalk. Maybe because it was built as a model home. I realize that there probably are not enough school age children walking to and from school to qualify this neighborhood for the installation of a side walk, though one would make traveling with the aid of a walker or wheel chair as I do, much easier. Hope your funding continues.	June 18, 2017
I've always wondered if it would be feasible to set up small van/buses in neighborhoods that would feed into large bus routes like Wm Canon and Slaughter. They could be an on-call as needed. Or have a defined time/route. Perhaps be cost effective? Perhaps be more convenient? Supplement larger buses during off-peak times when larger buses would not need to run. And when people need to go to neighborhood places instead of downtown. And don't need to be sitting out in the heat. Especially older folks, like me.	June 19, 2017

WILLIAM CANNON DRIVE

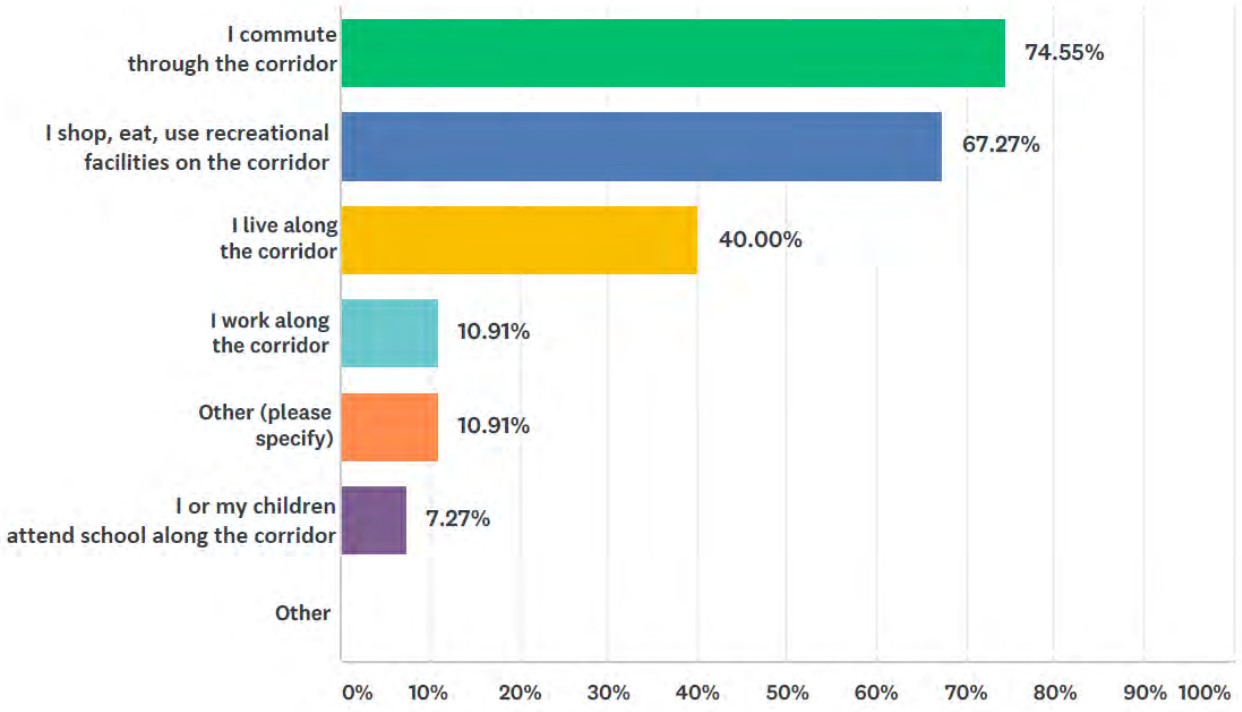
SURVEY REPORT
Fall 2017

austin MOTION
2016 MOBILITY BOND

How do you use the corridor? (select all that apply)

Answered: 55

Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.

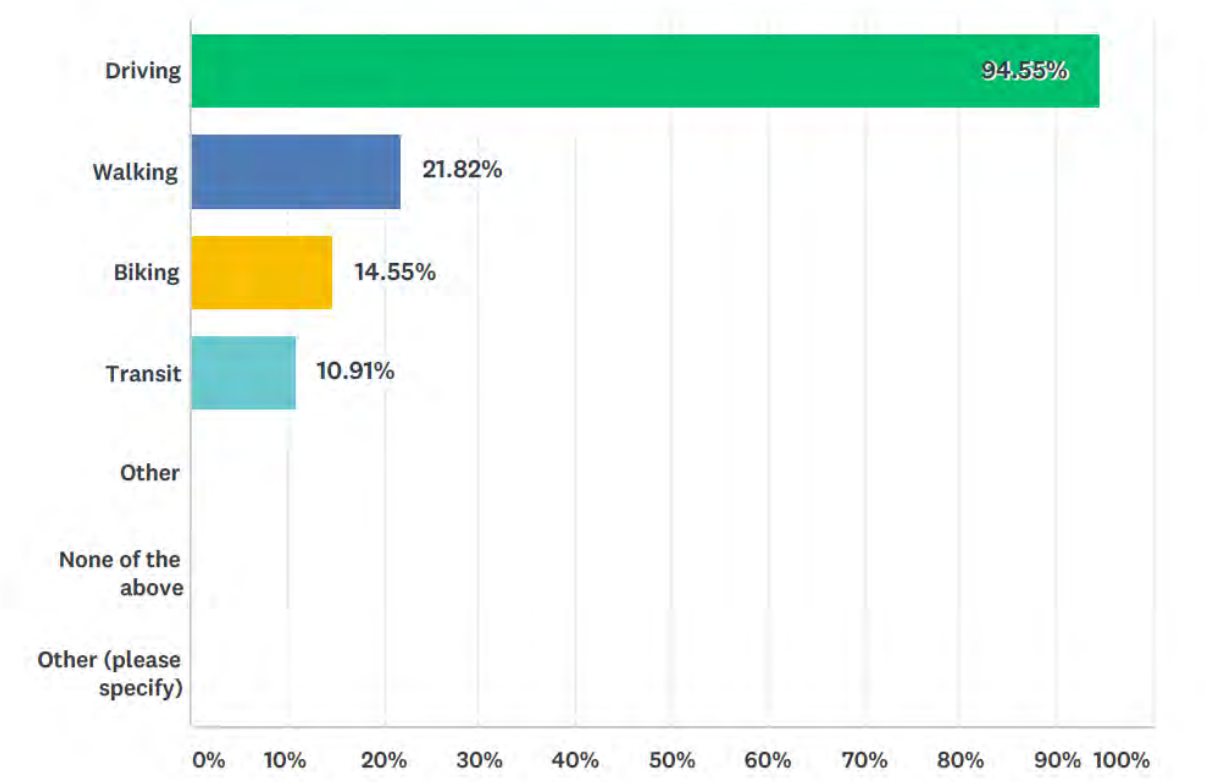


Other (please specify)
Use occasionally
I use William Cannon east of IH-35 to access McKinney Falls Pkwy and occasionally to access IH-35 from McKinney Falls Pkwy
I live on a feeder street that intersects WM. Cannon
Daughter lives on corridor
Ride my bike for recreation
I live at intersecting street of West Gate

How do you get around? (select all that apply)

Answered: 55

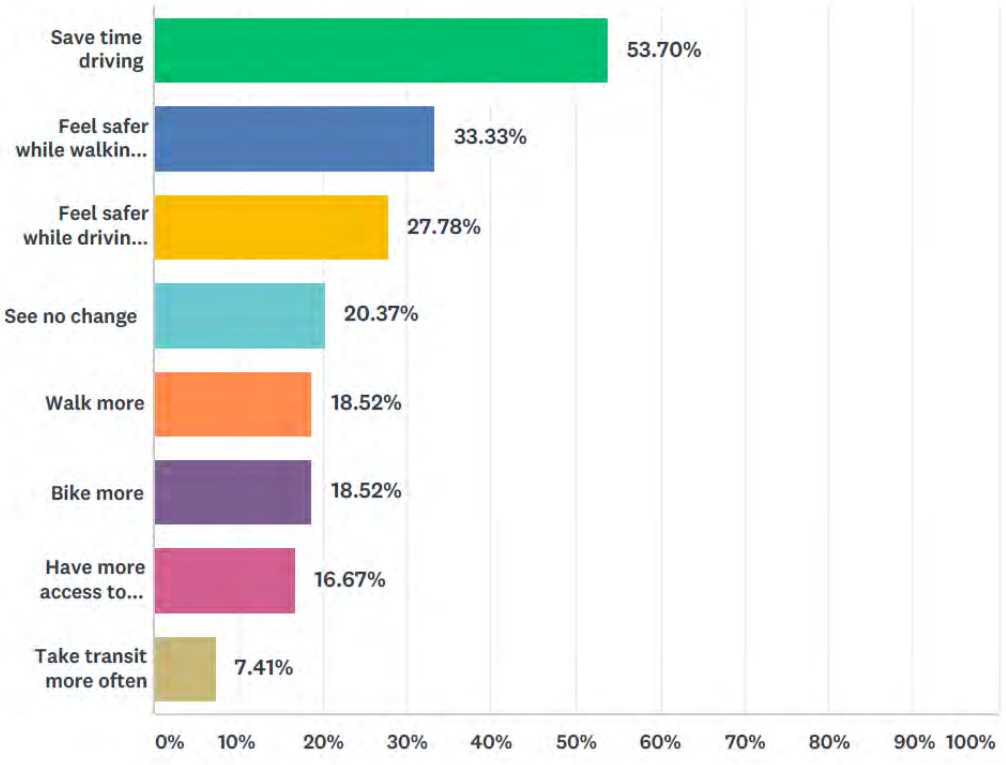
Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



With the proposed improvements, do you think you would: (select all that apply)

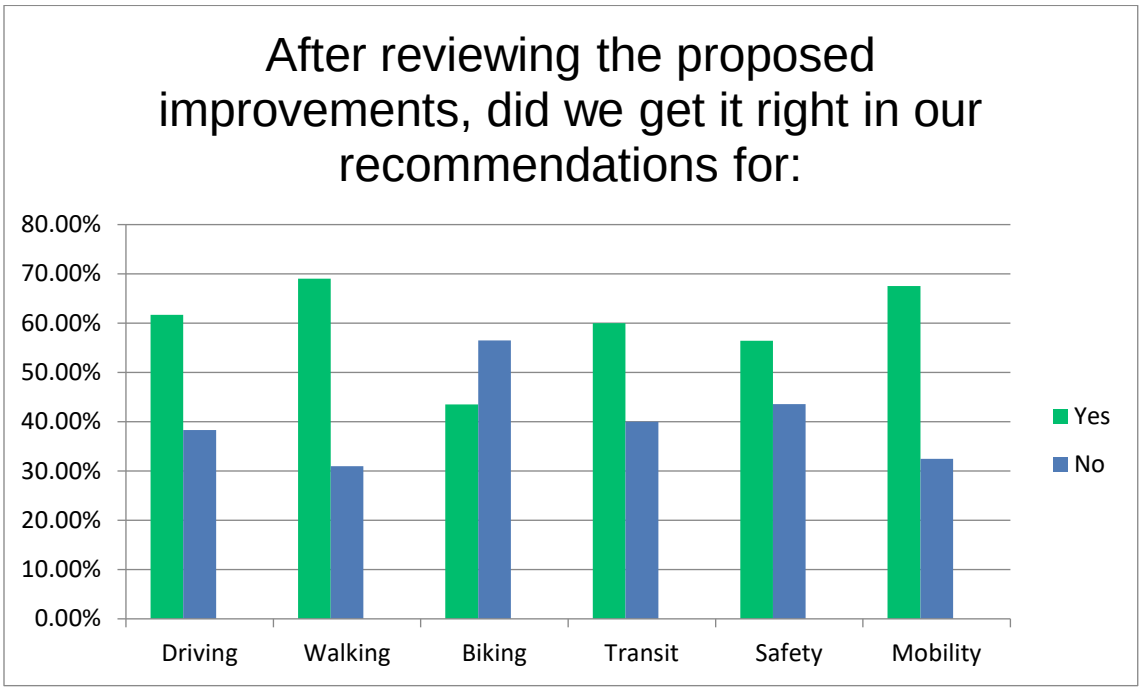
Answered: 54

Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



After reviewing the proposed improvements, did we get it right in our recommendations for:

Answered: 52



If no, why not?
Not all bike lanes are protected. William Cannon is a very busy street.
The construction will be horrible and I see no change because there are more cars and businesses moving in faster than Austin can keep up anywhere
Stop shorting south austinites on transit options please!
Will the supposed users of these bike lanes really appear? Not sure how the City measures unmet bike needs or demand. Overall, the improvements don't take from vehicle lanes to give to bike lanes, which I appreciate, but personally, I'd prioritize the vehicle lane and sidewalk improvements over bike improvements.
I am not sure how the bike lane would work and I understand about the medium. Does this take away driving lane space?
This is not a heavy biking area and has few who commute to work. Too many resources projected to be devoted to small number of bikers at expense of greater need for other transit modes.
I don't think you should add a shared walk/bike lane on the south side of the street unless you make it contiguous, it just feels wasted otherwise.
Walking - sidewalks are good Biking - If bike lanes are a must, put the barriers up that separate street and bike lanes because it's not safe
You need a buffer on WillCan. & S Pleasant Valley
Your plans do not improve accessibility to and from neighborhoods south of the Wm. Cannon, such as West Gate , Whispering Oaks, other feeder streets. For example,

If no, why not?
since there no bike lanes on West Gate how do you expect bikers to ride safely to Wm. Cannon to access the proposed bike lanes? You need to add bike lanes in feeder streets so we can ride safely to Wm. Cannon. Your report ignores the many comments we made regarding streets such as West Gate. You need to add a section about our recommendations so the City Council will have a full picture of what e are facing between the corridors of Wm. Cannon and Slaughter. You do not need to add another lane from Brodie to Manchaca. You should consider adding overpasses at Manchaca and at Brodie if you are serious of moving traffic quickly. Adding another lane will not do that since you will still have traffic lights and intersections along Wm. Cannon.
In basically all of the plans you are shrinking the car lanes and adding a bike lane. Shrinking car lanes SUCKS! I already drive on skinny William Cannon on the East Side and it's SO DANGEROUS. And now you're going to make the whole thing like that? Fuck YOU. And they aren't even really separated from the road so honestly how the hell is a shared use lane right next to a 3 car pileup supposed to be safe at all? I would NEVER use a "shared use" lane to walk in directly next to a road where people were going to be sideswiping each other right and left. You people are INSANE.
This is a plan to make life easier for drivers, with token safety or improvements for other mode options. Our roads belong to everyone. Where's the protected bike lane? Where's the dedicated transit lane? Is there enough separation from the road and sidewalk to making walking attractive? C'mon guys. Don't give us another generation of car dependency. I'm sure you already know this, but are too afraid to actually make these recommendations?
People living on feeder neighborhood streets south of Wm. Cannon, such as West Gate and Whispering Oaks, do not have bike lanes . How do you expect us to access the proposed Wm. Cannon wide bike lanes? Do you want bikers to get killed by the speeding traffic on West Gate ? So, I do not ride my bike . Similarly, I do not walk to Wm. Cannon because of crumbling sidewalks not protected from the speeding cars. So, unless you build bike lanes and safer sidewalks on feeder streets , you are wasting money building huge bike lanes that will not be used. Take the money and build bike lanes in our neighborhoods. Go read the comments that neighbors made for feeder streets such as West Gate. West Gate had a bike lane and you took it away many years ago. Another bad decision is to build a shared use path on the north side of Wm. Cannon, but not on the south side. Another inconsistency is the proposal to add a travel lane from Brodie to Manchaca, so you can have three lanes, but you are reducing to two lanes the section from Southwest Parkway to US 290.

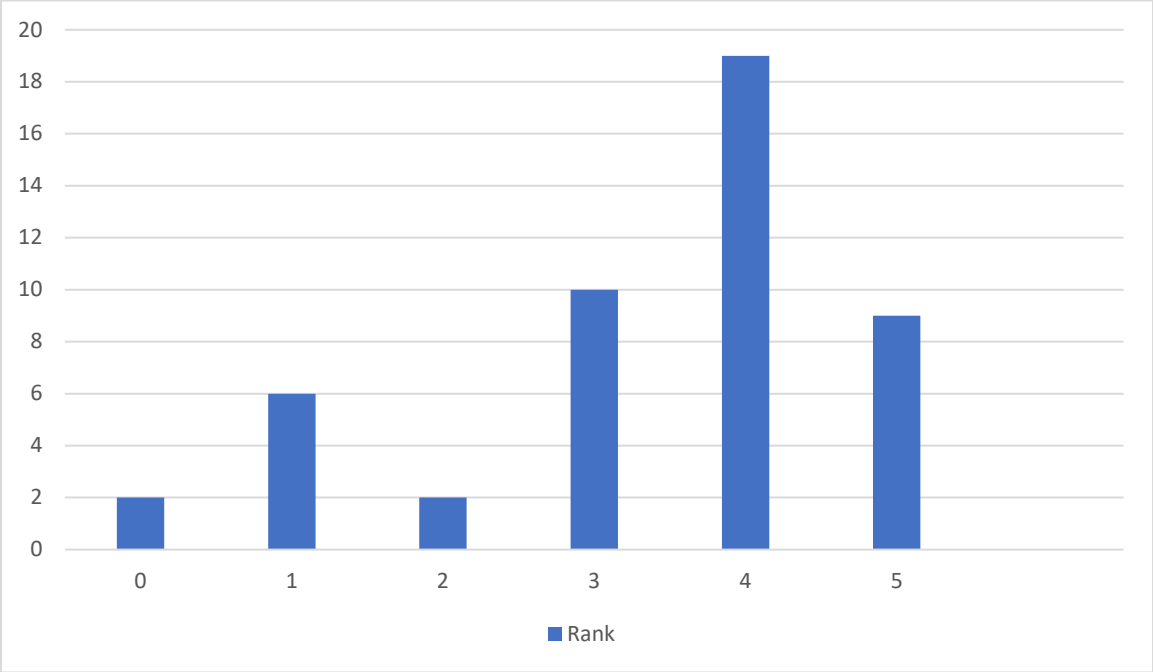
If no, why not?
Do not another lane from Brodie to Manchaca. It will no improve mobility and you will be cutting down big trees to make room for another lane. Similarly, adding PHB in certain locations will slow down your envisioned mobility. I support the improvement of intersections and adding turn lanes.
Need mass rapid transit to help people get around.
Why in the heck do you insist on removing car lanes for installation of very little used bike lanes? Very STUPID PROPOSAL!
The stated purpose of this project is to enhance safety and mobility for all users, yet in areas of this project, you are proposing 5' bike lanes next to fast moving traffic. This is completely unacceptable from a safety perspective. You are showing 12' travel lane right next to this bike lane. This could easily be reduced to 10' lane (similar to the existing travel lanes on Slaughter) to provide 7'+ for bikers. This wouldn't be as safe as protected bike lanes, but it would be a start. These bike lanes do not reflect the corridor plan cross sections, which show protected bike lanes for William Cannon. Bare minimum, if we can't protect the bike lanes, there should be 10' SUPs on each side. AASHTO specifically recommends only dropping to 8' only in very rare circumstances. Not for a huge street rebuild with millions of dollars in funding. Make this street safe to bike on or don't touch it and save it for when the city has the funds to do it right!
You are adding lanes from Brodie to Manchaca. It is waste of money and will not improve mobility. Having more lanes will not improve mobility , unless you get rid of lights and reduce intersections. So you should build overpass at Manassas and at Brodie. Also, no need to reduce lanes from SW parkway to 290. Stupid idea. No need to add 8' bike lane there. Instead combine sidewalk into a bike lane.
The current bike lanes on Wm Cannon are not used at all, and the more narrow driving lanes are more hazardous for drivers! Please do not add more bike lanes on Wm Cannon between McCarty and 290. They are not needed!!
Northbound Salt Springs needs dual left turn lanes for rush hour traffic.
Driving - Beckett/Wm Cannon has monthly accidents and east/west bound cars on Wm Cannon regularly blow through the light. It's not even a blip on the radar compared to other intersections but it's still a hazard for people who live and commute in this area.
Need bike lanes all the way down William Cannon for cross town mobility.

If no, why not?
Driving - spending way too much for bicycle paths and they are not safe, side by side with vehicles & traffic Walking - OK Biking - see above Transit - maybe Safety - better Mobility - more dangerous for bikes and children
At Manchaca consider making left turn lane on Wm Cannon longer Cars back up going west to south
Driving - narrower lanes seem more dangerous Walking - no median will make it harder to cross Brodie to get to the HEB Safety - the cars being closer together means less visibility & its harder to walk the way we do now.
Remove bike lanes from Wm Cannon McCarthy - Brush Country Hazard to bikers and narrower lanes to drivers
Connect bike lanes on William Cannon to ramp to a SUP near US 290 - SW Pkwy
Driving - more lanes Walking - seems like mixed sidewalks with bike paths Transit - not much change toward transit Safety - not necessarily for pedestrians & bikes
More lanes on Wm. Cannon does not improve safety or more cars going through lights at the intersections, unless you time lights to last longer East and West, reduce the number of intersections, and build overpasses. Adding Pedestrian Hybrid Beacon will slow down cars and affect mobility. You need to consider also the impact the proposed changes will have on neighborhood streets. Will there be more cars using neighborhood streets as short cut ? You will still have the same intersections and lights to travel through. What action will you take to address the comments and recommendations made by citizens regarding the neighborhood traffic issues ?
Safety: Right for pedestrians, not cars. Cars go faster than speed limit. Need to address impact on safety and volume of cars on neighborhood streets, such as West Gate
Driving: Seems like an overestimation of traffic outside of peak hours Biking: 3 wide lanes of traffic with high speed and no barriers between bike lane?

If no, why not?
Transit: Did not see a change Safety: Complete sidewalks are great, still concerns for bikes on east side Mobility: Some very positive changes but still have some concerns
Driving: Seem like it's mostly planned for driving but congestion isn't going anywhere Biking: Would prefer on-street facilities to shared use paths ->concerned about intersections (especially un-signalized) Transit: Seems like you provided access to walk to stops but I don't see other improvements Safety: Maybe? Appropriate bicycle and car lane widths help Mobility: Seems neutral on the east end

Do you support the recommendations? (5 highest, 1 lowest)

Answered: 48

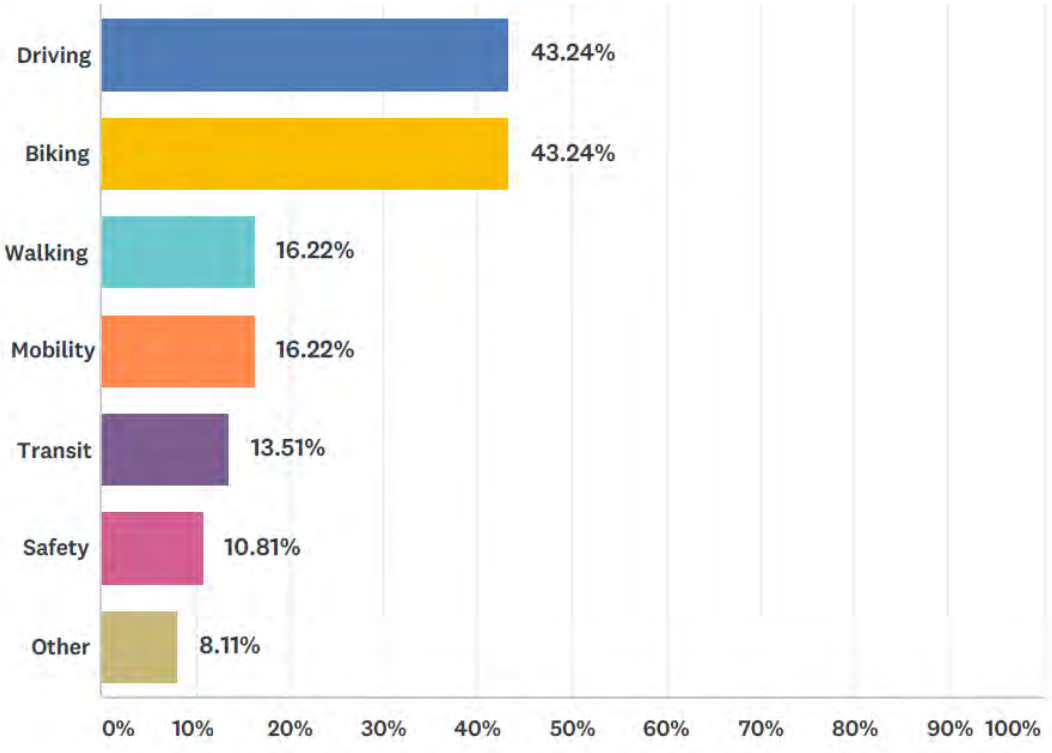


Do you have any additional comments? (select all that apply)

Answered: 37

Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.

Topic:



Please leave your additional comments here.
Tell City to stop encouraging people and companies to move here. Use all these festivities and things to help pay property taxes for us who put up with all this
Speed limits being raised higher and the rotation of the lights should be faster on all the intersections near 35
Bus lanes medians
Get bike lanes off east William Cannon... I use this daily and NEVER see a cyclist....NEVER!
Cooper at Wm Cannon is dangerous for pedestrians. Cars don't stop before crosswalk, they only look left before turning on Wm Cannon. Ninety percent, I counted.
William Cannon east of IH-35 needs to be repaved. The road dips caused by uneven pavement feel unsafe with people traveling William Cannon at the speeds they do. Accessing William Cannon from northbound or southbound IH-35 frontage roads, to travel eastbound on William Cannon, takes a long time. I hope the IH-35/William Cannon improvements will reduce wait times.
HOW MANY BICYCLIST DO YOU SEE ON MANCHACA?

Please leave your additional comments here.
HOW MANY CARS DO YOU SEE ON MANCHACA? I HOPE YOU WOULD NOT EVEN ENTERTAIN THE IDEA OF PUTTING BICYCLE LANES IN EACH DIRECTIONS FROM SOUTH FIRST DOWN MANCHACA; LIKE THE PROPOSAL ON STASSNEY FROM WESTGATE TO MANCHACA TO TAKE AWAY A LANE IN EACH DIRECTION AND PUT A BIKE LANE. AGAIN HOW MANY BICYLIST DO YOU SEE ON THIS STREET AND HOW MANY CARS DO YOU SEE? THE CITY KEEPS ALLOWING BUILDING OF APARTMENTS, HOUSING ETC AND WITHOUT THINKING ABOUT TRAFFIC. I AM NOT AGAINST BIKE LANES; HOWEVER, I DO NOT BELIEVE YOU SHOULD REDUCE DRIVING LANES TO PUT BIKE LANES,PARTICULARLY WHEN THOSE LANES HAVE HEAVY TRAFFIC.
Please recognize this is not Central Austin which has more bikers transiting to work. Put the resources where they are actually needed.
need to enlarge i-35 to several driving lanes to prevent traffic congestion.
Buffers for E. William Cannon & S. Pleasant Valley to IH35 I hope engineers are working closely with other dept. & TxDOT to make sure the improved bike lanes & other improvements do not create more congestion. In the S. Pleasant valle & E. Will. Can. area, people tend to walk and use transit. I am glad that the corridor project is using the equity tool for affordable housing/displacement
There needs to be more turn-outs in the plan to allow buses to get out of the flow of traffic for pick-up and drop off of riders. Biking improvements need physical barriers like a concrete curb or concrete wall / barricade. Plastic barriers (aka along the toll lanes on North Mopac) will not protect bicyclists from the harm of an accident with a vehicle. Would like to see more to promote safety.
See previous comments.
for bus stops to avoid traffic backups behind buses, and to increase pedestrian safety

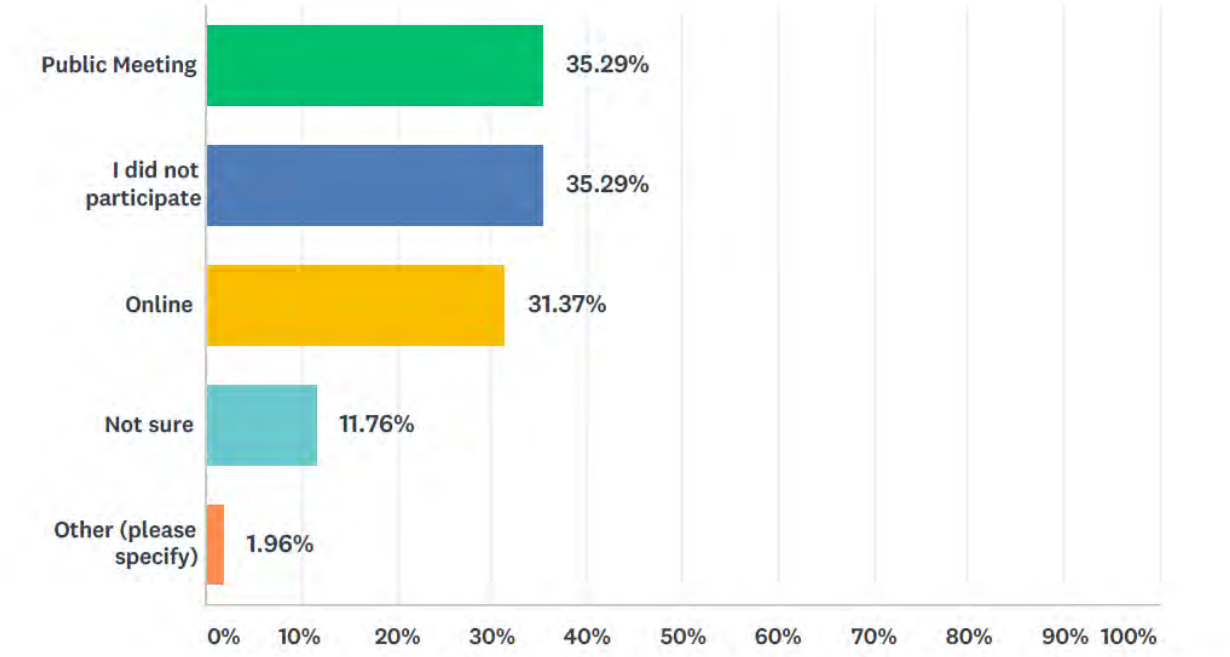
Please leave your additional comments here.
Fuck your bike lanes.
Don't saddle us with another generation of car dependency. This should be a truly shared street. But you already know that.
See above comments
This will only increase traffic congestion, commute times and air pollution.
This plan is not at all reflective of the corridor cross sections proposal to add protected bicycle lanes. We should NOT be adding additional vehicle lanes at the expense of multi-modal safety.
I was disappointed to not see any noticeable vehicle traffic improvements planned at the intersection with S. 1st St. This intersection is perennially congested northbound in the morning and southbound in the evening. Northbound traffic could be alleviated somewhat by adding a right turn lane from northbound S. 1st onto eastbound William Cannon, which would also allow the bus to stop outside the main lanes. Southbound similarly could benefit greatly from a right turn lane, as pedestrians frequently walk across William Cannon here and prevent traffic from turning, which can back up significantly. Right of way would likely be required for both of these projects, but at least the north to east turn lane would be coming from AISD. I was glad to see added lanes between Manchaca and Brodie, which will be hugely beneficial to moving traffic, especially through the Westgate intersection.
You are not addressing the impact of your recommendations on neighborhood streets like West Gate. Several comments and recommendations were made by citizens, but you are addressing them, or even acknowledging them. Wm. Cannon and Slaughter proposals will not solve the traffic speeding and volume , and cars using West gate as a short cut from Slaughter to Wm. cannon.
Not sure visibility/safety issue addressed at eastbound WC at Pleasant Valley.
Biking : suggest adding barriers whenever the bike lane is on the same pavement on the driving lanes. Driving : consider keeping lanes wider. Narrow lanes do slow traffic down.
As mentioned about Driving - Beckett/Wm Cannon has monthly accidents and east/west bound cars on Wm Cannon regularly blow through the light. It's not even a blip on the radar compared to other intersections but it's still a hazard for people who live and commute in this area. Further, I would like to see a separation for the bike lanes to protect them. Cars on Wm Cannon travel in excess of 45 MPH and will zoom past in very close proximity to cyclists. I see a lot of cyclists on the sidewalk because it's just not safe to use the bike lanes. Last thing: OMG, I'm so excited for a dedicated turn lane from SB MoPac frontage road to Wm Cannon - that is looooooong overdue.
Bike lanes all the way down WC from beginning to end, not just in certain sections.
Love the plans for dedicated right turn from Mopac Frontage Road to Wm Cannon
I like hearing that the medians will be more cared for - removing bushes and weeds that block sight lines. Adding lanes where possible is vital to keeping traffic moving as more residents move into the area. I hope all turn lanes will be wide enough to be safe (turning left onto Brush Country from W Cannon heading east is scary!)
Bike trails side by side along traffic is more prone to accidents, more prone to serious bicyclist injuries It seems we are spending way too much money for a very minute (small) population. That real estate could be used as additional lanes or 'safety' shoulders

Please leave your additional comments here.
1. Rock medians between Mopac and 290 are unsightly and 'bushes' make visibility worse 2. Southwest corner of Beckett and Wm Cannon has traffic control boxes and tall weeds that limit visibility of traffic coming on Wm Cannon from west to east. Currently I personally mow that corner for safety and appearance. City tractors can't mow around the traffic control boxes and along the bridge on Beckett.
1. like addition of grass and trees to ugly median between Beckett & Brush Country 2. like addition of dedicated turn lane to NW corner/ Randalls of Mopac & Wm Cannon
Having bike lanes transition to SUP w/ curb ramps where space is at a premium would ensure no gaps in the bike infrastructure. Care should be taken at major intersections to slow down turning traffic so bikes & peds are not run over. Ped beacons are needed along corridor for crossing Wm Cannon. I like taking away traffic lanes where traffic is light
We can't build our way out of congestion so simply adding more lanes won't solve long term mobility issues
I appreciate that cyclists and pedestrians are given a good share of this effort. Please continue to do so regardless of majority opinion of motorists.
See previous comment. Also, my neighborhood street will not me safer, unless you take measures to reduce speeding, fix sidewalks, pave the street, etc. Many comments and recommendations were made by citizens regarding feeder streets to Wm. Cannon and Slaughter Lane. You need to list these issues in your report and propose future action that the City needs to take.
Concern about CodeNext assumptions about housing development along the corridor
The six-lane cross-section on the east end is scary. Seems very conservative, built for the peak of the peak with conservative trip generation totals and forecasts. Shared use path across lots of driveways and un-signalized roads (along a 45 mph) is concerning for bicyclists.

Did you participate in the first round of outreach conducted in Spring 2017? (select all that apply)

Answered: 51

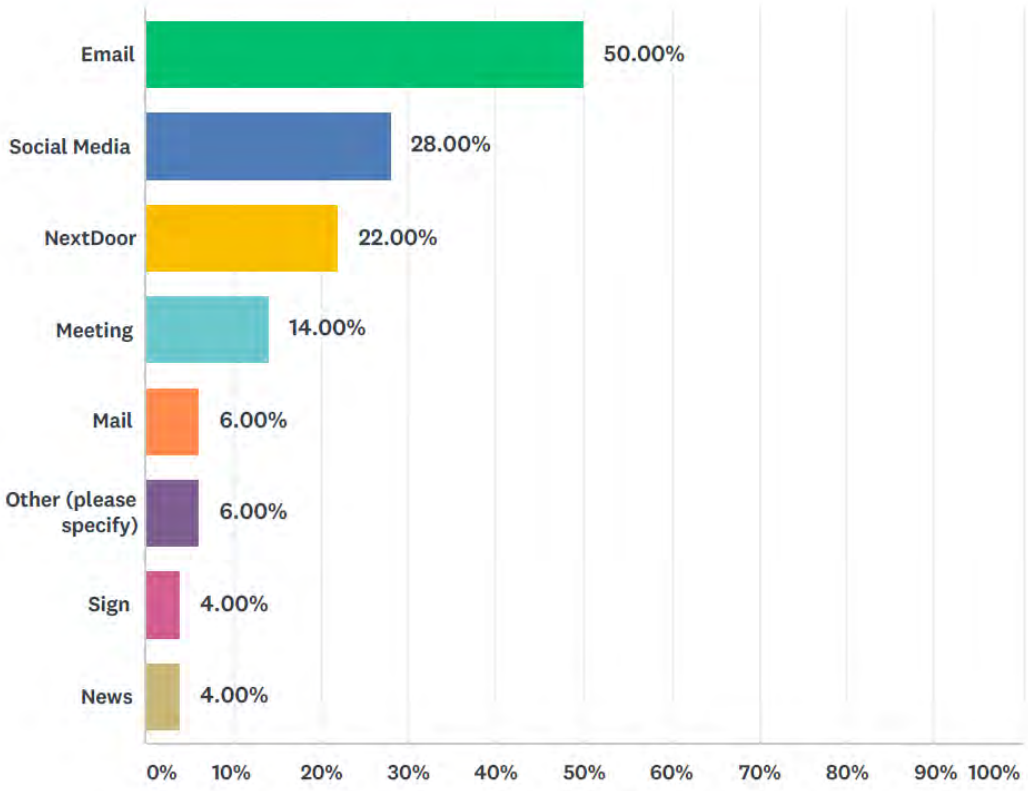
Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



Other (please specify)
Passed surveys to community

How did you hear about this survey? (select all that apply)

Answered: 50



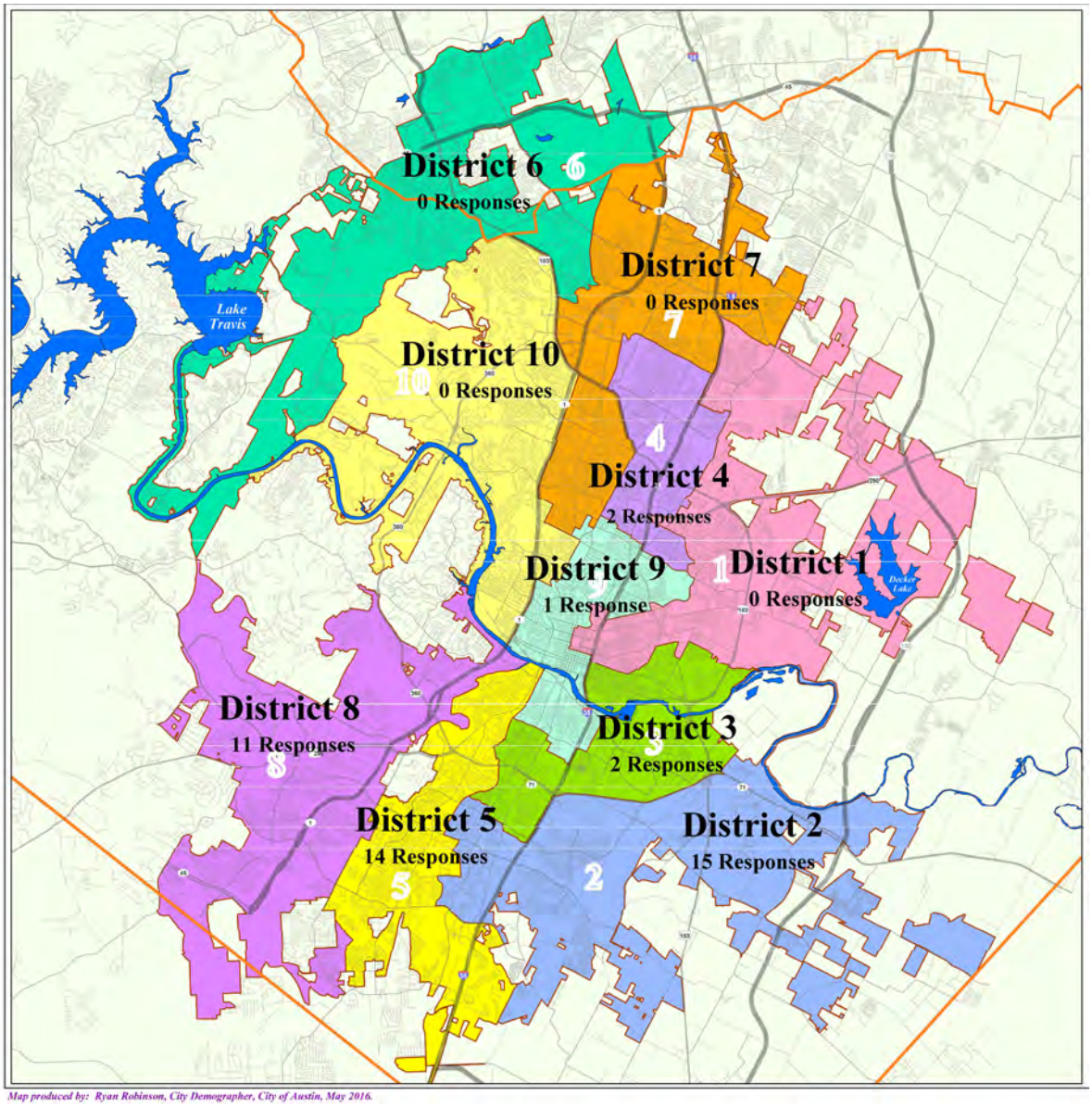
Other (please specify)
Onion Creek HOA
None specified
Husband

Please share your email address if you wish to receive updates.

24 respondents shared email addresses

What City Council District do you live in? Click here to see a district map. (Optional)

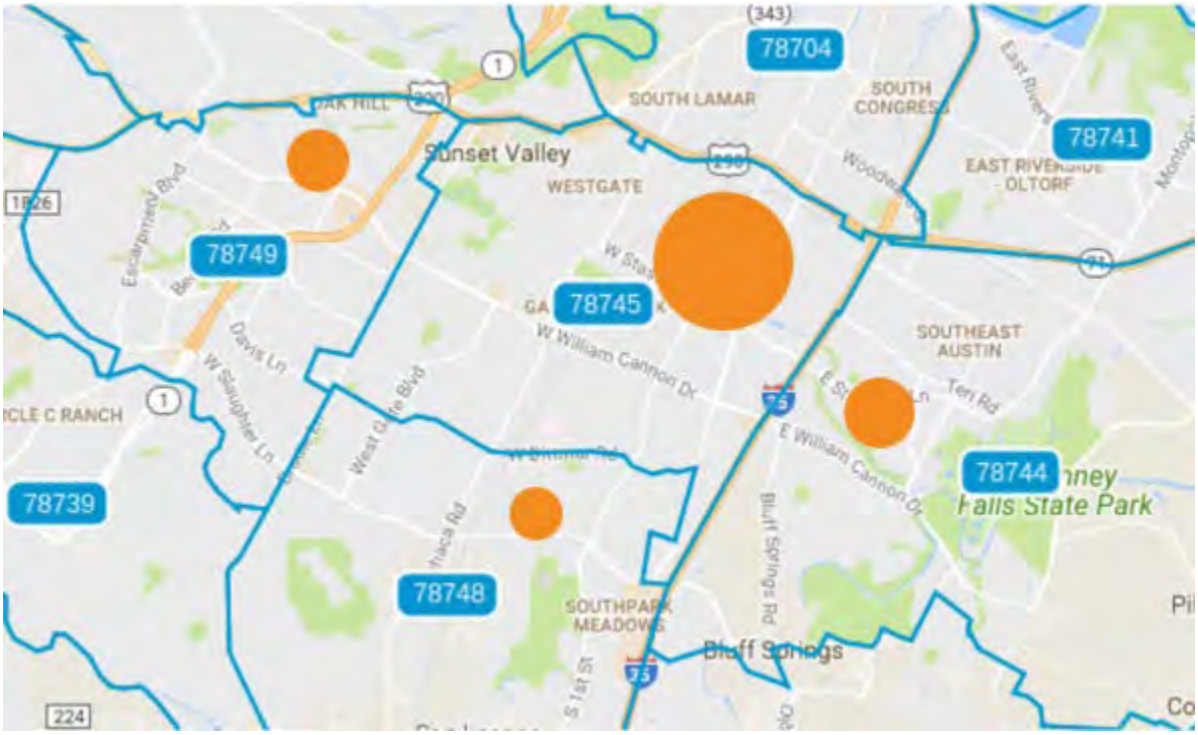
Answered: 47



District	No. of Responses	Percentage of Total
District 1 - Ora Houston	0	0.00%
District 2 - Delia Garza	15	31.91%
District 3 - Sabino "Pio" Renteria	2	4.26%
District 4 - Gregorio "Greg" Casar	2	4.26%
District 5 - Ann Kitchen	14	29.79%
District 6 - Jimmy Flannigan	0	0.00%
District 7 - Leslie Pool	0	0.00%
District 8 - Ellen Troxclair	11	23.40%
District 9 - Kathie Tovo	1	2.13%
District 10 - Alliston Alter	0	0.00%
I don't know	1	2.13%
I prefer not to answer	1	2.13%

What is your ZIP code? (optional)

Answered: 47

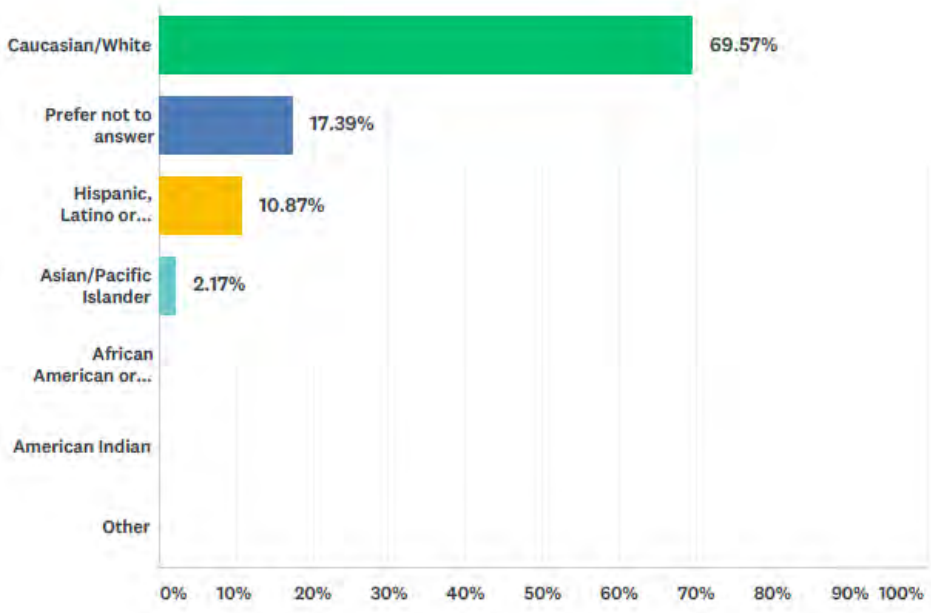


Zip Codes Mapped	No. of Responses
78745	16
78744	8
78749	7
78748	6

Zip Codes Not Mapped	No. of Responses
78747	3
78735	2
78702, 78704, 78736, 78739, 78746	1

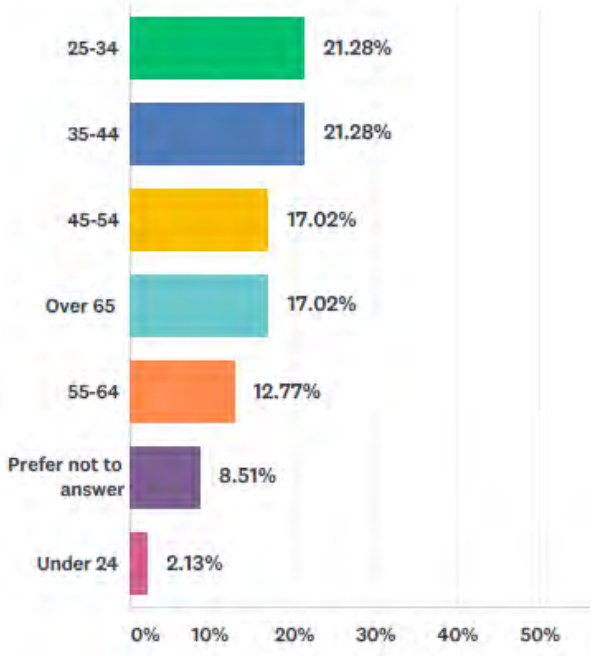
What is your race/ethnicity? (optional)

Answered: 46



What is your age? (optional)

Answered: 47



ROUND 2- GENERAL COMMENTS

The following comment was emailed to 2016Bond@austintexas.gov

E-mail Comments	Date
I'm happy to see the proposed recommendations for Brodie, William Cannon, and Slaughter along with what ideas have already been submitted by the public. I looked through the three proposal documents and have a few general thoughts on what I'm seeing. Note that I live in north Austin, but have spent a lot of time (mostly) as a driver on each of these roads for work and visiting friends. Things I love: - Ample use of wide shared use paths on both sides of corridor and along entire length of these arterials - Generally narrower vehicular lanes (10.5' and 11') Wherever possible, each corridor should include: - Raised crosswalks to increase visibility of pedestrians crossing (every vertical inch counts for safety!) - Physical buffer (ideally grass median) must exist between sidewalks / shared use paths / bike lanes, and vehicular traffic - Shared use paths and bike lanes should be protected and raised relative to vehicular traffic (every inch counts!) - Where there are pedestrian crossings with >3 lanes of vehicular traffic, include a pedestrian refuge - Include designated pedestrian crossing infrastructure near any public transit stops and schools, with maximum distance between crossings of X ft (not sure what is appropriate, but shouldn't be more that a few blocks length) - All road sections with >3 vehicular lanes should be divided with physical, raised median - Non-glare lighting should be provided for, and of, pedestrians and bicyclists along entire length of these arterials - Trees or at least shrubs like agave in medians, between opposite-direction vehicular lanes, as well as between bike/ped infrastructure and vehicular lanes - Minimize number and length of curb cuts along arterials (when possible, should be eliminated, shifted to side streets, or combined) - Minimize opportunities for uncontrolled left-turns onto or off of arterials using physical barrier Specific location: - Would William Cannon crossing of I-35 be appropriate location for diverging diamond? If you have any questions regarding these suggestions, please contact me. Thank you!	Nov. 9, 2017

austin MOTION | THE CORRIDOR PROGRAM

WILLIAM CANNON DRIVE CORRIDOR APPENDIX B - TRAFFIC COUNTS

JUNE 2017

FINAL

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: McKinney Falls Pkwy at William Cannon
Site Code: 60
Start Date: 02/23/2017

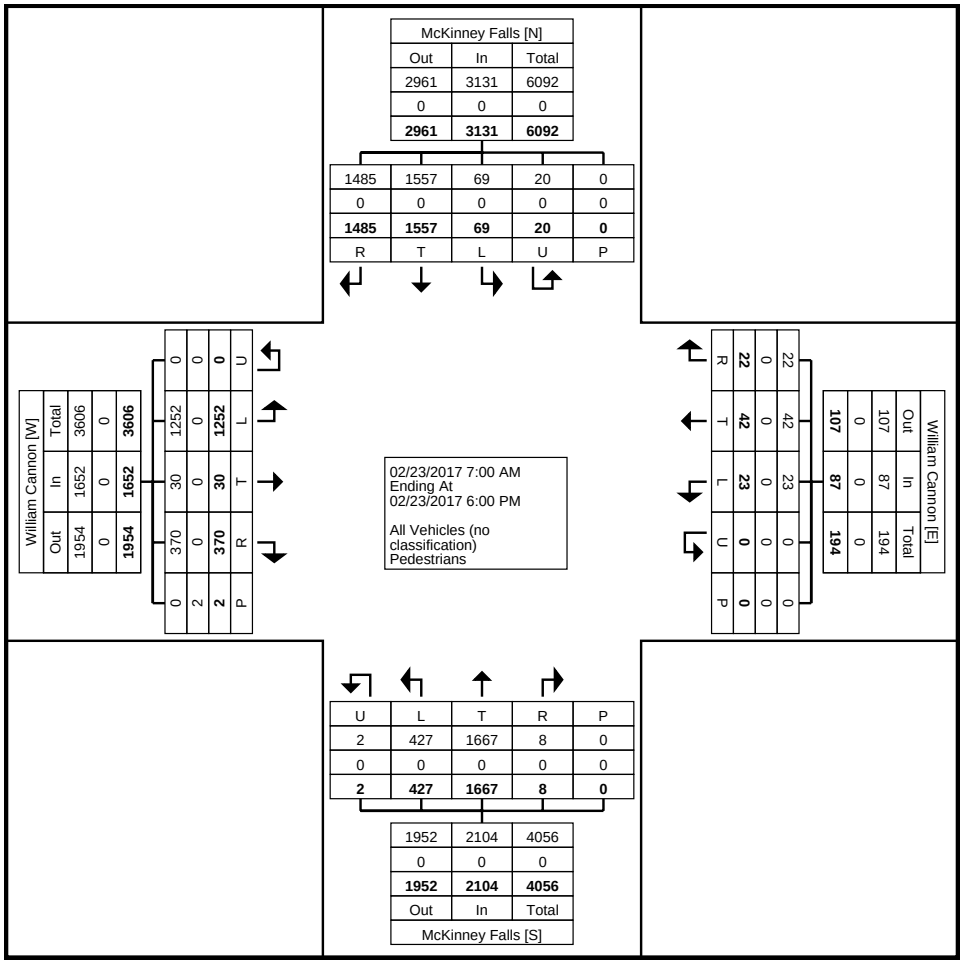
Turning Movement Data

Start Time	McKinney Falls Southbound						William Cannon Westbound						McKinney Falls Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	3	26	104	0	0	133	0	0	0	0	0	0	83	202	0	0	0	285	91	1	9	0	0	101	519
7:15 AM	4	53	142	0	0	199	0	1	0	0	0	1	63	210	0	0	0	273	95	2	18	0	0	115	588
7:30 AM	5	49	111	1	0	166	1	1	0	0	0	2	62	224	0	0	0	286	112	4	19	0	0	135	589
7:45 AM	11	52	77	0	0	140	1	2	2	0	0	5	49	224	0	0	0	273	97	2	16	0	0	115	533
Hourly Total	23	180	434	1	0	638	2	4	2	0	0	8	257	860	0	0	0	1117	395	9	62	0	0	466	2229
8:00 AM	7	27	80	0	0	114	2	0	0	0	0	2	23	169	0	0	0	192	62	3	7	0	0	72	380
8:15 AM	4	33	67	0	0	104	2	6	0	0	0	8	18	98	3	1	0	120	56	3	13	0	0	72	304
8:30 AM	2	31	61	0	0	94	0	8	1	0	0	9	18	94	0	0	0	112	55	2	12	0	0	69	284
8:45 AM	8	29	64	2	0	103	1	3	3	0	0	7	12	84	0	0	0	96	42	1	11	0	0	54	260
Hourly Total	21	120	272	2	0	415	5	17	4	0	0	26	71	445	3	1	0	520	215	9	43	0	0	267	1228
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	3	167	103	2	0	275	2	1	0	0	0	3	10	41	0	0	0	51	81	1	29	0	0	111	440
4:15 PM	1	165	101	5	0	272	3	3	1	0	0	7	17	45	0	0	0	62	93	2	37	0	0	132	473
4:30 PM	4	157	118	1	0	280	2	1	1	0	0	4	8	40	1	0	0	49	78	2	26	0	0	106	439
4:45 PM	2	175	102	4	0	283	1	2	0	0	0	3	13	26	0	0	0	39	78	0	31	0	0	109	434
Hourly Total	10	664	424	12	0	1110	8	7	2	0	0	17	48	152	1	0	0	201	330	5	123	0	0	458	1786
5:00 PM	6	231	111	2	0	350	3	3	2	0	0	8	10	56	1	0	0	67	82	1	41	0	0	124	549
5:15 PM	6	151	87	1	0	245	1	6	7	0	0	14	11	63	2	0	0	76	69	3	37	0	0	109	444
5:30 PM	2	101	75	1	0	179	2	4	4	0	0	10	13	52	0	0	0	65	68	1	31	0	0	100	354
5:45 PM	1	110	82	1	0	194	2	1	1	0	0	4	17	39	1	1	0	58	93	2	33	0	2	128	384
Hourly Total	15	593	355	5	0	968	8	14	14	0	0	36	51	210	4	1	0	266	312	7	142	0	2	461	1731
Grand Total	69	1557	1485	20	0	3131	23	42	22	0	0	87	427	1667	8	2	0	2104	1252	30	370	0	2	1652	6974
Approach %	2.2	49.7	47.4	0.6	-	-	26.4	48.3	25.3	0.0	-	-	20.3	79.2	0.4	0.1	-	-	75.8	1.8	22.4	0.0	-	-	-
Total %	1.0	22.3	21.3	0.3	-	44.9	0.3	0.6	0.3	0.0	-	1.2	6.1	23.9	0.1	0.0	-	30.2	18.0	0.4	5.3	0.0	-	23.7	-
All Vehicles (no classification)	69	1557	1485	20	-	3131	23	42	22	0	-	87	427	1667	8	2	-	2104	1252	30	370	0	-	1652	6974
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: McKinney Falls Pkwy at William Cannon
Site Code: 60
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: McKinney Falls Pkwy at William Cannon
Site Code: 60
Start Date: 02/23/2017

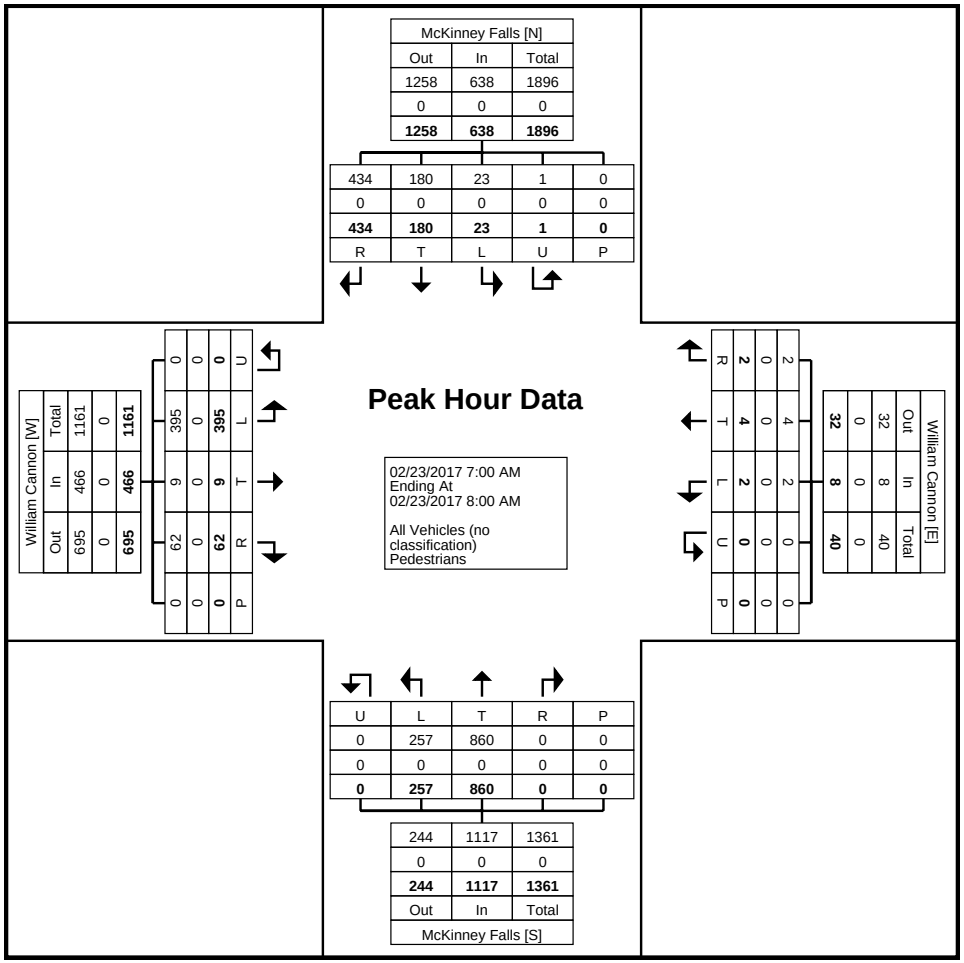
Turning Movement Peak Hour Data (7:00 AM)

Start Time	McKinney Falls Southbound						William Cannon Westbound						McKinney Falls Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	3	26	104	0	0	133	0	0	0	0	0	0	83	202	0	0	0	285	91	1	9	0	0	101	519
7:15 AM	4	53	142	0	0	199	0	1	0	0	0	1	63	210	0	0	0	273	95	2	18	0	0	115	588
7:30 AM	5	49	111	1	0	166	1	1	0	0	0	2	62	224	0	0	0	286	112	4	19	0	0	135	589
7:45 AM	11	52	77	0	0	140	1	2	2	0	0	5	49	224	0	0	0	273	97	2	16	0	0	115	533
Total	23	180	434	1	0	638	2	4	2	0	0	8	257	860	0	0	0	1117	395	9	62	0	0	466	2229
Approach %	3.6	28.2	68.0	0.2	-	-	25.0	50.0	25.0	0.0	-	-	23.0	77.0	0.0	0.0	-	-	84.8	1.9	13.3	0.0	-	-	-
Total %	1.0	8.1	19.5	0.0	-	28.6	0.1	0.2	0.1	0.0	-	0.4	11.5	38.6	0.0	0.0	-	50.1	17.7	0.4	2.8	0.0	-	20.9	-
PHF	0.523	0.849	0.764	0.250	-	0.802	0.500	0.500	0.250	0.000	-	0.400	0.774	0.960	0.000	0.000	-	0.976	0.882	0.563	0.816	0.000	-	0.863	0.946
All Vehicles (no classification)	23	180	434	1	-	638	2	4	2	0	-	8	257	860	0	0	-	1117	395	9	62	0	-	466	2229
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: McKinney Falls Pkwy at William Cannon
Site Code: 60
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:00 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: McKinney Falls Pkwy at William Cannon
Site Code: 60
Start Date: 02/23/2017

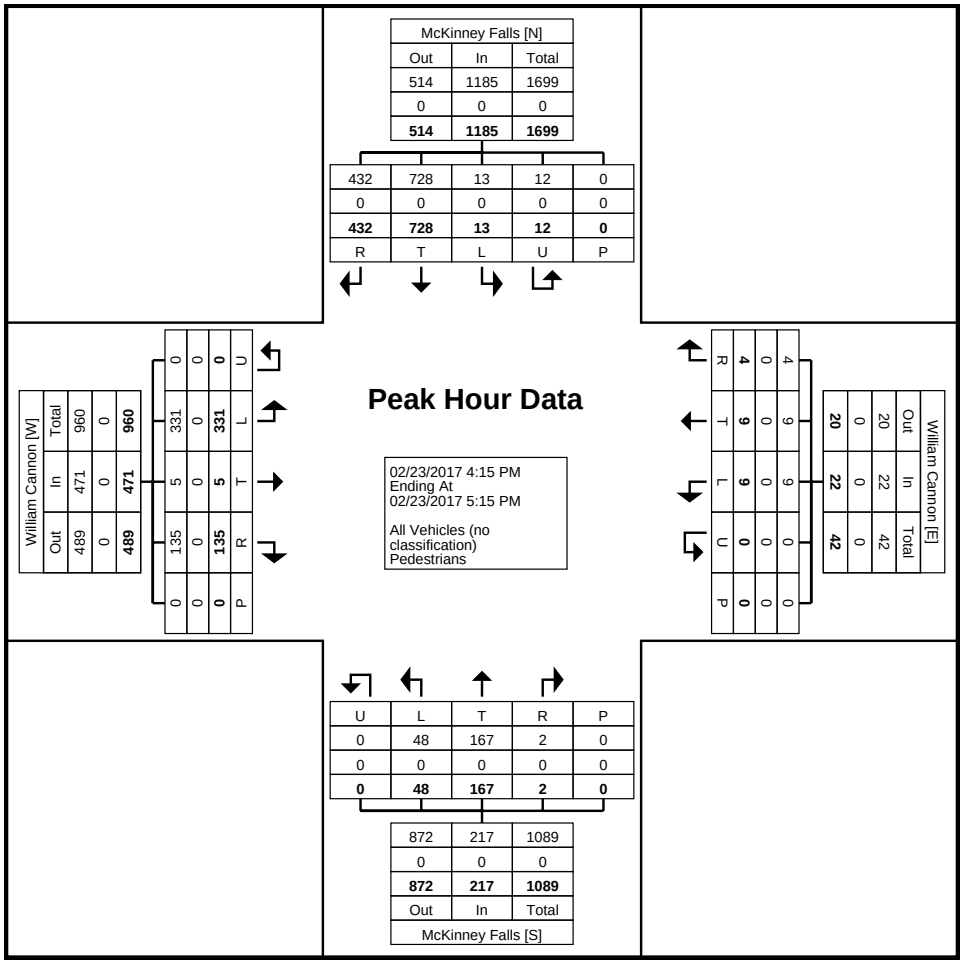
Turning Movement Peak Hour Data (4:15 PM)

Start Time	McKinney Falls Southbound						William Cannon Westbound						McKinney Falls Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:15 PM	1	165	101	5	0	272	3	3	1	0	0	7	17	45	0	0	0	62	93	2	37	0	0	132	473
4:30 PM	4	157	118	1	0	280	2	1	1	0	0	4	8	40	1	0	0	49	78	2	26	0	0	106	439
4:45 PM	2	175	102	4	0	283	1	2	0	0	0	3	13	26	0	0	0	39	78	0	31	0	0	109	434
5:00 PM	6	231	111	2	0	350	3	3	2	0	0	8	10	56	1	0	0	67	82	1	41	0	0	124	549
Total	13	728	432	12	0	1185	9	9	4	0	0	22	48	167	2	0	0	217	331	5	135	0	0	471	1895
Approach %	1.1	61.4	36.5	1.0	-	-	40.9	40.9	18.2	0.0	-	-	22.1	77.0	0.9	0.0	-	-	70.3	1.1	28.7	0.0	-	-	-
Total %	0.7	38.4	22.8	0.6	-	62.5	0.5	0.5	0.2	0.0	-	1.2	2.5	8.8	0.1	0.0	-	11.5	17.5	0.3	7.1	0.0	-	24.9	-
PHF	0.542	0.788	0.915	0.600	-	0.846	0.750	0.750	0.500	0.000	-	0.688	0.706	0.746	0.500	0.000	-	0.810	0.890	0.625	0.823	0.000	-	0.892	0.863
All Vehicles (no classification)	13	728	432	12	-	1185	9	9	4	0	-	22	48	167	2	0	-	217	331	5	135	0	-	471	1895
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: McKinney Falls Pkwy at William Cannon
Site Code: 60
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (4:15 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Salt Springs Dr at William Cannon
Site Code: 56
Start Date: 02/23/2017

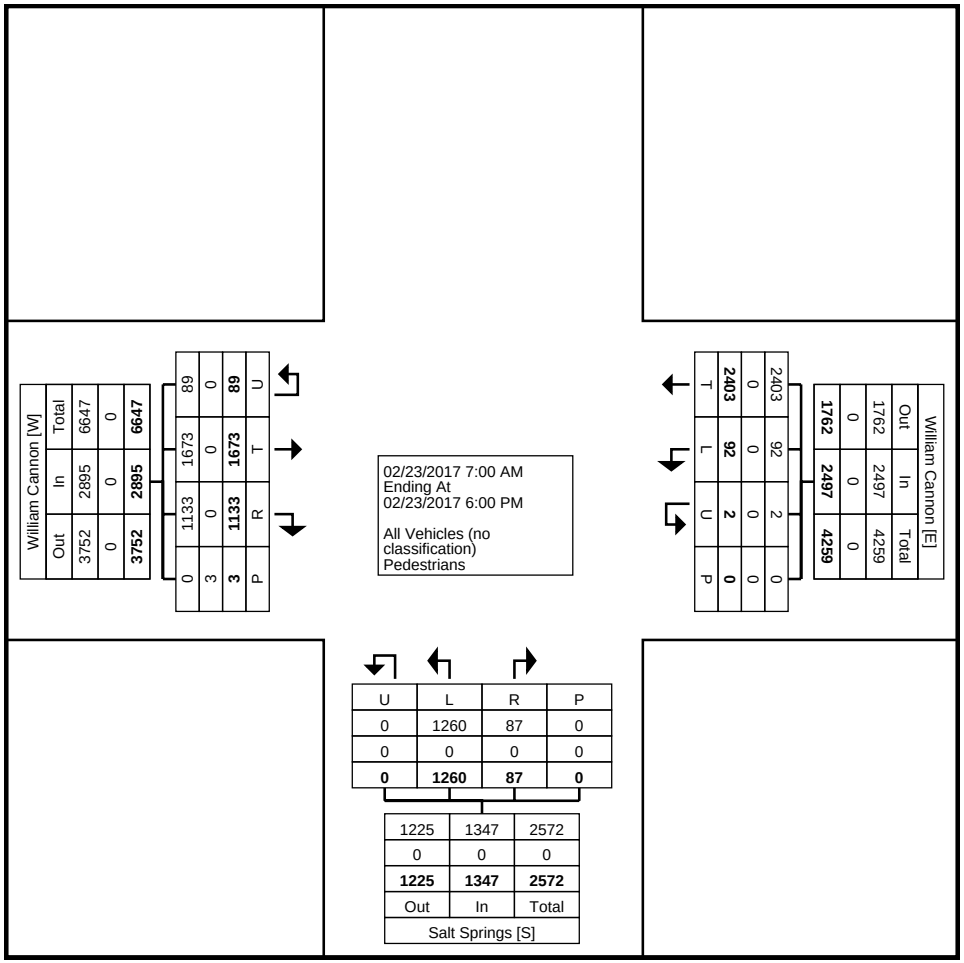
Turning Movement Data

Start Time	William Cannon Westbound					Salt Springs Northbound					William Cannon Eastbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	3	243	0	0	246	140	3	0	0	143	83	30	8	0	121	510
7:15 AM	6	245	0	0	251	128	6	0	0	134	104	51	14	0	169	554
7:30 AM	5	251	0	0	256	135	8	0	0	143	105	39	10	0	154	553
7:45 AM	5	181	0	0	186	122	6	0	0	128	111	32	14	0	157	471
Hourly Total	19	920	0	0	939	525	23	0	0	548	403	152	46	0	601	2088
8:00 AM	7	149	0	0	156	84	3	0	0	87	60	37	5	0	102	345
8:15 AM	5	120	0	0	125	97	7	0	0	104	64	26	7	0	97	326
8:30 AM	5	119	0	0	124	73	5	0	0	78	67	28	6	0	101	303
8:45 AM	2	104	0	0	106	74	5	0	0	79	52	23	2	0	77	262
Hourly Total	19	492	0	0	511	328	20	0	0	348	243	114	20	0	377	1236
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	10	116	0	0	126	34	8	0	0	42	126	101	3	0	230	398
4:15 PM	8	125	0	0	133	55	8	0	0	63	133	116	4	0	253	449
4:30 PM	2	125	1	0	128	49	5	0	0	54	126	91	1	0	218	400
4:45 PM	6	137	0	0	143	55	5	0	0	60	133	103	3	0	239	442
Hourly Total	26	503	1	0	530	193	26	0	0	219	518	411	11	0	940	1689
5:00 PM	11	139	0	0	150	53	9	0	0	62	125	113	1	0	239	451
5:15 PM	2	123	0	0	125	64	3	0	0	67	123	124	3	0	250	442
5:30 PM	7	102	1	0	110	51	4	0	0	55	122	108	5	0	235	400
5:45 PM	8	124	0	0	132	46	2	0	0	48	139	111	3	3	253	433
Hourly Total	28	488	1	0	517	214	18	0	0	232	509	456	12	3	977	1726
Grand Total	92	2403	2	0	2497	1260	87	0	0	1347	1673	1133	89	3	2895	6739
Approach %	3.7	96.2	0.1	-	-	93.5	6.5	0.0	-	-	57.8	39.1	3.1	-	-	-
Total %	1.4	35.7	0.0	-	37.1	18.7	1.3	0.0	-	20.0	24.8	16.8	1.3	-	43.0	-
All Vehicles (no classification)	92	2403	2	-	2497	1260	87	0	-	1347	1673	1133	89	-	2895	6739
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Salt Springs Dr at William Cannon
Site Code: 56
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Salt Springs Dr at William Cannon
Site Code: 56
Start Date: 02/23/2017

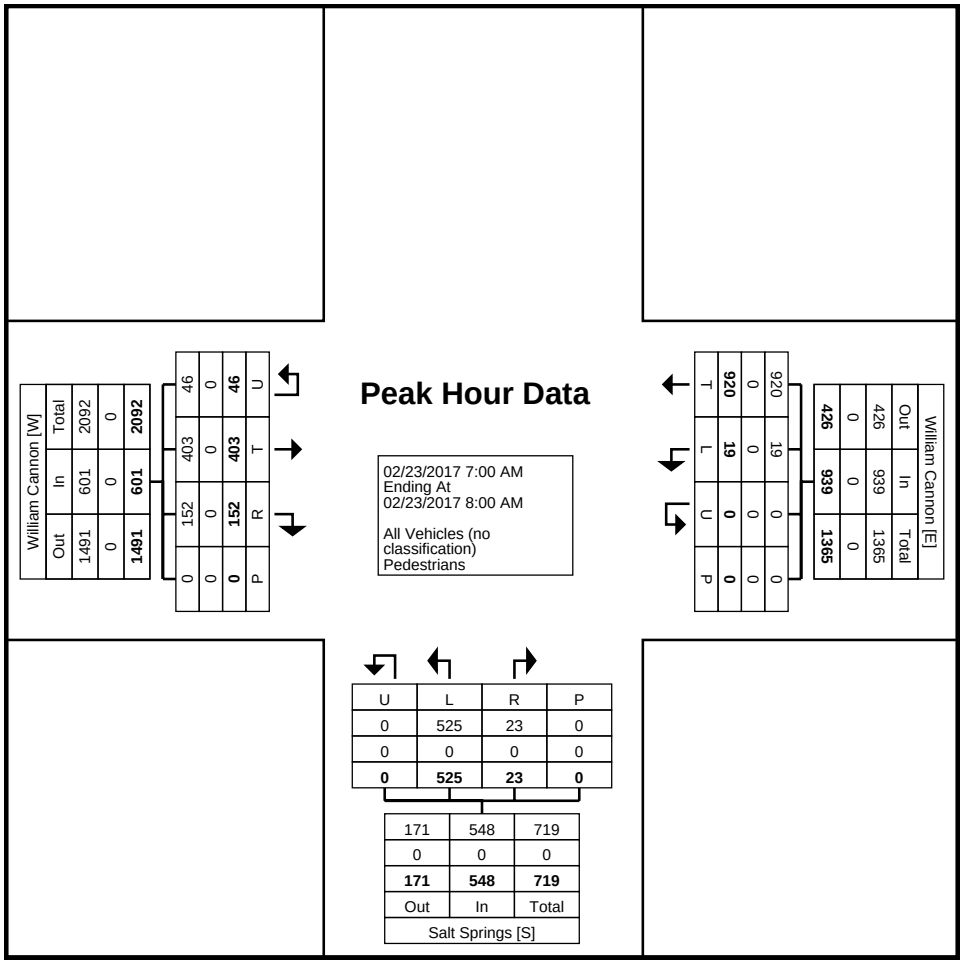
Turning Movement Peak Hour Data (7:00 AM)

Start Time	William Cannon Westbound					Salt Springs Northbound					William Cannon Eastbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	3	243	0	0	246	140	3	0	0	143	83	30	8	0	121	510
7:15 AM	6	245	0	0	251	128	6	0	0	134	104	51	14	0	169	554
7:30 AM	5	251	0	0	256	135	8	0	0	143	105	39	10	0	154	553
7:45 AM	5	181	0	0	186	122	6	0	0	128	111	32	14	0	157	471
Total	19	920	0	0	939	525	23	0	0	548	403	152	46	0	601	2088
Approach %	2.0	98.0	0.0	-	-	95.8	4.2	0.0	-	-	67.1	25.3	7.7	-	-	-
Total %	0.9	44.1	0.0	-	45.0	25.1	1.1	0.0	-	26.2	19.3	7.3	2.2	-	28.8	-
PHF	0.792	0.916	0.000	-	0.917	0.938	0.719	0.000	-	0.958	0.908	0.745	0.821	-	0.889	0.942
All Vehicles (no classification)	19	920	0	-	939	525	23	0	-	548	403	152	46	-	601	2088
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Salt Springs Dr at William Cannon
Site Code: 56
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:00 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Salt Springs Dr at William Cannon
Site Code: 56
Start Date: 02/23/2017

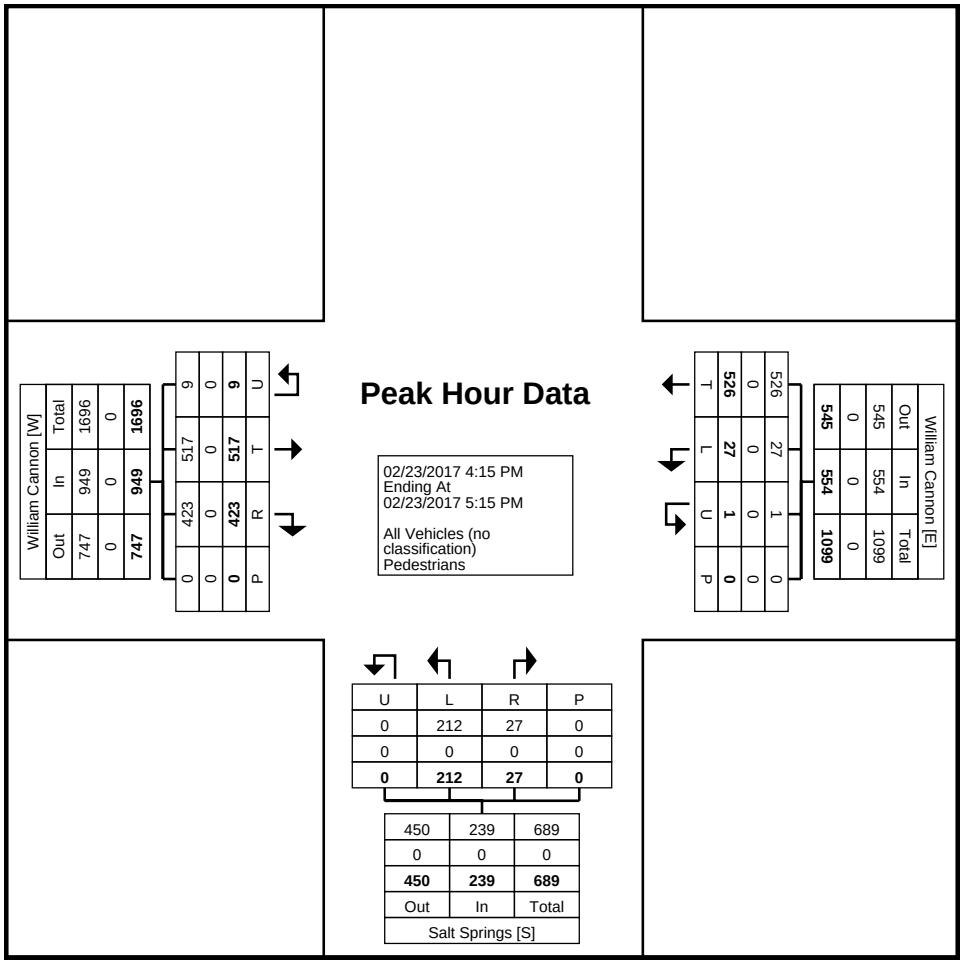
Turning Movement Peak Hour Data (4:15 PM)

Start Time	William Cannon Westbound					Salt Springs Northbound					William Cannon Eastbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:15 PM	8	125	0	0	133	55	8	0	0	63	133	116	4	0	253	449
4:30 PM	2	125	1	0	128	49	5	0	0	54	126	91	1	0	218	400
4:45 PM	6	137	0	0	143	55	5	0	0	60	133	103	3	0	239	442
5:00 PM	11	139	0	0	150	53	9	0	0	62	125	113	1	0	239	451
Total	27	526	1	0	554	212	27	0	0	239	517	423	9	0	949	1742
Approach %	4.9	94.9	0.2	-	-	88.7	11.3	0.0	-	-	54.5	44.6	0.9	-	-	-
Total %	1.5	30.2	0.1	-	31.8	12.2	1.5	0.0	-	13.7	29.7	24.3	0.5	-	54.5	-
PHF	0.614	0.946	0.250	-	0.923	0.964	0.750	0.000	-	0.948	0.972	0.912	0.563	-	0.938	0.966
All Vehicles (no classification)	27	526	1	-	554	212	27	0	-	239	517	423	9	-	949	1742
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Salt Springs Dr at William Cannon
Site Code: 56
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (4:15 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: S Pleasant Valley Rd at William Cannon
Site Code: 54
Start Date: 02/23/2017

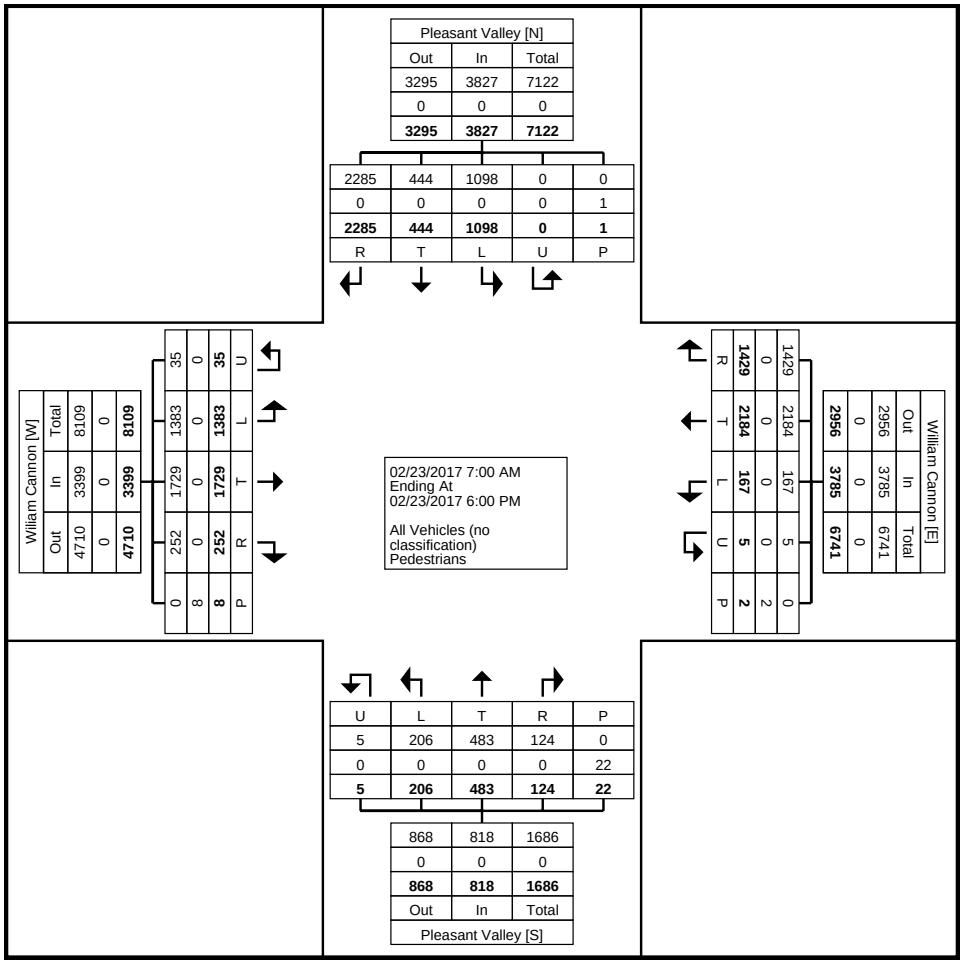
Turning Movement Data

Start Time	Pleasant Valley Southbound						William Cannon Westbound						Pleasant Valley Northbound						Wiliam Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	36	32	95	0	0	163	15	187	196	0	0	398	15	59	8	0	0	82	106	81	30	3	0	220	863
7:15 AM	53	36	98	0	0	187	26	196	213	0	0	435	22	87	15	0	1	124	96	104	62	2	0	264	1010
7:30 AM	46	18	99	0	0	163	19	187	194	0	0	400	42	116	25	0	0	183	90	105	54	1	1	250	996
7:45 AM	30	16	101	0	0	147	4	119	178	1	0	302	14	53	4	0	2	71	124	117	24	2	0	267	787
Hourly Total	165	102	393	0	0	660	64	689	781	1	0	1535	93	315	52	0	3	460	416	407	170	8	1	1001	3656
8:00 AM	36	8	88	0	0	132	3	140	116	0	0	259	8	27	1	1	3	37	115	69	8	0	1	192	620
8:15 AM	16	7	85	0	0	108	13	127	81	0	0	221	9	17	4	0	0	30	66	71	3	3	0	143	502
8:30 AM	23	5	75	0	1	103	3	125	68	0	1	196	4	7	4	0	2	15	78	66	5	1	0	150	464
8:45 AM	15	5	53	0	0	73	2	132	48	0	0	182	4	6	3	0	0	13	62	61	6	2	0	131	399
Hourly Total	90	25	301	0	1	416	21	524	313	0	1	858	25	57	12	1	5	95	321	267	22	6	1	616	1985
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	91	21	175	0	0	287	6	111	32	0	0	149	7	11	7	0	0	25	87	135	8	5	0	235	696
4:15 PM	119	29	179	0	0	327	11	129	45	0	0	185	14	17	2	0	2	33	64	144	5	2	0	215	760
4:30 PM	82	44	185	0	0	311	9	124	30	2	1	165	12	15	7	1	4	35	61	138	7	2	0	208	719
4:45 PM	113	49	208	0	0	370	14	133	48	1	0	196	17	18	8	0	2	43	91	130	7	1	0	229	838
Hourly Total	405	143	747	0	0	1295	40	497	155	3	1	695	50	61	24	1	8	136	303	547	27	10	0	887	3013
5:00 PM	105	45	214	0	0	364	11	129	41	0	0	181	6	14	13	0	4	33	99	124	6	0	1	229	807
5:15 PM	120	47	192	0	0	359	11	136	44	1	0	192	5	14	11	1	0	31	70	116	8	0	0	194	776
5:30 PM	109	40	229	0	0	378	10	92	49	0	0	151	15	12	3	2	1	32	84	126	15	7	4	232	793
5:45 PM	104	42	209	0	0	355	10	117	46	0	0	173	12	10	9	0	1	31	90	142	4	4	1	240	799
Hourly Total	438	174	844	0	0	1456	42	474	180	1	0	697	38	50	36	3	6	127	343	508	33	11	6	895	3175
Grand Total	1098	444	2285	0	1	3827	167	2184	1429	5	2	3785	206	483	124	5	22	818	1383	1729	252	35	8	3399	11829
Approach %	28.7	11.6	59.7	0.0	-	-	4.4	57.7	37.8	0.1	-	-	25.2	59.0	15.2	0.6	-	-	40.7	50.9	7.4	1.0	-	-	-
Total %	9.3	3.8	19.3	0.0	-	32.4	1.4	18.5	12.1	0.0	-	32.0	1.7	4.1	1.0	0.0	-	6.9	11.7	14.6	2.1	0.3	-	28.7	-
All Vehicles (no classification)	1098	444	2285	0	-	3827	167	2184	1429	5	-	3785	206	483	124	5	-	818	1383	1729	252	35	-	3399	11829
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	22	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: S Pleasant Valley Rd at William Cannon
Site Code: 54
Start Date: 02/23/2017



Turning Movement Data Plot

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bg@cjhensch.com
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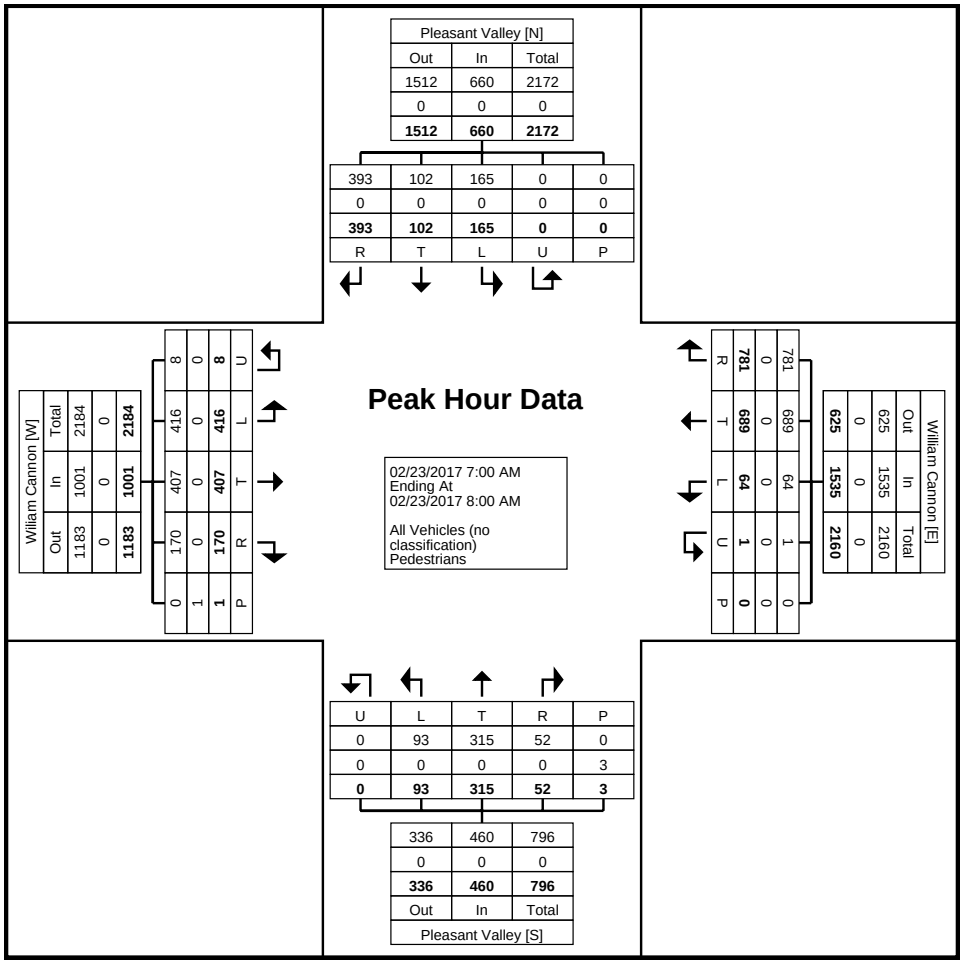
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Pleasant Valley Southbound						William Cannon Westbound						Pleasant Valley Northbound						Wiliam Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	36	32	95	0	0	163	15	187	196	0	0	398	15	59	8	0	0	82	106	81	30	3	0	220	863
7:15 AM	53	36	98	0	0	187	26	196	213	0	0	435	22	87	15	0	1	124	96	104	62	2	0	264	1010
7:30 AM	46	18	99	0	0	163	19	187	194	0	0	400	42	116	25	0	0	183	90	105	54	1	1	250	996
7:45 AM	30	16	101	0	0	147	4	119	178	1	0	302	14	53	4	0	2	71	124	117	24	2	0	267	787
Total	165	102	393	0	0	660	64	689	781	1	0	1535	93	315	52	0	3	460	416	407	170	8	1	1001	3656
Approach %	25.0	15.5	59.5	0.0	-	-	4.2	44.9	50.9	0.1	-	-	20.2	68.5	11.3	0.0	-	-	41.6	40.7	17.0	0.8	-	-	-
Total %	4.5	2.8	10.7	0.0	-	18.1	1.8	18.8	21.4	0.0	-	42.0	2.5	8.6	1.4	0.0	-	12.6	11.4	11.1	4.6	0.2	-	27.4	-
PHF	0.778	0.708	0.973	0.000	-	0.882	0.615	0.879	0.917	0.250	-	0.882	0.554	0.679	0.520	0.000	-	0.628	0.839	0.870	0.685	0.667	-	0.937	0.905
All Vehicles (no classification)	165	102	393	0	-	660	64	689	781	1	-	1535	93	315	52	0	-	460	416	407	170	8	-	1001	3656
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

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Turning Movement Peak Hour Data Plot (7:00 AM)

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bg@cjhensch.com
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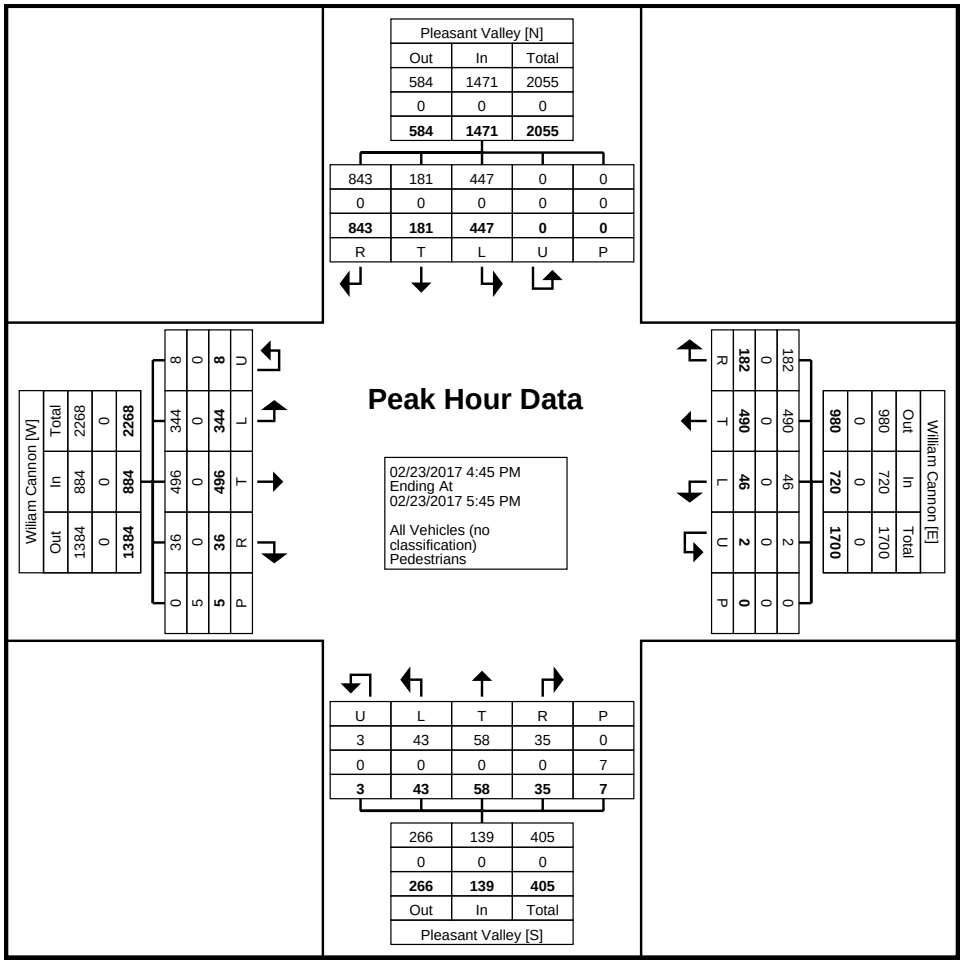
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Pleasant Valley Southbound						William Cannon Westbound						Pleasant Valley Northbound						Wiliam Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:45 PM	113	49	208	0	0	370	14	133	48	1	0	196	17	18	8	0	2	43	91	130	7	1	0	229	838
5:00 PM	105	45	214	0	0	364	11	129	41	0	0	181	6	14	13	0	4	33	99	124	6	0	1	229	807
5:15 PM	120	47	192	0	0	359	11	136	44	1	0	192	5	14	11	1	0	31	70	116	8	0	0	194	776
5:30 PM	109	40	229	0	0	378	10	92	49	0	0	151	15	12	3	2	1	32	84	126	15	7	4	232	793
Total	447	181	843	0	0	1471	46	490	182	2	0	720	43	58	35	3	7	139	344	496	36	8	5	884	3214
Approach %	30.4	12.3	57.3	0.0	-	-	6.4	68.1	25.3	0.3	-	-	30.9	41.7	25.2	2.2	-	-	38.9	56.1	4.1	0.9	-	-	-
Total %	13.9	5.6	26.2	0.0	-	45.8	1.4	15.2	5.7	0.1	-	22.4	1.3	1.8	1.1	0.1	-	4.3	10.7	15.4	1.1	0.2	-	27.5	-
PHF	0.931	0.923	0.920	0.000	-	0.973	0.821	0.901	0.929	0.500	-	0.918	0.632	0.806	0.673	0.375	-	0.808	0.869	0.954	0.600	0.286	-	0.953	0.959
All Vehicles (no classification)	447	181	843	0	-	1471	46	490	182	2	-	720	43	58	35	3	-	139	344	496	36	8	-	884	3214
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: S Pleasant Valley Rd at William Cannon
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Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (4:45 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Stonleigh Place at William Cannon
Site Code: 47
Start Date: 02/23/2017

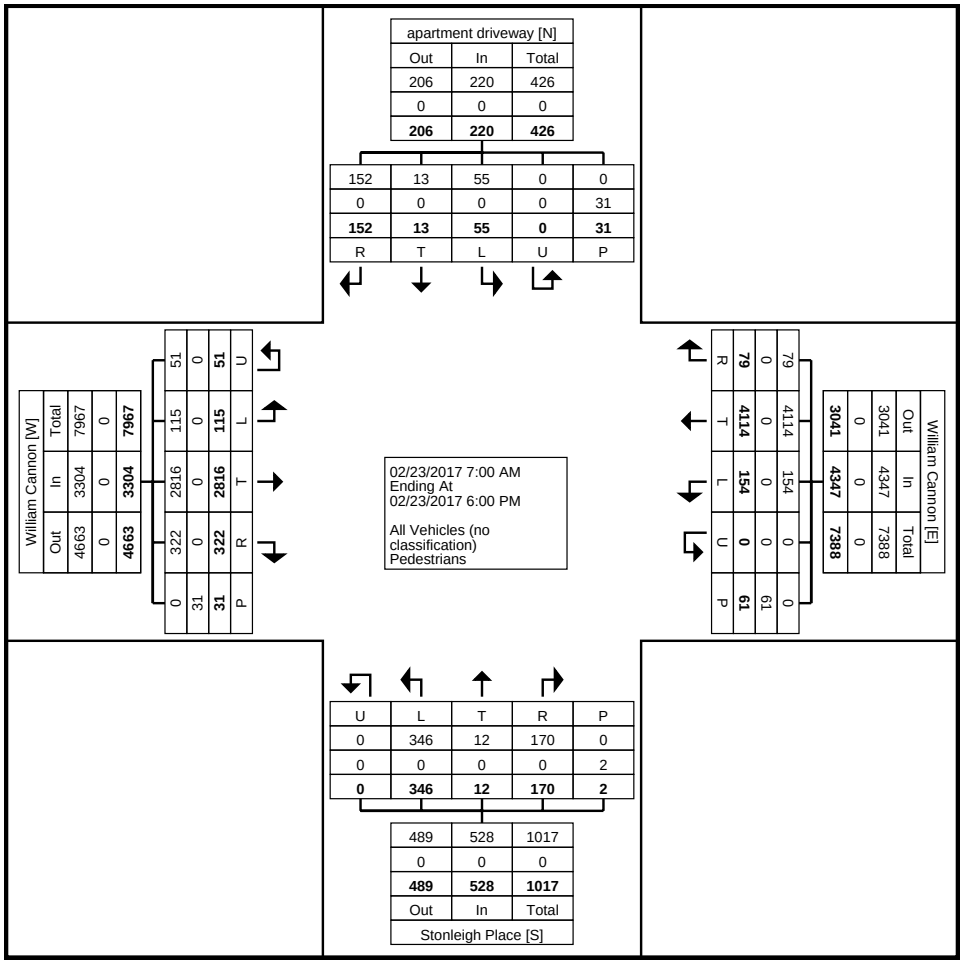
Turning Movement Data

Start Time	apartment driveway Southbound						William Cannon Westbound						Stonleigh Place Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	6	3	21	0	3	30	7	284	7	0	9	298	30	2	11	0	1	43	3	161	13	4	5	181	552
7:15 AM	11	1	15	0	4	27	13	291	5	0	2	309	27	2	23	0	0	52	4	188	15	2	5	209	597
7:30 AM	12	1	12	0	2	25	8	292	7	0	1	307	43	0	12	0	0	55	5	190	9	2	0	206	593
7:45 AM	3	3	9	0	1	15	5	216	8	0	0	229	14	2	21	0	0	37	5	171	15	6	2	197	478
Hourly Total	32	8	57	0	10	97	33	1083	27	0	12	1143	114	6	67	0	1	187	17	710	52	14	12	793	2220
8:00 AM	0	0	3	0	2	3	3	226	5	0	13	234	23	0	5	0	1	28	4	146	16	1	3	167	432
8:15 AM	2	1	6	0	0	9	2	211	1	0	4	214	16	0	7	0	0	23	5	127	8	2	1	142	388
8:30 AM	1	0	7	0	1	8	4	225	1	0	0	230	18	1	10	0	0	29	2	112	10	2	0	126	393
8:45 AM	0	0	8	0	1	8	4	202	2	0	0	208	15	0	5	0	0	20	2	111	10	3	0	126	362
Hourly Total	3	1	24	0	4	28	13	864	9	0	17	886	72	1	27	0	1	100	13	496	44	8	4	561	1575
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	0	9	0	1	10	9	243	3	0	10	255	21	0	9	0	0	30	11	219	39	5	2	274	569
4:15 PM	1	1	6	0	2	8	6	270	2	0	2	278	20	1	15	0	0	36	5	196	28	4	0	233	555
4:30 PM	2	0	9	0	1	11	13	289	10	0	5	312	27	1	8	0	0	36	5	201	16	2	0	224	583
4:45 PM	2	0	9	0	2	11	14	263	8	0	9	285	17	1	6	0	0	24	16	221	31	4	5	272	592
Hourly Total	6	1	33	0	6	40	42	1065	23	0	26	1130	85	3	38	0	0	126	37	837	114	15	7	1003	2299
5:00 PM	6	0	9	0	0	15	17	288	8	0	4	313	16	2	8	0	0	26	12	204	26	3	0	245	599
5:15 PM	4	1	9	0	3	14	10	296	4	0	1	310	15	0	10	0	0	25	13	173	27	6	4	219	568
5:30 PM	3	0	10	0	4	13	20	245	4	0	1	269	23	0	6	0	0	29	9	201	25	3	3	238	549
5:45 PM	1	2	10	0	4	13	19	273	4	0	0	296	21	0	14	0	0	35	14	195	34	2	1	245	589
Hourly Total	14	3	38	0	11	55	66	1102	20	0	6	1188	75	2	38	0	0	115	48	773	112	14	8	947	2305
Grand Total	55	13	152	0	31	220	154	4114	79	0	61	4347	346	12	170	0	2	528	115	2816	322	51	31	3304	8399
Approach %	25.0	5.9	69.1	0.0	-	-	3.5	94.6	1.8	0.0	-	-	65.5	2.3	32.2	0.0	-	-	3.5	85.2	9.7	1.5	-	-	-
Total %	0.7	0.2	1.8	0.0	-	2.6	1.8	49.0	0.9	0.0	-	51.8	4.1	0.1	2.0	0.0	-	6.3	1.4	33.5	3.8	0.6	-	39.3	-
All Vehicles (no classification)	55	13	152	0	-	220	154	4114	79	0	-	4347	346	12	170	0	-	528	115	2816	322	51	-	3304	8399
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	31	-	-	-	-	-	61	-	-	-	-	-	2	-	-	-	-	-	31	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: Stonleigh Place at William Cannon
Site Code: 47
Start Date: 02/23/2017



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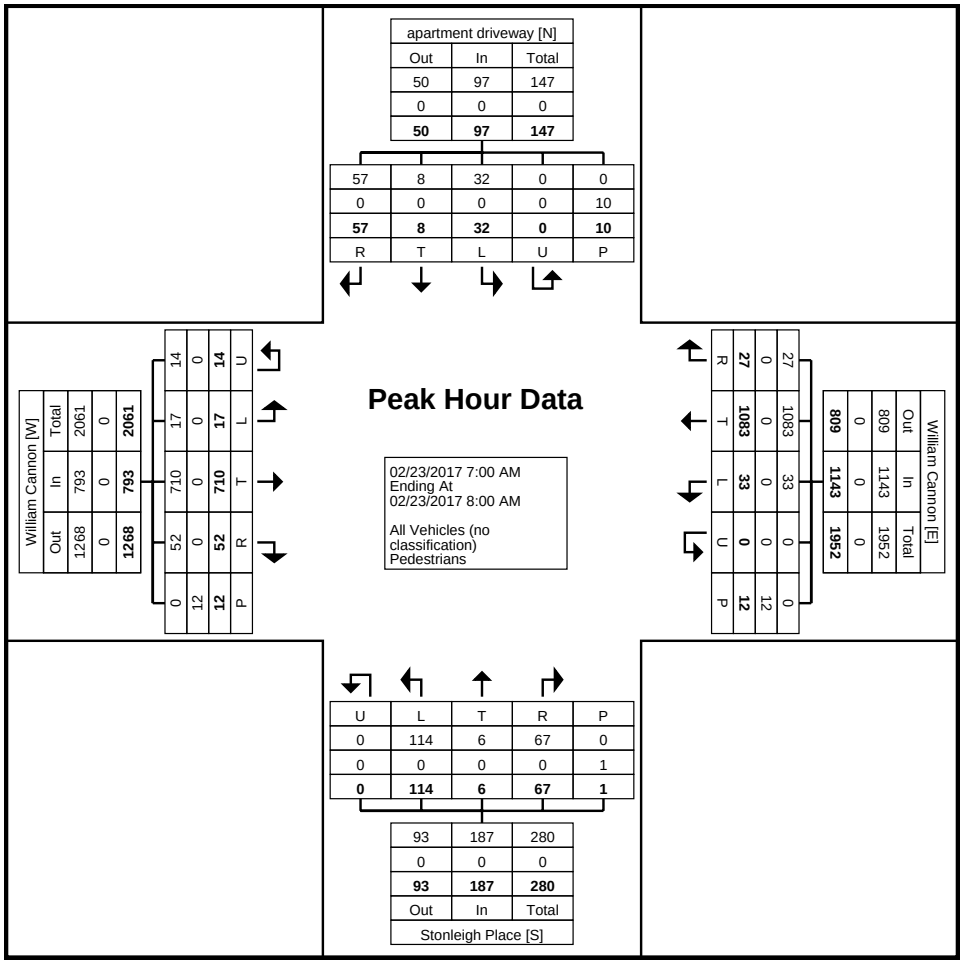
Turning Movement Peak Hour Data (7:00 AM)

Start Time	apartment driveway Southbound						William Cannon Westbound						Stonleigh Place Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	6	3	21	0	3	30	7	284	7	0	9	298	30	2	11	0	1	43	3	161	13	4	5	181	552
7:15 AM	11	1	15	0	4	27	13	291	5	0	2	309	27	2	23	0	0	52	4	188	15	2	5	209	597
7:30 AM	12	1	12	0	2	25	8	292	7	0	1	307	43	0	12	0	0	55	5	190	9	2	0	206	593
7:45 AM	3	3	9	0	1	15	5	216	8	0	0	229	14	2	21	0	0	37	5	171	15	6	2	197	478
Total	32	8	57	0	10	97	33	1083	27	0	12	1143	114	6	67	0	1	187	17	710	52	14	12	793	2220
Approach %	33.0	8.2	58.8	0.0	-	-	2.9	94.8	2.4	0.0	-	-	61.0	3.2	35.8	0.0	-	-	2.1	89.5	6.6	1.8	-	-	-
Total %	1.4	0.4	2.6	0.0	-	4.4	1.5	48.8	1.2	0.0	-	51.5	5.1	0.3	3.0	0.0	-	8.4	0.8	32.0	2.3	0.6	-	35.7	-
PHF	0.667	0.667	0.679	0.000	-	0.808	0.635	0.927	0.844	0.000	-	0.925	0.663	0.750	0.728	0.000	-	0.850	0.850	0.934	0.867	0.583	-	0.949	0.930
All Vehicles (no classification)	32	8	57	0	-	97	33	1083	27	0	-	1143	114	6	67	0	-	187	17	710	52	14	-	793	2220
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	10	-	-	-	-	-	12	-	-	-	-	-	1	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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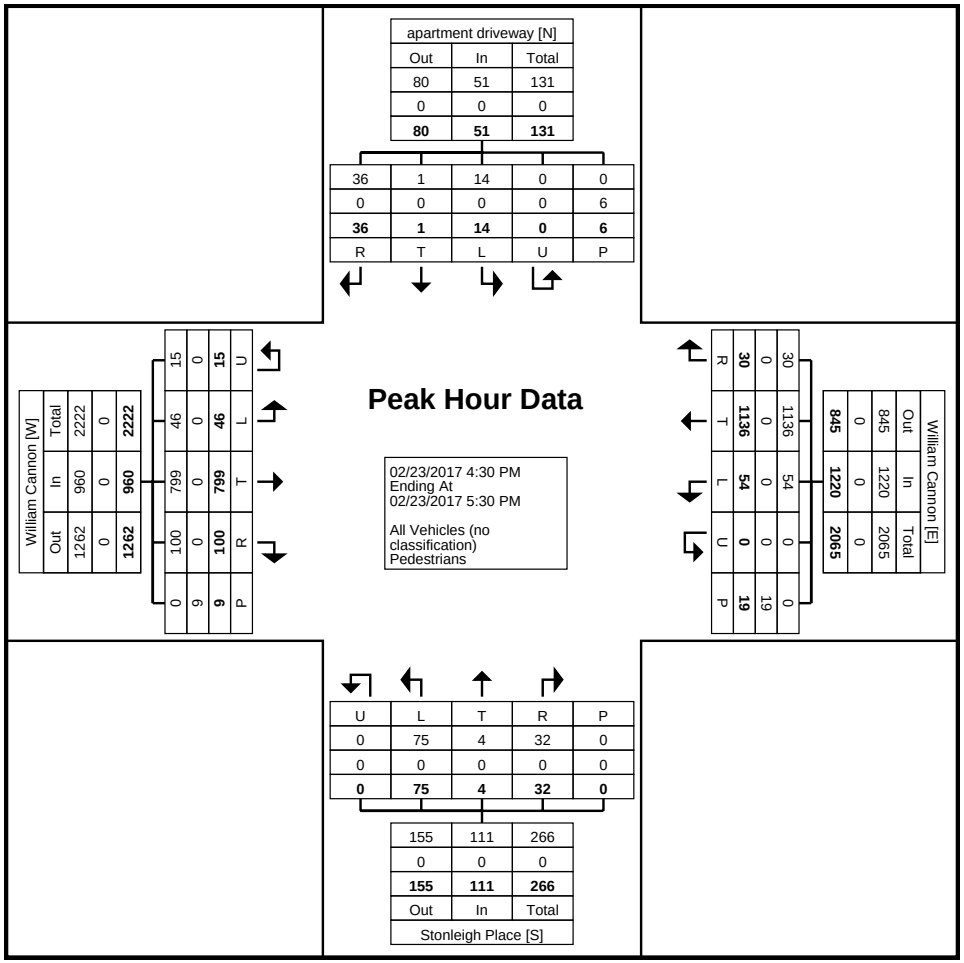
Turning Movement Peak Hour Data (4:30 PM)

Start Time	apartment driveway Southbound						William Cannon Westbound						Stonleigh Place Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	2	0	9	0	1	11	13	289	10	0	5	312	27	1	8	0	0	36	5	201	16	2	0	224	583
4:45 PM	2	0	9	0	2	11	14	263	8	0	9	285	17	1	6	0	0	24	16	221	31	4	5	272	592
5:00 PM	6	0	9	0	0	15	17	288	8	0	4	313	16	2	8	0	0	26	12	204	26	3	0	245	599
5:15 PM	4	1	9	0	3	14	10	296	4	0	1	310	15	0	10	0	0	25	13	173	27	6	4	219	568
Total	14	1	36	0	6	51	54	1136	30	0	19	1220	75	4	32	0	0	111	46	799	100	15	9	960	2342
Approach %	27.5	2.0	70.6	0.0	-	-	4.4	93.1	2.5	0.0	-	-	67.6	3.6	28.8	0.0	-	-	4.8	83.2	10.4	1.6	-	-	-
Total %	0.6	0.0	1.5	0.0	-	2.2	2.3	48.5	1.3	0.0	-	52.1	3.2	0.2	1.4	0.0	-	4.7	2.0	34.1	4.3	0.6	-	41.0	-
PHF	0.583	0.250	1.000	0.000	-	0.850	0.794	0.959	0.750	0.000	-	0.974	0.694	0.500	0.800	0.000	-	0.771	0.719	0.904	0.806	0.625	-	0.882	0.977
All Vehicles (no classification)	14	1	36	0	-	51	54	1136	30	0	-	1220	75	4	32	0	-	111	46	799	100	15	-	960	2342
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	19	-	-	-	-	-	0	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Stonleigh Place at William Cannon
Site Code: 47
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (4:30 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Bluff Springs at William Cannon
Site Code: 45
Start Date: 02/23/2017

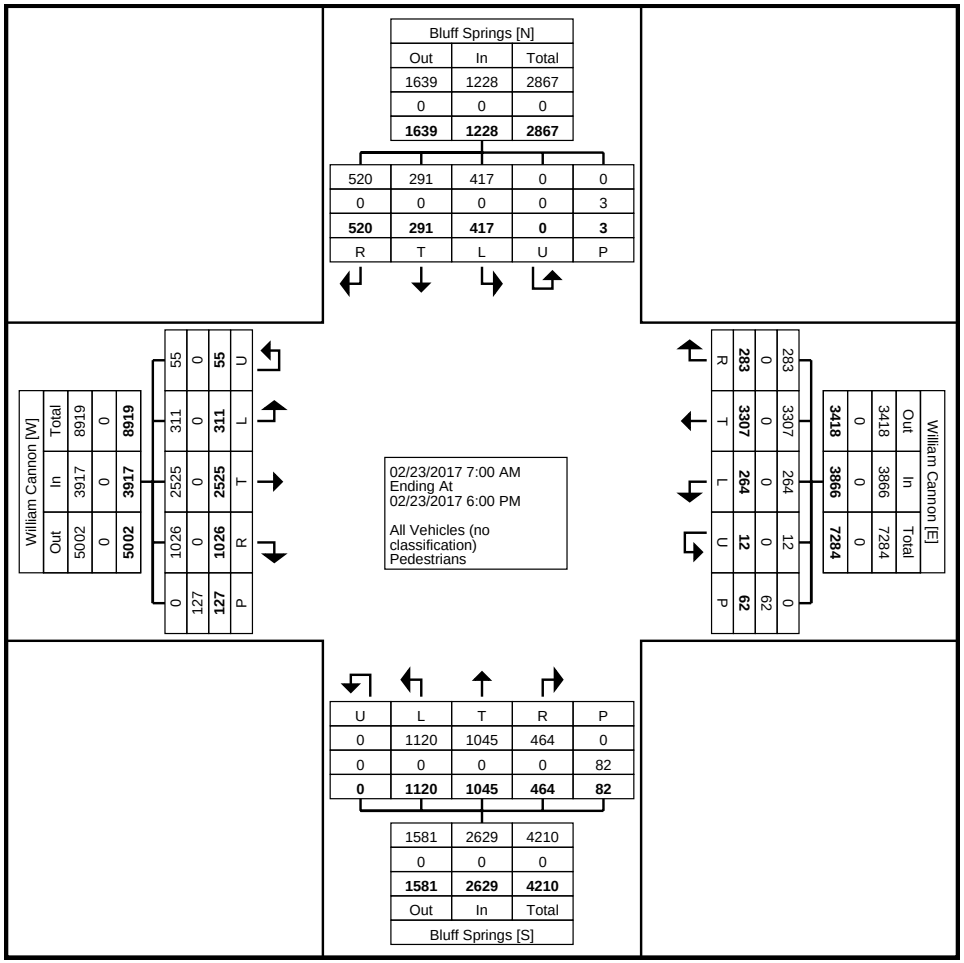
Turning Movement Data

Start Time	Bluff Springs Southbound						William Cannon Westbound						Bluff Springs Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	15	6	41	0	0	62	6	257	22	0	3	285	82	124	20	0	3	226	9	100	32	1	5	142	715
7:15 AM	30	19	48	0	2	97	6	216	17	1	9	240	67	117	9	0	0	193	20	114	40	3	6	177	707
7:30 AM	22	11	54	0	0	87	4	229	37	0	6	270	77	114	12	0	0	203	21	116	29	0	3	166	726
7:45 AM	29	26	38	0	0	93	3	223	14	0	5	240	69	117	25	0	0	211	18	104	39	4	5	165	709
Hourly Total	96	62	181	0	2	339	19	925	90	1	23	1035	295	472	66	0	3	833	68	434	140	8	19	650	2857
8:00 AM	32	27	26	0	0	85	8	195	13	0	2	216	79	85	23	0	0	187	23	109	38	2	3	172	660
8:15 AM	17	7	37	0	0	61	8	203	22	0	3	233	99	77	29	0	0	205	10	91	49	0	1	150	649
8:30 AM	16	3	31	0	0	50	14	188	15	0	2	217	100	71	26	0	5	197	15	86	41	0	1	142	606
8:45 AM	16	6	34	0	1	56	7	175	6	0	1	188	92	42	38	0	3	172	8	89	39	5	2	141	557
Hourly Total	81	43	128	0	1	252	37	761	56	0	8	854	370	275	116	0	8	761	56	375	167	7	7	605	2472
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	51	51	40	0	0	142	29	202	11	1	9	243	41	38	38	0	15	117	29	233	84	2	5	348	850
4:15 PM	33	23	31	0	0	87	32	193	17	2	3	244	42	42	36	0	8	120	29	179	84	8	9	300	751
4:30 PM	22	24	27	0	0	73	26	167	16	1	9	210	51	45	34	0	6	130	24	203	91	7	13	325	738
4:45 PM	20	13	15	0	0	48	27	179	16	1	3	223	62	31	34	0	7	127	22	227	90	4	21	343	741
Hourly Total	126	111	113	0	0	350	114	741	60	5	24	920	196	156	142	0	36	494	104	842	349	21	48	1316	3080
5:00 PM	26	16	25	0	0	67	19	220	21	2	1	262	60	45	36	0	11	141	21	226	87	5	12	339	809
5:15 PM	29	25	25	0	0	79	31	206	18	1	1	256	68	29	36	0	7	133	20	191	97	8	14	316	784
5:30 PM	37	21	19	0	0	77	22	225	19	2	3	268	67	32	39	0	9	138	23	204	91	2	14	320	803
5:45 PM	22	13	29	0	0	64	22	229	19	1	2	271	64	36	29	0	8	129	19	253	95	4	13	371	835
Hourly Total	114	75	98	0	0	287	94	880	77	6	7	1057	259	142	140	0	35	541	83	874	370	19	53	1346	3231
Grand Total	417	291	520	0	3	1228	264	3307	283	12	62	3866	1120	1045	464	0	82	2629	311	2525	1026	55	127	3917	11640
Approach %	34.0	23.7	42.3	0.0	-	-	6.8	85.5	7.3	0.3	-	-	42.6	39.7	17.6	0.0	-	-	7.9	64.5	26.2	1.4	-	-	-
Total %	3.6	2.5	4.5	0.0	-	10.5	2.3	28.4	2.4	0.1	-	33.2	9.6	9.0	4.0	0.0	-	22.6	2.7	21.7	8.8	0.5	-	33.7	-
All Vehicles (no classification)	417	291	520	0	-	1228	264	3307	283	12	-	3866	1120	1045	464	0	-	2629	311	2525	1026	55	-	3917	11640
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	62	-	-	-	-	-	82	-	-	-	-	-	127	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Bluff Springs at William Cannon
Site Code: 45
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
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Count Name: Bluff Springs at William Cannon
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Start Date: 02/23/2017

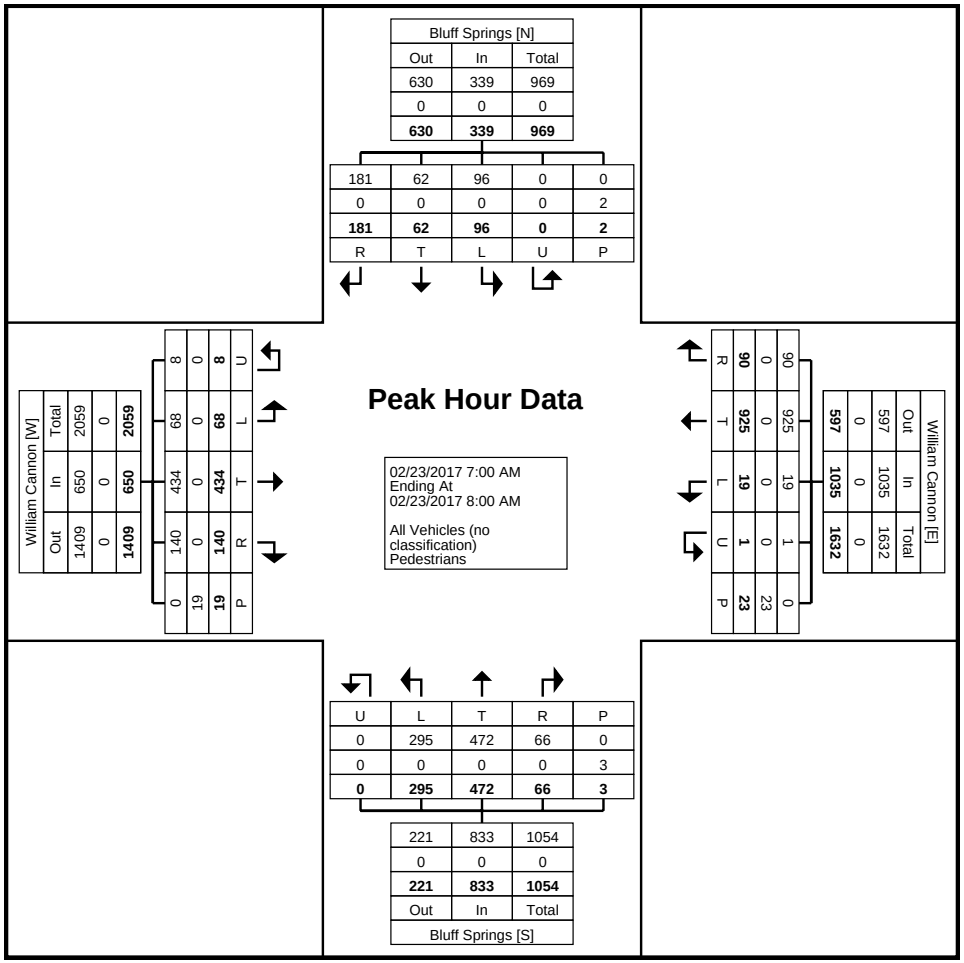
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Bluff Springs Southbound						William Cannon Westbound						Bluff Springs Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	15	6	41	0	0	62	6	257	22	0	3	285	82	124	20	0	3	226	9	100	32	1	5	142	715
7:15 AM	30	19	48	0	2	97	6	216	17	1	9	240	67	117	9	0	0	193	20	114	40	3	6	177	707
7:30 AM	22	11	54	0	0	87	4	229	37	0	6	270	77	114	12	0	0	203	21	116	29	0	3	166	726
7:45 AM	29	26	38	0	0	93	3	223	14	0	5	240	69	117	25	0	0	211	18	104	39	4	5	165	709
Total	96	62	181	0	2	339	19	925	90	1	23	1035	295	472	66	0	3	833	68	434	140	8	19	650	2857
Approach %	28.3	18.3	53.4	0.0	-	-	1.8	89.4	8.7	0.1	-	-	35.4	56.7	7.9	0.0	-	-	10.5	66.8	21.5	1.2	-	-	-
Total %	3.4	2.2	6.3	0.0	-	11.9	0.7	32.4	3.2	0.0	-	36.2	10.3	16.5	2.3	0.0	-	29.2	2.4	15.2	4.9	0.3	-	22.8	-
PHF	0.800	0.596	0.838	0.000	-	0.874	0.792	0.900	0.608	0.250	-	0.908	0.899	0.952	0.660	0.000	-	0.921	0.810	0.935	0.875	0.500	-	0.918	0.984
All Vehicles (no classification)	96	62	181	0	-	339	19	925	90	1	-	1035	295	472	66	0	-	833	68	434	140	8	-	650	2857
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	23	-	-	-	-	-	3	-	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Bluff Springs at William Cannon
Site Code: 45
Start Date: 02/23/2017
Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Bluff Springs at William Cannon
Site Code: 45
Start Date: 02/23/2017

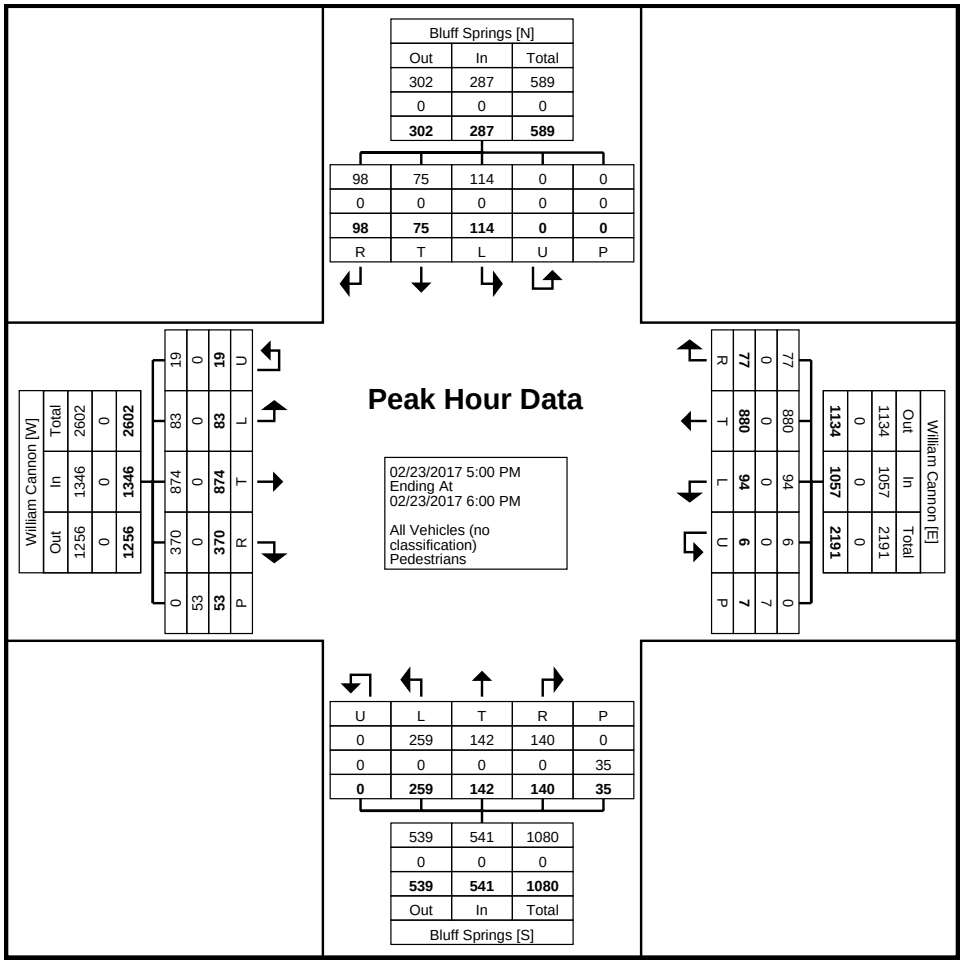
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Bluff Springs Southbound						William Cannon Westbound						Bluff Springs Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	26	16	25	0	0	67	19	220	21	2	1	262	60	45	36	0	11	141	21	226	87	5	12	339	809
5:15 PM	29	25	25	0	0	79	31	206	18	1	1	256	68	29	36	0	7	133	20	191	97	8	14	316	784
5:30 PM	37	21	19	0	0	77	22	225	19	2	3	268	67	32	39	0	9	138	23	204	91	2	14	320	803
5:45 PM	22	13	29	0	0	64	22	229	19	1	2	271	64	36	29	0	8	129	19	253	95	4	13	371	835
Total	114	75	98	0	0	287	94	880	77	6	7	1057	259	142	140	0	35	541	83	874	370	19	53	1346	3231
Approach %	39.7	26.1	34.1	0.0	-	-	8.9	83.3	7.3	0.6	-	-	47.9	26.2	25.9	0.0	-	-	6.2	64.9	27.5	1.4	-	-	-
Total %	3.5	2.3	3.0	0.0	-	8.9	2.9	27.2	2.4	0.2	-	32.7	8.0	4.4	4.3	0.0	-	16.7	2.6	27.1	11.5	0.6	-	41.7	-
PHF	0.770	0.750	0.845	0.000	-	0.908	0.758	0.961	0.917	0.750	-	0.975	0.952	0.789	0.897	0.000	-	0.959	0.902	0.864	0.954	0.594	-	0.907	0.967
All Vehicles (no classification)	114	75	98	0	-	287	94	880	77	6	-	1057	259	142	140	0	-	541	83	874	370	19	-	1346	3231
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	35	-	-	-	-	-	53	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Bluff Springs at William Cannon
Site Code: 45
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: IH 35 NBFR at William Cannon
Site Code: 44
Start Date: 02/23/2017

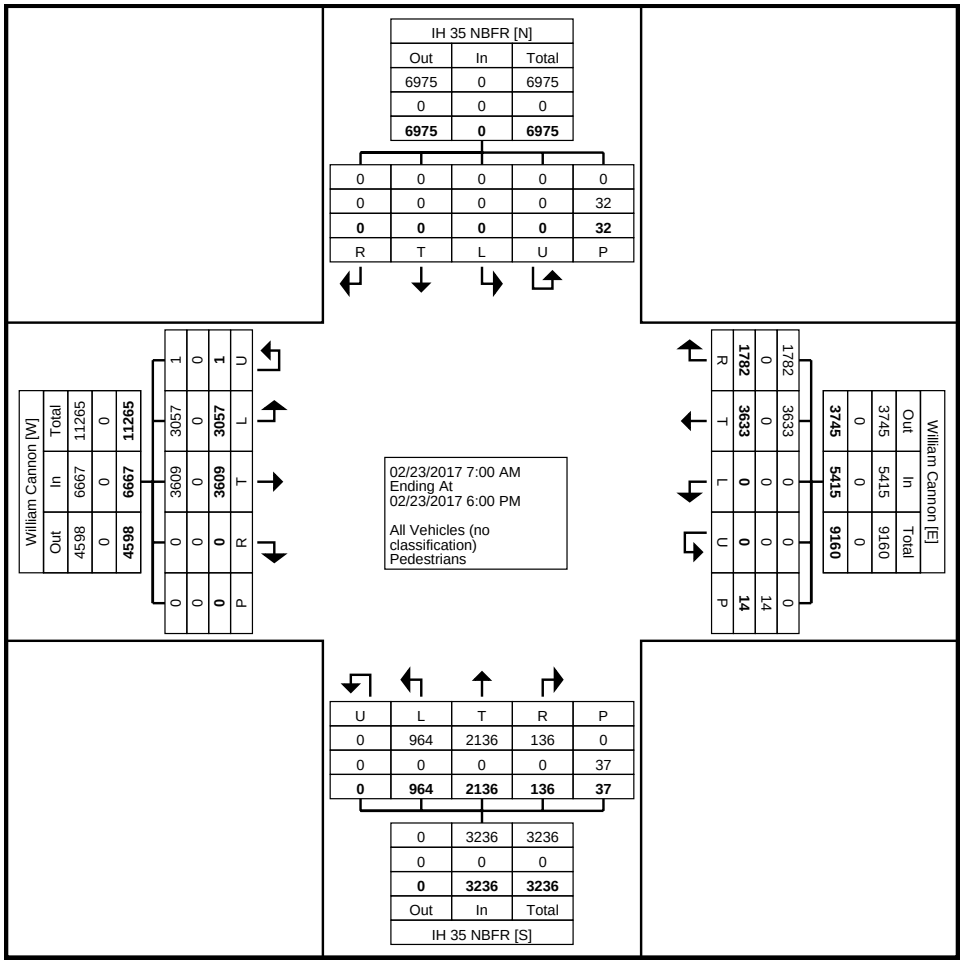
Turning Movement Data

Start Time	IH 35 NBFR Southbound						William Cannon Westbound						IH 35 NBFR Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	2	0	0	236	118	0	0	354	52	210	7	0	1	269	193	150	0	0	0	343	966
7:15 AM	0	0	0	0	2	0	0	240	82	0	1	322	24	168	2	0	2	194	218	195	0	0	0	413	929
7:30 AM	0	0	0	0	1	0	0	243	98	0	3	341	31	201	4	0	0	236	231	205	0	0	0	436	1013
7:45 AM	0	0	0	0	2	0	0	261	109	0	1	370	54	180	2	0	6	236	209	197	0	0	0	406	1012
Hourly Total	0	0	0	0	7	0	0	980	407	0	5	1387	161	759	15	0	9	935	851	747	0	0	0	1598	3920
8:00 AM	0	0	0	0	3	0	0	257	119	0	1	376	49	199	4	0	2	252	188	158	0	0	0	346	974
8:15 AM	0	0	0	0	0	0	0	229	146	0	0	375	61	166	7	0	3	234	177	146	0	0	0	323	932
8:30 AM	0	0	0	0	3	0	0	207	168	0	2	375	67	167	8	0	0	242	178	132	0	0	0	310	927
8:45 AM	0	0	0	0	1	0	0	228	159	0	1	387	69	175	7	0	1	251	188	120	0	0	0	308	946
Hourly Total	0	0	0	0	7	0	0	921	592	0	4	1513	246	707	26	0	6	979	731	556	0	0	0	1287	3779
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	3	0	0	209	92	0	0	301	58	93	15	0	3	166	222	275	0	0	0	497	964
4:15 PM	0	0	0	0	4	0	0	246	83	0	2	329	61	74	8	0	2	143	190	267	0	0	0	457	929
4:30 PM	0	0	0	0	2	0	0	206	110	0	0	316	56	95	10	0	2	161	190	279	0	0	0	469	946
4:45 PM	0	0	0	0	1	0	0	192	105	0	1	297	81	79	12	0	1	172	171	292	0	0	0	463	932
Hourly Total	0	0	0	0	10	0	0	853	390	0	3	1243	256	341	45	0	8	642	773	1113	0	0	0	1886	3771
5:00 PM	0	0	0	0	1	0	0	231	82	0	0	313	69	77	6	0	2	152	184	308	0	0	0	492	957
5:15 PM	0	0	0	0	3	0	0	242	94	0	1	336	72	80	12	0	8	164	175	284	0	0	0	459	959
5:30 PM	0	0	0	0	1	0	0	209	91	0	0	300	85	88	20	0	1	193	190	272	0	0	0	462	955
5:45 PM	0	0	0	0	3	0	0	197	126	0	1	323	75	84	12	0	3	171	153	329	0	1	0	483	977
Hourly Total	0	0	0	0	8	0	0	879	393	0	2	1272	301	329	50	0	14	680	702	1193	0	1	0	1896	3848
Grand Total	0	0	0	0	32	0	0	3633	1782	0	14	5415	964	2136	136	0	37	3236	3057	3609	0	1	0	6667	15318
Approach %	NaN	NaN	NaN	NaN	-	-	0.0	67.1	32.9	0.0	-	-	29.8	66.0	4.2	0.0	-	-	45.9	54.1	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	23.7	11.6	0.0	-	35.4	6.3	13.9	0.9	0.0	-	21.1	20.0	23.6	0.0	0.0	-	43.5	-
All Vehicles (no classification)	0	0	0	0	-	0	0	3633	1782	0	-	5415	964	2136	136	0	-	3236	3057	3609	0	1	-	6667	15318
% All Vehicles (no classification)	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	32	-	-	-	-	-	14	-	-	-	-	-	37	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: IH 35 NBFR at William Cannon
Site Code: 44
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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Count Name: IH 35 NBFR at William Cannon
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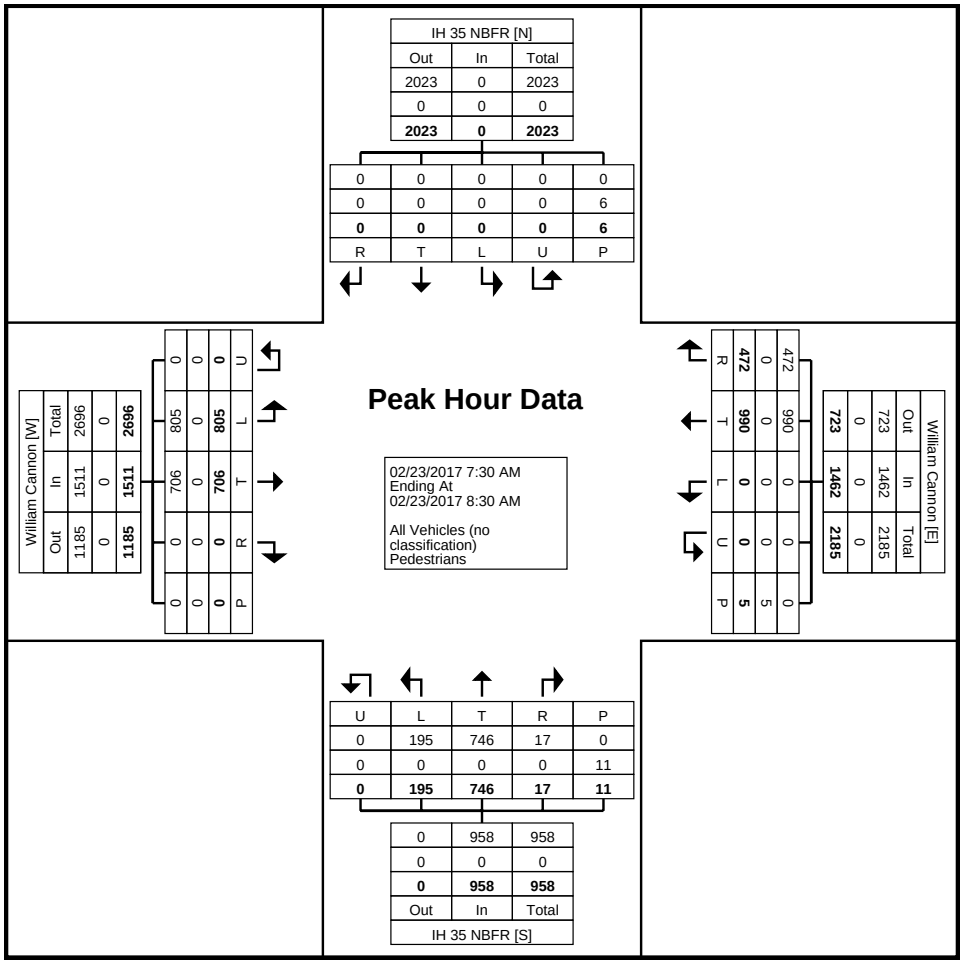
Turning Movement Peak Hour Data (7:30 AM)

Start Time	IH 35 NBFR Southbound						William Cannon Westbound						IH 35 NBFR Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	0	0	0	0	1	0	0	243	98	0	3	341	31	201	4	0	0	236	231	205	0	0	0	436	1013
7:45 AM	0	0	0	0	2	0	0	261	109	0	1	370	54	180	2	0	6	236	209	197	0	0	0	406	1012
8:00 AM	0	0	0	0	3	0	0	257	119	0	1	376	49	199	4	0	2	252	188	158	0	0	0	346	974
8:15 AM	0	0	0	0	0	0	0	229	146	0	0	375	61	166	7	0	3	234	177	146	0	0	0	323	932
Total	0	0	0	0	6	0	0	990	472	0	5	1462	195	746	17	0	11	958	805	706	0	0	0	1511	3931
Approach %	NaN	NaN	NaN	NaN	-	-	0.0	67.7	32.3	0.0	-	-	20.4	77.9	1.8	0.0	-	-	53.3	46.7	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	25.2	12.0	0.0	-	37.2	5.0	19.0	0.4	0.0	-	24.4	20.5	18.0	0.0	0.0	-	38.4	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.948	0.808	0.000	-	0.972	0.799	0.928	0.607	0.000	-	0.950	0.871	0.861	0.000	0.000	-	0.866	0.970
All Vehicles (no classification)	0	0	0	0	-	0	0	990	472	0	-	1462	195	746	17	0	-	958	805	706	0	0	-	1511	3931
% All Vehicles (no classification)	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	11	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: IH 35 NBFR at William Cannon
Site Code: 44
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:30 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: IH 35 NBFR at William Cannon
Site Code: 44
Start Date: 02/23/2017

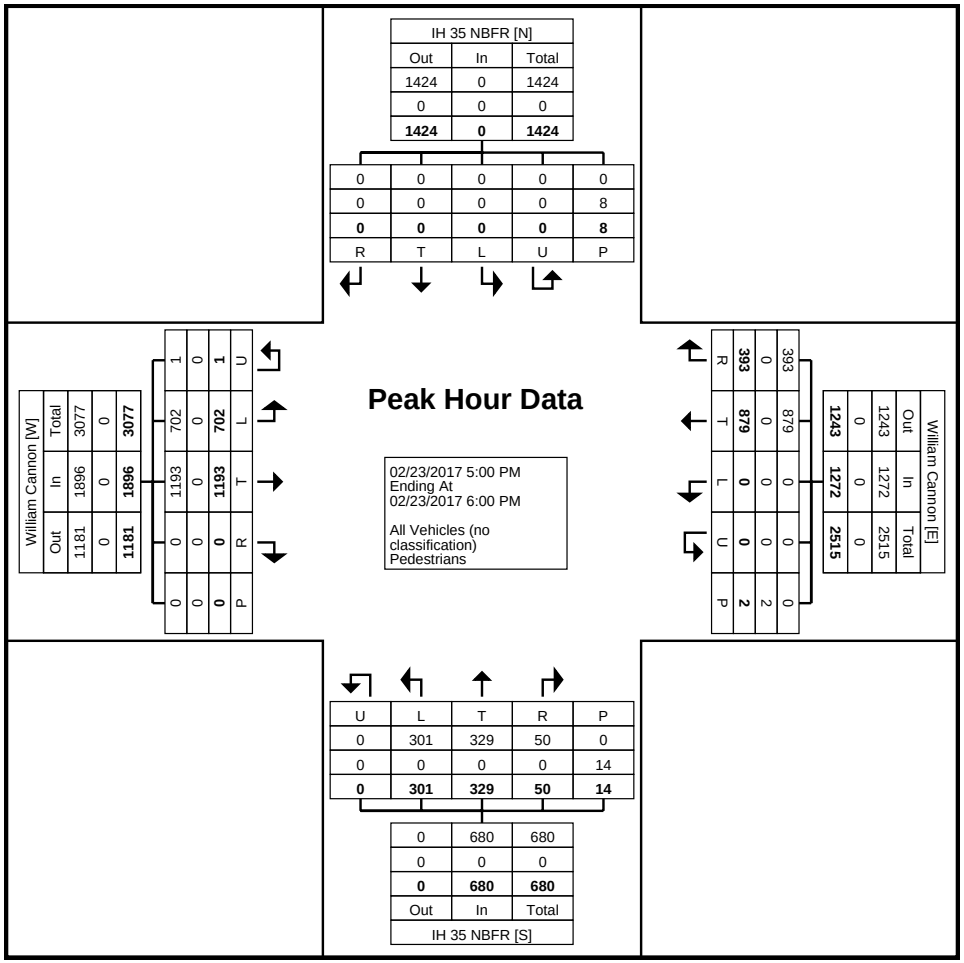
Turning Movement Peak Hour Data (5:00 PM)

Start Time	IH 35 NBFR Southbound						William Cannon Westbound						IH 35 NBFR Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	0	0	0	0	1	0	0	231	82	0	0	313	69	77	6	0	2	152	184	308	0	0	0	492	957
5:15 PM	0	0	0	0	3	0	0	242	94	0	1	336	72	80	12	0	8	164	175	284	0	0	0	459	959
5:30 PM	0	0	0	0	1	0	0	209	91	0	0	300	85	88	20	0	1	193	190	272	0	0	0	462	955
5:45 PM	0	0	0	0	3	0	0	197	126	0	1	323	75	84	12	0	3	171	153	329	0	1	0	483	977
Total	0	0	0	0	8	0	0	879	393	0	2	1272	301	329	50	0	14	680	702	1193	0	1	0	1896	3848
Approach %	NaN	NaN	NaN	NaN	-	-	0.0	69.1	30.9	0.0	-	-	44.3	48.4	7.4	0.0	-	-	37.0	62.9	0.0	0.1	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	22.8	10.2	0.0	-	33.1	7.8	8.5	1.3	0.0	-	17.7	18.2	31.0	0.0	0.0	-	49.3	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.908	0.780	0.000	-	0.946	0.885	0.935	0.625	0.000	-	0.881	0.924	0.907	0.000	0.250	-	0.963	0.985
All Vehicles (no classification)	0	0	0	0	-	0	0	879	393	0	-	1272	301	329	50	0	-	680	702	1193	0	1	-	1896	3848
% All Vehicles (no classification)	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	2	-	-	-	-	-	14	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: IH 35 NBFR at William Cannon
Site Code: 44
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: IH 35 SBFR at William Cannon
Site Code: 43
Start Date: 02/23/2017

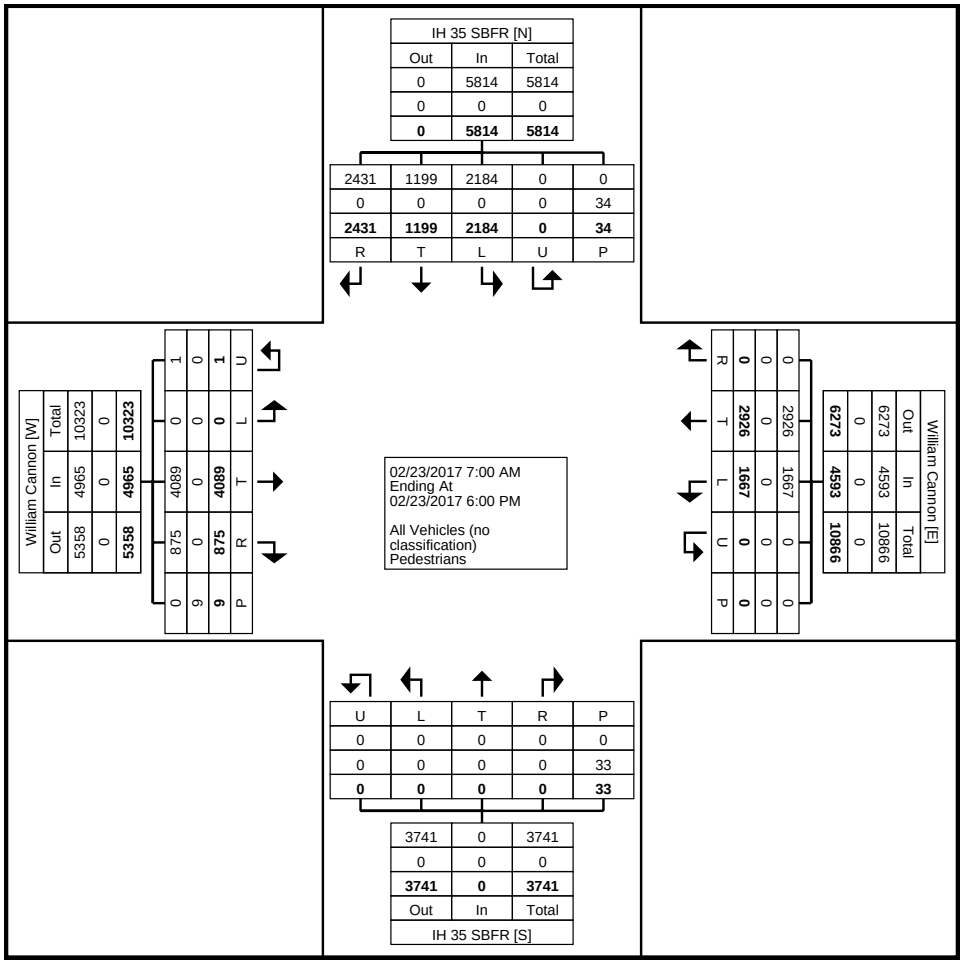
Turning Movement Data

Start Time	IH 35 SBFR Southbound						William Cannon Westbound						IH 35 SBFR Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	112	47	125	0	1	284	77	205	0	0	0	282	0	0	0	0	1	0	0	212	43	0	0	255	821
7:15 AM	107	40	160	0	1	307	93	186	0	0	0	279	0	0	0	0	2	0	0	260	33	0	0	293	879
7:30 AM	108	33	170	0	1	311	112	175	0	0	0	287	0	0	0	0	0	0	0	273	29	0	0	302	900
7:45 AM	118	33	165	0	2	316	105	232	0	0	0	337	0	0	0	0	6	0	0	238	35	0	0	273	926
Hourly Total	445	153	620	0	5	1218	387	798	0	0	0	1185	0	0	0	0	9	0	0	983	140	0	0	1123	3526
8:00 AM	102	40	150	0	3	292	89	205	0	0	0	294	0	0	0	0	2	0	0	205	42	0	0	247	833
8:15 AM	102	54	148	0	0	304	109	181	0	0	0	290	0	0	0	0	2	0	0	200	50	0	0	250	844
8:30 AM	97	64	128	0	3	289	102	169	0	0	0	271	0	0	0	0	0	0	0	197	44	0	0	241	801
8:45 AM	99	55	118	0	2	272	110	183	0	0	0	293	0	0	0	0	1	0	0	199	45	0	0	244	809
Hourly Total	400	213	544	0	8	1157	410	738	0	0	0	1148	0	0	0	0	5	0	0	801	181	0	0	982	3287
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	180	95	159	0	3	434	119	155	0	0	0	274	0	0	0	0	4	0	0	263	58	1	5	322	1030
4:15 PM	188	93	157	0	4	438	94	180	0	0	0	274	0	0	0	0	3	0	0	275	79	0	1	354	1066
4:30 PM	139	111	146	0	2	396	115	170	0	0	0	285	0	0	0	0	1	0	0	293	73	0	1	366	1047
4:45 PM	169	100	140	0	2	409	109	182	0	0	0	291	0	0	0	0	1	0	0	252	72	0	0	324	1024
Hourly Total	676	399	602	0	11	1677	437	687	0	0	0	1124	0	0	0	0	9	0	0	1083	282	1	7	1366	4167
5:00 PM	182	101	167	0	2	450	95	175	0	0	0	270	0	0	0	0	0	0	0	334	72	0	1	406	1126
5:15 PM	135	105	165	0	3	405	120	202	0	0	0	322	0	0	0	0	5	0	0	289	84	0	0	373	1100
5:30 PM	156	122	165	0	2	443	126	175	0	0	0	301	0	0	0	0	2	0	0	281	57	0	1	338	1082
5:45 PM	190	106	168	0	3	464	92	151	0	0	0	243	0	0	0	0	3	0	0	318	59	0	0	377	1084
Hourly Total	663	434	665	0	10	1762	433	703	0	0	0	1136	0	0	0	0	10	0	0	1222	272	0	2	1494	4392
Grand Total	2184	1199	2431	0	34	5814	1667	2926	0	0	0	4593	0	0	0	0	33	0	0	4089	875	1	9	4965	15372
Approach %	37.6	20.6	41.8	0.0	-	-	36.3	63.7	0.0	0.0	-	-	NaN	NaN	NaN	NaN	-	-	0.0	82.4	17.6	0.0	-	-	-
Total %	14.2	7.8	15.8	0.0	-	37.8	10.8	19.0	0.0	0.0	-	29.9	0.0	0.0	0.0	0.0	-	0.0	0.0	26.6	5.7	0.0	-	32.3	-
All Vehicles (no classification)	2184	1199	2431	0	-	5814	1667	2926	0	0	-	4593	0	0	0	0	-	0	0	4089	875	1	-	4965	15372
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	-	-	-	-	-	-	-	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	34	-	-	-	-	-	0	-	-	-	-	-	33	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: IH 35 SBFR at William Cannon
Site Code: 43
Start Date: 02/23/2017



Turning Movement Data Plot

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bg@cjhensch.com
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Count Name: IH 35 SBFR at William Cannon
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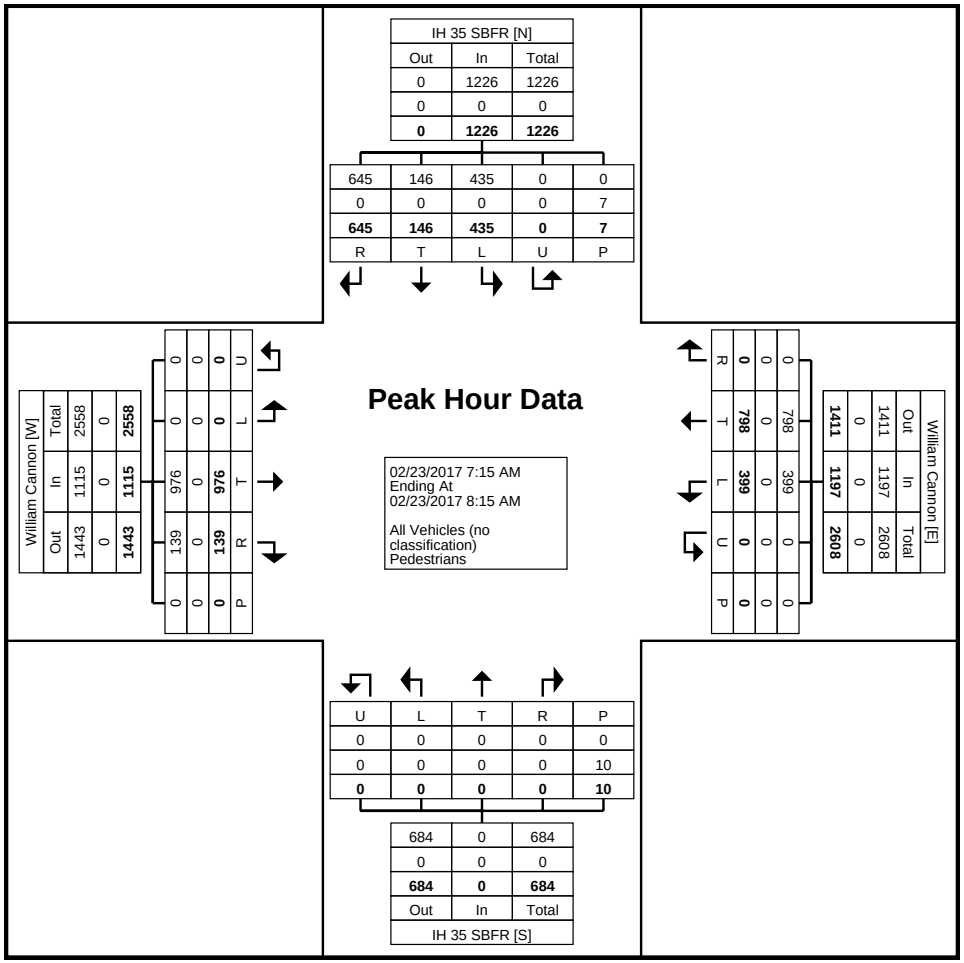
Turning Movement Peak Hour Data (7:15 AM)

Start Time	IH 35 SBFR Southbound						William Cannon Westbound						IH 35 SBFR Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	107	40	160	0	1	307	93	186	0	0	0	279	0	0	0	0	2	0	0	260	33	0	0	293	879
7:30 AM	108	33	170	0	1	311	112	175	0	0	0	287	0	0	0	0	0	0	0	273	29	0	0	302	900
7:45 AM	118	33	165	0	2	316	105	232	0	0	0	337	0	0	0	0	6	0	0	238	35	0	0	273	926
8:00 AM	102	40	150	0	3	292	89	205	0	0	0	294	0	0	0	0	2	0	0	205	42	0	0	247	833
Total	435	146	645	0	7	1226	399	798	0	0	0	1197	0	0	0	0	10	0	0	976	139	0	0	1115	3538
Approach %	35.5	11.9	52.6	0.0	-	-	33.3	66.7	0.0	0.0	-	-	NaN	NaN	NaN	NaN	-	-	0.0	87.5	12.5	0.0	-	-	-
Total %	12.3	4.1	18.2	0.0	-	34.7	11.3	22.6	0.0	0.0	-	33.8	0.0	0.0	0.0	0.0	-	0.0	0.0	27.6	3.9	0.0	-	31.5	-
PHF	0.922	0.913	0.949	0.000	-	0.970	0.891	0.860	0.000	0.000	-	0.888	0.000	0.000	0.000	0.000	-	0.000	0.000	0.894	0.827	0.000	-	0.923	0.955
All Vehicles (no classification)	435	146	645	0	-	1226	399	798	0	0	-	1197	0	0	0	0	-	0	0	976	139	0	-	1115	3538
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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bg@cjhensch.com
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Count Name: IH 35 SBFR at William Cannon
Site Code: 43
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: IH 35 SBFR at William Cannon
Site Code: 43
Start Date: 02/23/2017

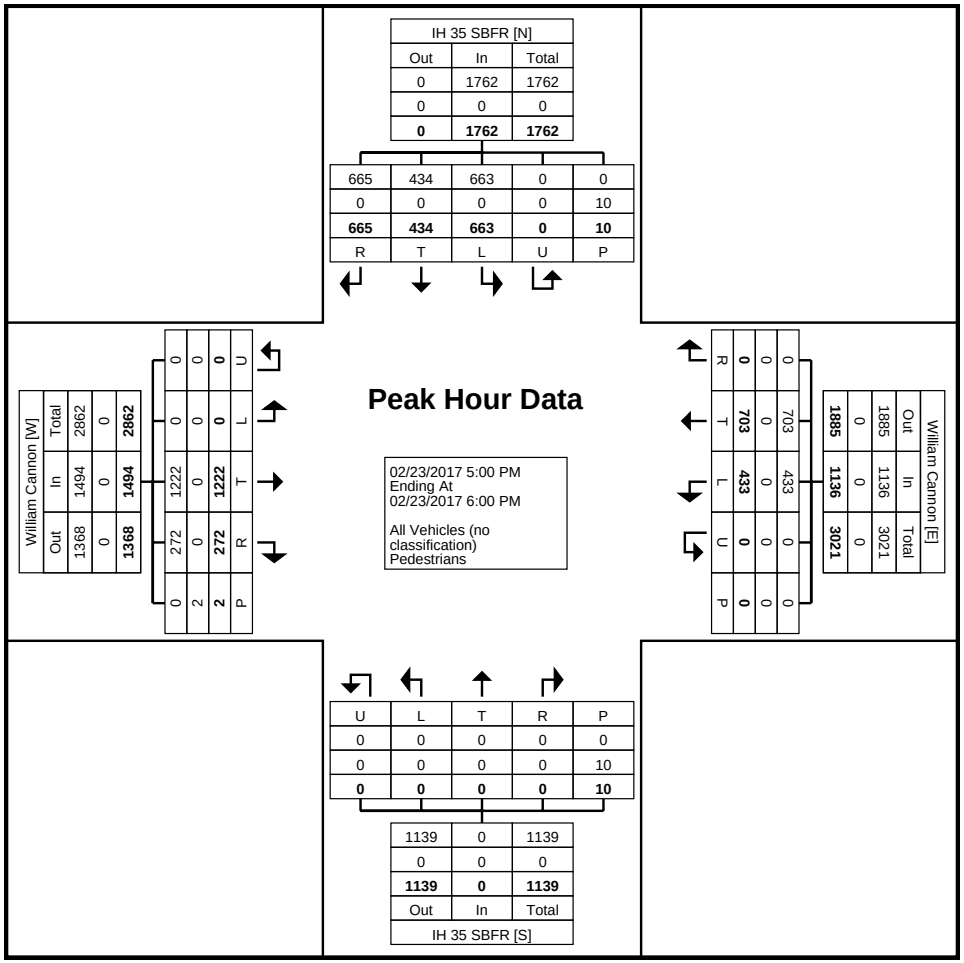
Turning Movement Peak Hour Data (5:00 PM)

Start Time	IH 35 SBFR Southbound						William Cannon Westbound						IH 35 SBFR Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	182	101	167	0	2	450	95	175	0	0	0	270	0	0	0	0	0	0	0	334	72	0	1	406	1126
5:15 PM	135	105	165	0	3	405	120	202	0	0	0	322	0	0	0	0	5	0	0	289	84	0	0	373	1100
5:30 PM	156	122	165	0	2	443	126	175	0	0	0	301	0	0	0	0	2	0	0	281	57	0	1	338	1082
5:45 PM	190	106	168	0	3	464	92	151	0	0	0	243	0	0	0	0	3	0	0	318	59	0	0	377	1084
Total	663	434	665	0	10	1762	433	703	0	0	0	1136	0	0	0	0	10	0	0	1222	272	0	2	1494	4392
Approach %	37.6	24.6	37.7	0.0	-	-	38.1	61.9	0.0	0.0	-	-	NaN	NaN	NaN	NaN	-	-	0.0	81.8	18.2	0.0	-	-	-
Total %	15.1	9.9	15.1	0.0	-	40.1	9.9	16.0	0.0	0.0	-	25.9	0.0	0.0	0.0	0.0	-	0.0	0.0	27.8	6.2	0.0	-	34.0	-
PHF	0.872	0.889	0.990	0.000	-	0.949	0.859	0.870	0.000	0.000	-	0.882	0.000	0.000	0.000	0.000	-	0.000	0.000	0.915	0.810	0.000	-	0.920	0.975
All Vehicles (no classification)	663	434	665	0	-	1762	433	703	0	0	-	1136	0	0	0	0	-	0	0	1222	272	0	-	1494	4392
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: IH 35 SBFR at William Cannon
Site Code: 43
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Shopping Center at William Cannon
Site Code: 41
Start Date: 02/23/2017

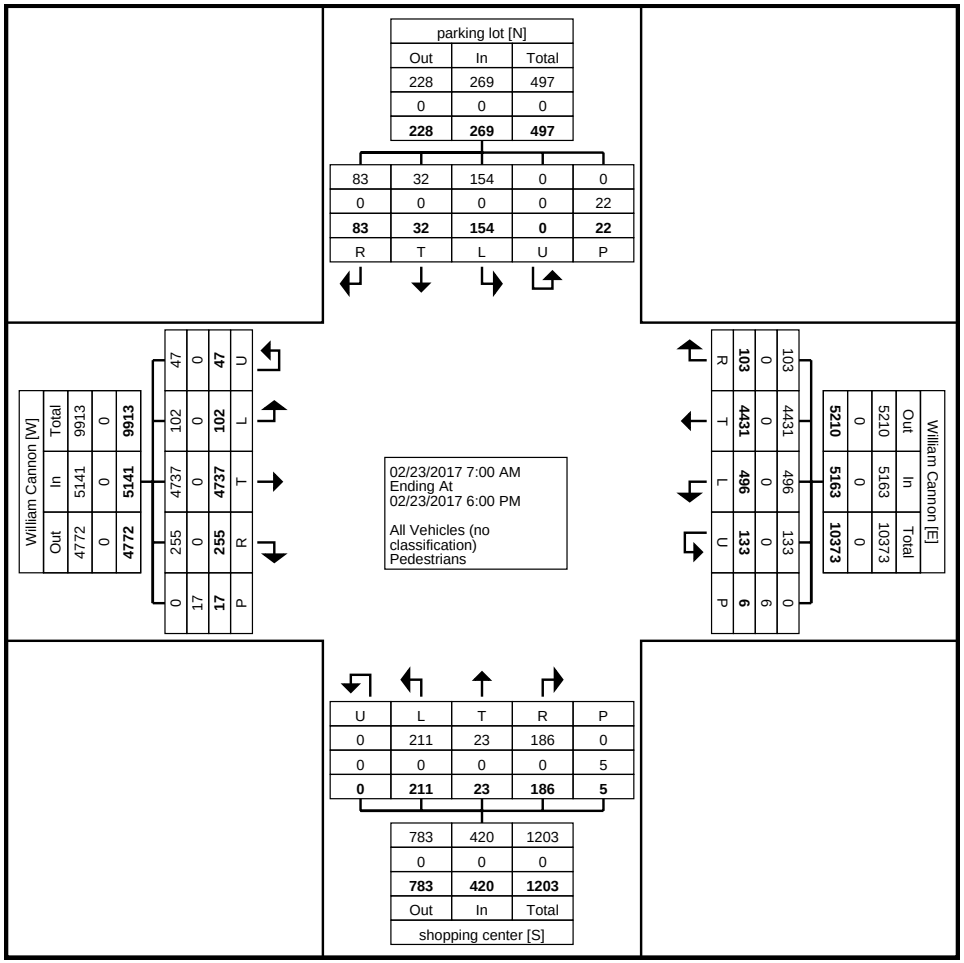
Turning Movement Data

Start Time	parking lot Southbound						William Cannon Westbound						shopping center Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	9	1	2	0	0	12	14	278	5	9	0	306	2	0	5	0	0	7	5	292	9	6	0	312	637
7:15 AM	9	0	4	0	0	13	28	276	3	15	0	322	4	0	5	0	0	9	12	313	5	4	0	334	678
7:30 AM	11	0	1	0	1	12	25	291	2	10	0	328	11	0	10	0	0	21	5	278	11	4	2	298	659
7:45 AM	3	0	4	0	0	7	15	324	4	7	0	350	12	1	6	0	0	19	2	262	5	1	1	270	646
Hourly Total	32	1	11	0	1	44	82	1169	14	41	0	1306	29	1	26	0	0	56	24	1145	30	15	3	1214	2620
8:00 AM	5	0	5	0	2	10	19	308	5	7	0	339	12	2	1	0	0	15	3	244	5	7	0	259	623
8:15 AM	6	0	8	0	1	14	18	268	9	10	1	305	9	1	15	0	0	25	9	214	13	4	0	240	584
8:30 AM	7	2	4	0	0	13	20	253	9	4	0	286	6	2	4	0	0	12	2	258	12	3	1	275	586
8:45 AM	4	0	5	0	4	9	19	254	6	8	0	287	10	1	9	0	0	20	7	220	11	3	1	241	557
Hourly Total	22	2	22	0	7	46	76	1083	29	29	1	1217	37	6	29	0	0	72	21	936	41	17	2	1015	2350
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	20	2	4	0	0	26	41	243	6	8	1	298	19	1	9	0	1	29	12	325	20	2	3	359	712
4:15 PM	12	2	5	0	3	19	34	306	8	8	0	356	13	0	14	0	1	27	8	330	26	1	1	365	767
4:30 PM	16	5	6	0	0	27	43	237	5	7	0	292	24	1	12	0	1	37	8	326	25	1	1	360	716
4:45 PM	14	4	6	0	1	24	36	259	7	7	0	309	14	6	21	0	0	41	2	330	28	0	0	360	734
Hourly Total	62	13	21	0	4	96	154	1045	26	30	1	1255	70	8	56	0	3	134	30	1311	99	4	5	1444	2929
5:00 PM	5	3	7	0	1	15	49	302	8	11	1	370	24	2	18	0	1	44	9	352	31	3	3	395	824
5:15 PM	9	6	8	0	3	23	47	281	7	4	0	339	21	2	13	0	0	36	4	350	20	5	2	379	777
5:30 PM	17	4	7	0	1	28	39	264	10	8	1	321	17	2	25	0	1	44	7	331	19	1	0	358	751
5:45 PM	7	3	7	0	5	17	49	287	9	10	2	355	13	2	19	0	0	34	7	312	15	2	2	336	742
Hourly Total	38	16	29	0	10	83	184	1134	34	33	4	1385	75	8	75	0	2	158	27	1345	85	11	7	1468	3094
Grand Total	154	32	83	0	22	269	496	4431	103	133	6	5163	211	23	186	0	5	420	102	4737	255	47	17	5141	10993
Approach %	57.2	11.9	30.9	0.0	-	-	9.6	85.8	2.0	2.6	-	-	50.2	5.5	44.3	0.0	-	-	2.0	92.1	5.0	0.9	-	-	-
Total %	1.4	0.3	0.8	0.0	-	2.4	4.5	40.3	0.9	1.2	-	47.0	1.9	0.2	1.7	0.0	-	3.8	0.9	43.1	2.3	0.4	-	46.8	-
All Vehicles (no classification)	154	32	83	0	-	269	496	4431	103	133	-	5163	211	23	186	0	-	420	102	4737	255	47	-	5141	10993
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	22	-	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	17	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
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281-487-5417 cwood@browngay.com

Count Name: Shopping Center at William Cannon
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Start Date: 02/23/2017



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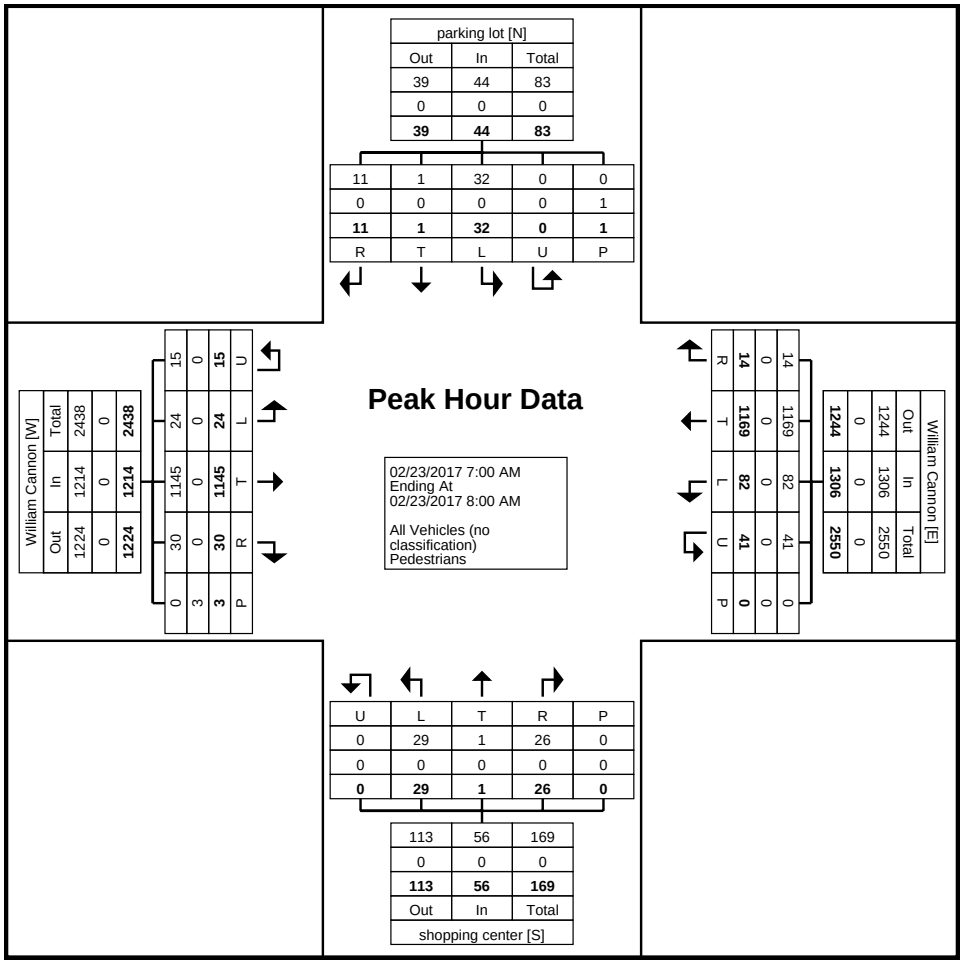
Turning Movement Peak Hour Data (7:00 AM)

Start Time	parking lot Southbound						William Cannon Westbound						shopping center Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	9	1	2	0	0	12	14	278	5	9	0	306	2	0	5	0	0	7	5	292	9	6	0	312	637
7:15 AM	9	0	4	0	0	13	28	276	3	15	0	322	4	0	5	0	0	9	12	313	5	4	0	334	678
7:30 AM	11	0	1	0	1	12	25	291	2	10	0	328	11	0	10	0	0	21	5	278	11	4	2	298	659
7:45 AM	3	0	4	0	0	7	15	324	4	7	0	350	12	1	6	0	0	19	2	262	5	1	1	270	646
Total	32	1	11	0	1	44	82	1169	14	41	0	1306	29	1	26	0	0	56	24	1145	30	15	3	1214	2620
Approach %	72.7	2.3	25.0	0.0	-	-	6.3	89.5	1.1	3.1	-	-	51.8	1.8	46.4	0.0	-	-	2.0	94.3	2.5	1.2	-	-	-
Total %	1.2	0.0	0.4	0.0	-	1.7	3.1	44.6	0.5	1.6	-	49.8	1.1	0.0	1.0	0.0	-	2.1	0.9	43.7	1.1	0.6	-	46.3	-
PHF	0.727	0.250	0.688	0.000	-	0.846	0.732	0.902	0.700	0.683	-	0.933	0.604	0.250	0.650	0.000	-	0.667	0.500	0.915	0.682	0.625	-	0.909	0.966
All Vehicles (no classification)	32	1	11	0	-	44	82	1169	14	41	-	1306	29	1	26	0	-	56	24	1145	30	15	-	1214	2620
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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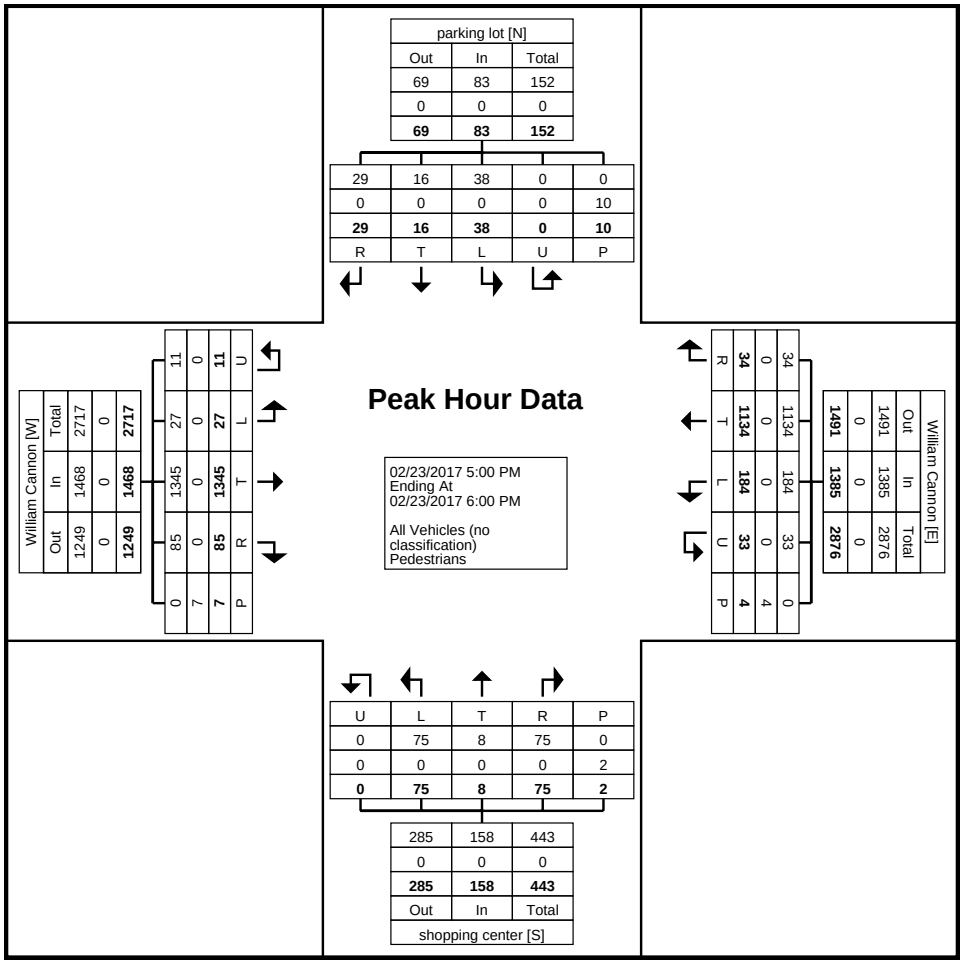
Turning Movement Peak Hour Data (5:00 PM)

Start Time	parking lot Southbound						William Cannon Westbound						shopping center Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	5	3	7	0	1	15	49	302	8	11	1	370	24	2	18	0	1	44	9	352	31	3	3	395	824
5:15 PM	9	6	8	0	3	23	47	281	7	4	0	339	21	2	13	0	0	36	4	350	20	5	2	379	777
5:30 PM	17	4	7	0	1	28	39	264	10	8	1	321	17	2	25	0	1	44	7	331	19	1	0	358	751
5:45 PM	7	3	7	0	5	17	49	287	9	10	2	355	13	2	19	0	0	34	7	312	15	2	2	336	742
Total	38	16	29	0	10	83	184	1134	34	33	4	1385	75	8	75	0	2	158	27	1345	85	11	7	1468	3094
Approach %	45.8	19.3	34.9	0.0	-	-	13.3	81.9	2.5	2.4	-	-	47.5	5.1	47.5	0.0	-	-	1.8	91.6	5.8	0.7	-	-	-
Total %	1.2	0.5	0.9	0.0	-	2.7	5.9	36.7	1.1	1.1	-	44.8	2.4	0.3	2.4	0.0	-	5.1	0.9	43.5	2.7	0.4	-	47.4	-
PHF	0.559	0.667	0.906	0.000	-	0.741	0.939	0.939	0.850	0.750	-	0.936	0.781	1.000	0.750	0.000	-	0.898	0.750	0.955	0.685	0.550	-	0.929	0.939
All Vehicles (no classification)	38	16	29	0	-	83	184	1134	34	33	-	1385	75	8	75	0	-	158	27	1345	85	11	-	1468	3094
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	10	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Start Date: 02/23/2017

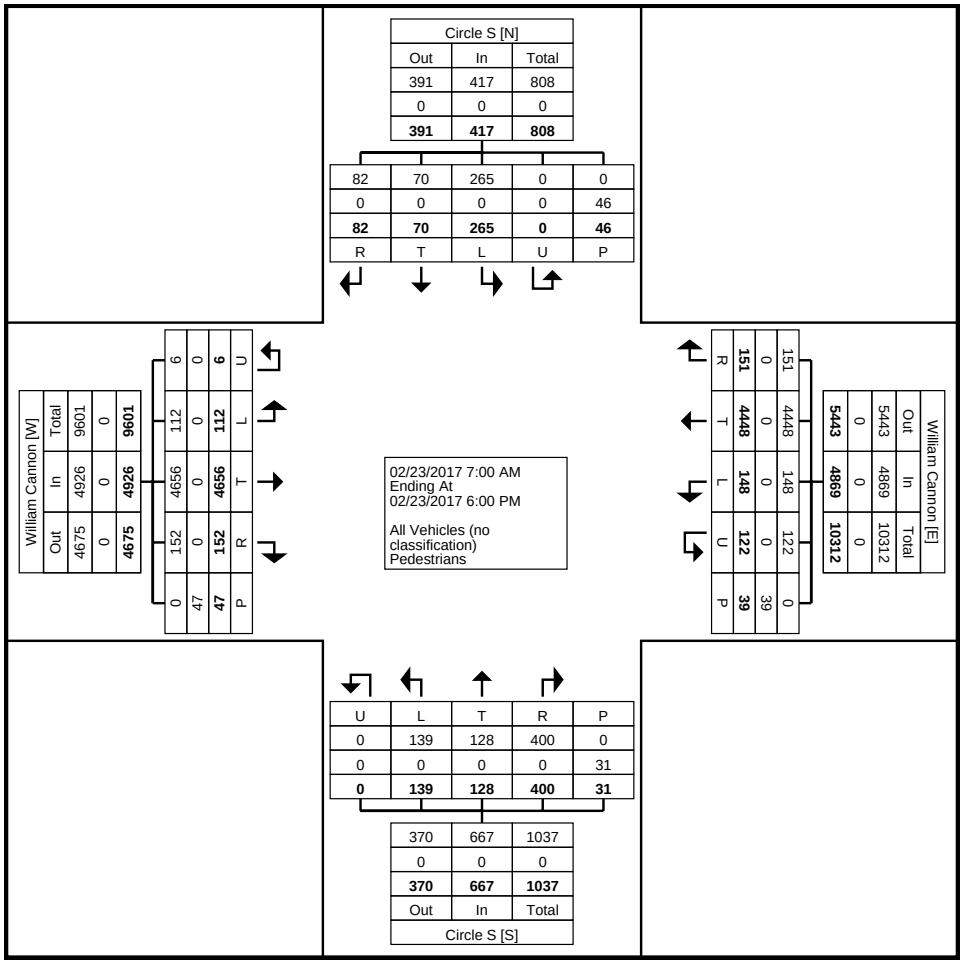
Turning Movement Data

Start Time	Circle S Southbound						William Cannon Westbound						Circle S Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	15	3	2	0	3	20	10	246	19	12	0	287	11	18	30	0	1	59	12	215	2	0	9	229	595
7:15 AM	6	4	5	0	5	15	14	276	15	16	5	321	12	12	39	0	0	63	14	296	1	1	3	312	711
7:30 AM	15	6	9	0	2	30	17	278	18	6	1	319	7	13	34	0	0	54	12	273	7	1	1	293	696
7:45 AM	9	2	5	0	2	16	13	300	10	6	1	329	6	8	38	0	2	52	4	217	8	0	7	229	626
Hourly Total	45	15	21	0	12	81	54	1100	62	40	7	1256	36	51	141	0	3	228	42	1001	18	2	20	1063	2628
8:00 AM	8	0	5	0	4	13	17	316	6	4	1	343	9	5	14	0	0	28	4	225	8	0	2	237	621
8:15 AM	15	2	4	0	3	21	7	289	9	3	7	308	2	5	17	0	1	24	3	225	7	0	4	235	588
8:30 AM	5	1	5	0	2	11	9	236	2	8	1	255	4	2	19	0	1	25	3	224	5	1	2	233	524
8:45 AM	9	2	5	0	2	16	9	274	5	6	0	294	6	2	10	0	0	18	1	207	8	0	3	216	544
Hourly Total	37	5	19	0	11	61	42	1115	22	21	9	1200	21	14	60	0	2	95	11	881	28	1	11	921	2277
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	20	6	3	0	2	29	3	267	4	6	3	280	8	7	24	0	2	39	6	321	17	0	0	344	692
4:15 PM	12	9	6	0	4	27	11	306	11	6	2	334	5	7	16	0	5	28	9	355	13	2	1	379	768
4:30 PM	26	4	5	0	2	35	4	262	7	7	2	280	9	5	20	0	2	34	5	362	9	1	4	377	726
4:45 PM	25	8	6	0	1	39	8	256	11	8	9	283	6	7	22	0	9	35	13	299	9	0	2	321	678
Hourly Total	83	27	20	0	9	130	26	1091	33	27	16	1177	28	26	82	0	18	136	33	1337	48	3	7	1421	2864
5:00 PM	23	5	8	0	2	36	8	299	5	12	0	324	16	12	38	0	0	66	9	385	25	0	1	419	845
5:15 PM	28	3	3	0	2	34	4	297	8	7	0	316	20	9	28	0	2	57	7	371	10	0	2	388	795
5:30 PM	26	8	8	0	6	42	8	266	6	9	5	289	15	7	27	0	3	49	6	326	11	0	4	343	723
5:45 PM	23	7	3	0	4	33	6	280	15	6	2	307	3	9	24	0	3	36	4	355	12	0	2	371	747
Hourly Total	100	23	22	0	14	145	26	1142	34	34	7	1236	54	37	117	0	8	208	26	1437	58	0	9	1521	3110
Grand Total	265	70	82	0	46	417	148	4448	151	122	39	4869	139	128	400	0	31	667	112	4656	152	6	47	4926	10879
Approach %	63.5	16.8	19.7	0.0	-	-	3.0	91.4	3.1	2.5	-	-	20.8	19.2	60.0	0.0	-	-	2.3	94.5	3.1	0.1	-	-	-
Total %	2.4	0.6	0.8	0.0	-	3.8	1.4	40.9	1.4	1.1	-	44.8	1.3	1.2	3.7	0.0	-	6.1	1.0	42.8	1.4	0.1	-	45.3	-
All Vehicles (no classification)	265	70	82	0	-	417	148	4448	151	122	-	4869	139	128	400	0	-	667	112	4656	152	6	-	4926	10879
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	46	-	-	-	-	-	39	-	-	-	-	-	31	-	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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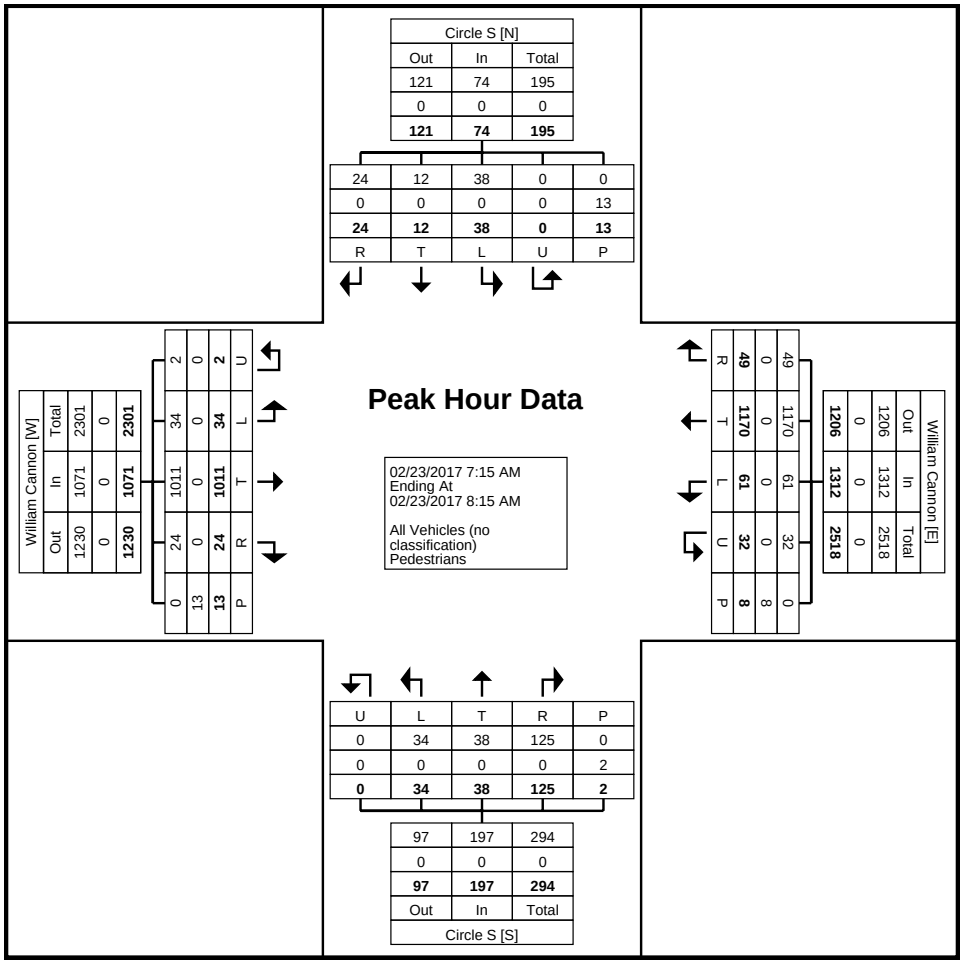
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Circle S Southbound						William Cannon Westbound						Circle S Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	6	4	5	0	5	15	14	276	15	16	5	321	12	12	39	0	0	63	14	296	1	1	3	312	711
7:30 AM	15	6	9	0	2	30	17	278	18	6	1	319	7	13	34	0	0	54	12	273	7	1	1	293	696
7:45 AM	9	2	5	0	2	16	13	300	10	6	1	329	6	8	38	0	2	52	4	217	8	0	7	229	626
8:00 AM	8	0	5	0	4	13	17	316	6	4	1	343	9	5	14	0	0	28	4	225	8	0	2	237	621
Total	38	12	24	0	13	74	61	1170	49	32	8	1312	34	38	125	0	2	197	34	1011	24	2	13	1071	2654
Approach %	51.4	16.2	32.4	0.0	-	-	4.6	89.2	3.7	2.4	-	-	17.3	19.3	63.5	0.0	-	-	3.2	94.4	2.2	0.2	-	-	-
Total %	1.4	0.5	0.9	0.0	-	2.8	2.3	44.1	1.8	1.2	-	49.4	1.3	1.4	4.7	0.0	-	7.4	1.3	38.1	0.9	0.1	-	40.4	-
PHF	0.633	0.500	0.667	0.000	-	0.617	0.897	0.926	0.681	0.500	-	0.956	0.708	0.731	0.801	0.000	-	0.782	0.607	0.854	0.750	0.500	-	0.858	0.933
All Vehicles (no classification)	38	12	24	0	-	74	61	1170	49	32	-	1312	34	38	125	0	-	197	34	1011	24	2	-	1071	2654
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	13	-	-	-	-	-	8	-	-	-	-	-	2	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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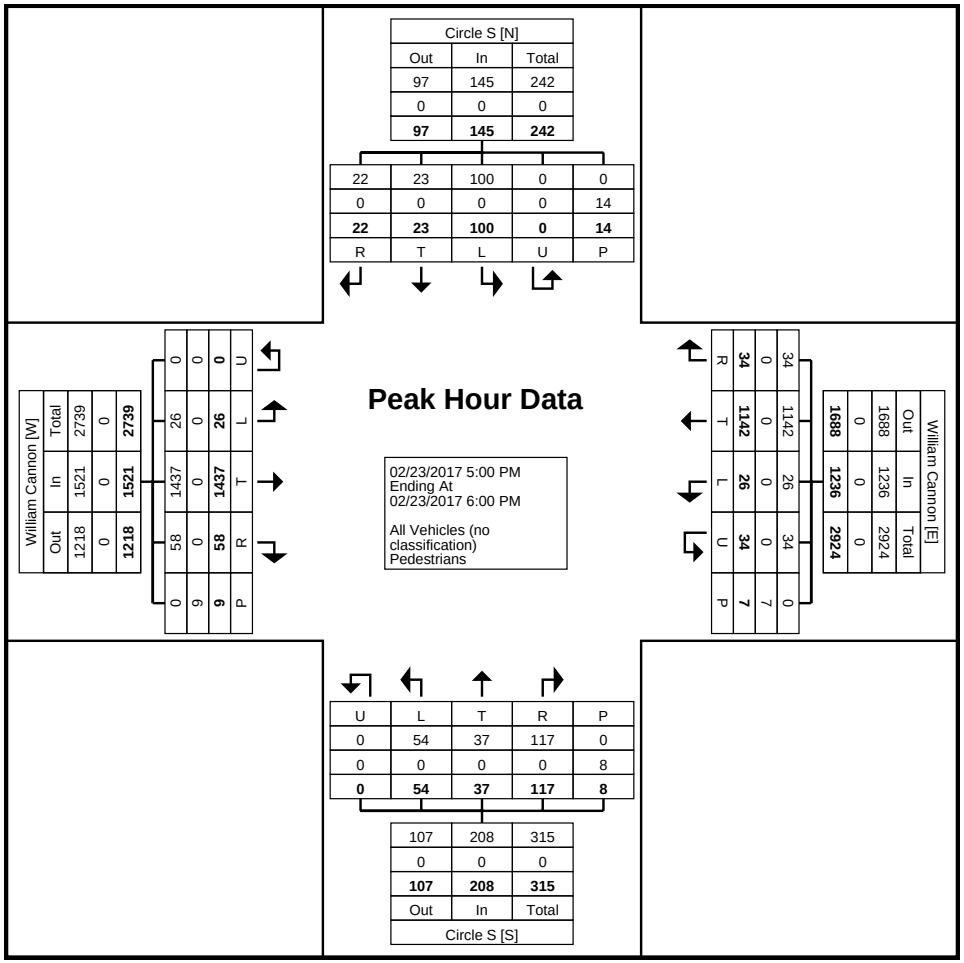
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Circle S Southbound						William Cannon Westbound						Circle S Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	23	5	8	0	2	36	8	299	5	12	0	324	16	12	38	0	0	66	9	385	25	0	1	419	845
5:15 PM	28	3	3	0	2	34	4	297	8	7	0	316	20	9	28	0	2	57	7	371	10	0	2	388	795
5:30 PM	26	8	8	0	6	42	8	266	6	9	5	289	15	7	27	0	3	49	6	326	11	0	4	343	723
5:45 PM	23	7	3	0	4	33	6	280	15	6	2	307	3	9	24	0	3	36	4	355	12	0	2	371	747
Total	100	23	22	0	14	145	26	1142	34	34	7	1236	54	37	117	0	8	208	26	1437	58	0	9	1521	3110
Approach %	69.0	15.9	15.2	0.0	-	-	2.1	92.4	2.8	2.8	-	-	26.0	17.8	56.3	0.0	-	-	1.7	94.5	3.8	0.0	-	-	-
Total %	3.2	0.7	0.7	0.0	-	4.7	0.8	36.7	1.1	1.1	-	39.7	1.7	1.2	3.8	0.0	-	6.7	0.8	46.2	1.9	0.0	-	48.9	-
PHF	0.893	0.719	0.688	0.000	-	0.863	0.813	0.955	0.567	0.708	-	0.954	0.675	0.771	0.770	0.000	-	0.788	0.722	0.933	0.580	0.000	-	0.908	0.920
All Vehicles (no classification)	100	23	22	0	-	145	26	1142	34	34	-	1236	54	37	117	0	-	208	26	1437	58	0	-	1521	3110
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	14	-	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Willlam Cannon at S Congress Ave
Site Code:
Start Date: 03/02/2017

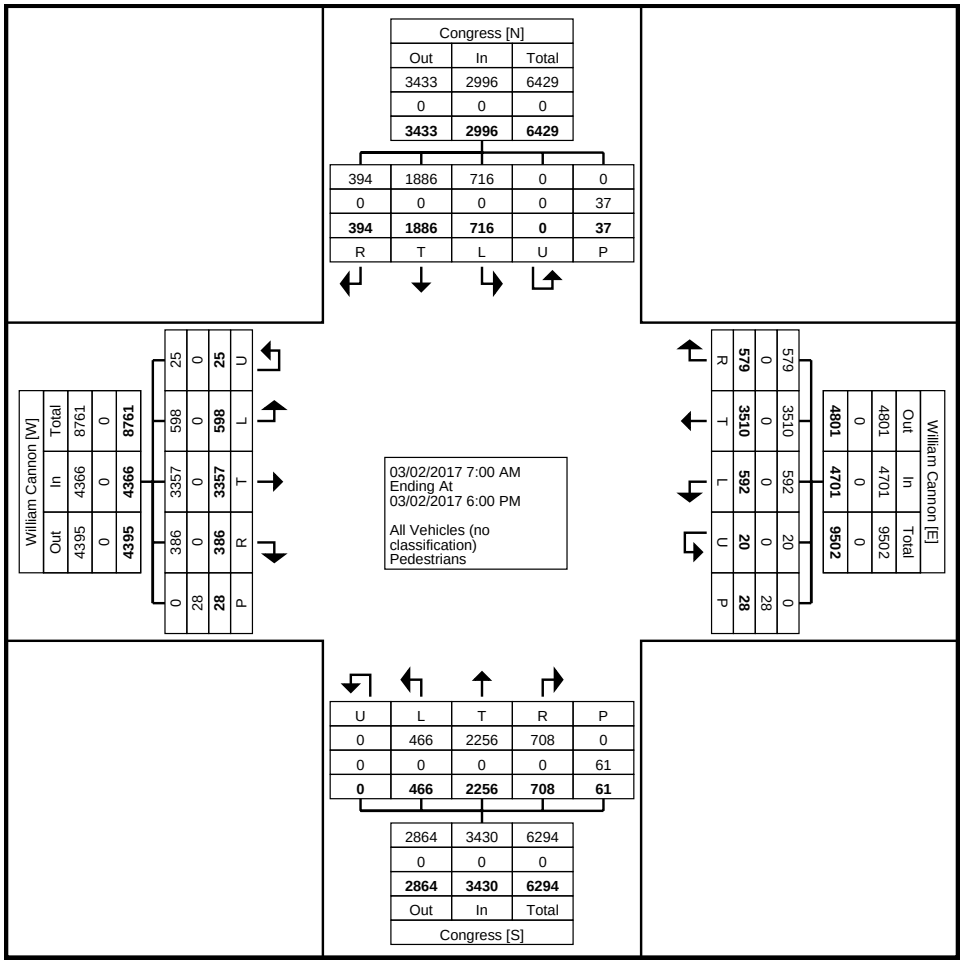
Turning Movement Data

Start Time	Congress Southbound						William Cannon Westbound						Congress Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	16	30	11	0	2	57	6	163	65	1	1	235	32	235	50	0	3	317	54	219	16	0	1	289	898
7:15 AM	34	44	21	0	2	99	24	216	47	0	2	287	45	194	47	0	5	286	47	180	12	1	1	240	912
7:30 AM	21	55	19	0	4	95	29	283	43	0	6	355	54	231	55	0	4	340	39	210	13	1	0	263	1053
7:45 AM	21	31	20	0	0	72	37	282	44	0	2	363	36	210	54	0	2	300	42	184	10	0	0	236	971
Hourly Total	92	160	71	0	8	323	96	944	199	1	11	1240	167	870	206	0	14	1243	182	793	51	2	2	1028	3834
8:00 AM	20	60	23	0	6	103	23	244	43	2	2	312	35	226	28	0	5	289	43	136	17	1	1	197	901
8:15 AM	16	47	7	0	2	70	34	220	38	0	1	292	29	210	30	0	3	269	42	160	10	1	0	213	844
8:30 AM	25	37	23	0	0	85	19	204	49	1	1	273	36	172	35	0	1	243	29	150	13	1	0	193	794
8:45 AM	27	44	21	0	0	92	35	184	39	1	2	259	28	134	41	0	1	203	39	135	8	2	0	184	738
Hourly Total	88	188	74	0	8	350	111	852	169	4	6	1136	128	742	134	0	10	1004	153	581	48	5	1	787	3277
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	55	191	25	0	1	271	38	211	23	3	3	275	22	81	43	0	8	146	36	254	28	2	3	320	1012
4:15 PM	79	211	39	0	4	329	42	192	22	4	1	260	25	100	48	0	9	173	18	216	27	3	5	264	1026
4:30 PM	61	136	26	0	6	223	51	223	18	2	2	294	23	91	42	0	1	156	49	269	36	1	3	355	1028
4:45 PM	68	203	34	0	3	305	34	210	24	1	3	269	14	74	41	0	9	129	16	274	35	1	2	326	1029
Hourly Total	263	741	124	0	14	1128	165	836	87	10	9	1098	84	346	174	0	27	604	119	1013	126	7	13	1265	4095
5:00 PM	74	198	33	0	2	305	57	213	38	1	0	309	20	75	46	0	1	141	29	228	38	3	7	298	1053
5:15 PM	61	179	31	0	1	271	59	236	25	1	0	321	21	78	55	0	0	154	43	267	49	3	0	362	1108
5:30 PM	70	212	29	0	2	311	49	209	32	1	2	291	19	71	44	0	7	134	43	247	37	1	2	328	1064
5:45 PM	68	208	32	0	2	308	55	220	29	2	0	306	27	74	49	0	2	150	29	228	37	4	3	298	1062
Hourly Total	273	797	125	0	7	1195	220	878	124	5	2	1227	87	298	194	0	10	579	144	970	161	11	12	1286	4287
Grand Total	716	1886	394	0	37	2996	592	3510	579	20	28	4701	466	2256	708	0	61	3430	598	3357	386	25	28	4366	15493
Approach %	23.9	63.0	13.2	0.0	-	-	12.6	74.7	12.3	0.4	-	-	13.6	65.8	20.6	0.0	-	-	13.7	76.9	8.8	0.6	-	-	-
Total %	4.6	12.2	2.5	0.0	-	19.3	3.8	22.7	3.7	0.1	-	30.3	3.0	14.6	4.6	0.0	-	22.1	3.9	21.7	2.5	0.2	-	28.2	-
All Vehicles (no classification)	716	1886	394	0	-	2996	592	3510	579	20	-	4701	466	2256	708	0	-	3430	598	3357	386	25	-	4366	15493
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	37	-	-	-	-	-	28	-	-	-	-	-	61	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 03/02/2017



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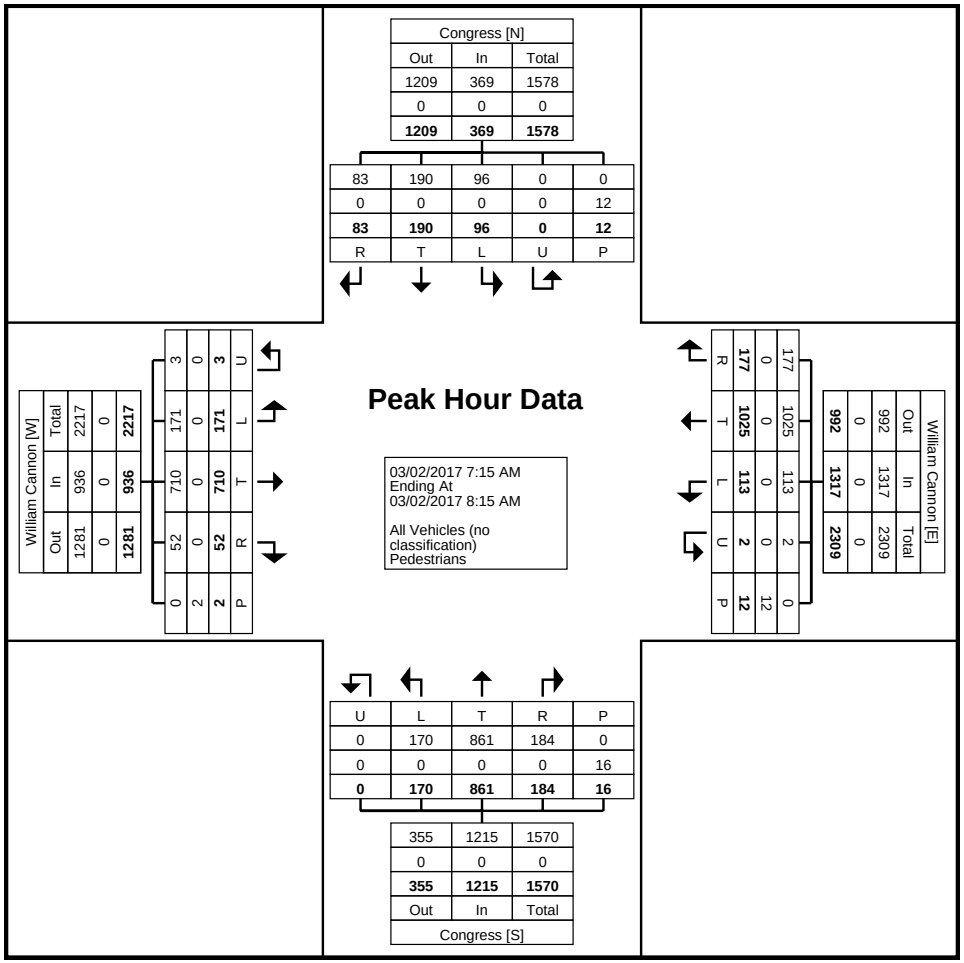
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Congress Southbound						William Cannon Westbound						Congress Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	34	44	21	0	2	99	24	216	47	0	2	287	45	194	47	0	5	286	47	180	12	1	1	240	912
7:30 AM	21	55	19	0	4	95	29	283	43	0	6	355	54	231	55	0	4	340	39	210	13	1	0	263	1053
7:45 AM	21	31	20	0	0	72	37	282	44	0	2	363	36	210	54	0	2	300	42	184	10	0	0	236	971
8:00 AM	20	60	23	0	6	103	23	244	43	2	2	312	35	226	28	0	5	289	43	136	17	1	1	197	901
Total	96	190	83	0	12	369	113	1025	177	2	12	1317	170	861	184	0	16	1215	171	710	52	3	2	936	3837
Approach %	26.0	51.5	22.5	0.0	-	-	8.6	77.8	13.4	0.2	-	-	14.0	70.9	15.1	0.0	-	-	18.3	75.9	5.6	0.3	-	-	-
Total %	2.5	5.0	2.2	0.0	-	9.6	2.9	26.7	4.6	0.1	-	34.3	4.4	22.4	4.8	0.0	-	31.7	4.5	18.5	1.4	0.1	-	24.4	-
PHF	0.706	0.792	0.902	0.000	-	0.896	0.764	0.905	0.941	0.250	-	0.907	0.787	0.932	0.836	0.000	-	0.893	0.910	0.845	0.765	0.750	-	0.890	0.911
All Vehicles (no classification)	96	190	83	0	-	369	113	1025	177	2	-	1317	170	861	184	0	-	1215	171	710	52	3	-	936	3837
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	12	-	-	-	-	-	12	-	-	-	-	-	16	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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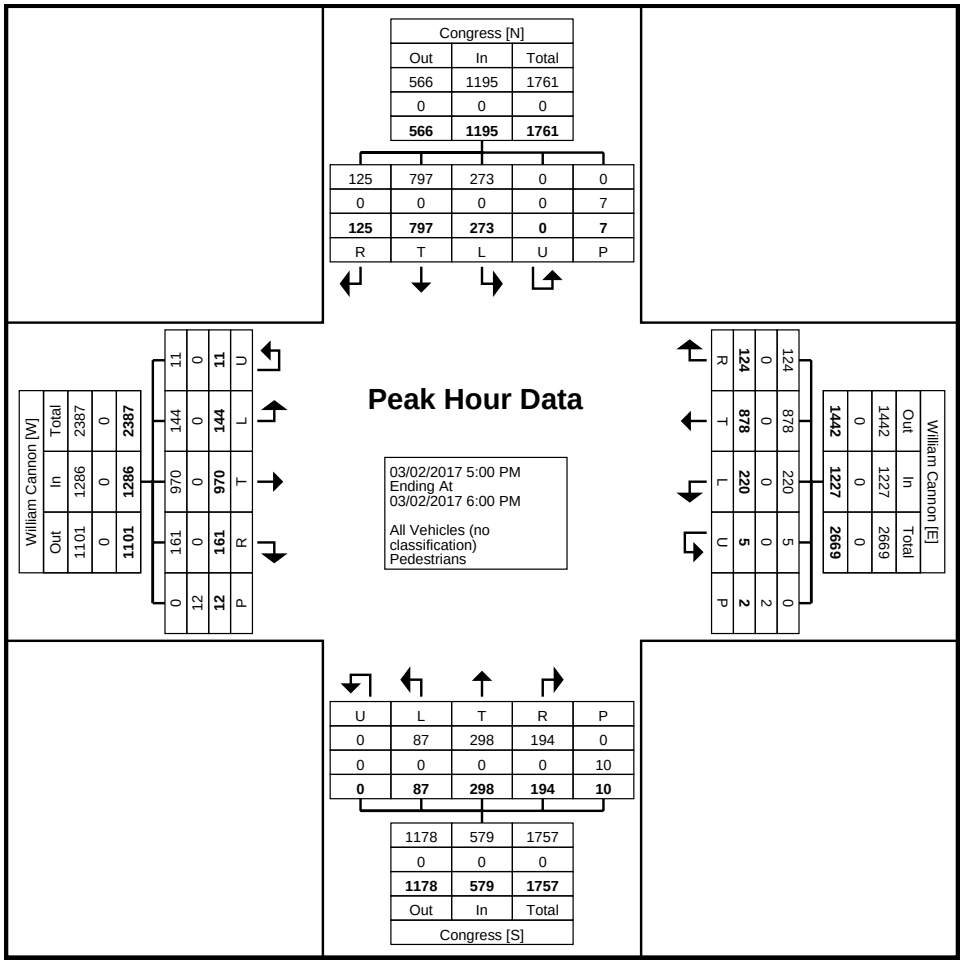
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	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	74	198	33	0	2	305	57	213	38	1	0	309	20	75	46	0	1	141	29	228	38	3	7	298	1053
5:15 PM	61	179	31	0	1	271	59	236	25	1	0	321	21	78	55	0	0	154	43	267	49	3	0	362	1108
5:30 PM	70	212	29	0	2	311	49	209	32	1	2	291	19	71	44	0	7	134	43	247	37	1	2	328	1064
5:45 PM	68	208	32	0	2	308	55	220	29	2	0	306	27	74	49	0	2	150	29	228	37	4	3	298	1062
Total	273	797	125	0	7	1195	220	878	124	5	2	1227	87	298	194	0	10	579	144	970	161	11	12	1286	4287
Approach %	22.8	66.7	10.5	0.0	-	-	17.9	71.6	10.1	0.4	-	-	15.0	51.5	33.5	0.0	-	-	11.2	75.4	12.5	0.9	-	-	-
Total %	6.4	18.6	2.9	0.0	-	27.9	5.1	20.5	2.9	0.1	-	28.6	2.0	7.0	4.5	0.0	-	13.5	3.4	22.6	3.8	0.3	-	30.0	-
PHF	0.922	0.940	0.947	0.000	-	0.961	0.932	0.930	0.816	0.625	-	0.956	0.806	0.955	0.882	0.000	-	0.940	0.837	0.908	0.821	0.688	-	0.888	0.967
All Vehicles (no classification)	273	797	125	0	-	1195	220	878	124	5	-	1227	87	298	194	0	-	579	144	970	161	11	-	1286	4287
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Bill Hughes Dr at William Cannon
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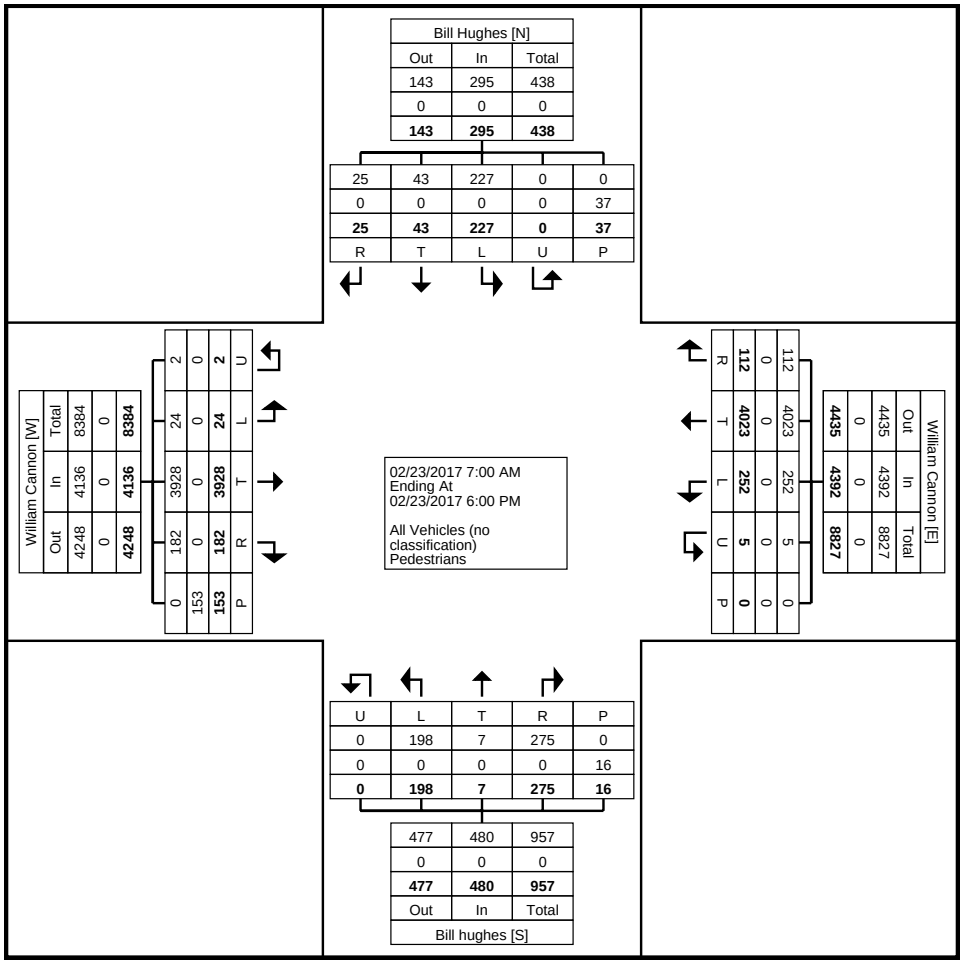
Turning Movement Data

Start Time	Bill Hughes Southbound						William Cannon Westbound						Bill hughes Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	1	1	0	7	2	10	203	4	0	0	217	12	0	26	0	0	38	0	190	11	0	3	201	458
7:15 AM	2	4	0	0	4	6	25	241	9	0	0	275	17	1	25	0	0	43	2	215	12	0	7	229	553
7:30 AM	17	5	4	0	4	26	21	275	12	0	0	308	18	0	36	0	0	54	2	181	19	0	9	202	590
7:45 AM	19	8	2	0	1	29	44	246	16	0	0	306	29	1	40	0	0	70	3	173	27	0	22	203	608
Hourly Total	38	18	7	0	16	63	100	965	41	0	0	1106	76	2	127	0	0	205	7	759	69	0	41	835	2209
8:00 AM	14	5	3	0	2	22	48	266	9	0	0	323	27	0	34	0	1	61	2	160	28	0	20	190	596
8:15 AM	9	1	3	0	2	13	13	258	8	0	0	279	19	1	17	0	0	37	1	176	15	0	4	192	521
8:30 AM	11	1	3	0	1	15	4	209	7	0	0	220	9	0	9	0	1	18	2	176	1	0	4	179	432
8:45 AM	6	1	1	0	0	8	3	263	2	0	0	268	5	0	8	0	0	13	4	182	1	0	0	187	476
Hourly Total	40	8	10	0	5	58	68	996	26	0	0	1090	60	1	68	0	2	129	9	694	45	0	28	748	2025
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	29	2	1	0	4	32	19	238	4	3	0	264	6	1	18	0	2	25	1	291	8	1	19	301	622
4:15 PM	18	2	1	0	0	21	15	263	3	0	0	281	8	0	6	0	3	14	2	297	11	0	30	310	626
4:30 PM	17	0	1	0	3	18	11	247	8	0	0	266	10	1	12	0	1	23	1	287	7	0	11	295	602
4:45 PM	18	2	2	0	0	22	7	237	7	0	0	251	5	1	8	0	1	14	1	329	9	0	10	339	626
Hourly Total	82	6	5	0	7	93	52	985	22	3	0	1062	29	3	44	0	7	76	5	1204	35	1	70	1245	2476
5:00 PM	17	3	0	0	1	20	7	261	6	0	0	274	11	1	7	0	1	19	0	315	8	0	6	323	636
5:15 PM	18	6	1	0	2	25	10	313	11	1	0	335	8	0	12	0	0	20	0	326	7	0	4	333	713
5:30 PM	18	1	1	0	4	20	7	231	3	1	0	242	4	0	8	0	1	12	0	319	10	0	1	329	603
5:45 PM	14	1	1	0	2	16	8	272	3	0	0	283	10	0	9	0	5	19	3	311	8	1	3	323	641
Hourly Total	67	11	3	0	9	81	32	1077	23	2	0	1134	33	1	36	0	7	70	3	1271	33	1	14	1308	2593
Grand Total	227	43	25	0	37	295	252	4023	112	5	0	4392	198	7	275	0	16	480	24	3928	182	2	153	4136	9303
Approach %	76.9	14.6	8.5	0.0	-	-	5.7	91.6	2.6	0.1	-	-	41.3	1.5	57.3	0.0	-	-	0.6	95.0	4.4	0.0	-	-	-
Total %	2.4	0.5	0.3	0.0	-	3.2	2.7	43.2	1.2	0.1	-	47.2	2.1	0.1	3.0	0.0	-	5.2	0.3	42.2	2.0	0.0	-	44.5	-
All Vehicles (no classification)	227	43	25	0	-	295	252	4023	112	5	-	4392	198	7	275	0	-	480	24	3928	182	2	-	4136	9303
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	37	-	-	-	-	-	0	-	-	-	-	-	16	-	-	-	-	-	153	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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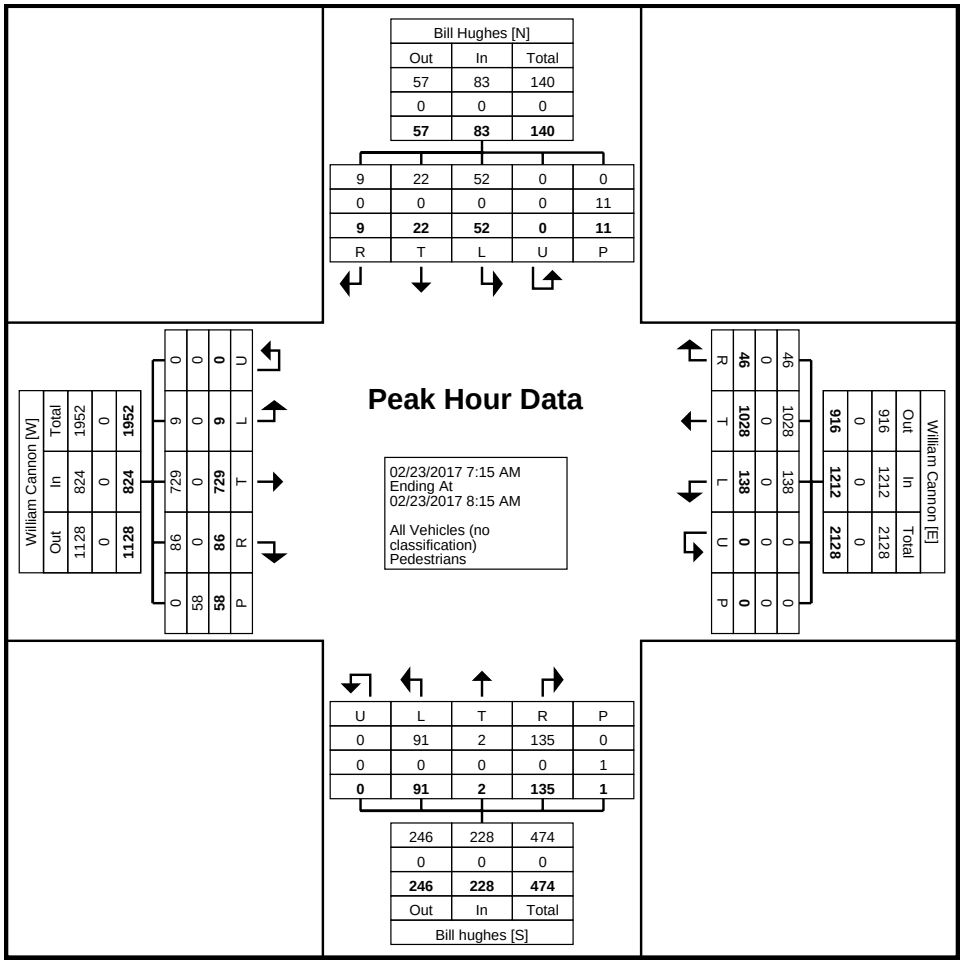
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	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	2	4	0	0	4	6	25	241	9	0	0	275	17	1	25	0	0	43	2	215	12	0	7	229	553
7:30 AM	17	5	4	0	4	26	21	275	12	0	0	308	18	0	36	0	0	54	2	181	19	0	9	202	590
7:45 AM	19	8	2	0	1	29	44	246	16	0	0	306	29	1	40	0	0	70	3	173	27	0	22	203	608
8:00 AM	14	5	3	0	2	22	48	266	9	0	0	323	27	0	34	0	1	61	2	160	28	0	20	190	596
Total	52	22	9	0	11	83	138	1028	46	0	0	1212	91	2	135	0	1	228	9	729	86	0	58	824	2347
Approach %	62.7	26.5	10.8	0.0	-	-	11.4	84.8	3.8	0.0	-	-	39.9	0.9	59.2	0.0	-	-	1.1	88.5	10.4	0.0	-	-	-
Total %	2.2	0.9	0.4	0.0	-	3.5	5.9	43.8	2.0	0.0	-	51.6	3.9	0.1	5.8	0.0	-	9.7	0.4	31.1	3.7	0.0	-	35.1	-
PHF	0.684	0.688	0.563	0.000	-	0.716	0.719	0.935	0.719	0.000	-	0.938	0.784	0.500	0.844	0.000	-	0.814	0.750	0.848	0.768	0.000	-	0.900	0.965
All Vehicles (no classification)	52	22	9	0	-	83	138	1028	46	0	-	1212	91	2	135	0	-	228	9	729	86	0	-	824	2347
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	58	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Bill Hughes Dr at William Cannon
Site Code: 35
Start Date: 02/23/2017

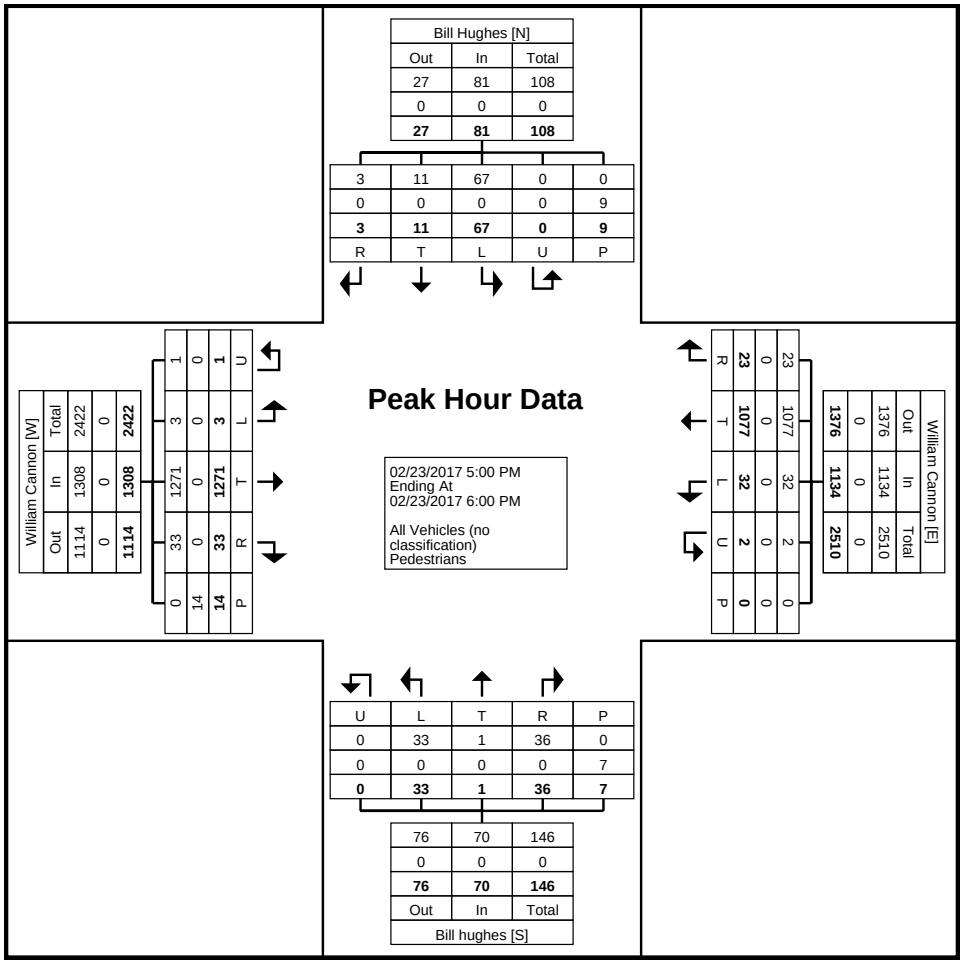
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Bill Hughes Southbound						William Cannon Westbound						Bill hughes Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	17	3	0	0	1	20	7	261	6	0	0	274	11	1	7	0	1	19	0	315	8	0	6	323	636
5:15 PM	18	6	1	0	2	25	10	313	11	1	0	335	8	0	12	0	0	20	0	326	7	0	4	333	713
5:30 PM	18	1	1	0	4	20	7	231	3	1	0	242	4	0	8	0	1	12	0	319	10	0	1	329	603
5:45 PM	14	1	1	0	2	16	8	272	3	0	0	283	10	0	9	0	5	19	3	311	8	1	3	323	641
Total	67	11	3	0	9	81	32	1077	23	2	0	1134	33	1	36	0	7	70	3	1271	33	1	14	1308	2593
Approach %	82.7	13.6	3.7	0.0	-	-	2.8	95.0	2.0	0.2	-	-	47.1	1.4	51.4	0.0	-	-	0.2	97.2	2.5	0.1	-	-	-
Total %	2.6	0.4	0.1	0.0	-	3.1	1.2	41.5	0.9	0.1	-	43.7	1.3	0.0	1.4	0.0	-	2.7	0.1	49.0	1.3	0.0	-	50.4	-
PHF	0.931	0.458	0.750	0.000	-	0.810	0.800	0.860	0.523	0.500	-	0.846	0.750	0.250	0.750	0.000	-	0.875	0.250	0.975	0.825	0.250	-	0.982	0.909
All Vehicles (no classification)	67	11	3	0	-	81	32	1077	23	2	-	1134	33	1	36	0	-	70	3	1271	33	1	-	1308	2593
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
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281-487-5417 cwood@browngay.com

Count Name: Bill Hughes Dr at William Cannon
Site Code: 35
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: S. 1st St at William Cannon
Site Code: 34
Start Date: 02/23/2017

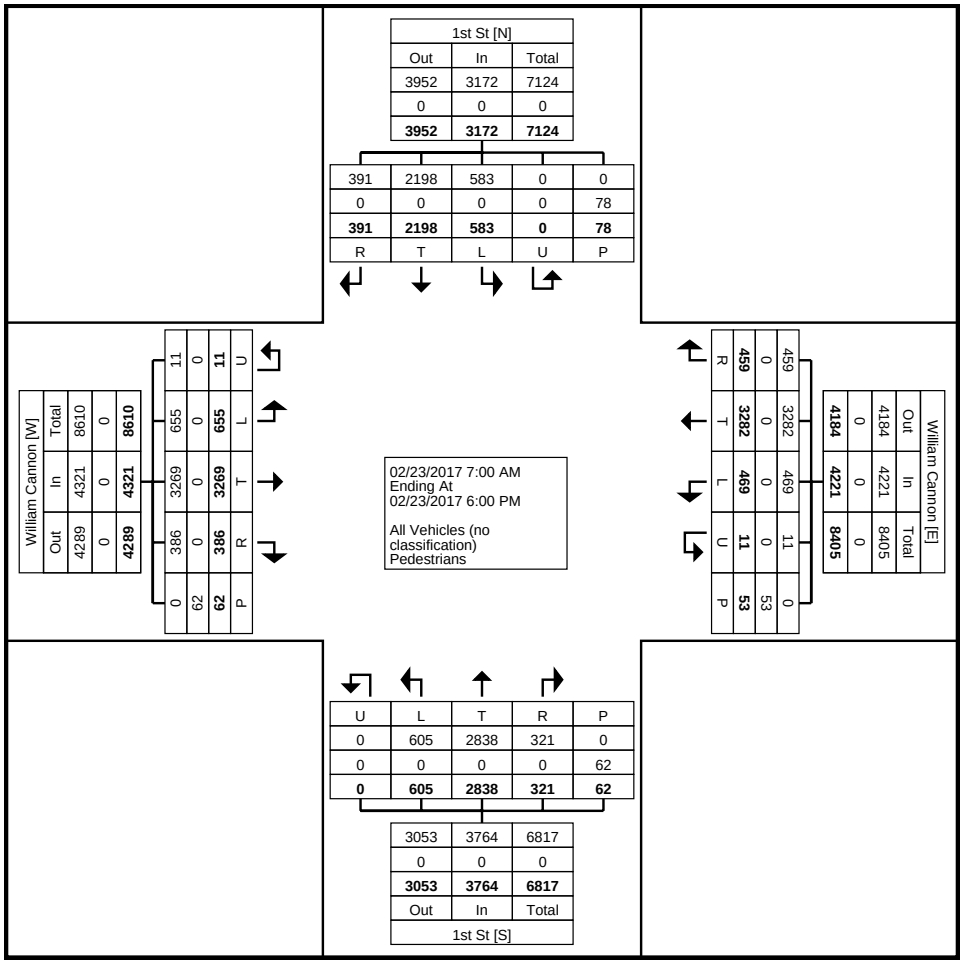
Turning Movement Data

Start Time	1st St Southbound						William Cannon Westbound						1st St Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	20	21	10	0	2	51	14	150	24	0	3	188	36	299	15	0	3	350	39	154	8	0	1	201	790
7:15 AM	25	48	27	0	4	100	13	215	31	0	1	259	35	245	22	0	3	302	60	185	3	0	2	248	909
7:30 AM	20	35	22	0	8	77	19	197	40	0	4	256	48	258	6	0	2	312	51	181	21	0	2	253	898
7:45 AM	25	66	18	0	2	109	15	200	40	1	2	256	50	255	10	0	3	315	44	164	15	0	4	223	903
Hourly Total	90	170	77	0	16	337	61	762	135	1	10	959	169	1057	53	0	11	1279	194	684	47	0	9	925	3500
8:00 AM	25	57	17	0	8	99	22	251	31	1	12	305	41	228	12	0	7	281	37	155	18	1	2	211	896
8:15 AM	18	40	20	0	5	78	21	214	33	0	4	268	51	279	20	0	1	350	58	166	12	2	4	238	934
8:30 AM	13	52	21	0	3	86	15	173	45	1	3	234	49	228	30	0	2	307	45	154	15	1	3	215	842
8:45 AM	23	47	24	0	3	94	17	217	30	0	5	264	40	201	25	0	5	266	48	146	12	3	1	209	833
Hourly Total	79	196	82	0	19	357	75	855	139	2	24	1071	181	936	87	0	15	1204	188	621	57	7	10	873	3505
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	51	200	39	0	8	290	37	195	23	0	2	255	20	103	21	0	5	144	32	194	30	0	5	256	945
4:15 PM	52	204	37	0	4	293	35	239	25	0	1	299	27	103	23	0	4	153	31	260	35	0	5	326	1071
4:30 PM	33	191	37	0	2	261	41	214	24	2	2	281	36	106	25	0	3	167	37	255	37	1	2	330	1039
4:45 PM	63	252	16	0	12	331	28	187	22	1	9	238	39	113	22	0	10	174	26	233	34	1	6	294	1037
Hourly Total	199	847	129	0	26	1175	141	835	94	3	14	1073	122	425	91	0	22	638	126	942	136	2	18	1206	4092
5:00 PM	54	247	24	0	2	325	47	208	15	0	1	270	32	94	21	0	2	147	39	272	37	0	3	348	1090
5:15 PM	58	268	22	0	1	348	57	223	31	1	2	312	38	108	24	0	4	170	35	249	42	0	5	326	1156
5:30 PM	56	251	25	0	4	332	44	184	22	1	2	251	35	116	22	0	3	173	39	246	35	2	8	322	1078
5:45 PM	47	219	32	0	10	298	44	215	23	3	0	285	28	102	23	0	5	153	34	255	32	0	9	321	1057
Hourly Total	215	985	103	0	17	1303	192	830	91	5	5	1118	133	420	90	0	14	643	147	1022	146	2	25	1317	4381
Grand Total	583	2198	391	0	78	3172	469	3282	459	11	53	4221	605	2838	321	0	62	3764	655	3269	386	11	62	4321	15478
Approach %	18.4	69.3	12.3	0.0	-	-	11.1	77.8	10.9	0.3	-	-	16.1	75.4	8.5	0.0	-	-	15.2	75.7	8.9	0.3	-	-	-
Total %	3.8	14.2	2.5	0.0	-	20.5	3.0	21.2	3.0	0.1	-	27.3	3.9	18.3	2.1	0.0	-	24.3	4.2	21.1	2.5	0.1	-	27.9	-
All Vehicles (no classification)	583	2198	391	0	-	3172	469	3282	459	11	-	4221	605	2838	321	0	-	3764	655	3269	386	11	-	4321	15478
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	78	-	-	-	-	-	53	-	-	-	-	-	62	-	-	-	-	-	62	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Site Code: 34
Start Date: 02/23/2017



Turning Movement Data Plot

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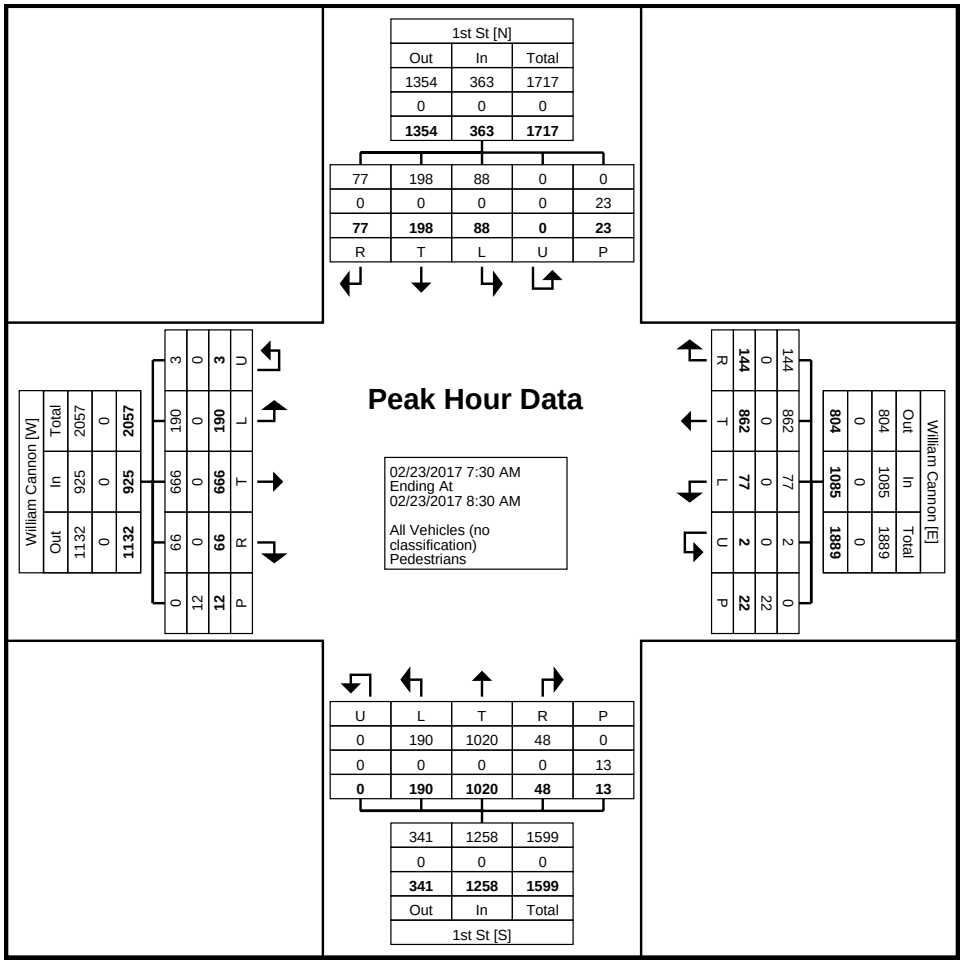
Turning Movement Peak Hour Data (7:30 AM)

Start Time	1st St Southbound						William Cannon Westbound						1st St Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	20	35	22	0	8	77	19	197	40	0	4	256	48	258	6	0	2	312	51	181	21	0	2	253	898
7:45 AM	25	66	18	0	2	109	15	200	40	1	2	256	50	255	10	0	3	315	44	164	15	0	4	223	903
8:00 AM	25	57	17	0	8	99	22	251	31	1	12	305	41	228	12	0	7	281	37	155	18	1	2	211	896
8:15 AM	18	40	20	0	5	78	21	214	33	0	4	268	51	279	20	0	1	350	58	166	12	2	4	238	934
Total	88	198	77	0	23	363	77	862	144	2	22	1085	190	1020	48	0	13	1258	190	666	66	3	12	925	3631
Approach %	24.2	54.5	21.2	0.0	-	-	7.1	79.4	13.3	0.2	-	-	15.1	81.1	3.8	0.0	-	-	20.5	72.0	7.1	0.3	-	-	-
Total %	2.4	5.5	2.1	0.0	-	10.0	2.1	23.7	4.0	0.1	-	29.9	5.2	28.1	1.3	0.0	-	34.6	5.2	18.3	1.8	0.1	-	25.5	-
PHF	0.880	0.750	0.875	0.000	-	0.833	0.875	0.859	0.900	0.500	-	0.889	0.931	0.914	0.600	0.000	-	0.899	0.819	0.920	0.786	0.375	-	0.914	0.972
All Vehicles (no classification)	88	198	77	0	-	363	77	862	144	2	-	1085	190	1020	48	0	-	1258	190	666	66	3	-	925	3631
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	23	-	-	-	-	-	22	-	-	-	-	-	13	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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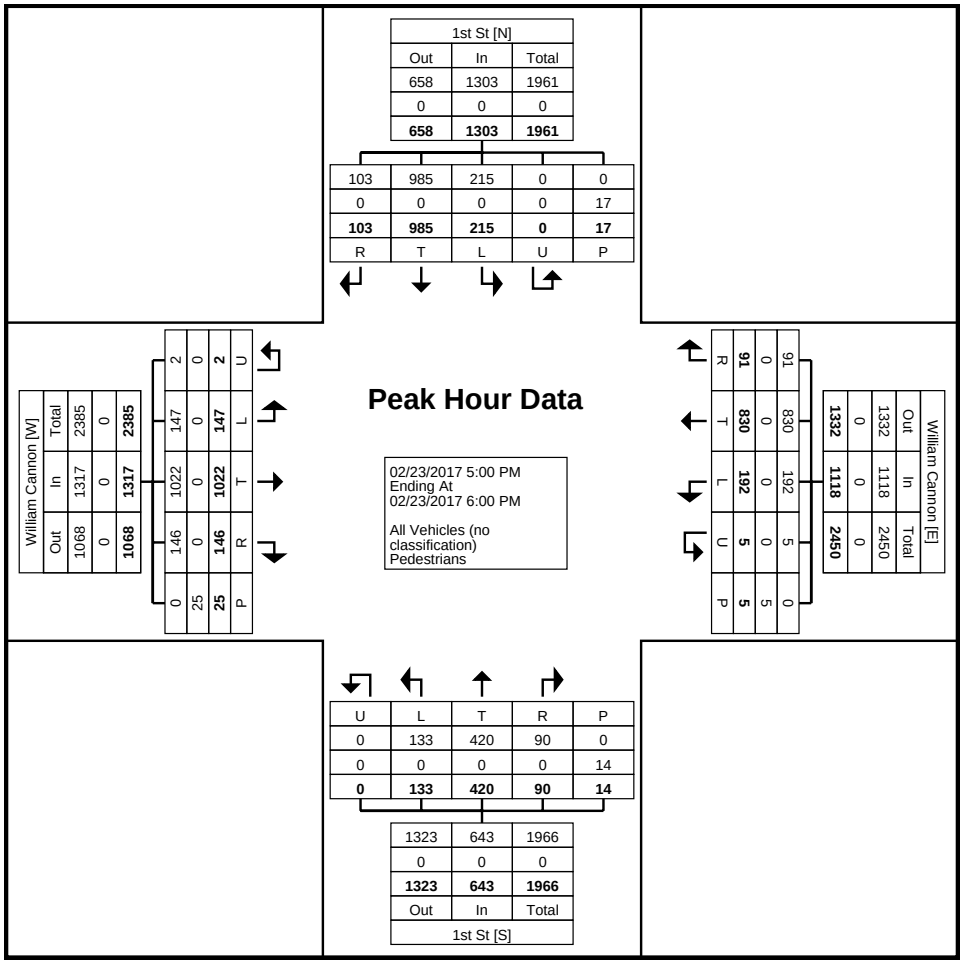
Turning Movement Peak Hour Data (5:00 PM)

Start Time	1st St Southbound						William Cannon Westbound						1st St Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	54	247	24	0	2	325	47	208	15	0	1	270	32	94	21	0	2	147	39	272	37	0	3	348	1090
5:15 PM	58	268	22	0	1	348	57	223	31	1	2	312	38	108	24	0	4	170	35	249	42	0	5	326	1156
5:30 PM	56	251	25	0	4	332	44	184	22	1	2	251	35	116	22	0	3	173	39	246	35	2	8	322	1078
5:45 PM	47	219	32	0	10	298	44	215	23	3	0	285	28	102	23	0	5	153	34	255	32	0	9	321	1057
Total	215	985	103	0	17	1303	192	830	91	5	5	1118	133	420	90	0	14	643	147	1022	146	2	25	1317	4381
Approach %	16.5	75.6	7.9	0.0	-	-	17.2	74.2	8.1	0.4	-	-	20.7	65.3	14.0	0.0	-	-	11.2	77.6	11.1	0.2	-	-	-
Total %	4.9	22.5	2.4	0.0	-	29.7	4.4	18.9	2.1	0.1	-	25.5	3.0	9.6	2.1	0.0	-	14.7	3.4	23.3	3.3	0.0	-	30.1	-
PHF	0.927	0.919	0.805	0.000	-	0.936	0.842	0.930	0.734	0.417	-	0.896	0.875	0.905	0.938	0.000	-	0.929	0.942	0.939	0.869	0.250	-	0.946	0.947
All Vehicles (no classification)	215	985	103	0	-	1303	192	830	91	5	-	1118	133	420	90	0	-	643	147	1022	146	2	-	1317	4381
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	17	-	-	-	-	-	5	-	-	-	-	-	14	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Cooper Ln at William Cannon
Site Code: 33
Start Date: 02/23/2017

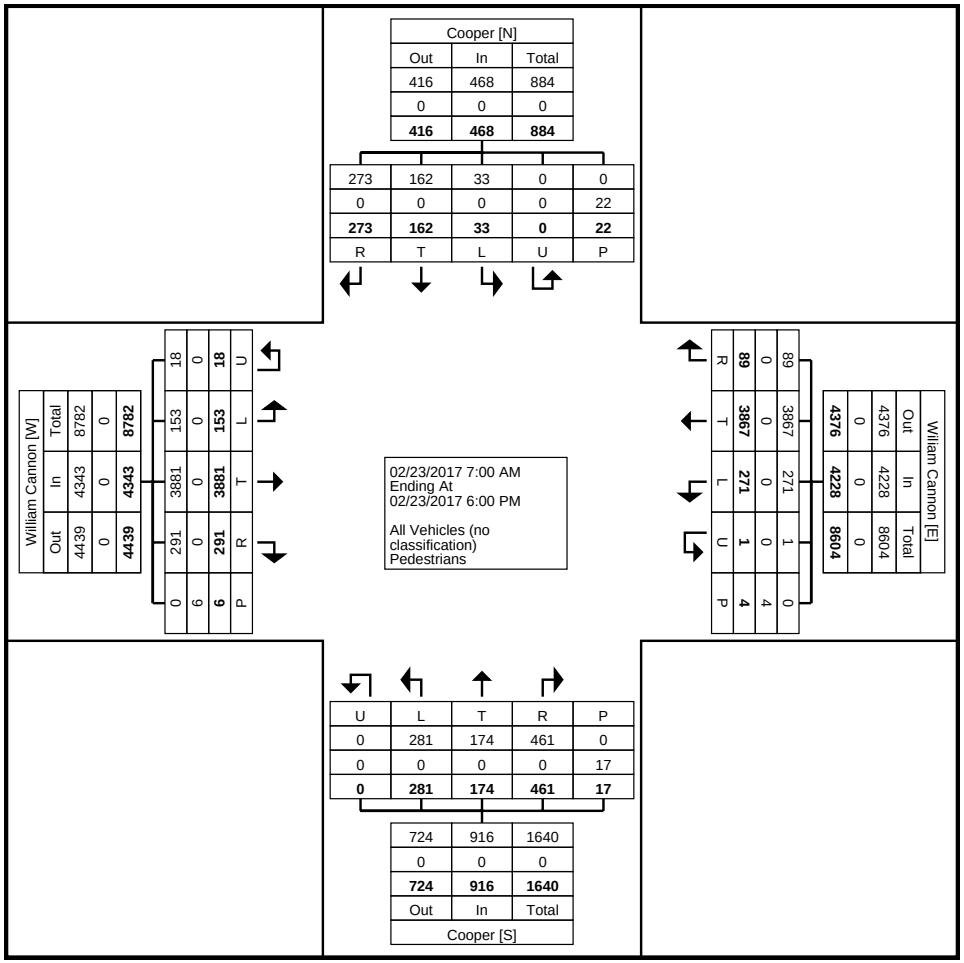
Turning Movement Data

Start Time	Cooper Southbound						Wiliam Cannon Westbound						Cooper Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	4	11	0	0	16	9	208	7	0	0	224	32	24	54	0	1	110	8	166	3	0	0	177	527
7:15 AM	0	4	9	0	1	13	12	248	9	0	0	269	33	16	47	0	0	96	11	189	8	1	0	209	587
7:30 AM	1	9	14	0	3	24	14	272	4	0	0	290	36	20	53	0	0	109	10	175	9	1	2	195	618
7:45 AM	1	4	9	0	0	14	8	226	4	0	0	238	26	10	44	0	1	80	7	197	3	0	2	207	539
Hourly Total	3	21	43	0	4	67	43	954	24	0	0	1021	127	70	198	0	2	395	36	727	23	2	4	788	2271
8:00 AM	4	4	11	0	3	19	15	299	7	0	0	321	14	7	24	0	3	45	7	171	9	0	0	187	572
8:15 AM	1	6	10	0	2	17	13	283	2	0	0	298	28	14	29	0	0	71	16	194	6	2	1	218	604
8:30 AM	2	5	9	0	0	16	6	212	5	0	0	223	22	11	33	0	1	66	12	178	7	3	0	200	505
8:45 AM	0	4	10	0	1	14	6	269	2	0	0	277	21	8	28	0	2	57	4	181	7	1	0	193	541
Hourly Total	7	19	40	0	6	66	40	1063	16	0	0	1119	85	40	114	0	6	239	39	724	29	6	1	798	2222
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	16	24	0	2	41	21	227	5	0	2	253	7	8	17	0	1	32	17	306	23	2	0	348	674
4:15 PM	6	12	24	0	3	42	20	259	4	1	0	284	10	6	24	0	0	40	6	284	22	2	1	314	680
4:30 PM	1	17	28	0	2	46	14	248	5	0	1	267	8	9	20	0	1	37	10	285	34	1	0	330	680
4:45 PM	3	17	27	0	0	47	16	212	6	0	0	234	7	6	17	0	1	30	12	306	25	0	0	343	654
Hourly Total	11	62	103	0	7	176	71	946	20	1	3	1038	32	29	78	0	3	139	45	1181	104	5	1	1335	2688
5:00 PM	4	14	28	0	0	46	31	223	6	0	0	260	9	8	14	0	0	31	7	321	29	4	0	361	698
5:15 PM	2	19	24	0	2	45	31	253	12	0	1	296	10	13	14	0	2	37	5	331	31	0	0	367	745
5:30 PM	2	16	13	0	2	31	26	208	5	0	0	239	8	9	20	0	1	37	10	307	37	1	0	355	662
5:45 PM	4	11	22	0	1	37	29	220	6	0	0	255	10	5	23	0	3	38	11	290	38	0	0	339	669
Hourly Total	12	60	87	0	5	159	117	904	29	0	1	1050	37	35	71	0	6	143	33	1249	135	5	0	1422	2774
Grand Total	33	162	273	0	22	468	271	3867	89	1	4	4228	281	174	461	0	17	916	153	3881	291	18	6	4343	9955
Approach %	7.1	34.6	58.3	0.0	-	-	6.4	91.5	2.1	0.0	-	-	30.7	19.0	50.3	0.0	-	-	3.5	89.4	6.7	0.4	-	-	-
Total %	0.3	1.6	2.7	0.0	-	4.7	2.7	38.8	0.9	0.0	-	42.5	2.8	1.7	4.6	0.0	-	9.2	1.5	39.0	2.9	0.2	-	43.6	-
All Vehicles (no classification)	33	162	273	0	-	468	271	3867	89	1	-	4228	281	174	461	0	-	916	153	3881	291	18	-	4343	9955
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	22	-	-	-	-	-	4	-	-	-	-	-	17	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Cooper Ln at William Cannon
Site Code: 33
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Cooper Ln at William Cannon
Site Code: 33
Start Date: 02/23/2017

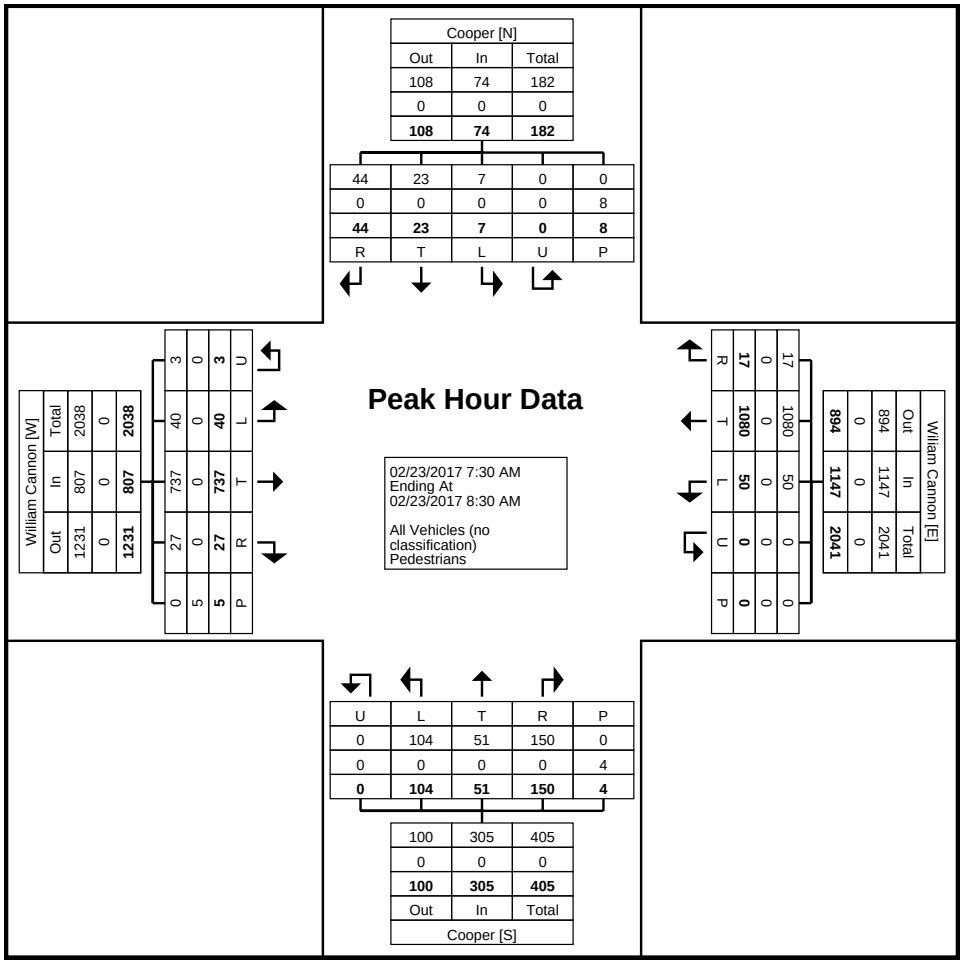
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Cooper Southbound						Wiliam Cannon Westbound						Cooper Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:30 AM	1	9	14	0	3	24	14	272	4	0	0	290	36	20	53	0	0	109	10	175	9	1	2	195	618
7:45 AM	1	4	9	0	0	14	8	226	4	0	0	238	26	10	44	0	1	80	7	197	3	0	2	207	539
8:00 AM	4	4	11	0	3	19	15	299	7	0	0	321	14	7	24	0	3	45	7	171	9	0	0	187	572
8:15 AM	1	6	10	0	2	17	13	283	2	0	0	298	28	14	29	0	0	71	16	194	6	2	1	218	604
Total	7	23	44	0	8	74	50	1080	17	0	0	1147	104	51	150	0	4	305	40	737	27	3	5	807	2333
Approach %	9.5	31.1	59.5	0.0	-	-	4.4	94.2	1.5	0.0	-	-	34.1	16.7	49.2	0.0	-	-	5.0	91.3	3.3	0.4	-	-	-
Total %	0.3	1.0	1.9	0.0	-	3.2	2.1	46.3	0.7	0.0	-	49.2	4.5	2.2	6.4	0.0	-	13.1	1.7	31.6	1.2	0.1	-	34.6	-
PHF	0.438	0.639	0.786	0.000	-	0.771	0.833	0.903	0.607	0.000	-	0.893	0.722	0.638	0.708	0.000	-	0.700	0.625	0.935	0.750	0.375	-	0.925	0.944
All Vehicles (no classification)	7	23	44	0	-	74	50	1080	17	0	-	1147	104	51	150	0	-	305	40	737	27	3	-	807	2333
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Cooper Ln at William Cannon
Site Code: 33
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:30 AM)

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bg@cjhensch.com
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Count Name: Cooper Ln at William Cannon
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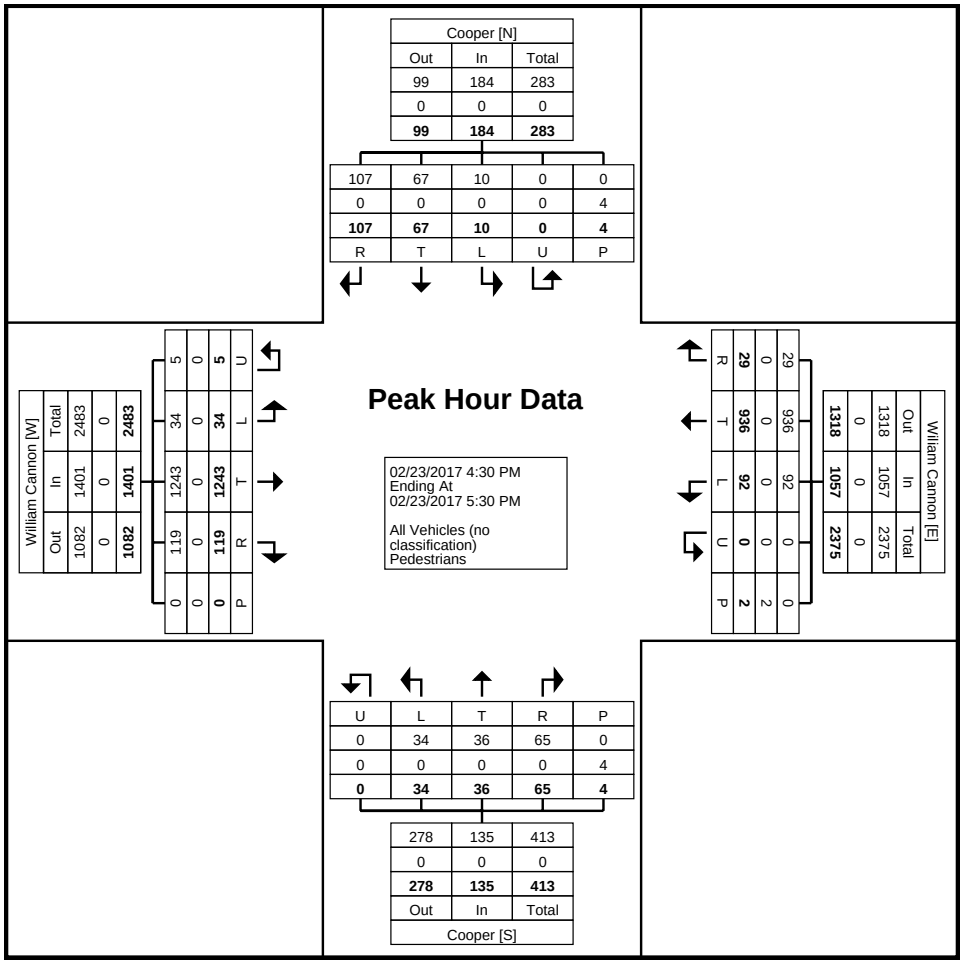
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Cooper Southbound						Wiliam Cannon Westbound						Cooper Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	1	17	28	0	2	46	14	248	5	0	1	267	8	9	20	0	1	37	10	285	34	1	0	330	680
4:45 PM	3	17	27	0	0	47	16	212	6	0	0	234	7	6	17	0	1	30	12	306	25	0	0	343	654
5:00 PM	4	14	28	0	0	46	31	223	6	0	0	260	9	8	14	0	0	31	7	321	29	4	0	361	698
5:15 PM	2	19	24	0	2	45	31	253	12	0	1	296	10	13	14	0	2	37	5	331	31	0	0	367	745
Total	10	67	107	0	4	184	92	936	29	0	2	1057	34	36	65	0	4	135	34	1243	119	5	0	1401	2777
Approach %	5.4	36.4	58.2	0.0	-	-	8.7	88.6	2.7	0.0	-	-	25.2	26.7	48.1	0.0	-	-	2.4	88.7	8.5	0.4	-	-	-
Total %	0.4	2.4	3.9	0.0	-	6.6	3.3	33.7	1.0	0.0	-	38.1	1.2	1.3	2.3	0.0	-	4.9	1.2	44.8	4.3	0.2	-	50.5	-
PHF	0.625	0.882	0.955	0.000	-	0.979	0.742	0.925	0.604	0.000	-	0.893	0.850	0.692	0.813	0.000	-	0.912	0.708	0.939	0.875	0.313	-	0.954	0.932
All Vehicles (no classification)	10	67	107	0	-	184	92	936	29	0	-	1057	34	36	65	0	-	135	34	1243	119	5	-	1401	2777
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

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Turning Movement Peak Hour Data Plot (4:30 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: Emerald Forest Dr at William Cannon
Site Code: 32
Start Date: 02/23/2017

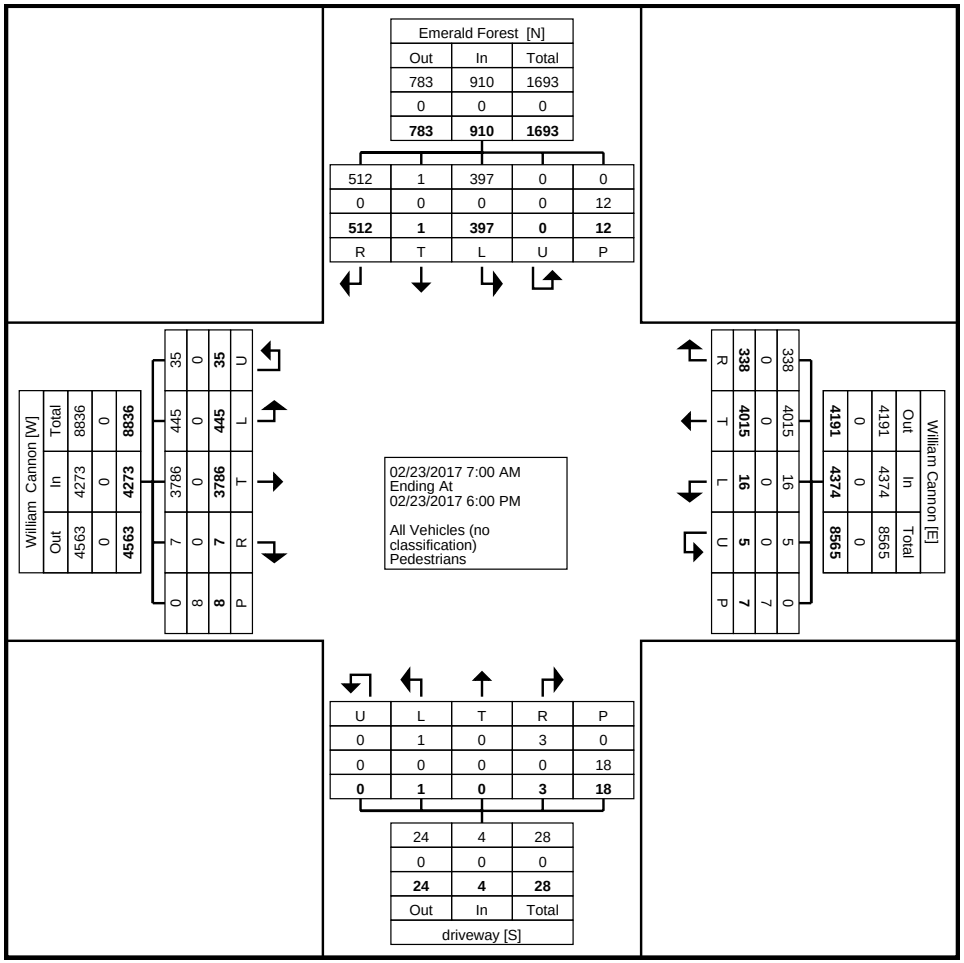
Turning Movement Data

Start Time	Emerald Forest Southbound						William Cannon Westbound						driveway Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	13	0	18	0	0	31	0	205	27	0	0	232	0	0	0	0	1	0	36	157	0	0	1	193	456
7:15 AM	16	0	20	0	1	36	0	255	39	0	0	294	0	0	0	0	1	0	55	183	0	0	0	238	568
7:30 AM	16	0	23	0	0	39	0	261	40	1	0	302	0	0	0	0	2	0	47	194	0	3	0	244	585
7:45 AM	17	0	21	0	1	38	0	258	20	0	4	278	0	0	0	0	1	0	53	186	0	1	0	240	556
Hourly Total	62	0	82	0	2	144	0	979	126	1	4	1106	0	0	0	0	5	0	191	720	0	4	1	915	2165
8:00 AM	17	0	12	0	1	29	1	270	27	1	0	299	0	0	0	0	0	0	40	159	0	3	0	202	530
8:15 AM	14	0	12	0	2	26	3	290	30	0	0	323	0	0	0	0	1	0	24	196	2	3	3	225	574
8:30 AM	14	0	24	0	4	38	2	241	19	1	0	263	1	0	1	0	1	2	21	195	0	0	0	216	519
8:45 AM	4	0	19	0	0	23	3	253	23	0	0	279	0	0	0	0	1	0	19	172	0	2	0	193	495
Hourly Total	49	0	67	0	7	116	9	1054	99	2	0	1164	1	0	1	0	3	2	104	722	2	8	3	836	2118
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	28	0	29	0	0	57	2	254	11	0	1	267	0	0	1	0	0	1	17	286	2	2	0	307	632
4:15 PM	24	0	36	0	2	60	0	249	19	0	0	268	0	0	0	0	0	0	15	294	1	0	0	310	638
4:30 PM	34	0	39	0	0	73	0	271	14	1	0	286	0	0	0	0	2	0	24	303	0	2	0	329	688
4:45 PM	42	0	52	0	0	94	1	230	13	1	0	245	0	0	1	0	1	1	22	281	0	1	1	304	644
Hourly Total	128	0	156	0	2	284	3	1004	57	2	1	1066	0	0	2	0	3	2	78	1164	3	5	1	1250	2602
5:00 PM	40	0	50	0	0	90	0	241	23	0	0	264	0	0	0	0	1	0	19	301	1	6	1	327	681
5:15 PM	38	1	47	0	1	86	3	264	12	0	1	279	0	0	0	0	1	0	17	317	1	5	0	340	705
5:30 PM	35	0	56	0	0	91	1	224	11	0	0	236	0	0	0	0	3	0	18	286	0	4	0	308	635
5:45 PM	45	0	54	0	0	99	0	249	10	0	1	259	0	0	0	0	2	0	18	276	0	3	2	297	655
Hourly Total	158	1	207	0	1	366	4	978	56	0	2	1038	0	0	0	0	7	0	72	1180	2	18	3	1272	2676
Grand Total	397	1	512	0	12	910	16	4015	338	5	7	4374	1	0	3	0	18	4	445	3786	7	35	8	4273	9561
Approach %	43.6	0.1	56.3	0.0	-	-	0.4	91.8	7.7	0.1	-	-	25.0	0.0	75.0	0.0	-	-	10.4	88.6	0.2	0.8	-	-	-
Total %	4.2	0.0	5.4	0.0	-	9.5	0.2	42.0	3.5	0.1	-	45.7	0.0	0.0	0.0	0.0	-	0.0	4.7	39.6	0.1	0.4	-	44.7	-
All Vehicles (no classification)	397	1	512	0	-	910	16	4015	338	5	-	4374	1	0	3	0	-	4	445	3786	7	35	-	4273	9561
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	12	-	-	-	-	-	7	-	-	-	-	-	18	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: Emerald Forest Dr at William Cannon
Site Code: 32
Start Date: 02/23/2017



Turning Movement Data Plot

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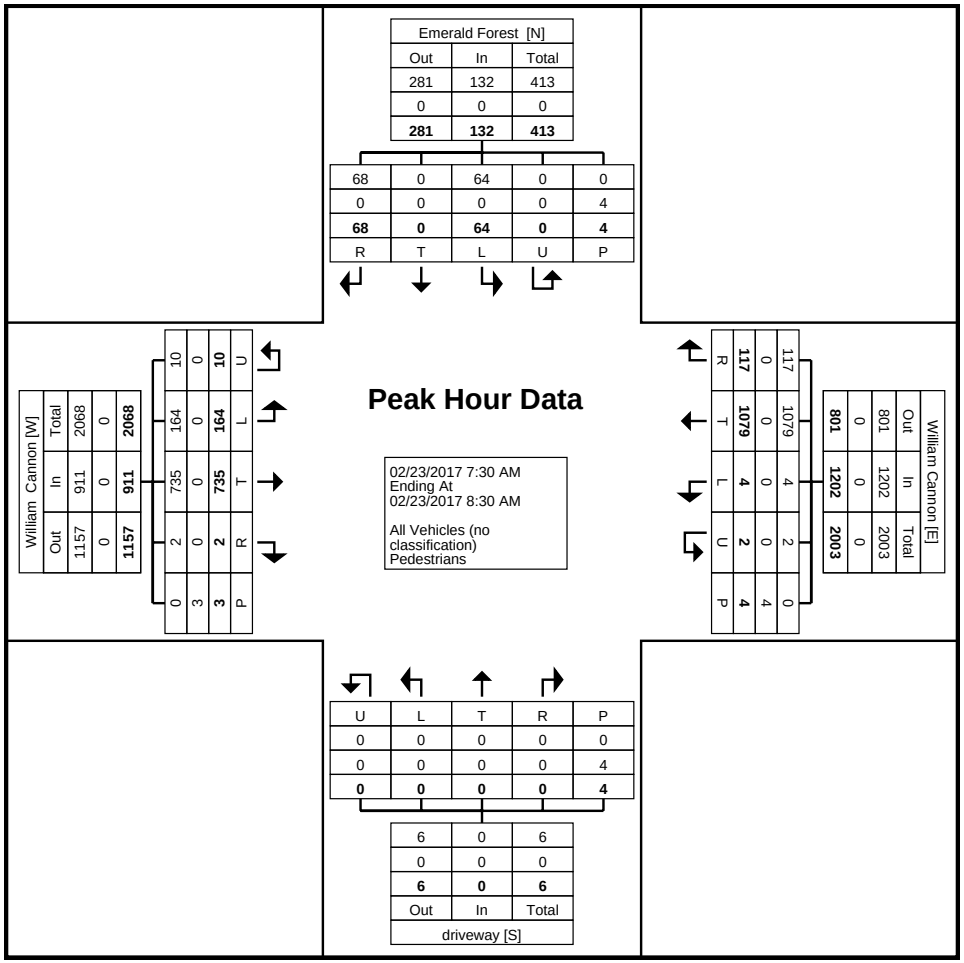
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Emerald Forest Southbound						William Cannon Westbound						driveway Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	16	0	23	0	0	39	0	261	40	1	0	302	0	0	0	0	2	0	47	194	0	3	0	244	585
7:45 AM	17	0	21	0	1	38	0	258	20	0	4	278	0	0	0	0	1	0	53	186	0	1	0	240	556
8:00 AM	17	0	12	0	1	29	1	270	27	1	0	299	0	0	0	0	0	0	40	159	0	3	0	202	530
8:15 AM	14	0	12	0	2	26	3	290	30	0	0	323	0	0	0	0	1	0	24	196	2	3	3	225	574
Total	64	0	68	0	4	132	4	1079	117	2	4	1202	0	0	0	0	4	0	164	735	2	10	3	911	2245
Approach %	48.5	0.0	51.5	0.0	-	-	0.3	89.8	9.7	0.2	-	-	NaN	NaN	NaN	NaN	-	-	18.0	80.7	0.2	1.1	-	-	-
Total %	2.9	0.0	3.0	0.0	-	5.9	0.2	48.1	5.2	0.1	-	53.5	0.0	0.0	0.0	0.0	-	0.0	7.3	32.7	0.1	0.4	-	40.6	-
PHF	0.941	0.000	0.739	0.000	-	0.846	0.333	0.930	0.731	0.500	-	0.930	0.000	0.000	0.000	0.000	-	0.000	0.774	0.938	0.250	0.833	-	0.933	0.959
All Vehicles (no classification)	64	0	68	0	-	132	4	1079	117	2	-	1202	0	0	0	0	-	0	164	735	2	10	-	911	2245
% All Vehicles (no classification)	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	-	-	-	-	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
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Count Name: Emerald Forest Dr at William Cannon
Site Code: 32
Start Date: 02/23/2017
Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
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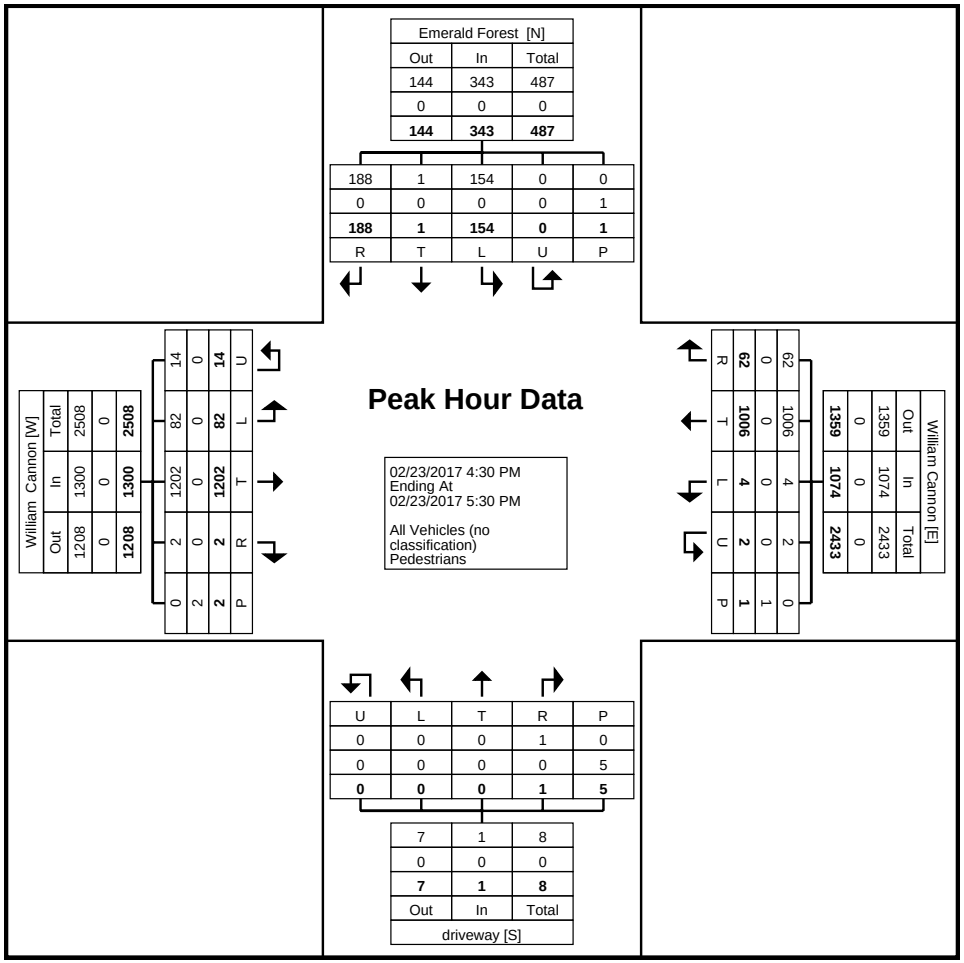
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Emerald Forest Southbound						William Cannon Westbound						driveway Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	34	0	39	0	0	73	0	271	14	1	0	286	0	0	0	0	2	0	24	303	0	2	0	329	688
4:45 PM	42	0	52	0	0	94	1	230	13	1	0	245	0	0	1	0	1	1	22	281	0	1	1	304	644
5:00 PM	40	0	50	0	0	90	0	241	23	0	0	264	0	0	0	0	1	0	19	301	1	6	1	327	681
5:15 PM	38	1	47	0	1	86	3	264	12	0	1	279	0	0	0	0	1	0	17	317	1	5	0	340	705
Total	154	1	188	0	1	343	4	1006	62	2	1	1074	0	0	1	0	5	1	82	1202	2	14	2	1300	2718
Approach %	44.9	0.3	54.8	0.0	-	-	0.4	93.7	5.8	0.2	-	-	0.0	0.0	100.0	0.0	-	-	6.3	92.5	0.2	1.1	-	-	-
Total %	5.7	0.0	6.9	0.0	-	12.6	0.1	37.0	2.3	0.1	-	39.5	0.0	0.0	0.0	0.0	-	0.0	3.0	44.2	0.1	0.5	-	47.8	-
PHF	0.917	0.250	0.904	0.000	-	0.912	0.333	0.928	0.674	0.500	-	0.939	0.000	0.000	0.250	0.000	-	0.250	0.854	0.948	0.500	0.583	-	0.956	0.964
All Vehicles (no classification)	154	1	188	0	-	343	4	1006	62	2	-	1074	0	0	1	0	-	1	82	1202	2	14	-	1300	2718
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	-	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Emerald Forest Dr at William Cannon
Site Code: 32
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Turning Movement Peak Hour Data Plot (4:30 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: Woodhue Dr at William Cannon
Site Code: 29
Start Date: 02/23/2017

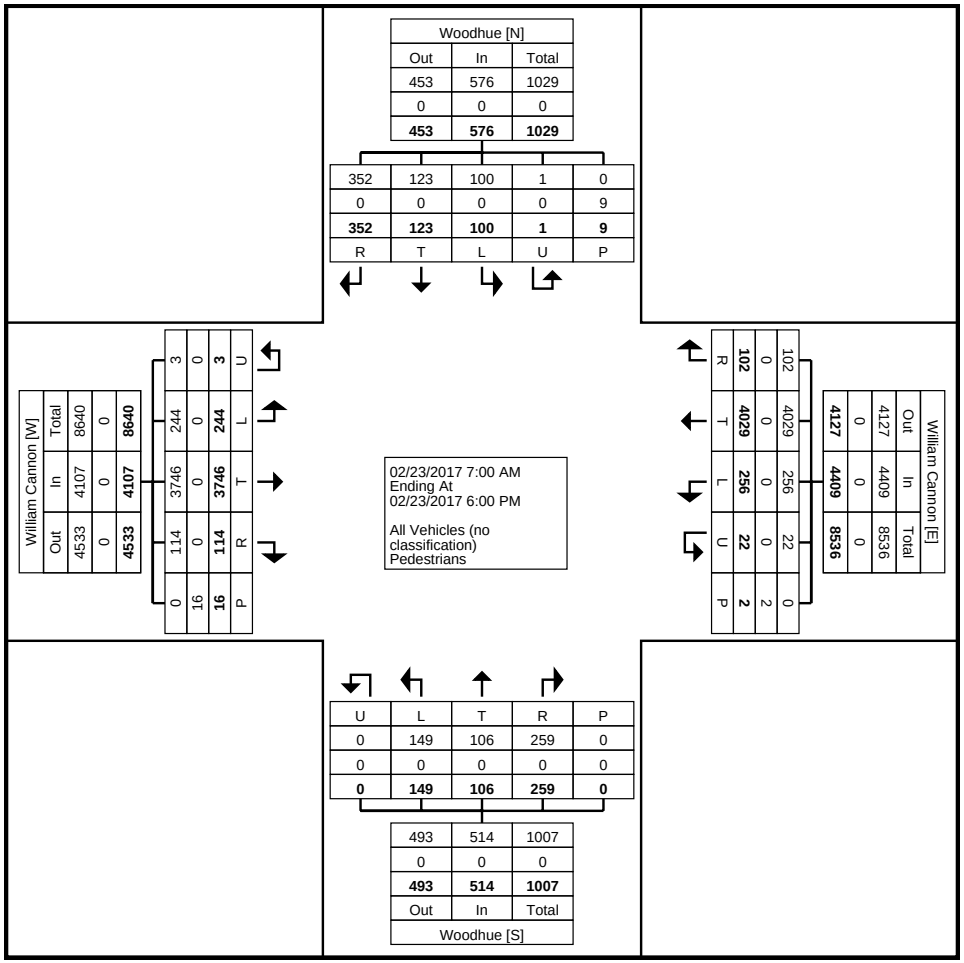
Turning Movement Data

Start Time	Woodhue Southbound						William Cannon Westbound						Woodhue Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	12	5	26	0	1	43	10	250	5	1	0	266	21	10	13	0	0	44	9	145	4	1	1	159	512
7:15 AM	5	10	27	0	0	42	12	279	7	2	0	300	16	13	19	0	0	48	19	167	5	0	0	191	581
7:30 AM	10	5	26	0	0	41	18	263	5	1	0	287	13	13	25	0	0	51	11	168	8	0	3	187	566
7:45 AM	3	4	14	0	0	21	24	252	8	0	0	284	13	7	14	0	0	34	14	195	1	0	1	210	549
Hourly Total	30	24	93	0	1	147	64	1044	25	4	0	1137	63	43	71	0	0	177	53	675	18	1	5	747	2208
8:00 AM	6	6	21	0	1	33	17	278	6	1	0	302	8	3	21	0	0	32	11	181	4	0	0	196	563
8:15 AM	4	4	16	0	0	24	18	258	5	1	0	282	8	8	17	0	0	33	6	158	3	0	0	167	506
8:30 AM	8	5	21	0	2	34	19	239	6	3	1	267	5	3	14	0	0	22	5	177	3	0	0	185	508
8:45 AM	6	4	16	0	0	26	18	238	3	0	0	259	5	4	18	0	0	27	10	162	7	1	3	180	492
Hourly Total	24	19	74	0	3	117	72	1013	20	5	1	1110	26	18	70	0	0	114	32	678	17	1	3	728	2069
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	10	8	16	0	0	34	12	243	6	0	0	261	10	2	17	0	0	29	22	290	12	0	0	324	648
4:15 PM	6	7	23	0	1	36	13	299	7	2	0	321	7	2	17	0	0	26	23	270	12	0	1	305	688
4:30 PM	8	11	11	0	1	30	11	239	3	1	0	254	3	7	15	0	0	25	21	294	10	0	4	325	634
4:45 PM	3	9	26	0	0	38	19	237	7	1	0	264	6	6	10	0	0	22	20	303	8	1	2	332	656
Hourly Total	27	35	76	0	2	138	55	1018	23	4	0	1100	26	17	59	0	0	102	86	1157	42	1	7	1286	2626
5:00 PM	5	8	24	0	1	37	8	251	10	2	0	271	10	7	16	0	0	33	12	309	5	0	0	326	667
5:15 PM	5	15	30	0	2	50	17	239	9	4	0	269	7	5	13	0	0	25	21	315	12	0	1	348	692
5:30 PM	3	12	23	1	0	39	20	222	6	2	1	250	12	10	19	0	0	41	20	311	11	0	0	342	672
5:45 PM	6	10	32	0	0	48	20	242	9	1	0	272	5	6	11	0	0	22	20	301	9	0	0	330	672
Hourly Total	19	45	109	1	3	174	65	954	34	9	1	1062	34	28	59	0	0	121	73	1236	37	0	1	1346	2703
Grand Total	100	123	352	1	9	576	256	4029	102	22	2	4409	149	106	259	0	0	514	244	3746	114	3	16	4107	9606
Approach %	17.4	21.4	61.1	0.2	-	-	5.8	91.4	2.3	0.5	-	-	29.0	20.6	50.4	0.0	-	-	5.9	91.2	2.8	0.1	-	-	-
Total %	1.0	1.3	3.7	0.0	-	6.0	2.7	41.9	1.1	0.2	-	45.9	1.6	1.1	2.7	0.0	-	5.4	2.5	39.0	1.2	0.0	-	42.8	-
All Vehicles (no classification)	100	123	352	1	-	576	256	4029	102	22	-	4409	149	106	259	0	-	514	244	3746	114	3	-	4107	9606
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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Count Name: Woodhue Dr at William Cannon
Site Code: 29
Start Date: 02/23/2017



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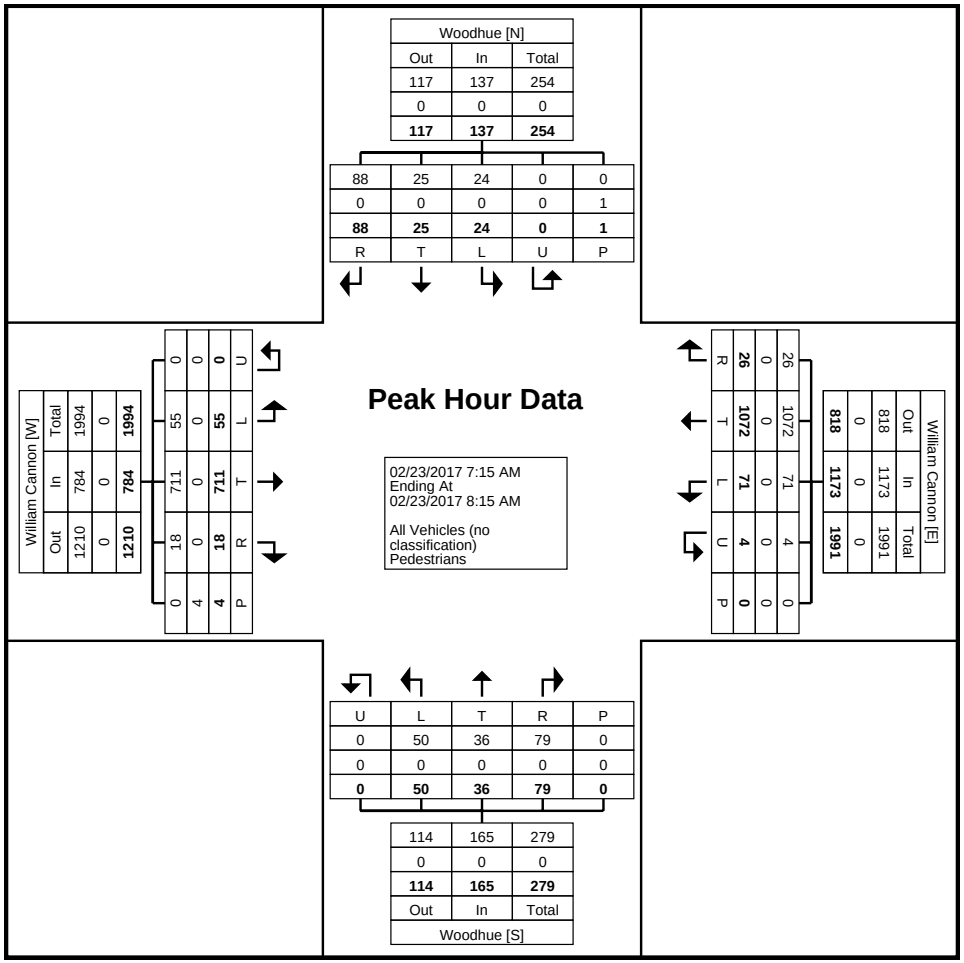
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Woodhue Southbound						William Cannon Westbound						Woodhue Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	5	10	27	0	0	42	12	279	7	2	0	300	16	13	19	0	0	48	19	167	5	0	0	191	581
7:30 AM	10	5	26	0	0	41	18	263	5	1	0	287	13	13	25	0	0	51	11	168	8	0	3	187	566
7:45 AM	3	4	14	0	0	21	24	252	8	0	0	284	13	7	14	0	0	34	14	195	1	0	1	210	549
8:00 AM	6	6	21	0	1	33	17	278	6	1	0	302	8	3	21	0	0	32	11	181	4	0	0	196	563
Total	24	25	88	0	1	137	71	1072	26	4	0	1173	50	36	79	0	0	165	55	711	18	0	4	784	2259
Approach %	17.5	18.2	64.2	0.0	-	-	6.1	91.4	2.2	0.3	-	-	30.3	21.8	47.9	0.0	-	-	7.0	90.7	2.3	0.0	-	-	-
Total %	1.1	1.1	3.9	0.0	-	6.1	3.1	47.5	1.2	0.2	-	51.9	2.2	1.6	3.5	0.0	-	7.3	2.4	31.5	0.8	0.0	-	34.7	-
PHF	0.600	0.625	0.815	0.000	-	0.815	0.740	0.961	0.813	0.500	-	0.971	0.781	0.692	0.790	0.000	-	0.809	0.724	0.912	0.563	0.000	-	0.933	0.972
All Vehicles (no classification)	24	25	88	0	-	137	71	1072	26	4	-	1173	50	36	79	0	-	165	55	711	18	0	-	784	2259
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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bg@cjhensch.com
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Turning Movement Peak Hour Data Plot (7:15 AM)

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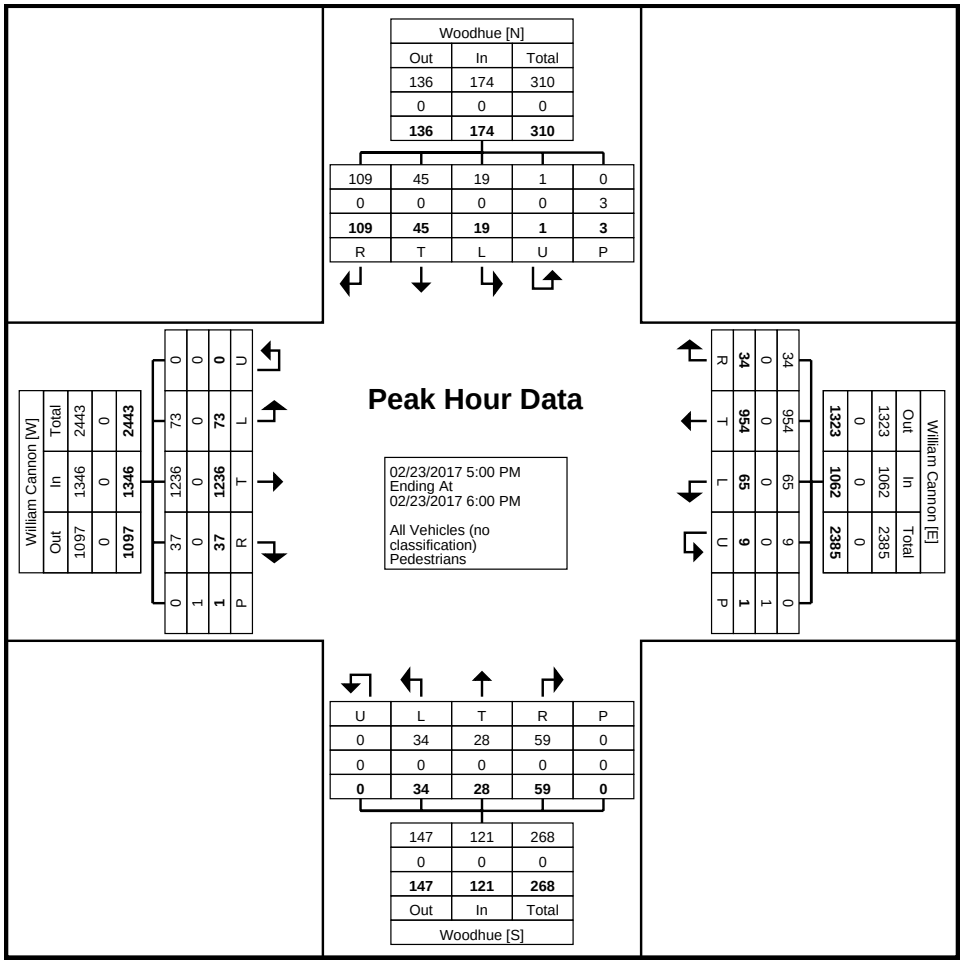
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Woodhue Southbound						William Cannon Westbound						Woodhue Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	5	8	24	0	1	37	8	251	10	2	0	271	10	7	16	0	0	33	12	309	5	0	0	326	667
5:15 PM	5	15	30	0	2	50	17	239	9	4	0	269	7	5	13	0	0	25	21	315	12	0	1	348	692
5:30 PM	3	12	23	1	0	39	20	222	6	2	1	250	12	10	19	0	0	41	20	311	11	0	0	342	672
5:45 PM	6	10	32	0	0	48	20	242	9	1	0	272	5	6	11	0	0	22	20	301	9	0	0	330	672
Total	19	45	109	1	3	174	65	954	34	9	1	1062	34	28	59	0	0	121	73	1236	37	0	1	1346	2703
Approach %	10.9	25.9	62.6	0.6	-	-	6.1	89.8	3.2	0.8	-	-	28.1	23.1	48.8	0.0	-	-	5.4	91.8	2.7	0.0	-	-	-
Total %	0.7	1.7	4.0	0.0	-	6.4	2.4	35.3	1.3	0.3	-	39.3	1.3	1.0	2.2	0.0	-	4.5	2.7	45.7	1.4	0.0	-	49.8	-
PHF	0.792	0.750	0.852	0.250	-	0.870	0.813	0.950	0.850	0.563	-	0.976	0.708	0.700	0.776	0.000	-	0.738	0.869	0.981	0.771	0.000	-	0.967	0.977
All Vehicles (no classification)	19	45	109	1	-	174	65	954	34	9	-	1062	34	28	59	0	-	121	73	1236	37	0	-	1346	2703
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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bg@cjhensch.com
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Turning Movement Peak Hour Data Plot (5:00 PM)

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bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: Manchaca Rd at William Cannon
Site Code: 27
Start Date: 02/23/2017

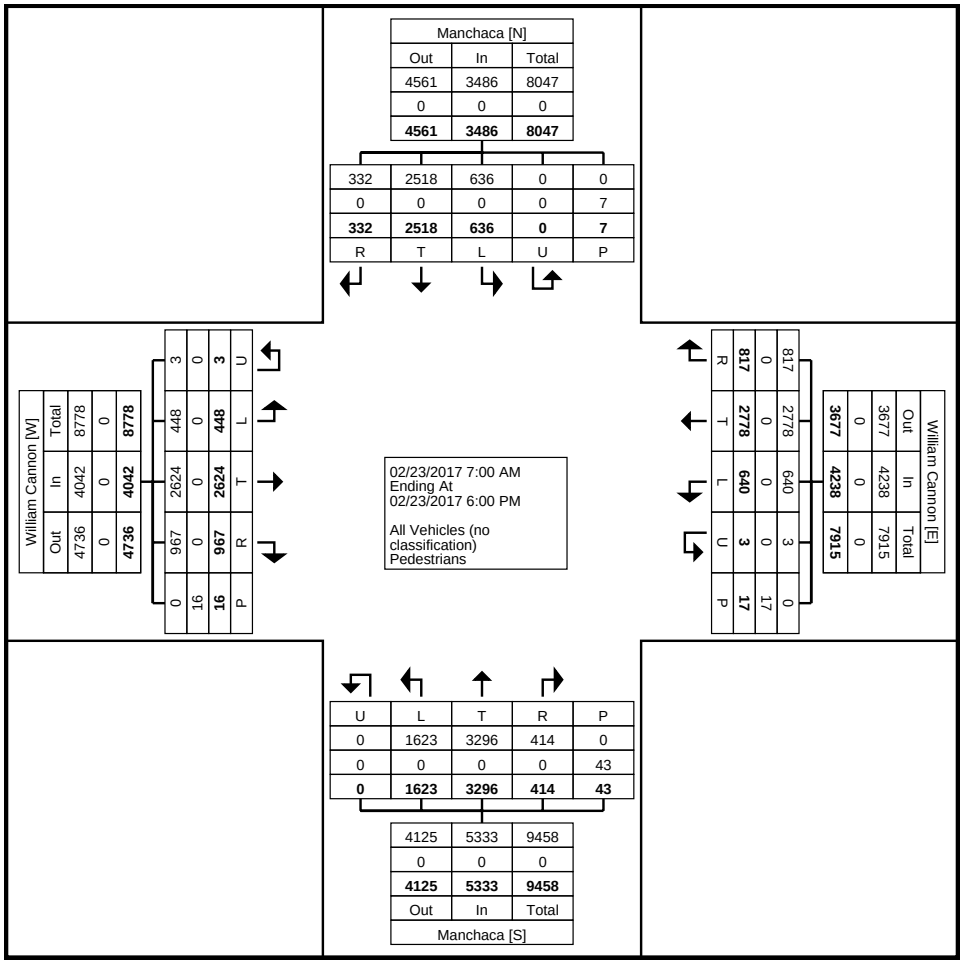
Turning Movement Data

Start Time	Manchaca Southbound						William Cannon Westbound						Manchaca Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	18	56	10	0	0	84	22	183	59	0	0	264	112	331	15	0	1	458	21	85	20	0	0	126	932
7:15 AM	27	54	13	0	1	94	24	214	78	0	3	316	186	354	14	0	1	554	32	97	19	1	0	149	1113
7:30 AM	34	80	21	0	1	135	22	198	68	0	1	288	152	305	21	0	1	478	33	91	23	0	0	147	1048
7:45 AM	35	81	21	0	0	137	37	199	40	1	1	277	149	250	24	0	1	423	28	110	33	0	0	171	1008
Hourly Total	114	271	65	0	2	450	105	794	245	1	5	1145	599	1240	74	0	4	1913	114	383	95	1	0	593	4101
8:00 AM	17	53	10	0	0	80	27	203	64	1	0	295	151	265	20	0	2	436	25	105	37	0	0	167	978
8:15 AM	24	69	17	0	0	110	25	206	42	0	0	273	149	231	25	0	1	405	32	123	40	0	1	195	983
8:30 AM	15	81	18	0	0	114	18	194	43	0	1	255	120	236	23	0	2	379	33	126	38	0	1	197	945
8:45 AM	24	100	17	0	0	141	31	195	62	0	2	288	132	292	21	0	4	445	33	114	39	0	1	186	1060
Hourly Total	80	303	62	0	0	445	101	798	211	1	3	1111	552	1024	89	0	9	1665	123	468	154	0	3	745	3966
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	47	202	22	0	1	271	51	162	40	1	1	254	64	111	24	0	4	199	30	222	97	0	0	349	1073
4:15 PM	54	222	29	0	0	305	54	130	42	0	0	226	58	134	30	0	1	222	31	191	93	1	0	316	1069
4:30 PM	51	261	28	0	0	340	49	149	49	0	1	247	62	129	32	0	1	223	25	220	105	0	1	350	1160
4:45 PM	47	225	29	0	2	301	59	157	44	0	0	260	50	114	39	0	3	203	19	230	94	0	4	343	1107
Hourly Total	199	910	108	0	3	1217	213	598	175	1	2	987	234	488	125	0	9	847	105	863	389	1	5	1358	4409
5:00 PM	63	272	23	0	1	358	50	156	46	0	2	252	63	131	32	0	8	226	23	205	84	0	2	312	1148
5:15 PM	60	266	27	0	0	353	56	139	43	0	2	238	61	133	41	0	6	235	28	244	88	1	1	361	1187
5:30 PM	60	217	28	0	0	305	51	149	48	0	2	248	62	145	25	0	4	232	29	256	90	0	3	375	1160
5:45 PM	60	279	19	0	1	358	64	144	49	0	1	257	52	135	28	0	3	215	26	205	67	0	2	298	1128
Hourly Total	243	1034	97	0	2	1374	221	588	186	0	7	995	238	544	126	0	21	908	106	910	329	1	8	1346	4623
Grand Total	636	2518	332	0	7	3486	640	2778	817	3	17	4238	1623	3296	414	0	43	5333	448	2624	967	3	16	4042	17099
Approach %	18.2	72.2	9.5	0.0	-	-	15.1	65.5	19.3	0.1	-	-	30.4	61.8	7.8	0.0	-	-	11.1	64.9	23.9	0.1	-	-	-
Total %	3.7	14.7	1.9	0.0	-	20.4	3.7	16.2	4.8	0.0	-	24.8	9.5	19.3	2.4	0.0	-	31.2	2.6	15.3	5.7	0.0	-	23.6	-
All Vehicles (no classification)	636	2518	332	0	-	3486	640	2778	817	3	-	4238	1623	3296	414	0	-	5333	448	2624	967	3	-	4042	17099
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	7	-	-	-	-	-	17	-	-	-	-	-	43	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Manchaca Rd at William Cannon
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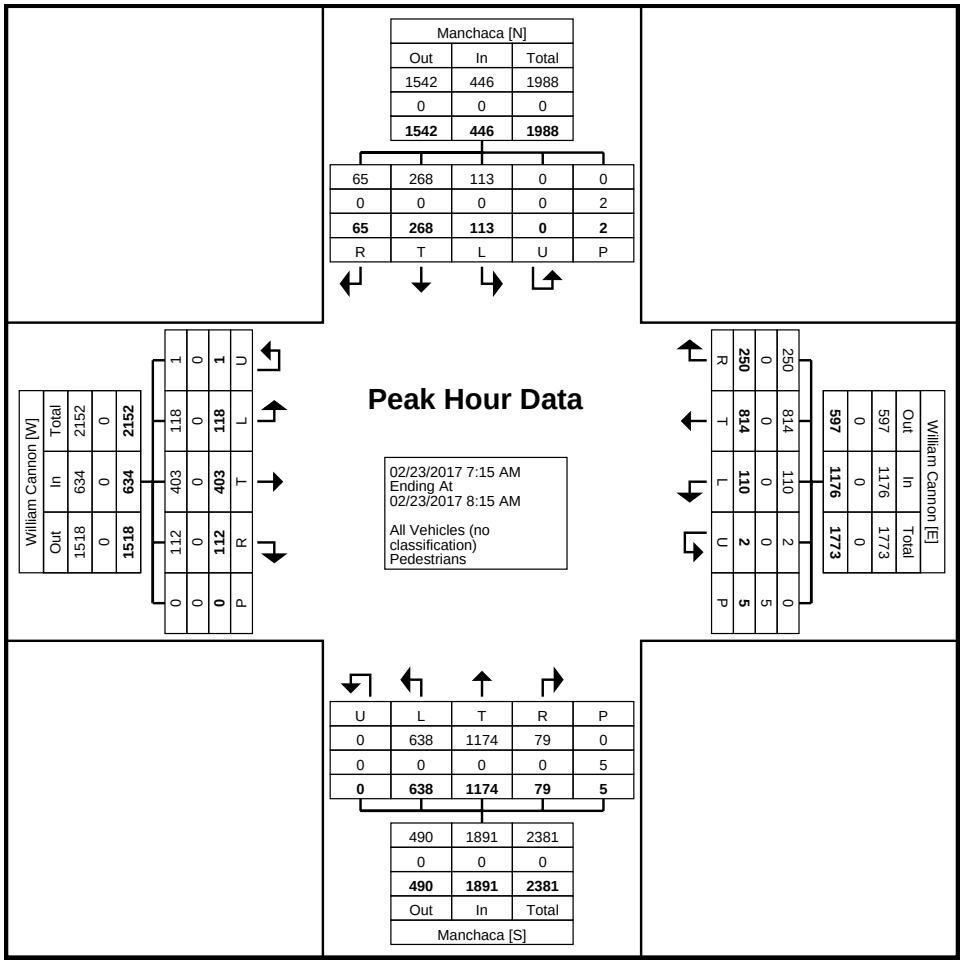
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Manchaca Southbound						William Cannon Westbound						Manchaca Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	27	54	13	0	1	94	24	214	78	0	3	316	186	354	14	0	1	554	32	97	19	1	0	149	1113
7:30 AM	34	80	21	0	1	135	22	198	68	0	1	288	152	305	21	0	1	478	33	91	23	0	0	147	1048
7:45 AM	35	81	21	0	0	137	37	199	40	1	1	277	149	250	24	0	1	423	28	110	33	0	0	171	1008
8:00 AM	17	53	10	0	0	80	27	203	64	1	0	295	151	265	20	0	2	436	25	105	37	0	0	167	978
Total	113	268	65	0	2	446	110	814	250	2	5	1176	638	1174	79	0	5	1891	118	403	112	1	0	634	4147
Approach %	25.3	60.1	14.6	0.0	-	-	9.4	69.2	21.3	0.2	-	-	33.7	62.1	4.2	0.0	-	-	18.6	63.6	17.7	0.2	-	-	-
Total %	2.7	6.5	1.6	0.0	-	10.8	2.7	19.6	6.0	0.0	-	28.4	15.4	28.3	1.9	0.0	-	45.6	2.8	9.7	2.7	0.0	-	15.3	-
PHF	0.807	0.827	0.774	0.000	-	0.814	0.743	0.951	0.801	0.500	-	0.930	0.858	0.829	0.823	0.000	-	0.853	0.894	0.916	0.757	0.250	-	0.927	0.931
All Vehicles (no classification)	113	268	65	0	-	446	110	814	250	2	-	1176	638	1174	79	0	-	1891	118	403	112	1	-	634	4147
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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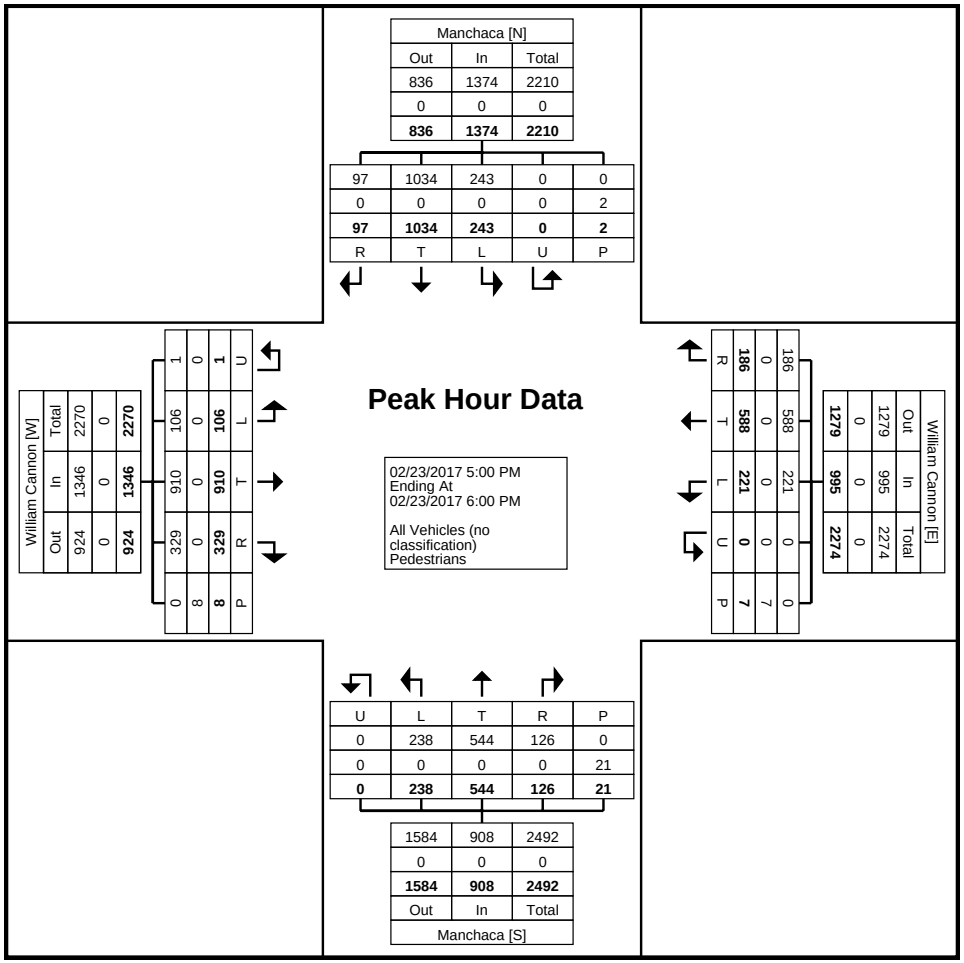
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Manchaca Southbound						William Cannon Westbound						Manchaca Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	63	272	23	0	1	358	50	156	46	0	2	252	63	131	32	0	8	226	23	205	84	0	2	312	1148
5:15 PM	60	266	27	0	0	353	56	139	43	0	2	238	61	133	41	0	6	235	28	244	88	1	1	361	1187
5:30 PM	60	217	28	0	0	305	51	149	48	0	2	248	62	145	25	0	4	232	29	256	90	0	3	375	1160
5:45 PM	60	279	19	0	1	358	64	144	49	0	1	257	52	135	28	0	3	215	26	205	67	0	2	298	1128
Total	243	1034	97	0	2	1374	221	588	186	0	7	995	238	544	126	0	21	908	106	910	329	1	8	1346	4623
Approach %	17.7	75.3	7.1	0.0	-	-	22.2	59.1	18.7	0.0	-	-	26.2	59.9	13.9	0.0	-	-	7.9	67.6	24.4	0.1	-	-	-
Total %	5.3	22.4	2.1	0.0	-	29.7	4.8	12.7	4.0	0.0	-	21.5	5.1	11.8	2.7	0.0	-	19.6	2.3	19.7	7.1	0.0	-	29.1	-
PHF	0.964	0.927	0.866	0.000	-	0.959	0.863	0.942	0.949	0.000	-	0.968	0.944	0.938	0.768	0.000	-	0.966	0.914	0.889	0.914	0.250	-	0.897	0.974
All Vehicles (no classification)	243	1034	97	0	-	1374	221	588	186	0	-	995	238	544	126	0	-	908	106	910	329	1	-	1346	4623
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	21	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Manchaca Rd at William Cannon
Site Code: 27
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: West Gate Blvd at William Cannon
Site Code: 24
Start Date: 02/23/2017

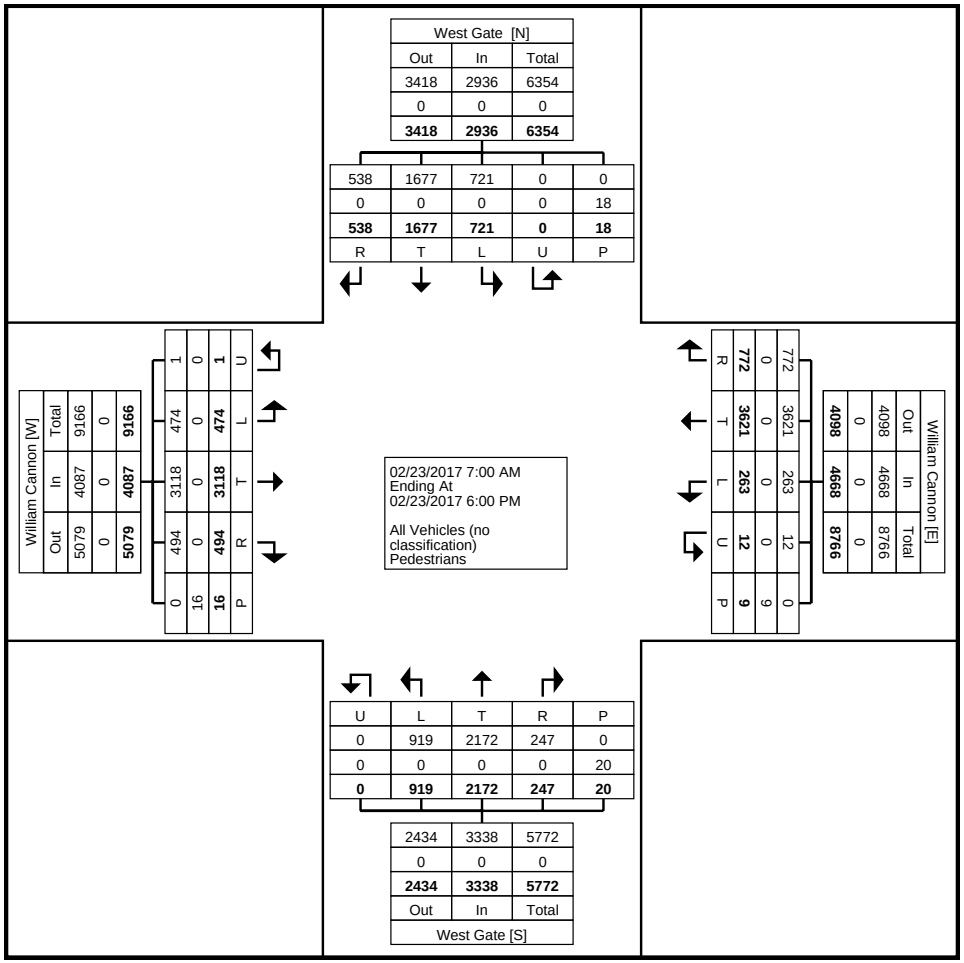
Turning Movement Data

Start Time	West Gate Southbound						William Cannon Westbound						West Gate Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	22	19	22	0	0	63	10	230	59	0	0	299	85	223	13	0	0	321	18	84	12	0	0	114	797
7:15 AM	16	38	20	0	1	74	7	255	102	0	1	364	73	281	14	0	1	368	21	111	10	0	0	142	948
7:30 AM	22	35	33	0	2	90	18	274	102	0	3	394	71	221	13	0	4	305	27	120	9	0	0	156	945
7:45 AM	22	42	49	0	0	113	10	272	56	0	0	338	107	239	19	0	1	365	32	132	7	0	1	171	987
Hourly Total	82	134	124	0	3	340	45	1031	319	0	4	1395	336	964	59	0	6	1359	98	447	38	0	1	583	3677
8:00 AM	26	38	42	0	0	106	10	268	65	1	2	344	98	205	17	0	2	320	39	149	18	0	1	206	976
8:15 AM	37	36	26	0	2	99	12	293	74	1	0	380	69	154	17	0	2	240	29	151	26	0	0	206	925
8:30 AM	32	32	23	0	0	87	12	249	61	1	0	323	46	212	18	0	0	276	34	133	18	0	0	185	871
8:45 AM	33	46	23	0	2	102	8	254	73	1	0	336	54	150	11	0	1	215	38	151	13	0	0	202	855
Hourly Total	128	152	114	0	4	394	42	1064	273	4	2	1383	267	721	63	0	5	1051	140	584	75	0	1	799	3627
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	54	130	35	0	4	219	22	185	11	0	0	218	32	52	11	0	2	95	28	256	48	0	2	332	864
4:15 PM	58	157	42	0	2	257	19	182	21	3	1	225	40	62	15	0	1	117	24	236	49	0	3	309	908
4:30 PM	82	137	44	0	3	263	16	202	27	1	1	246	42	50	15	0	2	107	28	257	46	0	3	331	947
4:45 PM	66	170	41	0	0	277	15	184	20	1	0	220	43	59	17	0	0	119	39	271	49	0	1	359	975
Hourly Total	260	594	162	0	9	1016	72	753	79	5	2	909	157	223	58	0	5	438	119	1020	192	0	9	1331	3694
5:00 PM	85	235	31	0	0	351	27	199	29	2	0	257	40	52	10	0	1	102	23	254	31	0	2	308	1018
5:15 PM	67	205	38	0	0	310	28	208	31	1	0	268	42	50	18	0	0	110	25	287	56	0	0	368	1056
5:30 PM	65	238	35	0	1	338	24	192	23	0	1	239	33	81	22	0	3	136	31	263	50	1	3	345	1058
5:45 PM	34	119	34	0	1	187	25	174	18	0	0	217	44	81	17	0	0	142	38	263	52	0	0	353	899
Hourly Total	251	797	138	0	2	1186	104	773	101	3	1	981	159	264	67	0	4	490	117	1067	189	1	5	1374	4031
Grand Total	721	1677	538	0	18	2936	263	3621	772	12	9	4668	919	2172	247	0	20	3338	474	3118	494	1	16	4087	15029
Approach %	24.6	57.1	18.3	0.0	-	-	5.6	77.6	16.5	0.3	-	-	27.5	65.1	7.4	0.0	-	-	11.6	76.3	12.1	0.0	-	-	-
Total %	4.8	11.2	3.6	0.0	-	19.5	1.7	24.1	5.1	0.1	-	31.1	6.1	14.5	1.6	0.0	-	22.2	3.2	20.7	3.3	0.0	-	27.2	-
All Vehicles (no classification)	721	1677	538	0	-	2936	263	3621	772	12	-	4668	919	2172	247	0	-	3338	474	3118	494	1	-	4087	15029
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	18	-	-	-	-	-	9	-	-	-	-	-	20	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: West Gate Blvd at William Cannon
Site Code: 24
Start Date: 02/23/2017



Turning Movement Data Plot

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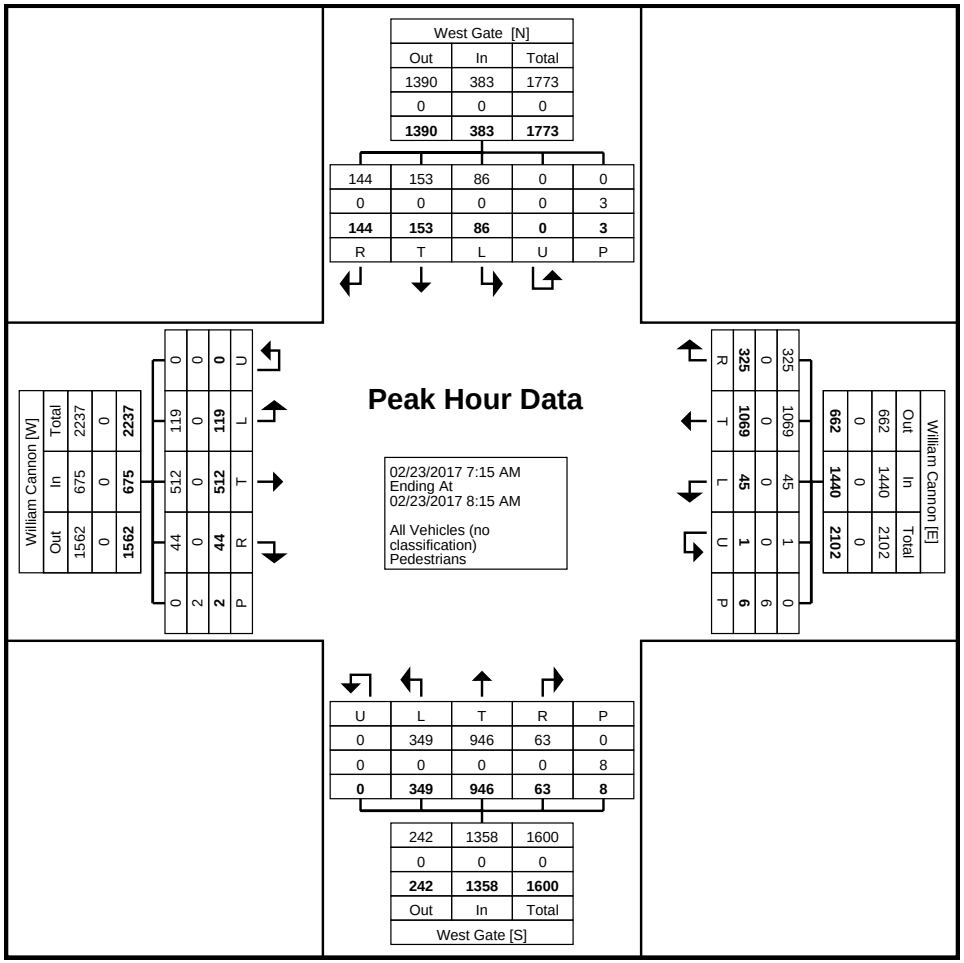
Turning Movement Peak Hour Data (7:15 AM)

Start Time	West Gate Southbound						William Cannon Westbound						West Gate Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	16	38	20	0	1	74	7	255	102	0	1	364	73	281	14	0	1	368	21	111	10	0	0	142	948
7:30 AM	22	35	33	0	2	90	18	274	102	0	3	394	71	221	13	0	4	305	27	120	9	0	0	156	945
7:45 AM	22	42	49	0	0	113	10	272	56	0	0	338	107	239	19	0	1	365	32	132	7	0	1	171	987
8:00 AM	26	38	42	0	0	106	10	268	65	1	2	344	98	205	17	0	2	320	39	149	18	0	1	206	976
Total	86	153	144	0	3	383	45	1069	325	1	6	1440	349	946	63	0	8	1358	119	512	44	0	2	675	3856
Approach %	22.5	39.9	37.6	0.0	-	-	3.1	74.2	22.6	0.1	-	-	25.7	69.7	4.6	0.0	-	-	17.6	75.9	6.5	0.0	-	-	-
Total %	2.2	4.0	3.7	0.0	-	9.9	1.2	27.7	8.4	0.0	-	37.3	9.1	24.5	1.6	0.0	-	35.2	3.1	13.3	1.1	0.0	-	17.5	-
PHF	0.827	0.911	0.735	0.000	-	0.847	0.625	0.975	0.797	0.250	-	0.914	0.815	0.842	0.829	0.000	-	0.923	0.763	0.859	0.611	0.000	-	0.819	0.977
All Vehicles (no classification)	86	153	144	0	-	383	45	1069	325	1	-	1440	349	946	63	0	-	1358	119	512	44	0	-	675	3856
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: West Gate Blvd at William Cannon
Site Code: 24
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: West Gate Blvd at William Cannon
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Start Date: 02/23/2017

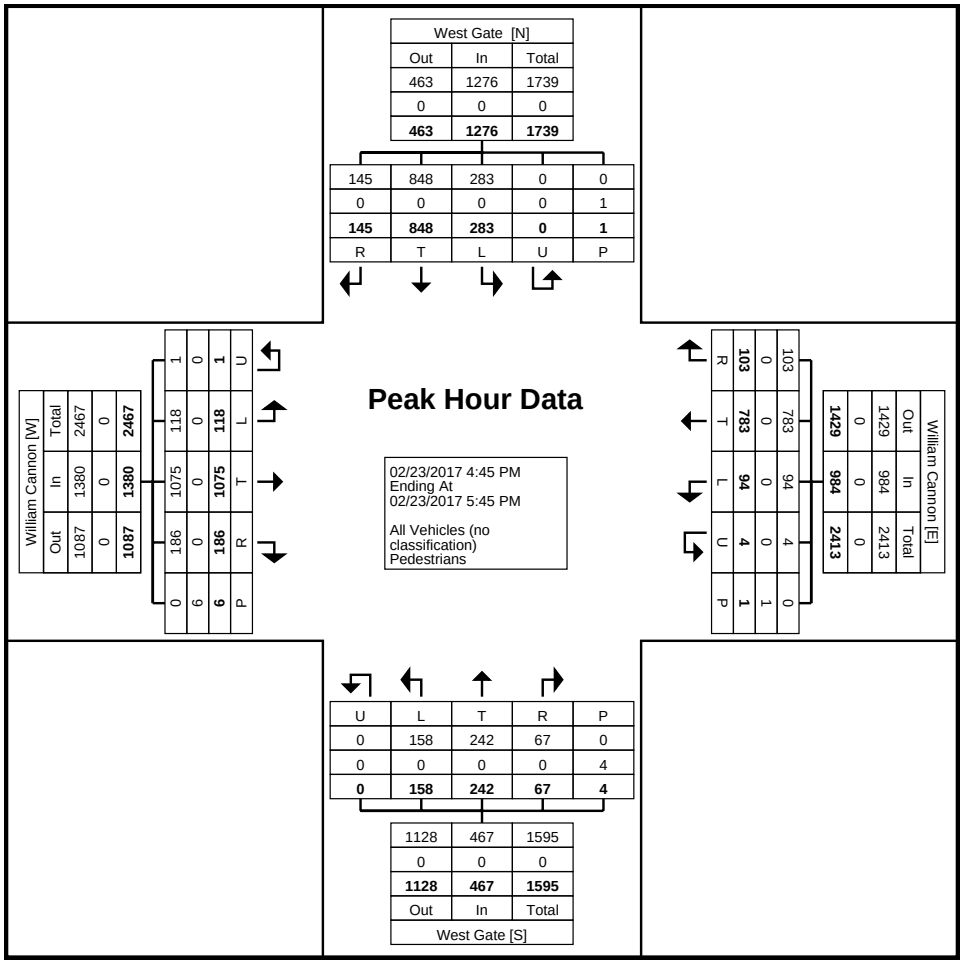
Turning Movement Peak Hour Data (4:45 PM)

Start Time	West Gate Southbound						William Cannon Westbound						West Gate Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:45 PM	66	170	41	0	0	277	15	184	20	1	0	220	43	59	17	0	0	119	39	271	49	0	1	359	975
5:00 PM	85	235	31	0	0	351	27	199	29	2	0	257	40	52	10	0	1	102	23	254	31	0	2	308	1018
5:15 PM	67	205	38	0	0	310	28	208	31	1	0	268	42	50	18	0	0	110	25	287	56	0	0	368	1056
5:30 PM	65	238	35	0	1	338	24	192	23	0	1	239	33	81	22	0	3	136	31	263	50	1	3	345	1058
Total	283	848	145	0	1	1276	94	783	103	4	1	984	158	242	67	0	4	467	118	1075	186	1	6	1380	4107
Approach %	22.2	66.5	11.4	0.0	-	-	9.6	79.6	10.5	0.4	-	-	33.8	51.8	14.3	0.0	-	-	8.6	77.9	13.5	0.1	-	-	-
Total %	6.9	20.6	3.5	0.0	-	31.1	2.3	19.1	2.5	0.1	-	24.0	3.8	5.9	1.6	0.0	-	11.4	2.9	26.2	4.5	0.0	-	33.6	-
PHF	0.832	0.891	0.884	0.000	-	0.909	0.839	0.941	0.831	0.500	-	0.918	0.919	0.747	0.761	0.000	-	0.858	0.756	0.936	0.830	0.250	-	0.938	0.970
All Vehicles (no classification)	283	848	145	0	-	1276	94	783	103	4	-	984	158	242	67	0	-	467	118	1075	186	1	-	1380	4107
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: West Gate Blvd at William Cannon
Site Code: 24
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (4:45 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brodie Ln at William Cannon
Site Code: 20
Start Date: 02/23/2017

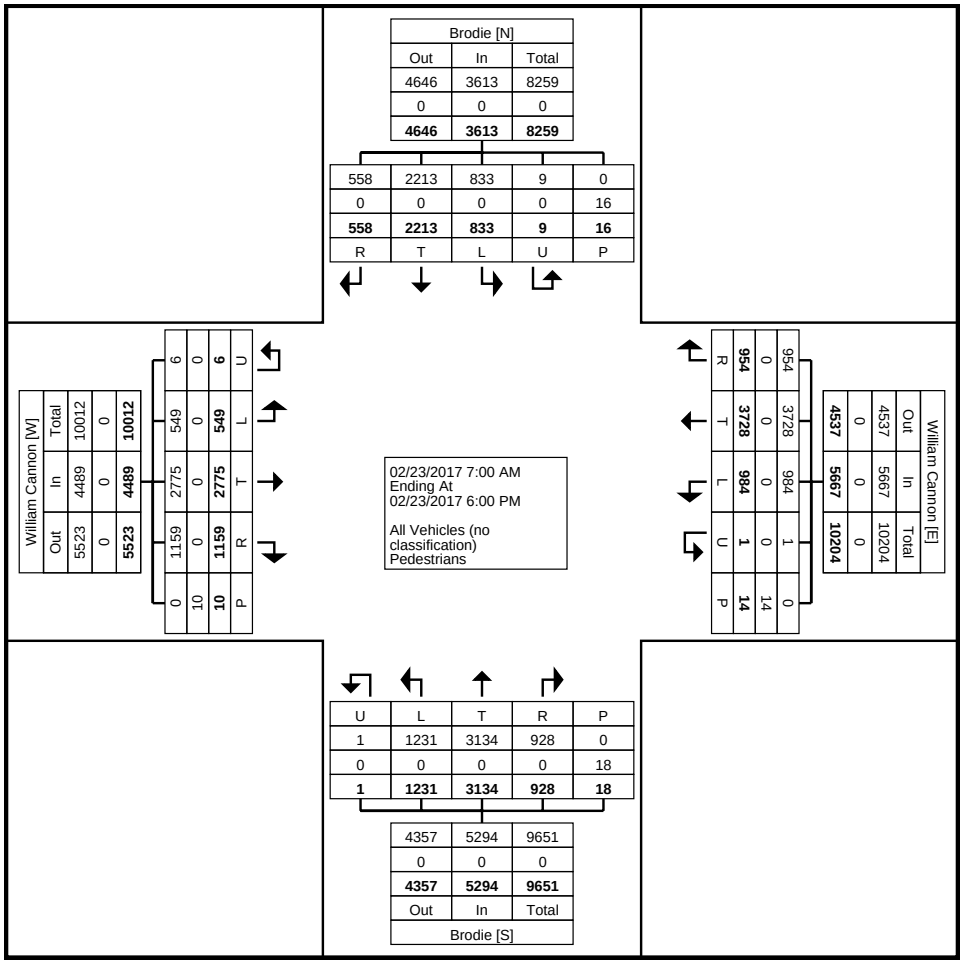
Turning Movement Data

Start Time	Brodie Southbound						William Cannon Westbound						Brodie Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	10	34	9	0	0	53	44	289	57	0	0	390	95	229	32	0	0	356	4	75	18	1	0	98	897
7:15 AM	13	59	12	0	0	84	56	278	71	0	0	405	123	331	45	0	0	499	16	67	37	0	0	120	1108
7:30 AM	19	48	11	0	1	78	59	284	86	0	0	429	99	296	45	0	1	440	31	111	35	0	0	177	1124
7:45 AM	18	55	19	1	4	93	66	308	106	0	1	480	93	296	49	0	2	438	33	116	28	0	1	177	1188
Hourly Total	60	196	51	1	5	308	225	1159	320	0	1	1704	410	1152	171	0	3	1733	84	369	118	1	1	572	4317
8:00 AM	19	49	13	0	1	81	66	265	93	0	2	424	93	318	58	0	2	469	52	129	38	2	2	221	1195
8:15 AM	31	50	22	0	0	103	49	275	97	0	1	421	91	292	63	0	1	446	42	130	39	0	0	211	1181
8:30 AM	28	64	27	0	0	119	54	260	72	0	1	386	117	251	57	0	2	425	31	129	33	0	1	193	1123
8:45 AM	22	52	34	1	0	109	53	232	55	0	0	340	99	255	61	0	1	415	31	110	30	0	0	171	1035
Hourly Total	100	215	96	1	1	412	222	1032	317	0	4	1571	400	1116	239	0	6	1755	156	498	140	2	3	796	4534
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	76	184	53	0	2	313	68	180	44	0	1	292	52	106	66	0	1	224	44	200	101	1	1	346	1175
4:15 PM	97	190	53	0	1	340	64	199	42	1	1	306	43	98	67	0	1	208	46	225	109	0	1	380	1234
4:30 PM	65	244	49	0	0	358	74	178	51	0	1	303	53	92	60	1	2	206	26	244	122	0	0	392	1259
4:45 PM	91	206	57	0	2	354	68	188	30	0	2	286	53	133	59	0	0	245	32	211	101	1	1	345	1230
Hourly Total	329	824	212	0	5	1365	274	745	167	1	5	1187	201	429	252	1	4	883	148	880	433	2	3	1463	4898
5:00 PM	84	254	49	3	0	390	69	206	45	0	0	320	50	103	58	0	0	211	45	257	128	1	0	431	1352
5:15 PM	82	290	47	0	1	419	68	194	41	0	2	303	60	104	56	0	0	220	30	269	109	0	1	408	1350
5:30 PM	88	221	47	3	4	359	67	213	26	0	1	306	57	131	83	0	2	271	33	234	126	0	1	393	1329
5:45 PM	90	213	56	1	0	360	59	179	38	0	1	276	53	99	69	0	3	221	53	268	105	0	1	426	1283
Hourly Total	344	978	199	7	5	1528	263	792	150	0	4	1205	220	437	266	0	5	923	161	1028	468	1	3	1658	5314
Grand Total	833	2213	558	9	16	3613	984	3728	954	1	14	5667	1231	3134	928	1	18	5294	549	2775	1159	6	10	4489	19063
Approach %	23.1	61.3	15.4	0.2	-	-	17.4	65.8	16.8	0.0	-	-	23.3	59.2	17.5	0.0	-	-	12.2	61.8	25.8	0.1	-	-	-
Total %	4.4	11.6	2.9	0.0	-	19.0	5.2	19.6	5.0	0.0	-	29.7	6.5	16.4	4.9	0.0	-	27.8	2.9	14.6	6.1	0.0	-	23.5	-
All Vehicles (no classification)	833	2213	558	9	-	3613	984	3728	954	1	-	5667	1231	3134	928	1	-	5294	549	2775	1159	6	-	4489	19063
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	16	-	-	-	-	-	14	-	-	-	-	-	18	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brodie Ln at William Cannon
Site Code: 20
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
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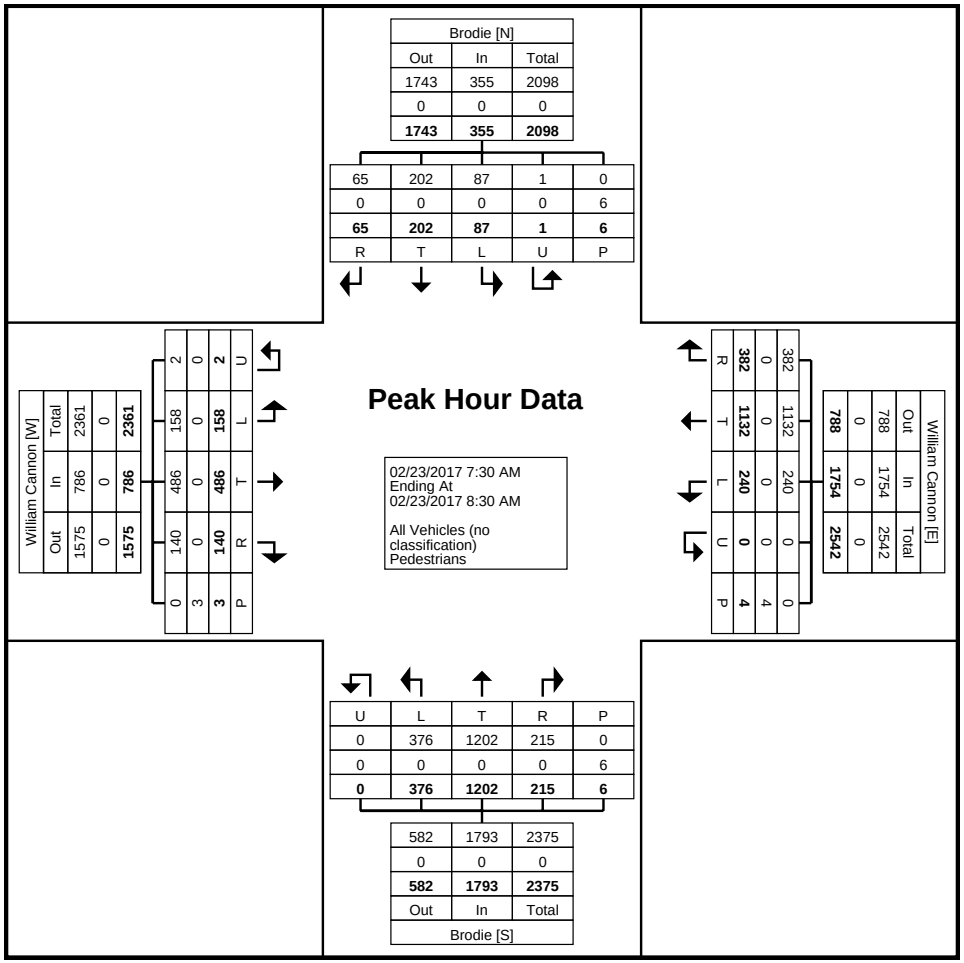
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Brodie Southbound						William Cannon Westbound						Brodie Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	19	48	11	0	1	78	59	284	86	0	0	429	99	296	45	0	1	440	31	111	35	0	0	177	1124
7:45 AM	18	55	19	1	4	93	66	308	106	0	1	480	93	296	49	0	2	438	33	116	28	0	1	177	1188
8:00 AM	19	49	13	0	1	81	66	265	93	0	2	424	93	318	58	0	2	469	52	129	38	2	2	221	1195
8:15 AM	31	50	22	0	0	103	49	275	97	0	1	421	91	292	63	0	1	446	42	130	39	0	0	211	1181
Total	87	202	65	1	6	355	240	1132	382	0	4	1754	376	1202	215	0	6	1793	158	486	140	2	3	786	4688
Approach %	24.5	56.9	18.3	0.3	-	-	13.7	64.5	21.8	0.0	-	-	21.0	67.0	12.0	0.0	-	-	20.1	61.8	17.8	0.3	-	-	-
Total %	1.9	4.3	1.4	0.0	-	7.6	5.1	24.1	8.1	0.0	-	37.4	8.0	25.6	4.6	0.0	-	38.2	3.4	10.4	3.0	0.0	-	16.8	-
PHF	0.702	0.918	0.739	0.250	-	0.862	0.909	0.919	0.901	0.000	-	0.914	0.949	0.945	0.853	0.000	-	0.956	0.760	0.935	0.897	0.250	-	0.889	0.981
All Vehicles (no classification)	87	202	65	1	-	355	240	1132	382	0	-	1754	376	1202	215	0	-	1793	158	486	140	2	-	786	4688
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brodie Ln at William Cannon
Site Code: 20
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:30 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brodie Ln at William Cannon
Site Code: 20
Start Date: 02/23/2017

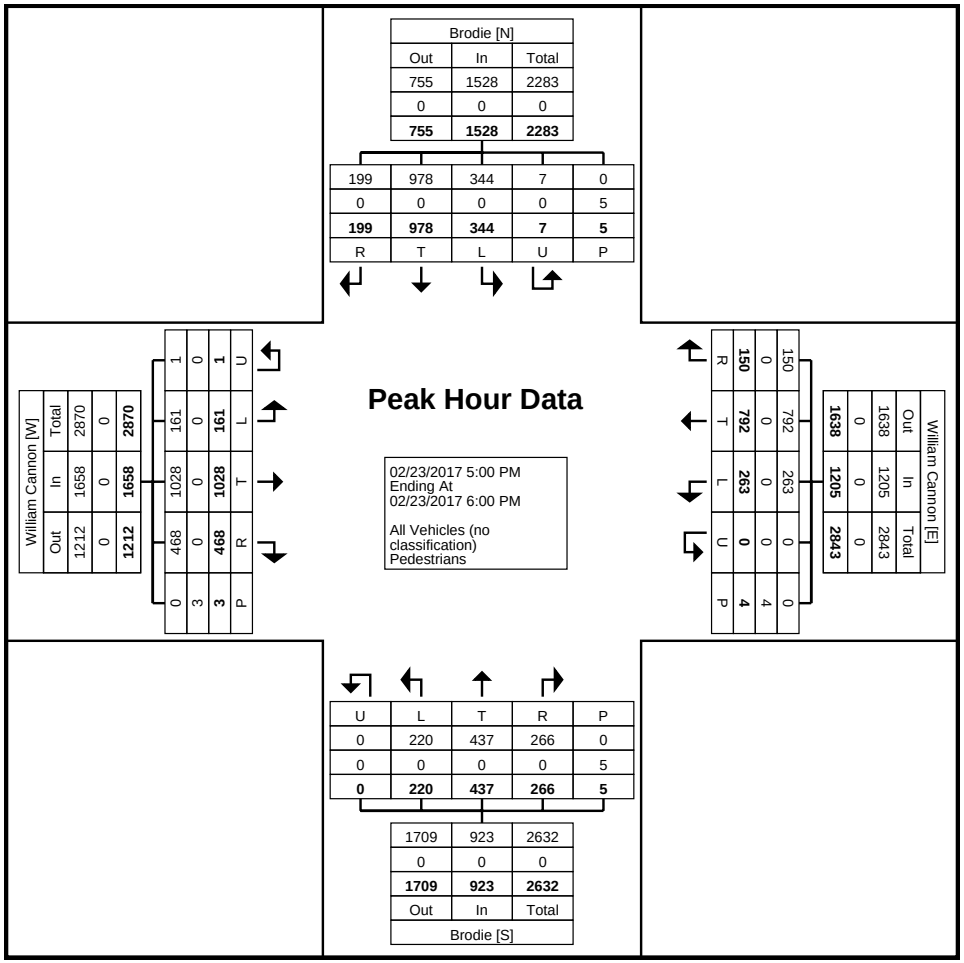
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Brodie Southbound						William Cannon Westbound						Brodie Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	84	254	49	3	0	390	69	206	45	0	0	320	50	103	58	0	0	211	45	257	128	1	0	431	1352
5:15 PM	82	290	47	0	1	419	68	194	41	0	2	303	60	104	56	0	0	220	30	269	109	0	1	408	1350
5:30 PM	88	221	47	3	4	359	67	213	26	0	1	306	57	131	83	0	2	271	33	234	126	0	1	393	1329
5:45 PM	90	213	56	1	0	360	59	179	38	0	1	276	53	99	69	0	3	221	53	268	105	0	1	426	1283
Total	344	978	199	7	5	1528	263	792	150	0	4	1205	220	437	266	0	5	923	161	1028	468	1	3	1658	5314
Approach %	22.5	64.0	13.0	0.5	-	-	21.8	65.7	12.4	0.0	-	-	23.8	47.3	28.8	0.0	-	-	9.7	62.0	28.2	0.1	-	-	-
Total %	6.5	18.4	3.7	0.1	-	28.8	4.9	14.9	2.8	0.0	-	22.7	4.1	8.2	5.0	0.0	-	17.4	3.0	19.3	8.8	0.0	-	31.2	-
PHF	0.956	0.843	0.888	0.583	-	0.912	0.953	0.930	0.833	0.000	-	0.941	0.917	0.834	0.801	0.000	-	0.851	0.759	0.955	0.914	0.250	-	0.962	0.983
All Vehicles (no classification)	344	978	199	7	-	1528	263	792	150	0	-	1205	220	437	266	0	-	923	161	1028	468	1	-	1658	5314
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brodie Ln at William Cannon
Site Code: 20
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Mopac NBFR at William Cannon
Site Code: 18
Start Date: 02/23/2017

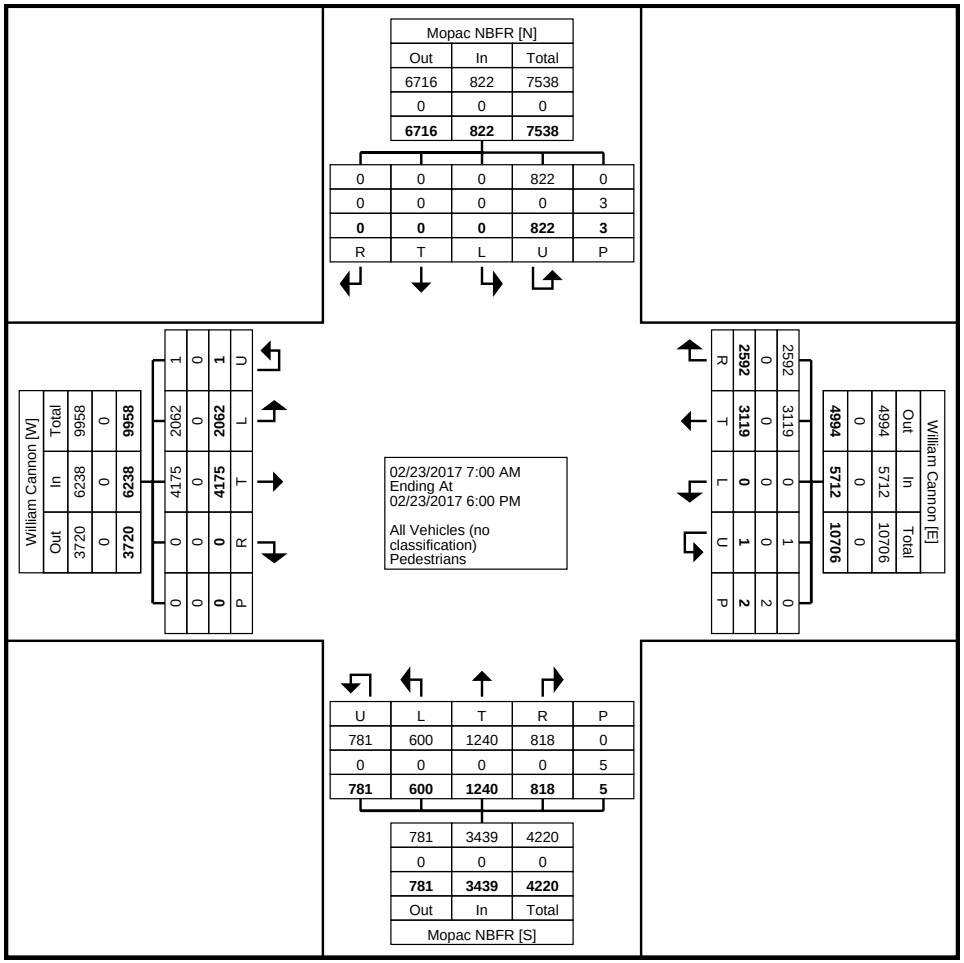
Turning Movement Data

Start Time	Mopac NBFR Southbound						William Cannon Westbound						Mopac NBFR Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	26	0	26	0	160	251	0	0	411	26	45	22	22	0	115	135	96	0	0	0	231	783
7:15 AM	0	0	0	31	0	31	0	196	229	0	0	425	29	144	27	19	0	219	167	104	0	0	0	271	946
7:30 AM	0	0	0	34	0	34	0	182	199	1	0	382	41	156	21	33	0	251	172	136	0	0	0	308	975
7:45 AM	0	0	0	35	0	35	0	199	238	0	0	437	50	147	22	49	0	268	178	153	0	0	0	331	1071
Hourly Total	0	0	0	126	0	126	0	737	917	1	0	1655	146	492	92	123	0	853	652	489	0	0	0	1141	3775
8:00 AM	0	0	0	41	0	41	0	190	227	0	0	417	37	154	48	54	2	293	183	150	0	0	0	333	1084
8:15 AM	0	0	0	40	0	40	0	175	170	0	0	345	46	149	52	38	0	285	151	149	0	0	0	300	970
8:30 AM	0	0	0	32	0	32	0	218	198	0	0	416	40	100	56	49	0	245	126	165	0	0	0	291	984
8:45 AM	0	0	0	45	0	45	0	201	169	0	0	370	33	38	55	38	0	164	110	167	0	0	0	277	856
Hourly Total	0	0	0	158	0	158	0	784	764	0	0	1548	156	441	211	179	2	987	570	631	0	0	0	1201	3894
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	68	0	68	0	195	118	0	0	313	28	28	60	42	0	158	110	372	0	1	0	483	1022
4:15 PM	0	0	0	59	0	59	0	201	105	0	1	306	33	38	60	49	0	180	93	337	0	0	0	430	975
4:30 PM	0	0	0	78	0	78	0	206	107	0	1	313	35	36	59	52	0	182	81	382	0	0	0	463	1036
4:45 PM	0	0	0	65	0	65	0	210	118	0	0	328	30	33	66	51	0	180	108	401	0	0	0	509	1082
Hourly Total	0	0	0	270	0	270	0	812	448	0	2	1260	126	135	245	194	0	700	392	1492	0	1	0	1885	4115
5:00 PM	0	0	0	64	0	64	0	199	112	0	0	311	56	42	69	67	0	234	123	395	0	0	0	518	1127
5:15 PM	0	0	0	73	0	73	0	204	121	0	0	325	43	47	67	72	1	229	100	397	0	0	0	497	1124
5:30 PM	0	0	0	70	3	70	0	203	118	0	0	321	38	43	67	77	2	225	109	417	0	0	0	526	1142
5:45 PM	0	0	0	61	0	61	0	180	112	0	0	292	35	40	67	69	0	211	116	354	0	0	0	470	1034
Hourly Total	0	0	0	268	3	268	0	786	463	0	0	1249	172	172	270	285	3	899	448	1563	0	0	0	2011	4427
Grand Total	0	0	0	822	3	822	0	3119	2592	1	2	5712	600	1240	818	781	5	3439	2062	4175	0	1	0	6238	16211
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	54.6	45.4	0.0	-	-	17.4	36.1	23.8	22.7	-	-	33.1	66.9	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	5.1	-	5.1	0.0	19.2	16.0	0.0	-	35.2	3.7	7.6	5.0	4.8	-	21.2	12.7	25.8	0.0	0.0	-	38.5	-
All Vehicles (no classification)	0	0	0	822	-	822	0	3119	2592	1	-	5712	600	1240	818	781	-	3439	2062	4175	0	1	-	6238	16211
% All Vehicles (no classification)	-	-	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Mopac NBFR at William Cannon
Site Code: 18
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
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Count Name: Mopac NBFR at William Cannon
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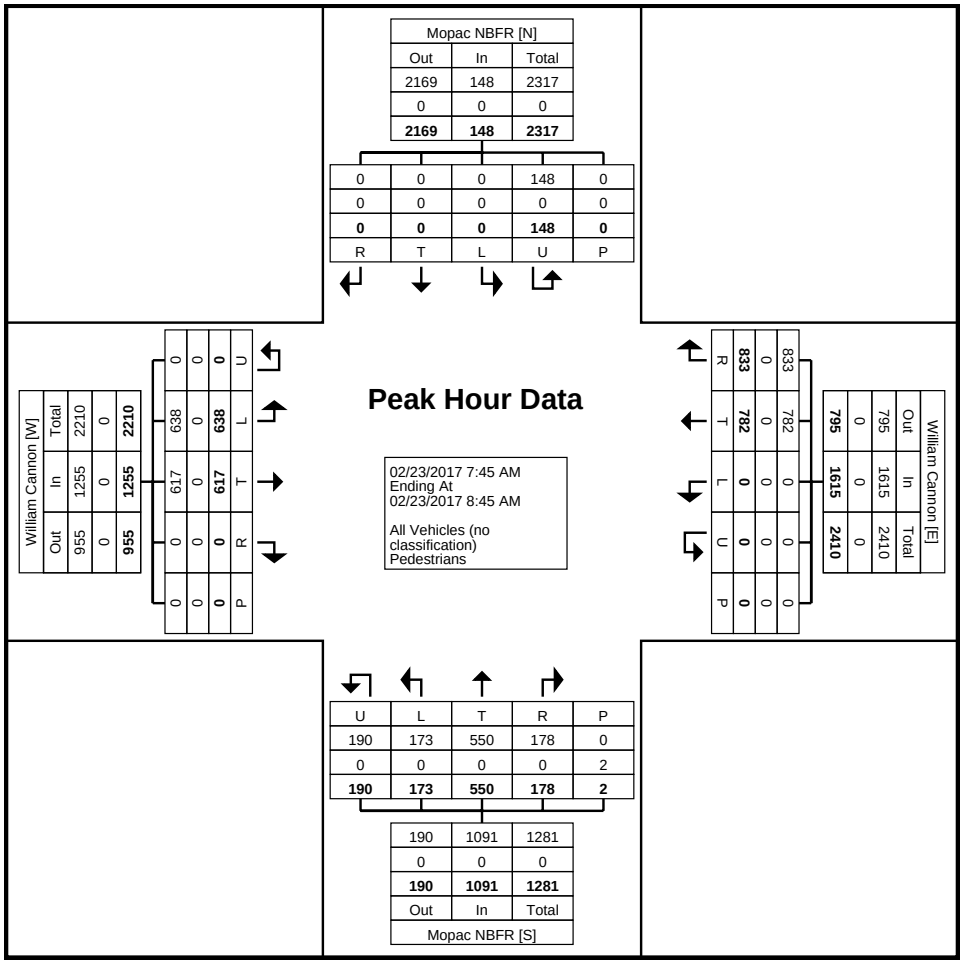
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Mopac NBFR Southbound						William Cannon Westbound						Mopac NBFR Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:45 AM	0	0	0	35	0	35	0	199	238	0	0	437	50	147	22	49	0	268	178	153	0	0	0	331	1071
8:00 AM	0	0	0	41	0	41	0	190	227	0	0	417	37	154	48	54	2	293	183	150	0	0	0	333	1084
8:15 AM	0	0	0	40	0	40	0	175	170	0	0	345	46	149	52	38	0	285	151	149	0	0	0	300	970
8:30 AM	0	0	0	32	0	32	0	218	198	0	0	416	40	100	56	49	0	245	126	165	0	0	0	291	984
Total	0	0	0	148	0	148	0	782	833	0	0	1615	173	550	178	190	2	1091	638	617	0	0	0	1255	4109
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	48.4	51.6	0.0	-	-	15.9	50.4	16.3	17.4	-	-	50.8	49.2	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	3.6	-	3.6	0.0	19.0	20.3	0.0	-	39.3	4.2	13.4	4.3	4.6	-	26.6	15.5	15.0	0.0	0.0	-	30.5	-
PHF	0.000	0.000	0.000	0.902	-	0.902	0.000	0.897	0.875	0.000	-	0.924	0.865	0.893	0.795	0.880	-	0.931	0.872	0.935	0.000	0.000	-	0.942	0.948
All Vehicles (no classification)	0	0	0	148	-	148	0	782	833	0	-	1615	173	550	178	190	-	1091	638	617	0	0	-	1255	4109
% All Vehicles (no classification)	-	-	-	100.0	-	100.0	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Mopac NBFR at William Cannon
Site Code: 18
Start Date: 02/23/2017
Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Mopac NBFR at William Cannon
Site Code: 18
Start Date: 02/23/2017

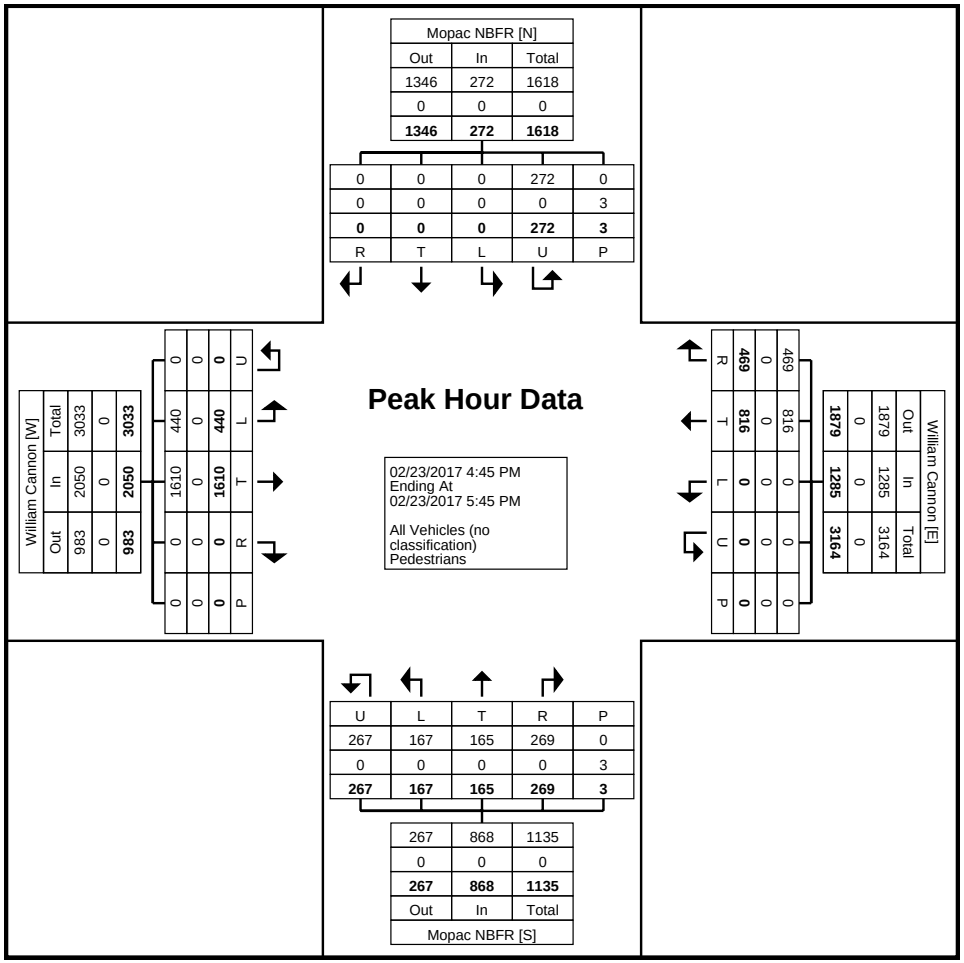
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Mopac NBFR Southbound						William Cannon Westbound						Mopac NBFR Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:45 PM	0	0	0	65	0	65	0	210	118	0	0	328	30	33	66	51	0	180	108	401	0	0	0	509	1082
5:00 PM	0	0	0	64	0	64	0	199	112	0	0	311	56	42	69	67	0	234	123	395	0	0	0	518	1127
5:15 PM	0	0	0	73	0	73	0	204	121	0	0	325	43	47	67	72	1	229	100	397	0	0	0	497	1124
5:30 PM	0	0	0	70	3	70	0	203	118	0	0	321	38	43	67	77	2	225	109	417	0	0	0	526	1142
Total	0	0	0	272	3	272	0	816	469	0	0	1285	167	165	269	267	3	868	440	1610	0	0	0	2050	4475
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	63.5	36.5	0.0	-	-	19.2	19.0	31.0	30.8	-	-	21.5	78.5	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	6.1	-	6.1	0.0	18.2	10.5	0.0	-	28.7	3.7	3.7	6.0	6.0	-	19.4	9.8	36.0	0.0	0.0	-	45.8	-
PHF	0.000	0.000	0.000	0.932	-	0.932	0.000	0.971	0.969	0.000	-	0.979	0.746	0.878	0.975	0.867	-	0.927	0.894	0.965	0.000	0.000	-	0.974	0.980
All Vehicles (no classification)	0	0	0	272	-	272	0	816	469	0	-	1285	167	165	269	267	-	868	440	1610	0	0	-	2050	4475
% All Vehicles (no classification)	-	-	-	100.0	-	100.0	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Mopac NBFR at William Cannon
Site Code: 18
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (4:45 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Mopac SBFR at William Cannon
Site Code: 17
Start Date: 02/23/2017

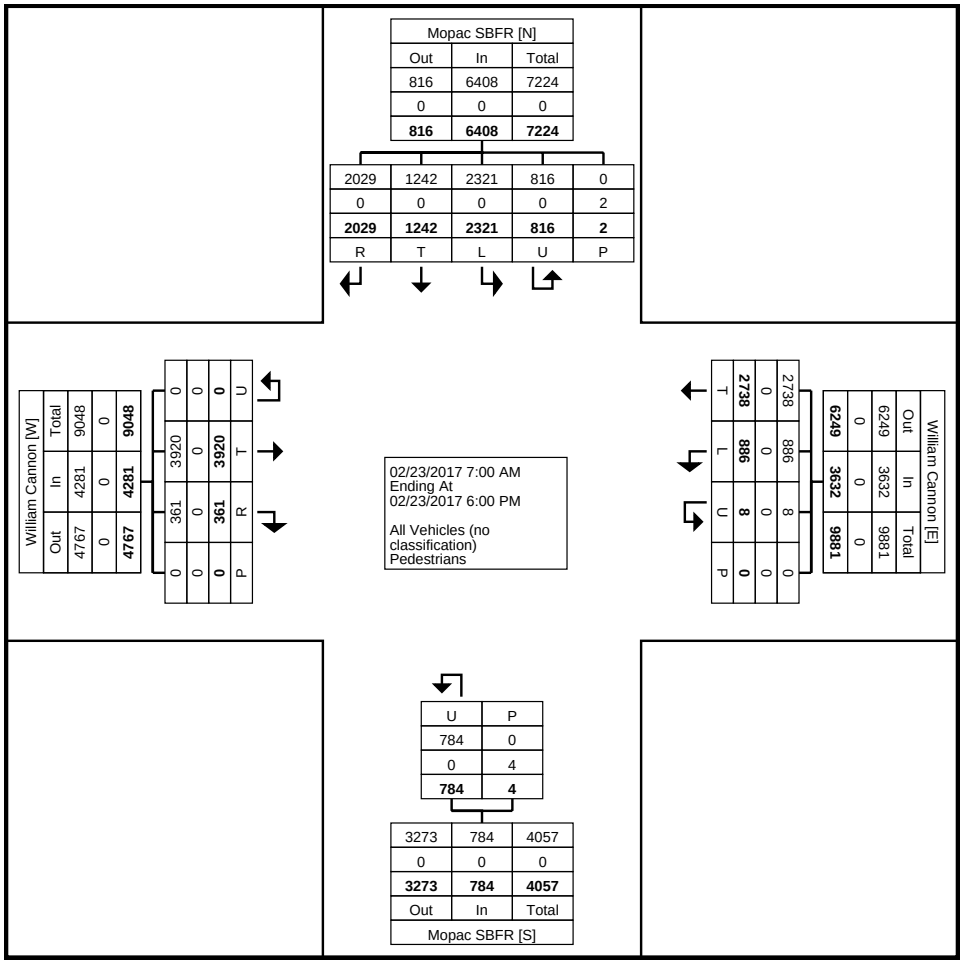
Turning Movement Data

Start Time	Mopac SBFR Southbound						William Cannon Westbound					Mopac SBFR Northbound			William Cannon Eastbound					
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	59	21	35	27	0	142	38	135	0	0	173	22	0	22	167	12	0	0	179	516
7:15 AM	66	30	55	28	0	179	34	156	0	0	190	18	0	18	206	15	0	0	221	608
7:30 AM	65	32	94	31	0	222	29	202	1	0	232	33	0	33	239	20	0	0	259	746
7:45 AM	89	59	96	33	0	277	46	192	1	0	239	51	0	51	239	17	0	0	256	823
Hourly Total	279	142	280	119	0	820	147	685	2	0	834	124	0	124	851	64	0	0	915	2693
8:00 AM	84	67	87	40	0	278	39	165	0	0	204	54	2	54	244	25	0	0	269	805
8:15 AM	84	42	99	39	0	264	38	187	1	0	226	37	0	37	216	24	0	0	240	767
8:30 AM	76	46	92	33	0	247	56	193	1	0	250	48	0	48	208	25	0	0	233	778
8:45 AM	86	33	84	44	0	247	50	153	0	0	203	39	0	39	192	18	0	0	210	699
Hourly Total	330	188	362	156	0	1036	183	698	2	0	883	178	2	178	860	92	0	0	952	3049
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	209	138	155	67	1	569	61	146	0	0	207	42	0	42	267	27	0	0	294	1112
4:15 PM	178	111	157	57	0	503	70	179	0	0	249	46	0	46	242	32	0	0	274	1072
4:30 PM	218	119	203	70	0	610	78	148	1	0	227	55	0	55	239	26	0	0	265	1157
4:45 PM	240	108	171	66	0	585	68	155	0	0	223	53	0	53	265	20	0	0	285	1146
Hourly Total	845	476	686	260	1	2267	277	628	1	0	906	196	0	196	1013	105	0	0	1118	4487
5:00 PM	206	105	160	72	0	543	68	221	1	0	290	63	0	63	319	18	0	0	337	1233
5:15 PM	240	117	188	78	0	623	73	174	1	0	248	74	1	74	264	27	0	0	291	1236
5:30 PM	230	114	168	72	1	584	61	164	0	0	225	79	1	79	315	26	0	0	341	1229
5:45 PM	191	100	185	59	0	535	77	168	1	0	246	70	0	70	298	29	0	0	327	1178
Hourly Total	867	436	701	281	1	2285	279	727	3	0	1009	286	2	286	1196	100	0	0	1296	4876
Grand Total	2321	1242	2029	816	2	6408	886	2738	8	0	3632	784	4	784	3920	361	0	0	4281	15105
Approach %	36.2	19.4	31.7	12.7	-	-	24.4	75.4	0.2	-	-	100.0	-	-	91.6	8.4	0.0	-	-	-
Total %	15.4	8.2	13.4	5.4	-	42.4	5.9	18.1	0.1	-	24.0	5.2	-	5.2	26.0	2.4	0.0	-	28.3	-
All Vehicles (no classification)	2321	1242	2029	816	-	6408	886	2738	8	-	3632	784	-	784	3920	361	0	-	4281	15105
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Mopac SBFR at William Cannon
Site Code: 17
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Mopac SBFR at William Cannon
Site Code: 17
Start Date: 02/23/2017

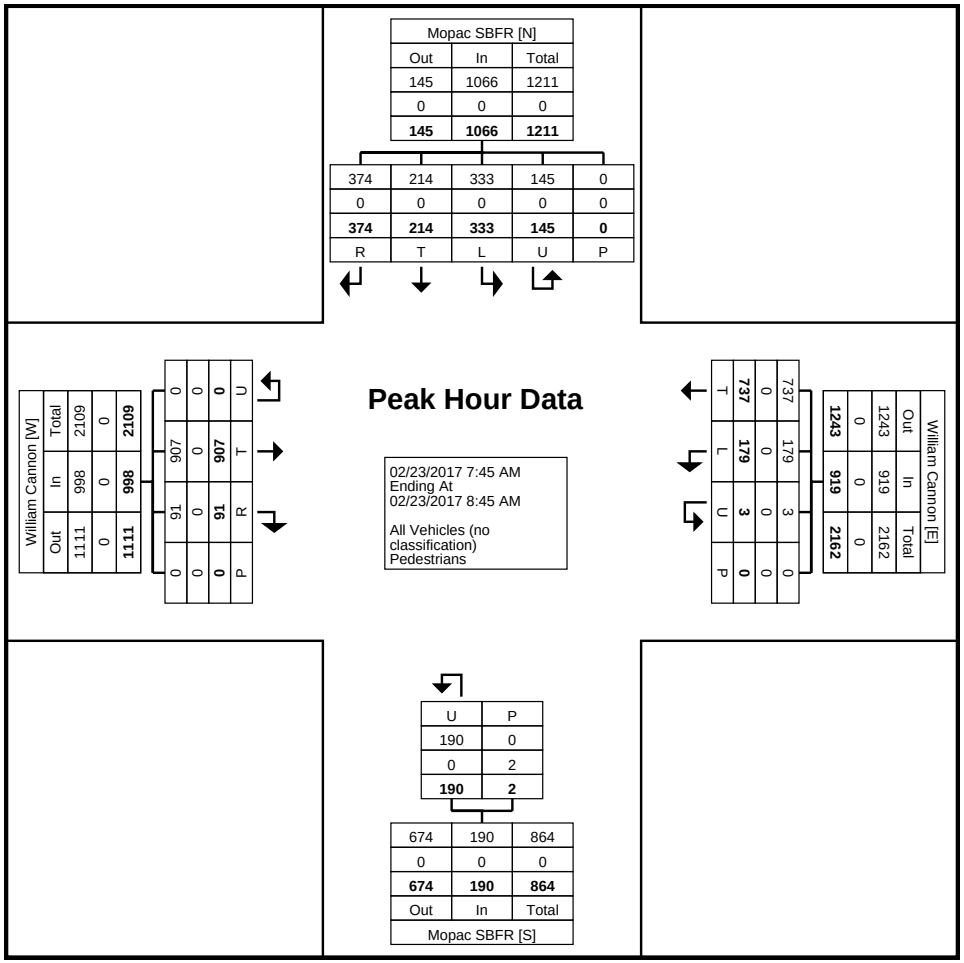
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Mopac SBFR Southbound						William Cannon Westbound					Mopac SBFR Northbound			William Cannon Eastbound					
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:45 AM	89	59	96	33	0	277	46	192	1	0	239	51	0	51	239	17	0	0	256	823
8:00 AM	84	67	87	40	0	278	39	165	0	0	204	54	2	54	244	25	0	0	269	805
8:15 AM	84	42	99	39	0	264	38	187	1	0	226	37	0	37	216	24	0	0	240	767
8:30 AM	76	46	92	33	0	247	56	193	1	0	250	48	0	48	208	25	0	0	233	778
Total	333	214	374	145	0	1066	179	737	3	0	919	190	2	190	907	91	0	0	998	3173
Approach %	31.2	20.1	35.1	13.6	-	-	19.5	80.2	0.3	-	-	100.0	-	-	90.9	9.1	0.0	-	-	-
Total %	10.5	6.7	11.8	4.6	-	33.6	5.6	23.2	0.1	-	29.0	6.0	-	6.0	28.6	2.9	0.0	-	31.5	-
PHF	0.935	0.799	0.944	0.906	-	0.959	0.799	0.955	0.750	-	0.919	0.880	-	0.880	0.929	0.910	0.000	-	0.928	0.964
All Vehicles (no classification)	333	214	374	145	-	1066	179	737	3	-	919	190	-	190	907	91	0	-	998	3173
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Mopac SBFR at William Cannon
Site Code: 17
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:45 AM)

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Count Name: Mopac SBFR at William Cannon
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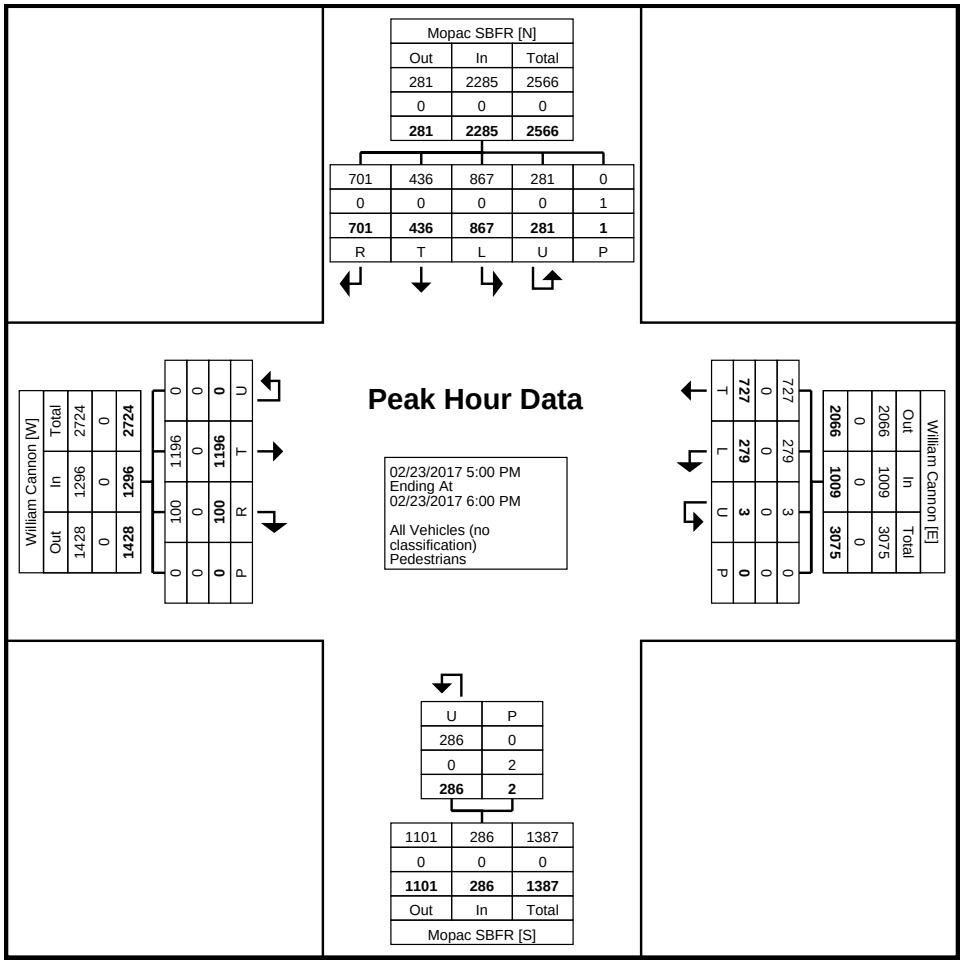
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Mopac SBFR Southbound						William Cannon Westbound					Mopac SBFR Northbound			William Cannon Eastbound					
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	206	105	160	72	0	543	68	221	1	0	290	63	0	63	319	18	0	0	337	1233
5:15 PM	240	117	188	78	0	623	73	174	1	0	248	74	1	74	264	27	0	0	291	1236
5:30 PM	230	114	168	72	1	584	61	164	0	0	225	79	1	79	315	26	0	0	341	1229
5:45 PM	191	100	185	59	0	535	77	168	1	0	246	70	0	70	298	29	0	0	327	1178
Total	867	436	701	281	1	2285	279	727	3	0	1009	286	2	286	1196	100	0	0	1296	4876
Approach %	37.9	19.1	30.7	12.3	-	-	27.7	72.1	0.3	-	-	100.0	-	-	92.3	7.7	0.0	-	-	-
Total %	17.8	8.9	14.4	5.8	-	46.9	5.7	14.9	0.1	-	20.7	5.9	-	5.9	24.5	2.1	0.0	-	26.6	-
PHF	0.903	0.932	0.932	0.901	-	0.917	0.906	0.822	0.750	-	0.870	0.905	-	0.905	0.937	0.862	0.000	-	0.950	0.986
All Vehicles (no classification)	867	436	701	281	-	2285	279	727	3	-	1009	286	-	286	1196	100	0	-	1296	4876
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
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Count Name: Mopac SBFR at William Cannon
Site Code: 17
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: Arbor Trails shopping ctr at William Cannon
Site Code: 16
Start Date: 02/23/2017

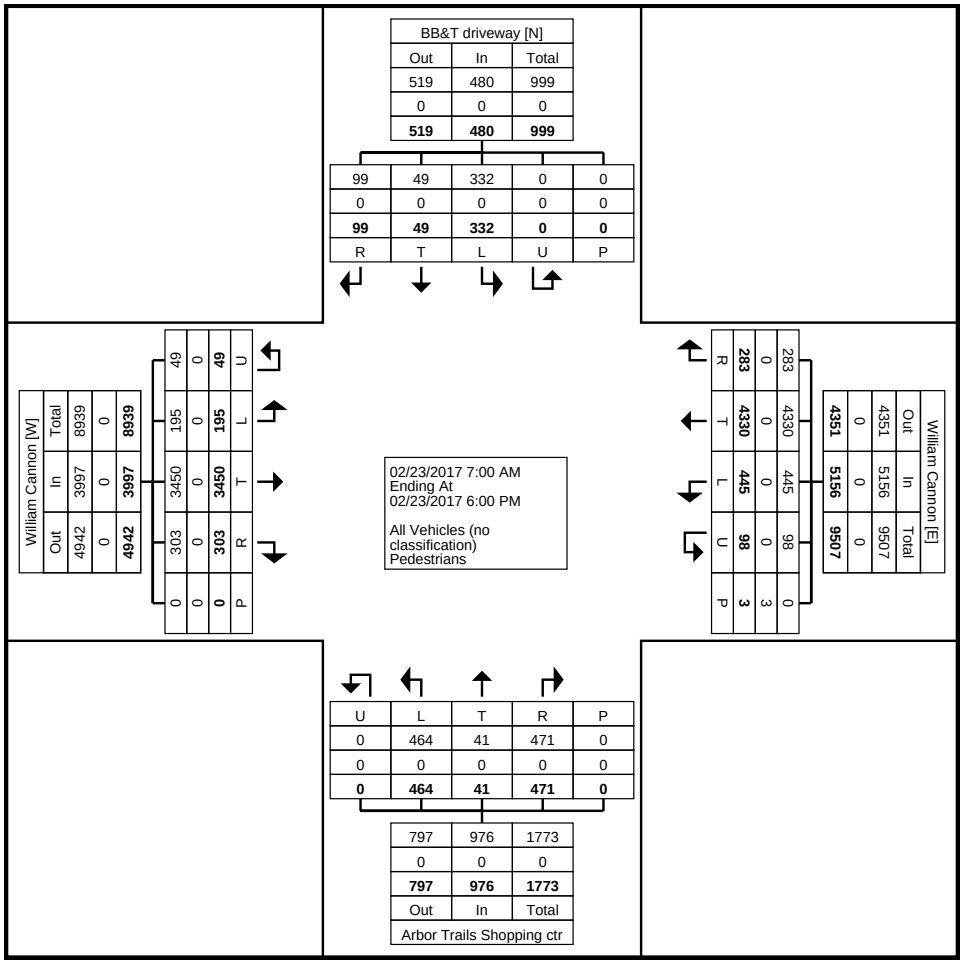
Turning Movement Data

Start Time	BB&T driveway Southbound						William Cannon Westbound						Arbor Trails Shopping ctr Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	10	0	1	0	0	11	10	154	5	0	0	169	2	1	2	0	0	5	6	207	0	0	0	213	398
7:15 AM	16	1	2	0	0	19	12	201	16	2	1	231	6	2	0	0	0	8	11	201	2	5	0	219	477
7:30 AM	9	1	4	0	0	14	20	254	9	2	0	285	8	0	7	0	0	15	10	242	3	2	0	257	571
7:45 AM	13	0	4	0	0	17	15	264	13	2	0	294	8	1	10	0	0	19	8	267	12	3	0	290	620
Hourly Total	48	2	11	0	0	61	57	873	43	6	1	979	24	4	19	0	0	47	35	917	17	10	0	979	2066
8:00 AM	13	0	3	0	0	16	17	235	12	1	0	265	7	2	12	0	0	21	10	220	11	1	0	242	544
8:15 AM	11	2	5	0	0	18	15	257	15	4	0	291	10	1	18	0	0	29	8	219	9	2	0	238	576
8:30 AM	14	3	3	0	0	20	32	249	19	6	0	306	15	1	11	0	0	27	10	236	9	3	0	258	611
8:45 AM	22	3	4	0	0	29	24	199	11	3	0	237	12	3	18	0	0	33	7	174	10	3	0	194	493
Hourly Total	60	8	15	0	0	83	88	940	57	14	0	1099	44	7	59	0	0	110	35	849	39	9	0	932	2224
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	26	2	6	0	0	34	30	278	19	11	0	338	37	2	62	0	0	101	9	169	30	7	0	215	688
4:15 PM	32	7	7	0	0	46	36	287	22	11	0	356	39	7	41	0	0	87	20	206	28	2	0	256	745
4:30 PM	20	11	10	0	0	41	45	301	19	13	0	378	51	3	56	0	0	110	17	217	28	1	0	263	792
4:45 PM	22	3	14	0	0	39	37	308	21	8	2	374	60	4	51	0	0	115	18	192	28	4	0	242	770
Hourly Total	100	23	37	0	0	160	148	1174	81	43	2	1446	187	16	210	0	0	413	64	784	114	14	0	976	2995
5:00 PM	30	3	6	0	0	39	40	346	22	7	0	415	59	3	42	0	0	104	14	240	31	4	0	289	847
5:15 PM	30	4	11	0	0	45	34	357	30	11	0	432	49	3	51	0	0	103	16	246	30	3	0	295	875
5:30 PM	32	4	9	0	0	45	44	316	26	9	0	395	50	5	46	0	0	101	20	217	36	8	0	281	822
5:45 PM	32	5	10	0	0	47	34	324	24	8	0	390	51	3	44	0	0	98	11	197	36	1	0	245	780
Hourly Total	124	16	36	0	0	176	152	1343	102	35	0	1632	209	14	183	0	0	406	61	900	133	16	0	1110	3324
Grand Total	332	49	99	0	0	480	445	4330	283	98	3	5156	464	41	471	0	0	976	195	3450	303	49	0	3997	10609
Approach %	69.2	10.2	20.6	0.0	-	-	8.6	84.0	5.5	1.9	-	-	47.5	4.2	48.3	0.0	-	-	4.9	86.3	7.6	1.2	-	-	-
Total %	3.1	0.5	0.9	0.0	-	4.5	4.2	40.8	2.7	0.9	-	48.6	4.4	0.4	4.4	0.0	-	9.2	1.8	32.5	2.9	0.5	-	37.7	-
All Vehicles (no classification)	332	49	99	0	-	480	445	4330	283	98	-	5156	464	41	471	0	-	976	195	3450	303	49	-	3997	10609
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Arbor Trails shopping ctr at William Cannon
Site Code: 16
Start Date: 02/23/2017



Turning Movement Data Plot

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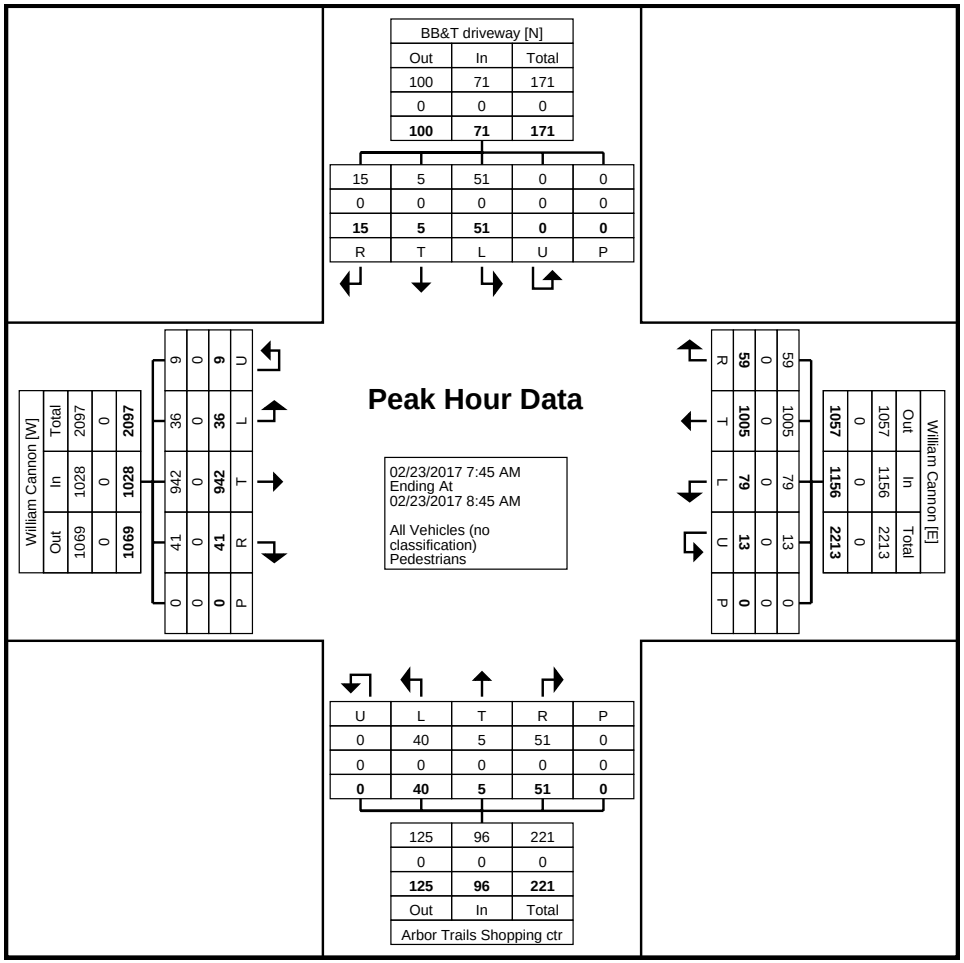
Turning Movement Peak Hour Data (7:45 AM)

Start Time	BB&T driveway Southbound						William Cannon Westbound						Arbor Trails Shopping ctr Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:45 AM	13	0	4	0	0	17	15	264	13	2	0	294	8	1	10	0	0	19	8	267	12	3	0	290	620
8:00 AM	13	0	3	0	0	16	17	235	12	1	0	265	7	2	12	0	0	21	10	220	11	1	0	242	544
8:15 AM	11	2	5	0	0	18	15	257	15	4	0	291	10	1	18	0	0	29	8	219	9	2	0	238	576
8:30 AM	14	3	3	0	0	20	32	249	19	6	0	306	15	1	11	0	0	27	10	236	9	3	0	258	611
Total	51	5	15	0	0	71	79	1005	59	13	0	1156	40	5	51	0	0	96	36	942	41	9	0	1028	2351
Approach %	71.8	7.0	21.1	0.0	-	-	6.8	86.9	5.1	1.1	-	-	41.7	5.2	53.1	0.0	-	-	3.5	91.6	4.0	0.9	-	-	-
Total %	2.2	0.2	0.6	0.0	-	3.0	3.4	42.7	2.5	0.6	-	49.2	1.7	0.2	2.2	0.0	-	4.1	1.5	40.1	1.7	0.4	-	43.7	-
PHF	0.911	0.417	0.750	0.000	-	0.888	0.617	0.952	0.776	0.542	-	0.944	0.667	0.625	0.708	0.000	-	0.828	0.900	0.882	0.854	0.750	-	0.886	0.948
All Vehicles (no classification)	51	5	15	0	-	71	79	1005	59	13	-	1156	40	5	51	0	-	96	36	942	41	9	-	1028	2351
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:45 AM)

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bg@cjhensch.com
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Count Name: Arbor Trails shopping ctr at William Cannon
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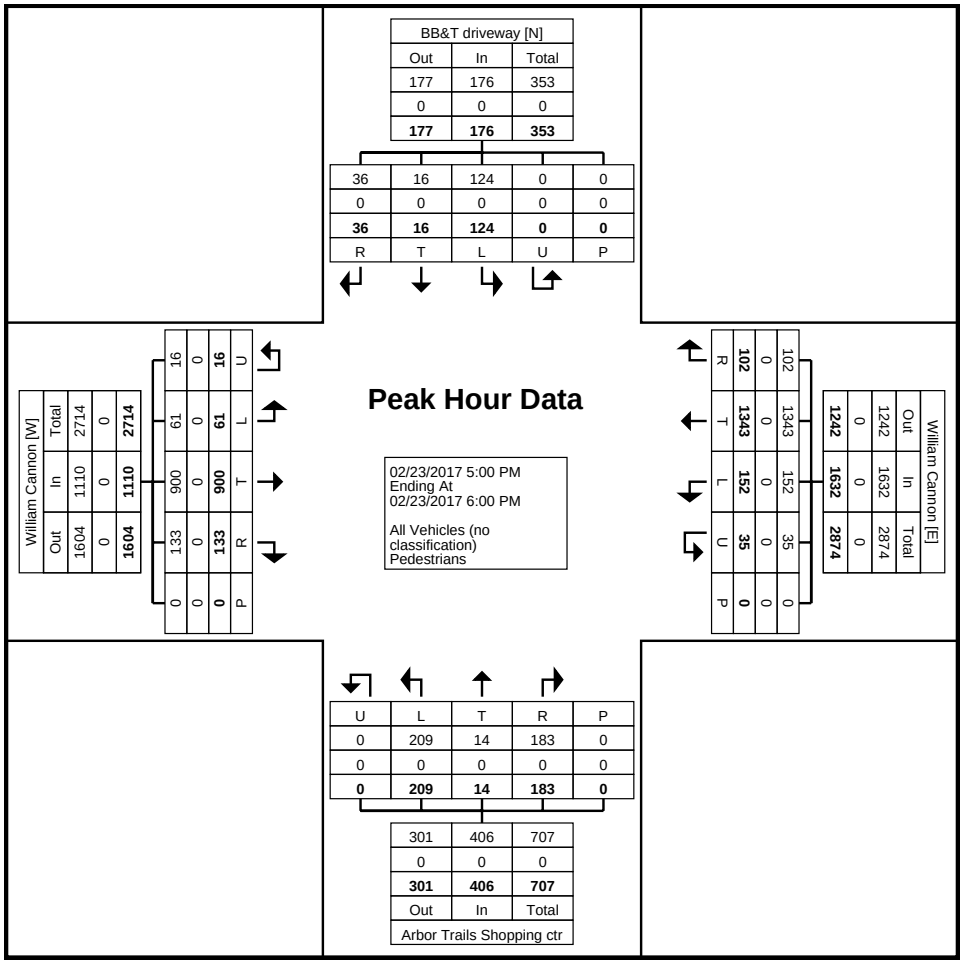
Turning Movement Peak Hour Data (5:00 PM)

Start Time	BB&T driveway Southbound						William Cannon Westbound						Arbor Trails Shopping ctr Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	30	3	6	0	0	39	40	346	22	7	0	415	59	3	42	0	0	104	14	240	31	4	0	289	847
5:15 PM	30	4	11	0	0	45	34	357	30	11	0	432	49	3	51	0	0	103	16	246	30	3	0	295	875
5:30 PM	32	4	9	0	0	45	44	316	26	9	0	395	50	5	46	0	0	101	20	217	36	8	0	281	822
5:45 PM	32	5	10	0	0	47	34	324	24	8	0	390	51	3	44	0	0	98	11	197	36	1	0	245	780
Total	124	16	36	0	0	176	152	1343	102	35	0	1632	209	14	183	0	0	406	61	900	133	16	0	1110	3324
Approach %	70.5	9.1	20.5	0.0	-	-	9.3	82.3	6.3	2.1	-	-	51.5	3.4	45.1	0.0	-	-	5.5	81.1	12.0	1.4	-	-	-
Total %	3.7	0.5	1.1	0.0	-	5.3	4.6	40.4	3.1	1.1	-	49.1	6.3	0.4	5.5	0.0	-	12.2	1.8	27.1	4.0	0.5	-	33.4	-
PHF	0.969	0.800	0.818	0.000	-	0.936	0.864	0.940	0.850	0.795	-	0.944	0.886	0.700	0.897	0.000	-	0.976	0.763	0.915	0.924	0.500	-	0.941	0.950
All Vehicles (no classification)	124	16	36	0	-	176	152	1343	102	35	-	1632	209	14	183	0	-	406	61	900	133	16	-	1110	3324
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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bg@cjhensch.com
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281-487-5417 cwood@browngay.com

Count Name: Arbor Trails shopping ctr at William Cannon
Site Code: 16
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Turning Movement Peak Hour Data Plot (5:00 PM)

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bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brush County Rd at William Cannon
Site Code: 15
Start Date: 02/23/2017

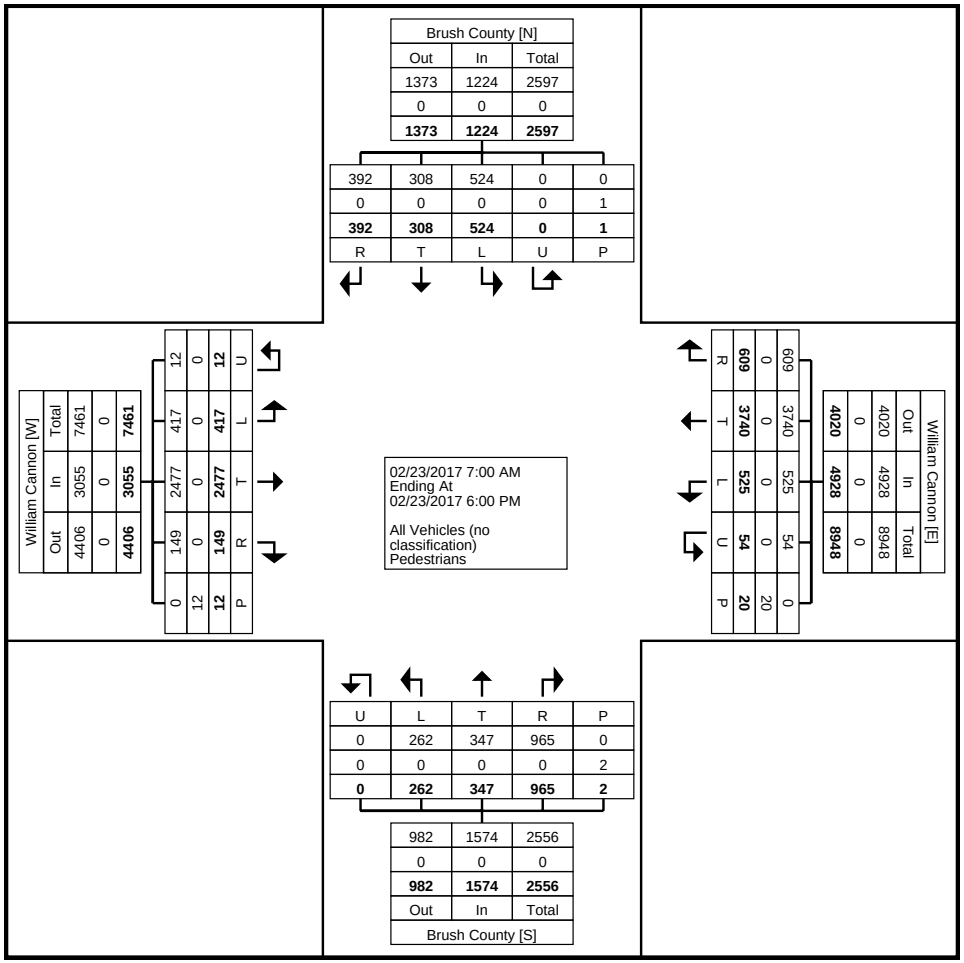
Turning Movement Data

Start Time	Brush County Southbound						William Cannon Westbound						Brush County Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	20	6	11	0	0	37	5	117	32	1	2	155	13	35	84	0	0	132	23	110	3	0	0	136	460
7:15 AM	33	10	20	0	1	63	14	148	48	0	0	210	27	48	83	0	0	158	63	106	0	1	0	170	601
7:30 AM	38	9	28	0	0	75	12	215	45	1	0	273	22	37	76	0	0	135	42	146	4	1	1	193	676
7:45 AM	35	12	21	0	0	68	16	230	38	2	0	286	29	29	100	0	0	158	29	147	5	1	1	182	694
Hourly Total	126	37	80	0	1	243	47	710	163	4	2	924	91	149	343	0	0	583	157	509	12	3	2	681	2431
8:00 AM	40	4	4	0	0	48	20	185	24	5	4	234	20	27	65	0	0	112	24	133	0	1	2	158	552
8:15 AM	26	5	15	0	0	46	18	210	37	0	0	265	19	17	74	0	0	110	20	145	1	3	1	169	590
8:30 AM	29	13	12	0	0	54	25	216	33	0	2	274	14	16	78	0	0	108	17	152	0	1	0	170	606
8:45 AM	21	6	13	0	0	40	16	177	20	2	1	215	12	16	50	0	0	78	16	125	6	0	0	147	480
Hourly Total	116	28	44	0	0	188	79	788	114	7	7	988	65	76	267	0	0	408	77	555	7	5	3	644	2228
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	42	35	37	0	0	114	37	217	48	10	3	312	12	20	33	0	0	65	28	148	11	0	0	187	678
4:15 PM	33	22	26	0	0	81	42	272	40	6	1	360	14	16	33	0	0	63	16	156	17	0	1	189	693
4:30 PM	31	34	23	0	0	88	34	295	28	4	1	361	8	10	37	0	0	55	14	200	17	0	0	231	735
4:45 PM	34	22	27	0	0	83	69	277	37	4	1	387	18	19	58	0	0	95	16	148	12	0	0	176	741
Hourly Total	140	113	113	0	0	366	182	1061	153	24	6	1420	52	65	161	0	0	278	74	652	57	0	1	783	2847
5:00 PM	34	28	39	0	0	101	57	327	51	4	0	439	9	19	42	0	1	70	21	208	24	0	4	253	863
5:15 PM	38	33	39	0	0	110	49	316	42	0	2	407	19	15	58	0	0	92	35	212	20	3	1	270	879
5:30 PM	40	37	44	0	0	121	49	261	43	6	2	359	15	16	49	0	1	80	37	174	15	1	0	227	787
5:45 PM	30	32	33	0	0	95	62	277	43	9	1	391	11	7	45	0	0	63	16	167	14	0	1	197	746
Hourly Total	142	130	155	0	0	427	217	1181	179	19	5	1596	54	57	194	0	2	305	109	761	73	4	6	947	3275
Grand Total	524	308	392	0	1	1224	525	3740	609	54	20	4928	262	347	965	0	2	1574	417	2477	149	12	12	3055	10781
Approach %	42.8	25.2	32.0	0.0	-	-	10.7	75.9	12.4	1.1	-	-	16.6	22.0	61.3	0.0	-	-	13.6	81.1	4.9	0.4	-	-	-
Total %	4.9	2.9	3.6	0.0	-	11.4	4.9	34.7	5.6	0.5	-	45.7	2.4	3.2	9.0	0.0	-	14.6	3.9	23.0	1.4	0.1	-	28.3	-
All Vehicles (no classification)	524	308	392	0	-	1224	525	3740	609	54	-	4928	262	347	965	0	-	1574	417	2477	149	12	-	3055	10781
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	20	-	-	-	-	-	2	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brush County Rd at William Cannon
Site Code: 15
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brush County Rd at William Cannon
Site Code: 15
Start Date: 02/23/2017

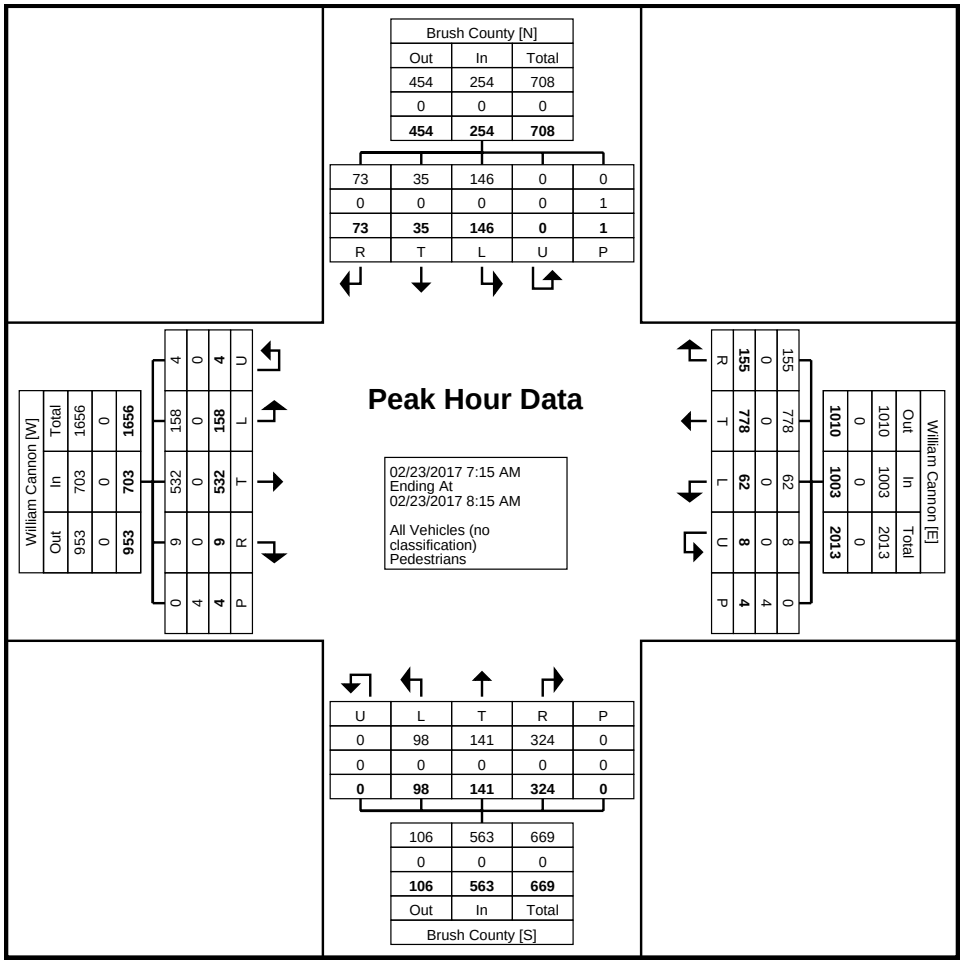
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Brush County Southbound						William Cannon Westbound						Brush County Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	33	10	20	0	1	63	14	148	48	0	0	210	27	48	83	0	0	158	63	106	0	1	0	170	601
7:30 AM	38	9	28	0	0	75	12	215	45	1	0	273	22	37	76	0	0	135	42	146	4	1	1	193	676
7:45 AM	35	12	21	0	0	68	16	230	38	2	0	286	29	29	100	0	0	158	29	147	5	1	1	182	694
8:00 AM	40	4	4	0	0	48	20	185	24	5	4	234	20	27	65	0	0	112	24	133	0	1	2	158	552
Total	146	35	73	0	1	254	62	778	155	8	4	1003	98	141	324	0	0	563	158	532	9	4	4	703	2523
Approach %	57.5	13.8	28.7	0.0	-	-	6.2	77.6	15.5	0.8	-	-	17.4	25.0	57.5	0.0	-	-	22.5	75.7	1.3	0.6	-	-	-
Total %	5.8	1.4	2.9	0.0	-	10.1	2.5	30.8	6.1	0.3	-	39.8	3.9	5.6	12.8	0.0	-	22.3	6.3	21.1	0.4	0.2	-	27.9	-
PHF	0.913	0.729	0.652	0.000	-	0.847	0.775	0.846	0.807	0.400	-	0.877	0.845	0.734	0.810	0.000	-	0.891	0.627	0.905	0.450	1.000	-	0.911	0.909
All Vehicles (no classification)	146	35	73	0	-	254	62	778	155	8	-	1003	98	141	324	0	-	563	158	532	9	4	-	703	2523
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brush County Rd at William Cannon
Site Code: 15
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: Brush County Rd at William Cannon
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Start Date: 02/23/2017

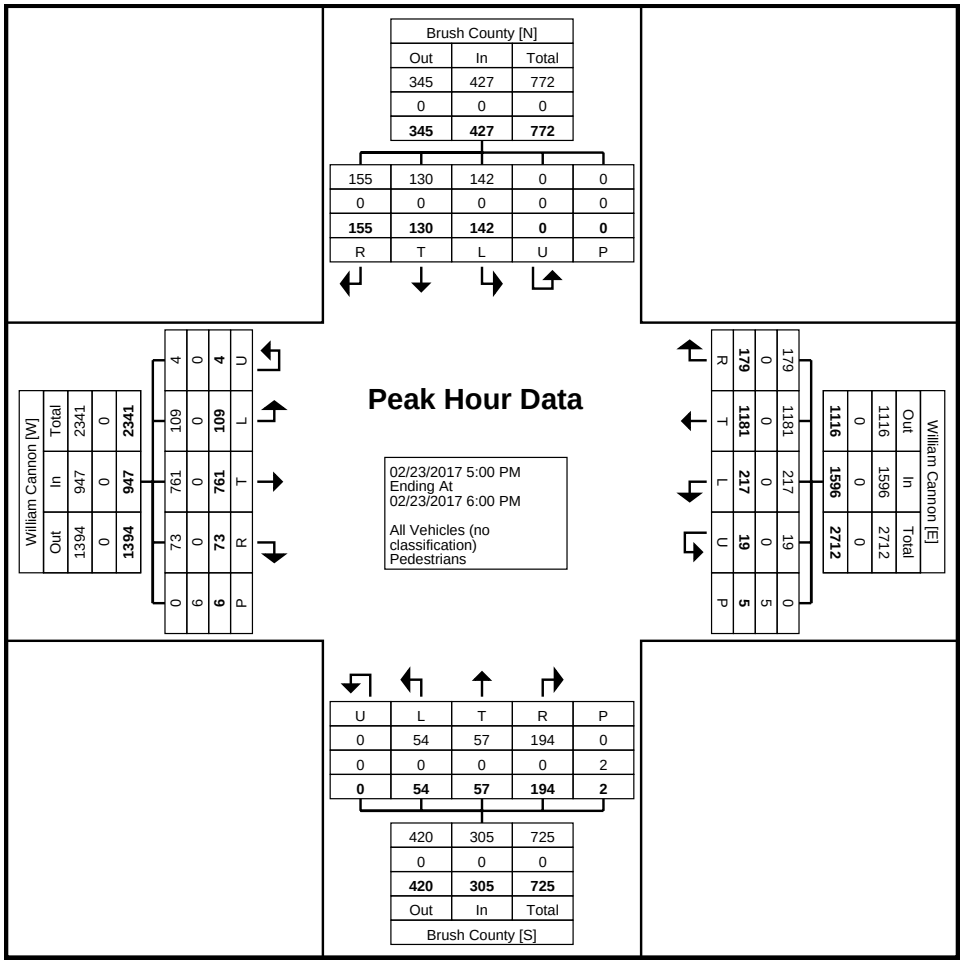
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Brush County Southbound						William Cannon Westbound						Brush County Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	34	28	39	0	0	101	57	327	51	4	0	439	9	19	42	0	1	70	21	208	24	0	4	253	863
5:15 PM	38	33	39	0	0	110	49	316	42	0	2	407	19	15	58	0	0	92	35	212	20	3	1	270	879
5:30 PM	40	37	44	0	0	121	49	261	43	6	2	359	15	16	49	0	1	80	37	174	15	1	0	227	787
5:45 PM	30	32	33	0	0	95	62	277	43	9	1	391	11	7	45	0	0	63	16	167	14	0	1	197	746
Total	142	130	155	0	0	427	217	1181	179	19	5	1596	54	57	194	0	2	305	109	761	73	4	6	947	3275
Approach %	33.3	30.4	36.3	0.0	-	-	13.6	74.0	11.2	1.2	-	-	17.7	18.7	63.6	0.0	-	-	11.5	80.4	7.7	0.4	-	-	-
Total %	4.3	4.0	4.7	0.0	-	13.0	6.6	36.1	5.5	0.6	-	48.7	1.6	1.7	5.9	0.0	-	9.3	3.3	23.2	2.2	0.1	-	28.9	-
PHF	0.888	0.878	0.881	0.000	-	0.882	0.875	0.903	0.877	0.528	-	0.909	0.711	0.750	0.836	0.000	-	0.829	0.736	0.897	0.760	0.333	-	0.877	0.931
All Vehicles (no classification)	142	130	155	0	-	427	217	1181	179	19	-	1596	54	57	194	0	-	305	109	761	73	4	-	947	3275
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Brush County Rd at William Cannon
Site Code: 15
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Beckett Rd at William Cannon
Site Code: 7
Start Date: 02/23/2017

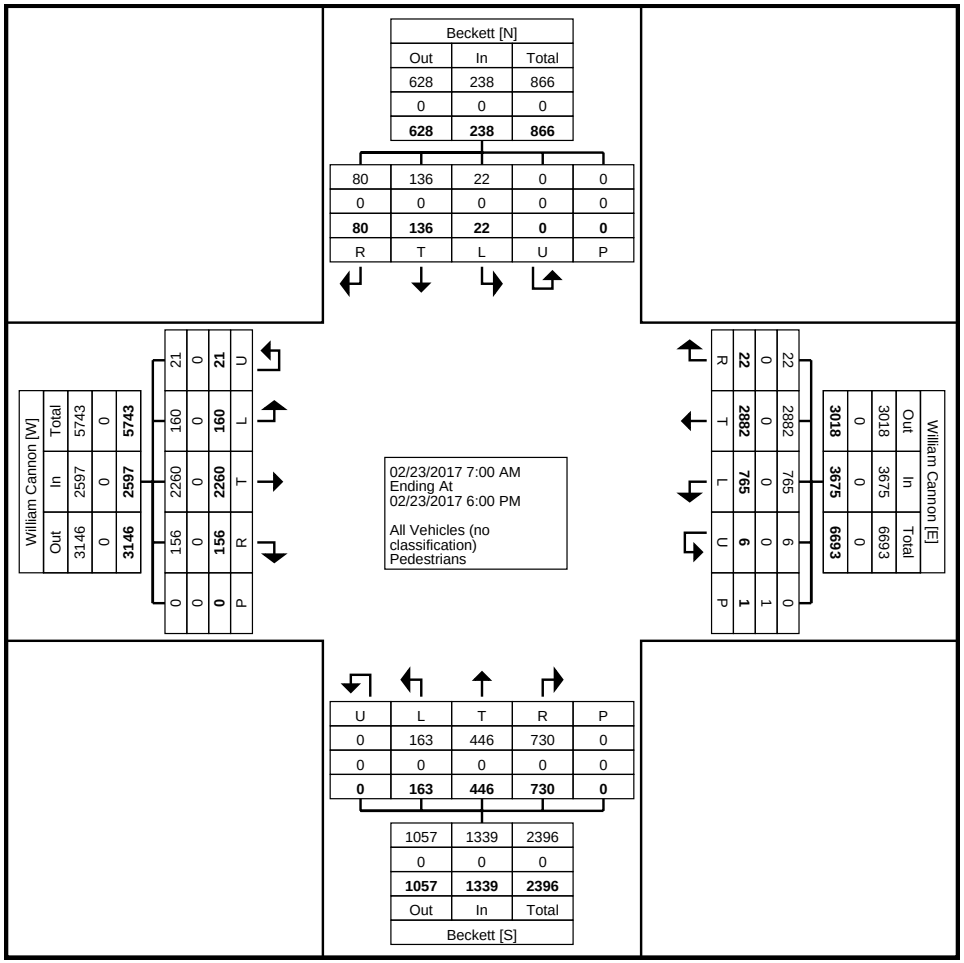
Turning Movement Data

Start Time	Beckett Southbound						William Cannon Westbound						Beckett Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	5	2	0	0	7	9	101	0	0	0	110	8	35	69	0	0	112	7	57	3	1	0	68	297
7:15 AM	0	1	4	0	0	5	17	146	0	0	0	163	19	44	83	0	0	146	13	77	1	0	0	91	405
7:30 AM	2	2	4	0	0	8	25	190	0	0	0	215	23	55	92	0	0	170	16	90	3	2	0	111	504
7:45 AM	1	2	2	0	0	5	33	194	1	0	0	228	6	32	74	0	0	112	33	117	5	0	0	155	500
Hourly Total	3	10	12	0	0	25	84	631	1	0	0	716	56	166	318	0	0	540	69	341	12	3	0	425	1706
8:00 AM	1	4	5	0	0	10	19	175	1	0	0	195	16	53	62	0	0	131	12	107	5	1	0	125	461
8:15 AM	1	4	3	0	0	8	29	164	1	0	0	194	16	43	47	0	0	106	10	112	2	0	0	124	432
8:30 AM	0	5	0	0	0	5	25	181	0	1	0	207	15	28	48	0	0	91	7	109	5	1	0	122	425
8:45 AM	0	4	4	0	0	8	20	168	1	4	0	193	10	28	42	0	0	80	6	116	3	1	0	126	407
Hourly Total	2	17	12	0	0	31	93	688	3	5	0	789	57	152	199	0	0	408	35	444	15	3	0	497	1725
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	3	0	0	17	46	186	3	0	0	235	3	9	19	0	0	31	6	166	11	2	0	185	468
4:15 PM	2	8	10	0	0	20	69	176	4	0	0	249	6	13	23	0	0	42	3	160	10	1	0	174	485
4:30 PM	1	6	4	0	0	11	60	202	3	0	0	265	5	13	24	0	0	42	4	194	13	5	0	216	534
4:45 PM	0	13	6	0	0	19	74	221	0	0	0	295	12	16	17	0	0	45	4	175	17	1	0	197	556
Hourly Total	3	41	23	0	0	67	249	785	10	0	0	1044	26	51	83	0	0	160	17	695	51	9	0	772	2043
5:00 PM	5	20	9	0	0	34	77	206	2	0	0	285	10	16	25	0	0	51	6	205	26	2	0	239	609
5:15 PM	6	13	6	0	0	25	90	188	1	0	0	279	4	20	43	0	0	67	13	210	16	2	0	241	612
5:30 PM	0	16	9	0	0	25	86	195	1	1	0	283	6	15	36	0	0	57	10	196	19	0	0	225	590
5:45 PM	3	19	9	0	0	31	86	189	4	0	1	279	4	26	26	0	0	56	10	169	17	2	0	198	564
Hourly Total	14	68	33	0	0	115	339	778	8	1	1	1126	24	77	130	0	0	231	39	780	78	6	0	903	2375
Grand Total	22	136	80	0	0	238	765	2882	22	6	1	3675	163	446	730	0	0	1339	160	2260	156	21	0	2597	7849
Approach %	9.2	57.1	33.6	0.0	-	-	20.8	78.4	0.6	0.2	-	-	12.2	33.3	54.5	0.0	-	-	6.2	87.0	6.0	0.8	-	-	-
Total %	0.3	1.7	1.0	0.0	-	3.0	9.7	36.7	0.3	0.1	-	46.8	2.1	5.7	9.3	0.0	-	17.1	2.0	28.8	2.0	0.3	-	33.1	-
All Vehicles (no classification)	22	136	80	0	-	238	765	2882	22	6	-	3675	163	446	730	0	-	1339	160	2260	156	21	-	2597	7849
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Beckett Rd at William Cannon
Site Code: 7
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
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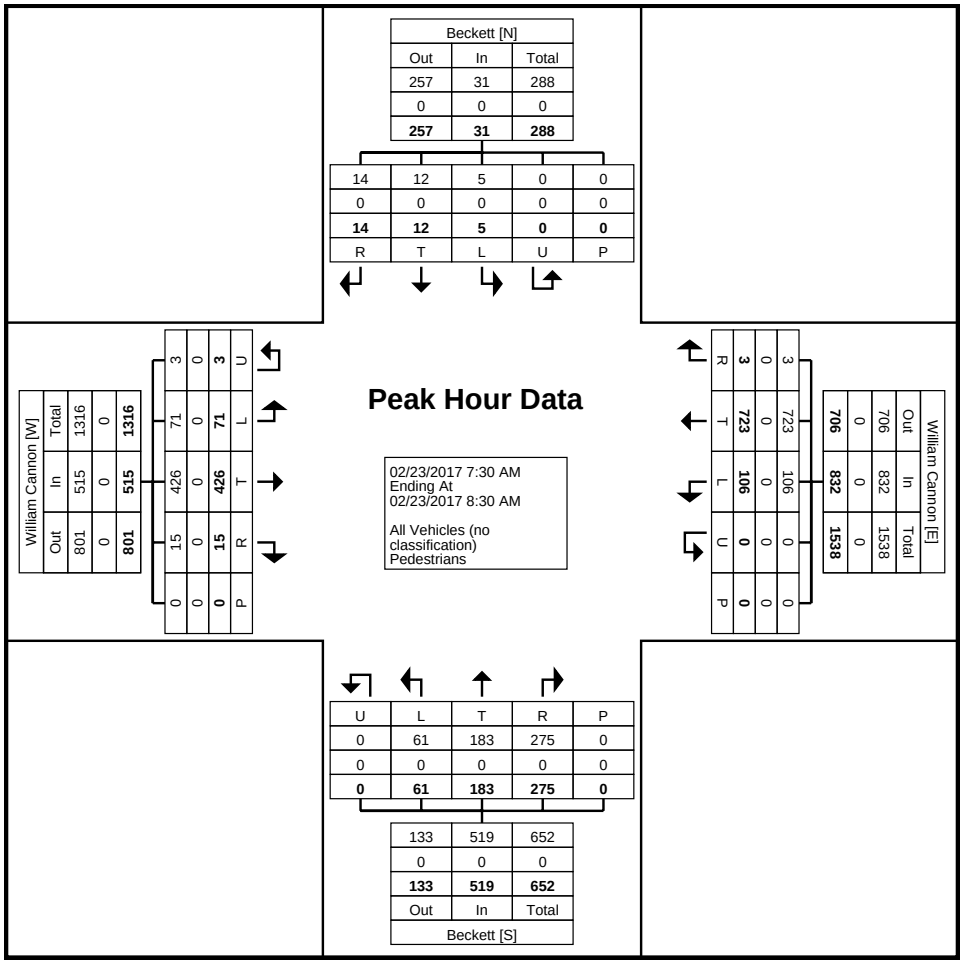
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Beckett Southbound						William Cannon Westbound						Beckett Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:30 AM	2	2	4	0	0	8	25	190	0	0	0	215	23	55	92	0	0	170	16	90	3	2	0	111	504
7:45 AM	1	2	2	0	0	5	33	194	1	0	0	228	6	32	74	0	0	112	33	117	5	0	0	155	500
8:00 AM	1	4	5	0	0	10	19	175	1	0	0	195	16	53	62	0	0	131	12	107	5	1	0	125	461
8:15 AM	1	4	3	0	0	8	29	164	1	0	0	194	16	43	47	0	0	106	10	112	2	0	0	124	432
Total	5	12	14	0	0	31	106	723	3	0	0	832	61	183	275	0	0	519	71	426	15	3	0	515	1897
Approach %	16.1	38.7	45.2	0.0	-	-	12.7	86.9	0.4	0.0	-	-	11.8	35.3	53.0	0.0	-	-	13.8	82.7	2.9	0.6	-	-	-
Total %	0.3	0.6	0.7	0.0	-	1.6	5.6	38.1	0.2	0.0	-	43.9	3.2	9.6	14.5	0.0	-	27.4	3.7	22.5	0.8	0.2	-	27.1	-
PHF	0.625	0.750	0.700	0.000	-	0.775	0.803	0.932	0.750	0.000	-	0.912	0.663	0.832	0.747	0.000	-	0.763	0.538	0.910	0.750	0.375	-	0.831	0.941
All Vehicles (no classification)	5	12	14	0	-	31	106	723	3	0	-	832	61	183	275	0	-	519	71	426	15	3	-	515	1897
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Beckett Rd at William Cannon
Site Code: 7
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Turning Movement Peak Hour Data Plot (7:30 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: Beckett Rd at William Cannon
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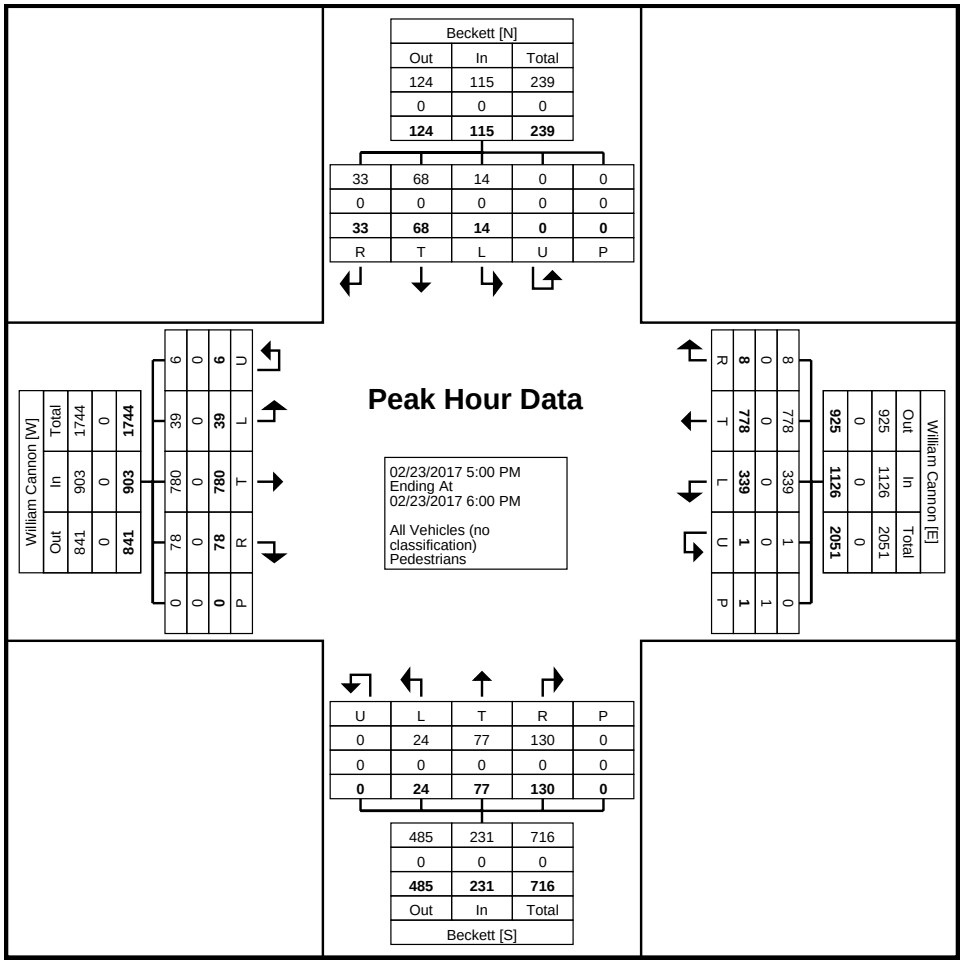
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Beckett Southbound						William Cannon Westbound						Beckett Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	5	20	9	0	0	34	77	206	2	0	0	285	10	16	25	0	0	51	6	205	26	2	0	239	609
5:15 PM	6	13	6	0	0	25	90	188	1	0	0	279	4	20	43	0	0	67	13	210	16	2	0	241	612
5:30 PM	0	16	9	0	0	25	86	195	1	1	0	283	6	15	36	0	0	57	10	196	19	0	0	225	590
5:45 PM	3	19	9	0	0	31	86	189	4	0	1	279	4	26	26	0	0	56	10	169	17	2	0	198	564
Total	14	68	33	0	0	115	339	778	8	1	1	1126	24	77	130	0	0	231	39	780	78	6	0	903	2375
Approach %	12.2	59.1	28.7	0.0	-	-	30.1	69.1	0.7	0.1	-	-	10.4	33.3	56.3	0.0	-	-	4.3	86.4	8.6	0.7	-	-	-
Total %	0.6	2.9	1.4	0.0	-	4.8	14.3	32.8	0.3	0.0	-	47.4	1.0	3.2	5.5	0.0	-	9.7	1.6	32.8	3.3	0.3	-	38.0	-
PHF	0.583	0.850	0.917	0.000	-	0.846	0.942	0.944	0.500	0.250	-	0.988	0.600	0.740	0.756	0.000	-	0.862	0.750	0.929	0.750	0.750	-	0.937	0.970
All Vehicles (no classification)	14	68	33	0	-	115	339	778	8	1	-	1126	24	77	130	0	-	231	39	780	78	6	-	903	2375
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Beckett Rd at William Cannon
Site Code: 7
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Escarpment Blvd at William Cannon
Site Code: 5
Start Date: 02/23/2017

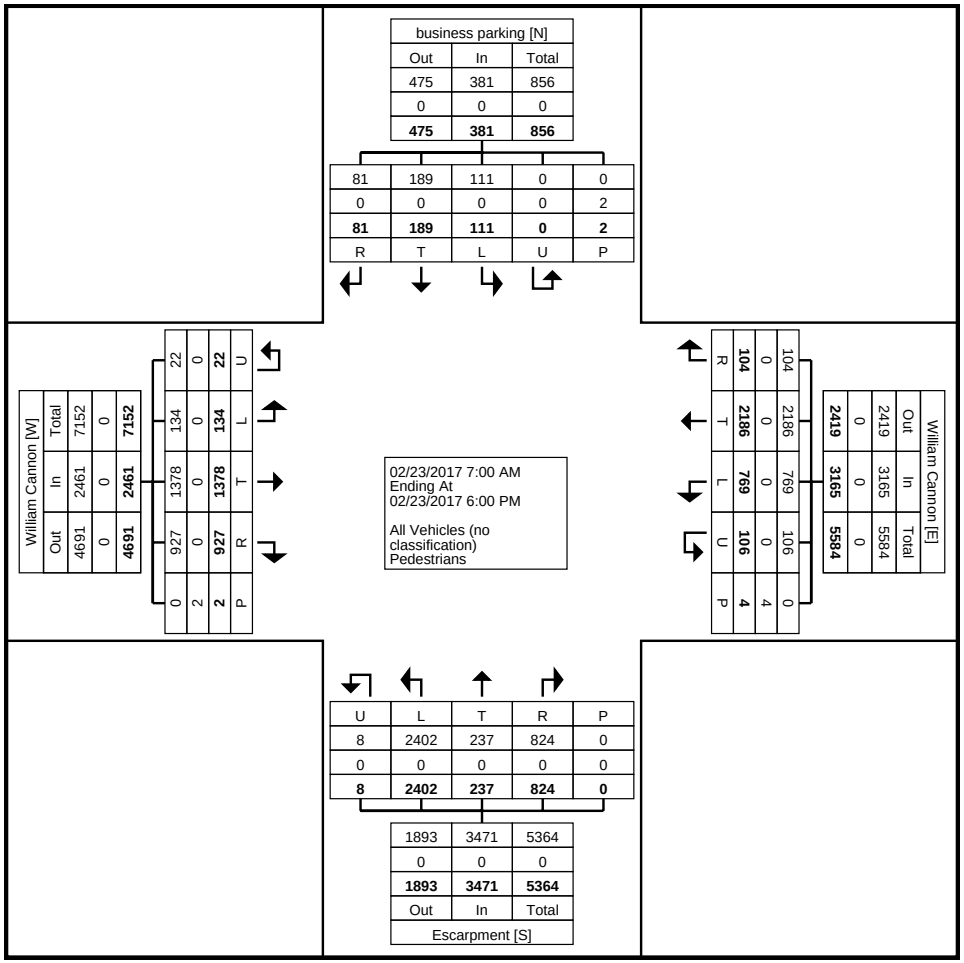
Turning Movement Data

Start Time	business parking Southbound						William Cannon Westbound						Escarpment Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	2	3	0	0	6	10	95	0	2	0	107	175	12	36	0	0	223	3	27	21	0	0	51	387
7:15 AM	1	1	6	0	0	8	17	123	3	2	1	145	292	18	59	0	0	369	4	29	24	0	1	57	579
7:30 AM	3	5	5	0	0	13	34	179	3	1	0	217	279	15	59	0	0	353	3	45	35	0	0	83	666
7:45 AM	5	6	4	0	0	15	25	158	4	1	1	188	243	27	98	0	0	368	4	48	24	1	1	77	648
Hourly Total	10	14	18	0	0	42	86	555	10	6	2	657	989	72	252	0	0	1313	14	149	104	1	2	268	2280
8:00 AM	1	6	9	0	0	16	30	148	6	4	0	188	262	26	82	0	0	370	9	34	19	3	0	65	639
8:15 AM	4	8	4	0	1	16	19	145	0	3	0	167	237	15	76	0	0	328	6	34	29	3	0	72	583
8:30 AM	2	3	3	0	0	8	20	154	4	5	0	183	185	13	47	1	0	246	7	51	27	0	0	85	522
8:45 AM	5	7	3	0	1	15	26	130	1	4	0	161	173	17	35	0	0	225	6	64	23	0	0	93	494
Hourly Total	12	24	19	0	2	55	95	577	11	16	0	699	857	71	240	1	0	1169	28	183	98	6	0	315	2238
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	13	22	3	0	0	38	65	119	10	5	0	199	58	11	32	0	0	101	15	129	81	4	0	229	567
4:15 PM	10	19	7	0	0	36	56	142	13	6	0	217	56	13	32	0	0	101	13	118	71	2	0	204	558
4:30 PM	6	18	10	0	0	34	74	132	12	14	0	232	63	9	26	3	0	101	11	130	60	1	0	202	569
4:45 PM	9	21	7	0	0	37	68	130	11	16	0	225	55	11	25	1	0	92	9	133	71	3	0	216	570
Hourly Total	38	80	27	0	0	145	263	523	46	41	0	873	232	44	115	4	0	395	48	510	283	10	0	851	2264
5:00 PM	14	22	3	0	0	39	82	142	13	16	0	253	73	15	39	1	0	128	11	164	110	2	0	287	707
5:15 PM	14	12	3	0	0	29	77	128	5	8	0	218	87	13	64	0	0	164	15	133	117	2	0	267	678
5:30 PM	13	22	7	0	0	42	84	135	10	11	0	240	86	15	70	1	0	172	14	117	99	0	0	230	684
5:45 PM	10	15	4	0	0	29	82	126	9	8	2	225	78	7	44	1	0	130	4	122	116	1	0	243	627
Hourly Total	51	71	17	0	0	139	325	531	37	43	2	936	324	50	217	3	0	594	44	536	442	5	0	1027	2696
Grand Total	111	189	81	0	2	381	769	2186	104	106	4	3165	2402	237	824	8	0	3471	134	1378	927	22	2	2461	9478
Approach %	29.1	49.6	21.3	0.0	-	-	24.3	69.1	3.3	3.3	-	-	69.2	6.8	23.7	0.2	-	-	5.4	56.0	37.7	0.9	-	-	-
Total %	1.2	2.0	0.9	0.0	-	4.0	8.1	23.1	1.1	1.1	-	33.4	25.3	2.5	8.7	0.1	-	36.6	1.4	14.5	9.8	0.2	-	26.0	-
All Vehicles (no classification)	111	189	81	0	-	381	769	2186	104	106	-	3165	2402	237	824	8	-	3471	134	1378	927	22	-	2461	9478
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Escarpment Blvd at William Cannon
Site Code: 5
Start Date: 02/23/2017



Turning Movement Data Plot

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bg@cjhensch.com
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Count Name: Escarpment Blvd at William Cannon
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Start Date: 02/23/2017

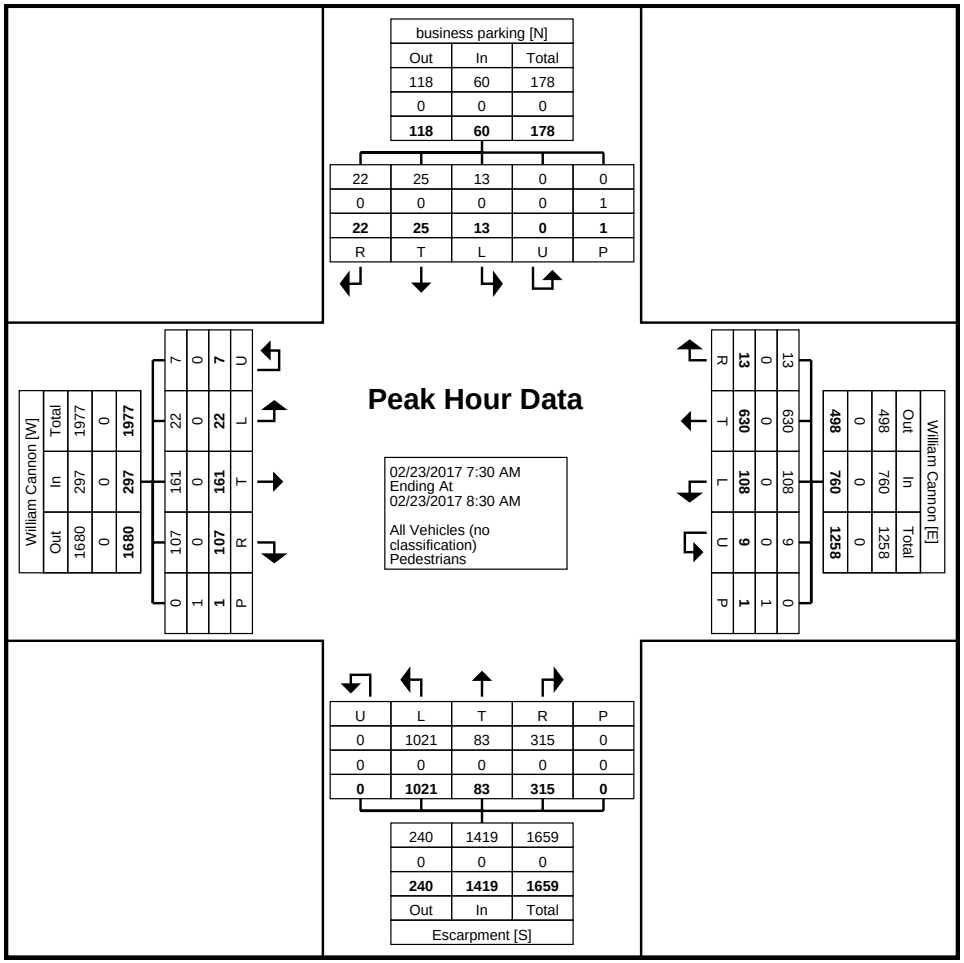
Turning Movement Peak Hour Data (7:30 AM)

Start Time	business parking Southbound						William Cannon Westbound						Escarpment Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:30 AM	3	5	5	0	0	13	34	179	3	1	0	217	279	15	59	0	0	353	3	45	35	0	0	83	666
7:45 AM	5	6	4	0	0	15	25	158	4	1	1	188	243	27	98	0	0	368	4	48	24	1	1	77	648
8:00 AM	1	6	9	0	0	16	30	148	6	4	0	188	262	26	82	0	0	370	9	34	19	3	0	65	639
8:15 AM	4	8	4	0	1	16	19	145	0	3	0	167	237	15	76	0	0	328	6	34	29	3	0	72	583
Total	13	25	22	0	1	60	108	630	13	9	1	760	1021	83	315	0	0	1419	22	161	107	7	1	297	2536
Approach %	21.7	41.7	36.7	0.0	-	-	14.2	82.9	1.7	1.2	-	-	72.0	5.8	22.2	0.0	-	-	7.4	54.2	36.0	2.4	-	-	-
Total %	0.5	1.0	0.9	0.0	-	2.4	4.3	24.8	0.5	0.4	-	30.0	40.3	3.3	12.4	0.0	-	56.0	0.9	6.3	4.2	0.3	-	11.7	-
PHF	0.650	0.781	0.611	0.000	-	0.938	0.794	0.880	0.542	0.563	-	0.876	0.915	0.769	0.804	0.000	-	0.959	0.611	0.839	0.764	0.583	-	0.895	0.952
All Vehicles (no classification)	13	25	22	0	-	60	108	630	13	9	-	760	1021	83	315	0	-	1419	22	161	107	7	-	297	2536
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Escarpment Blvd at William Cannon
Site Code: 5
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (7:30 AM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

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281-487-5417 cwood@browngay.com

Count Name: Escarpment Blvd at William Cannon
Site Code: 5
Start Date: 02/23/2017

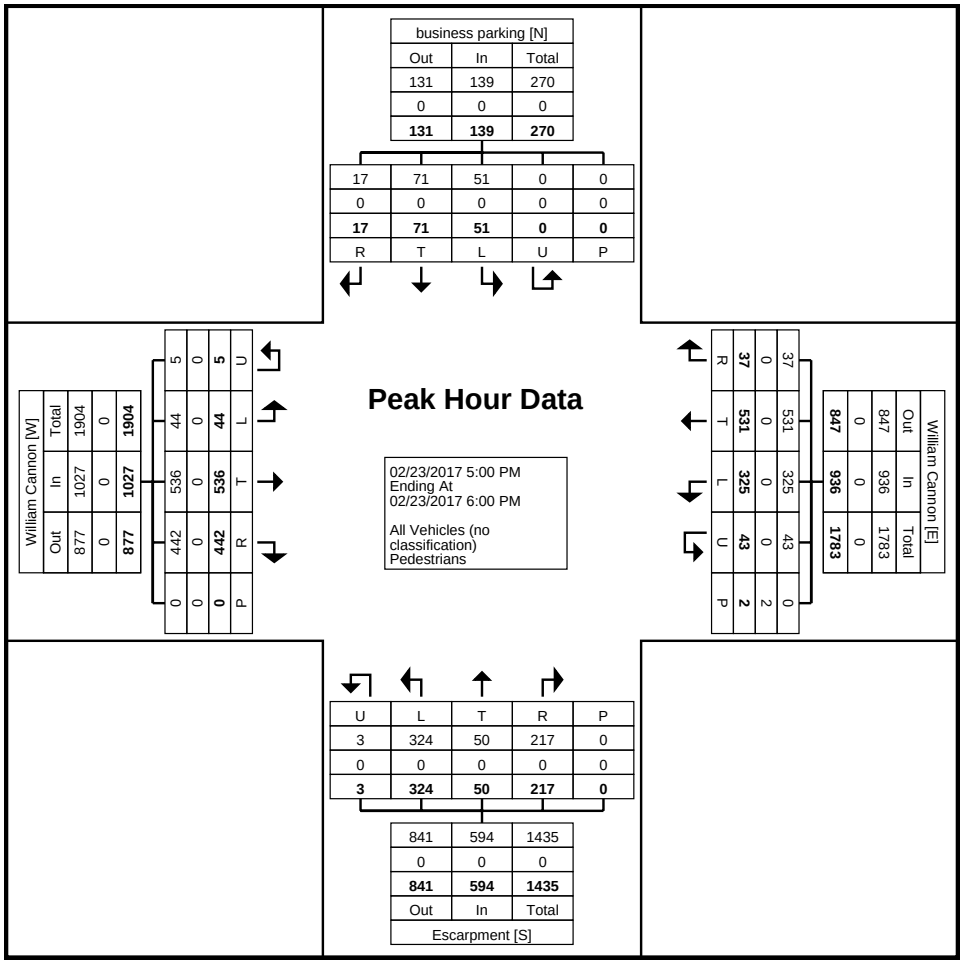
Turning Movement Peak Hour Data (5:00 PM)

Start Time	business parking Southbound						William Cannon Westbound						Escarpment Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	14	22	3	0	0	39	82	142	13	16	0	253	73	15	39	1	0	128	11	164	110	2	0	287	707
5:15 PM	14	12	3	0	0	29	77	128	5	8	0	218	87	13	64	0	0	164	15	133	117	2	0	267	678
5:30 PM	13	22	7	0	0	42	84	135	10	11	0	240	86	15	70	1	0	172	14	117	99	0	0	230	684
5:45 PM	10	15	4	0	0	29	82	126	9	8	2	225	78	7	44	1	0	130	4	122	116	1	0	243	627
Total	51	71	17	0	0	139	325	531	37	43	2	936	324	50	217	3	0	594	44	536	442	5	0	1027	2696
Approach %	36.7	51.1	12.2	0.0	-	-	34.7	56.7	4.0	4.6	-	-	54.5	8.4	36.5	0.5	-	-	4.3	52.2	43.0	0.5	-	-	-
Total %	1.9	2.6	0.6	0.0	-	5.2	12.1	19.7	1.4	1.6	-	34.7	12.0	1.9	8.0	0.1	-	22.0	1.6	19.9	16.4	0.2	-	38.1	-
PHF	0.911	0.807	0.607	0.000	-	0.827	0.967	0.935	0.712	0.672	-	0.925	0.931	0.833	0.775	0.750	-	0.863	0.733	0.817	0.944	0.625	-	0.895	0.953
All Vehicles (no classification)	51	71	17	0	-	139	325	531	37	43	-	936	324	50	217	3	-	594	44	536	442	5	-	1027	2696
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: Escarpment Blvd at William Cannon
Site Code: 5
Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: US 290 at William Cannon
Site Code: 4
Start Date: 02/23/2017

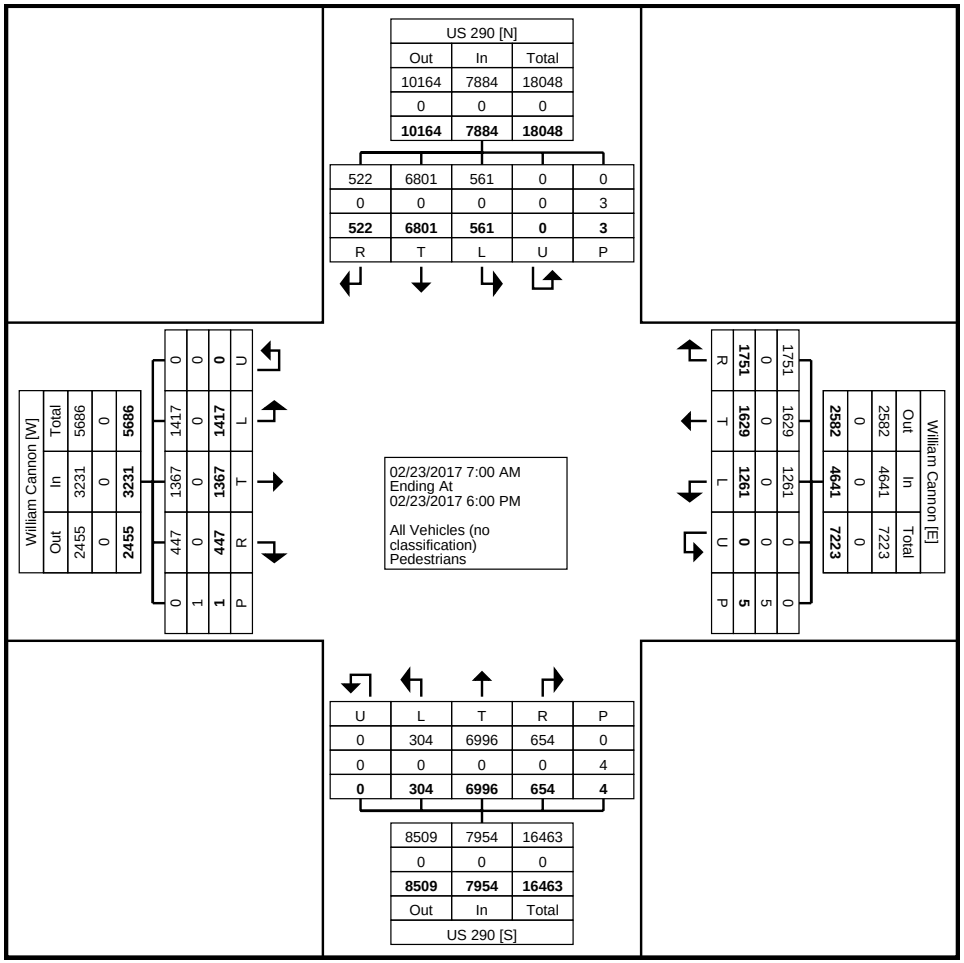
Turning Movement Data

Start Time	US 290 Southbound						William Cannon Westbound						US 290 Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	25	348	59	0	0	432	52	91	147	0	0	290	13	508	11	0	0	532	73	19	8	0	1	100	1354
7:15 AM	20	384	68	0	0	472	63	132	173	0	0	368	14	445	11	0	0	470	66	38	12	0	0	116	1426
7:30 AM	30	358	60	0	0	448	69	165	168	0	0	402	33	423	15	0	2	471	80	48	19	0	0	147	1468
7:45 AM	33	356	62	0	0	451	72	193	169	0	2	434	44	413	17	0	0	474	68	35	13	0	0	116	1475
Hourly Total	108	1446	249	0	0	1803	256	581	657	0	2	1494	104	1789	54	0	2	1947	287	140	52	0	1	479	5723
8:00 AM	19	419	53	0	1	491	80	188	179	0	0	447	30	470	18	0	0	518	78	32	18	0	0	128	1584
8:15 AM	19	410	53	0	0	482	79	186	151	0	0	416	31	484	17	0	0	532	77	43	15	0	0	135	1565
8:30 AM	26	432	59	0	0	517	68	148	137	0	0	353	24	494	23	0	0	541	56	42	10	0	0	108	1519
8:45 AM	22	436	50	0	1	508	79	155	77	0	0	311	35	491	45	0	0	571	59	41	11	0	0	111	1501
Hourly Total	86	1697	215	0	2	1998	306	677	544	0	0	1527	120	1939	103	0	0	2162	270	158	54	0	0	482	6169
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	55	467	9	0	0	531	82	29	36	0	0	147	5	437	75	0	0	517	82	105	26	0	0	213	1408
4:15 PM	39	484	12	0	1	535	98	40	58	0	2	196	7	437	64	0	0	508	81	108	29	0	0	218	1457
4:30 PM	40	486	4	0	0	530	89	48	71	0	0	208	13	369	67	0	0	449	104	101	47	0	0	252	1439
4:45 PM	39	479	5	0	0	523	83	36	60	0	1	179	5	354	70	0	0	429	102	117	45	0	0	264	1395
Hourly Total	173	1916	30	0	1	2119	352	153	225	0	3	730	30	1597	276	0	0	1903	369	431	147	0	0	947	5699
5:00 PM	55	421	3	0	0	479	105	63	82	0	0	250	9	381	69	0	1	459	112	168	63	0	0	343	1531
5:15 PM	41	427	15	0	0	483	87	63	81	0	0	231	12	434	57	0	0	503	135	170	49	0	0	354	1571
5:30 PM	47	433	6	0	0	486	80	47	80	0	0	207	17	413	43	0	1	473	129	149	44	0	0	322	1488
5:45 PM	51	461	4	0	0	516	75	45	82	0	0	202	12	443	52	0	0	507	115	151	38	0	0	304	1529
Hourly Total	194	1742	28	0	0	1964	347	218	325	0	0	890	50	1671	221	0	2	1942	491	638	194	0	0	1323	6119
Grand Total	561	6801	522	0	3	7884	1261	1629	1751	0	5	4641	304	6996	654	0	4	7954	1417	1367	447	0	1	3231	23710
Approach %	7.1	86.3	6.6	0.0	-	-	27.2	35.1	37.7	0.0	-	-	3.8	88.0	8.2	0.0	-	-	43.9	42.3	13.8	0.0	-	-	-
Total %	2.4	28.7	2.2	0.0	-	33.3	5.3	6.9	7.4	0.0	-	19.6	1.3	29.5	2.8	0.0	-	33.5	6.0	5.8	1.9	0.0	-	13.6	-
All Vehicles (no classification)	561	6801	522	0	-	7884	1261	1629	1751	0	-	4641	304	6996	654	0	-	7954	1417	1367	447	0	-	3231	23710
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: US 290 at William Cannon
Site Code: 4
Start Date: 02/23/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
bg@cjhensch.com
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Count Name: US 290 at William Cannon
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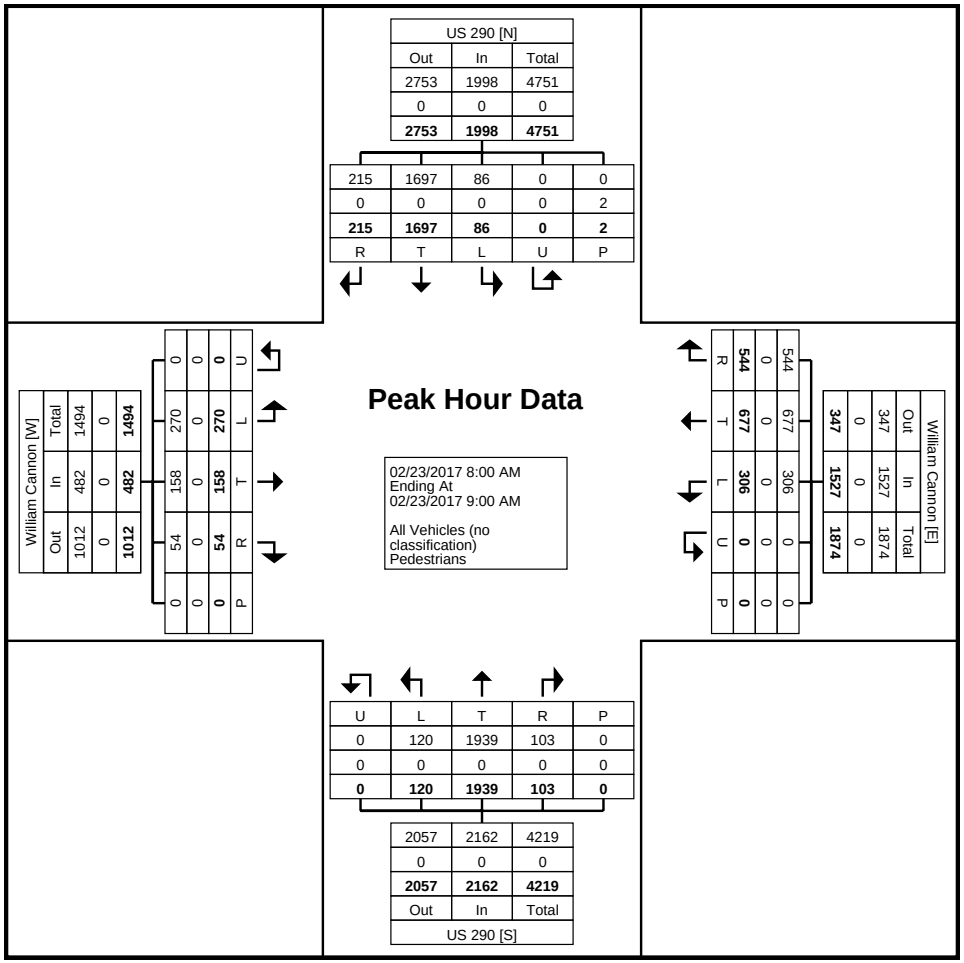
Turning Movement Peak Hour Data (8:00 AM)

Start Time	US 290 Southbound						William Cannon Westbound						US 290 Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	19	419	53	0	1	491	80	188	179	0	0	447	30	470	18	0	0	518	78	32	18	0	0	128	1584
8:15 AM	19	410	53	0	0	482	79	186	151	0	0	416	31	484	17	0	0	532	77	43	15	0	0	135	1565
8:30 AM	26	432	59	0	0	517	68	148	137	0	0	353	24	494	23	0	0	541	56	42	10	0	0	108	1519
8:45 AM	22	436	50	0	1	508	79	155	77	0	0	311	35	491	45	0	0	571	59	41	11	0	0	111	1501
Total	86	1697	215	0	2	1998	306	677	544	0	0	1527	120	1939	103	0	0	2162	270	158	54	0	0	482	6169
Approach %	4.3	84.9	10.8	0.0	-	-	20.0	44.3	35.6	0.0	-	-	5.6	89.7	4.8	0.0	-	-	56.0	32.8	11.2	0.0	-	-	-
Total %	1.4	27.5	3.5	0.0	-	32.4	5.0	11.0	8.8	0.0	-	24.8	1.9	31.4	1.7	0.0	-	35.0	4.4	2.6	0.9	0.0	-	7.8	-
PHF	0.827	0.973	0.911	0.000	-	0.966	0.956	0.900	0.760	0.000	-	0.854	0.857	0.981	0.572	0.000	-	0.947	0.865	0.919	0.750	0.000	-	0.893	0.974
All Vehicles (no classification)	86	1697	215	0	-	1998	306	677	544	0	-	1527	120	1939	103	0	-	2162	270	158	54	0	-	482	6169
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: US 290 at William Cannon
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Start Date: 02/23/2017



Turning Movement Peak Hour Data Plot (8:00 AM)

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bg@cjhensch.com
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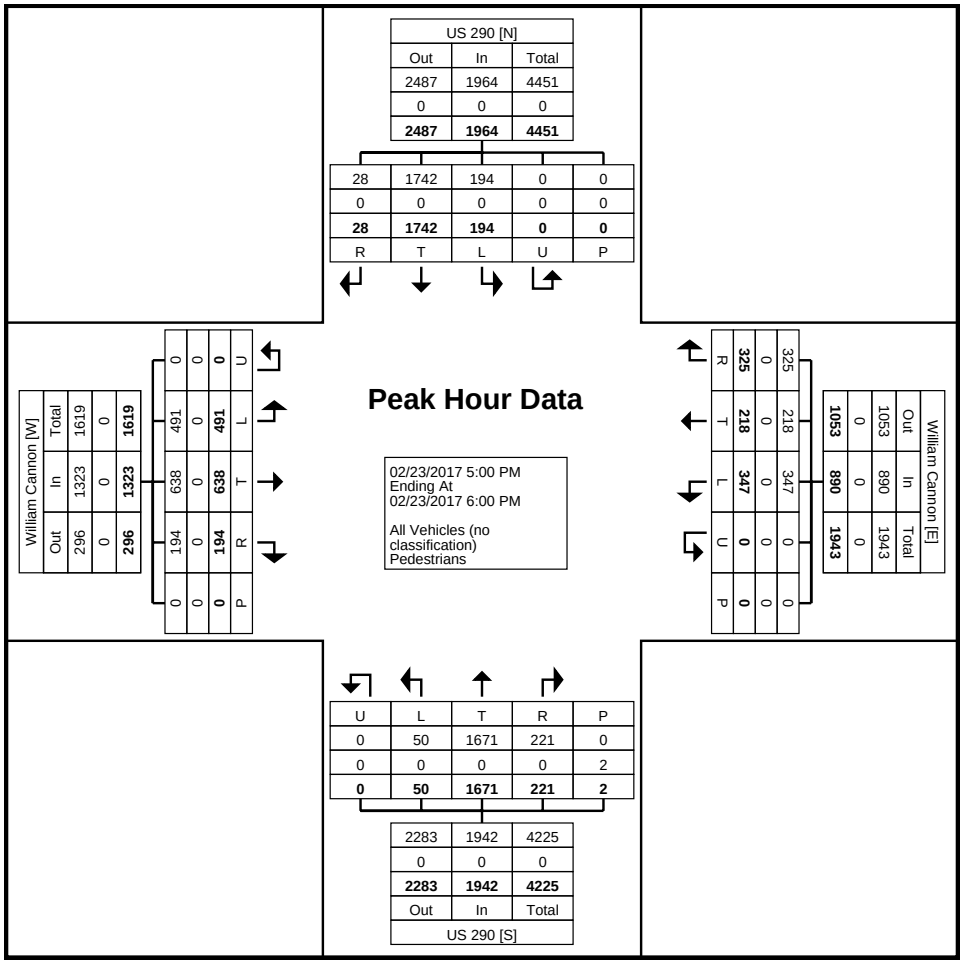
Turning Movement Peak Hour Data (5:00 PM)

Start Time	US 290 Southbound						William Cannon Westbound						US 290 Northbound						William Cannon Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	55	421	3	0	0	479	105	63	82	0	0	250	9	381	69	0	1	459	112	168	63	0	0	343	1531
5:15 PM	41	427	15	0	0	483	87	63	81	0	0	231	12	434	57	0	0	503	135	170	49	0	0	354	1571
5:30 PM	47	433	6	0	0	486	80	47	80	0	0	207	17	413	43	0	1	473	129	149	44	0	0	322	1488
5:45 PM	51	461	4	0	0	516	75	45	82	0	0	202	12	443	52	0	0	507	115	151	38	0	0	304	1529
Total	194	1742	28	0	0	1964	347	218	325	0	0	890	50	1671	221	0	2	1942	491	638	194	0	0	1323	6119
Approach %	9.9	88.7	1.4	0.0	-	-	39.0	24.5	36.5	0.0	-	-	2.6	86.0	11.4	0.0	-	-	37.1	48.2	14.7	0.0	-	-	-
Total %	3.2	28.5	0.5	0.0	-	32.1	5.7	3.6	5.3	0.0	-	14.5	0.8	27.3	3.6	0.0	-	31.7	8.0	10.4	3.2	0.0	-	21.6	-
PHF	0.882	0.945	0.467	0.000	-	0.952	0.826	0.865	0.991	0.000	-	0.890	0.735	0.943	0.801	0.000	-	0.958	0.909	0.938	0.770	0.000	-	0.934	0.974
All Vehicles (no classification)	194	1742	28	0	-	1964	347	218	325	0	-	890	50	1671	221	0	-	1942	491	638	194	0	-	1323	6119
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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bg@cjhensch.com
5215 Sycamore Ave

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Turning Movement Peak Hour Data Plot (5:00 PM)

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bg@cjhensch.com
5215 Sycamore Ave

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Count Name: Southwest Parkway at William Cannon
Site Code: 1
Start Date: 02/23/2017

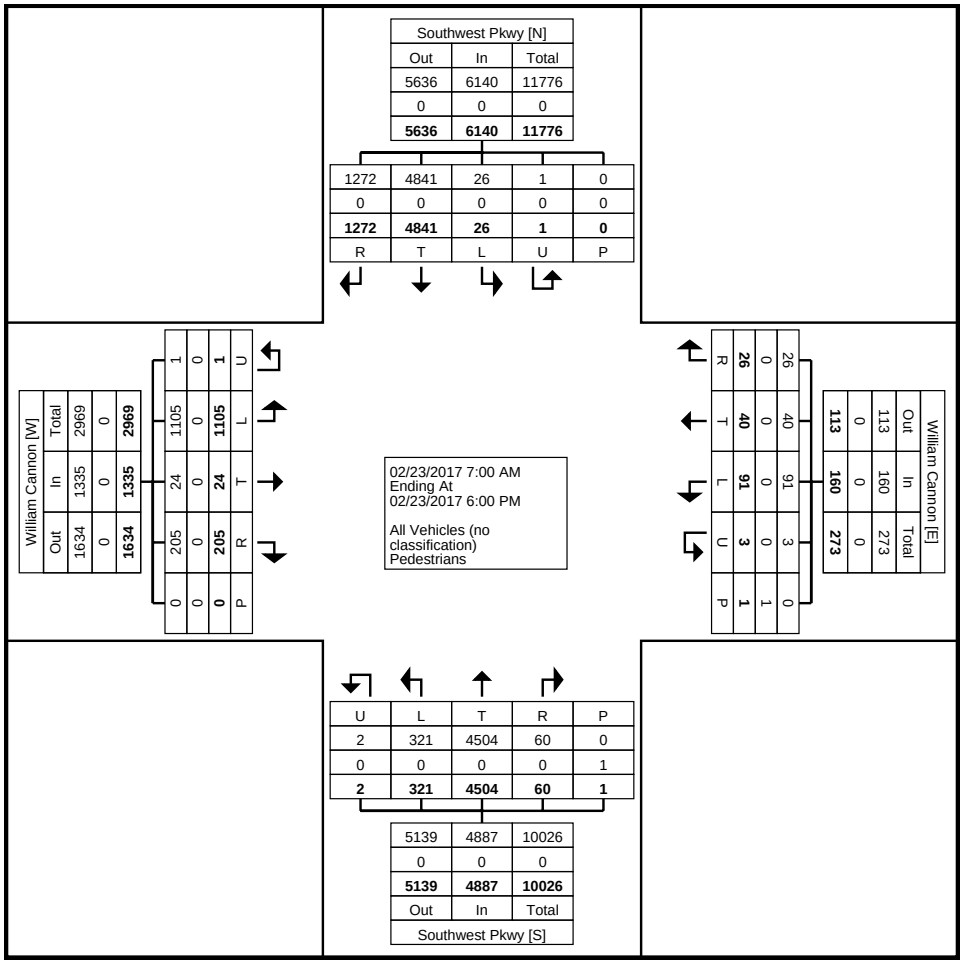
Turning Movement Data

Start Time	Southwest Pkwy Southbound						William Cannon Westbound						Southwest Pkwy Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	269	43	0	0	312	7	0	2	0	0	9	10	155	3	0	0	168	43	1	11	0	0	55	544
7:15 AM	0	353	77	1	0	431	4	4	4	0	0	12	10	152	2	0	0	164	72	0	11	0	0	83	690
7:30 AM	2	425	82	0	0	509	13	3	4	0	0	20	15	242	1	1	0	259	97	1	14	0	0	112	900
7:45 AM	1	412	87	0	0	500	7	1	1	0	0	9	17	270	2	0	0	289	95	0	18	0	0	113	911
Hourly Total	3	1459	289	1	0	1752	31	8	11	0	0	50	52	819	8	1	0	880	307	2	54	0	0	363	3045
8:00 AM	1	414	71	0	0	486	8	4	3	0	0	15	12	285	1	0	0	298	77	0	15	0	0	92	891
8:15 AM	0	376	80	0	0	456	3	2	2	0	0	7	19	254	1	0	0	274	83	2	13	0	0	98	835
8:30 AM	2	312	70	0	0	384	11	2	1	0	0	14	17	264	3	0	0	284	62	1	13	0	0	76	758
8:45 AM	0	287	82	0	0	369	2	3	3	0	0	8	15	237	3	0	1	255	65	0	12	0	0	77	709
Hourly Total	3	1389	303	0	0	1695	24	11	9	0	0	44	63	1040	8	0	1	1111	287	3	53	0	0	343	3193
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	199	60	0	0	260	1	3	1	0	0	5	15	295	7	0	0	317	48	1	17	0	0	66	648
4:15 PM	0	232	97	0	0	329	6	2	2	1	1	11	27	320	5	0	0	352	56	3	12	0	0	71	763
4:30 PM	4	219	77	0	0	300	9	4	0	1	0	14	25	320	3	1	0	349	62	1	7	0	0	70	733
4:45 PM	1	255	77	0	0	333	4	1	1	1	0	7	27	353	5	0	0	385	75	2	17	0	0	94	819
Hourly Total	6	905	311	0	0	1222	20	10	4	3	1	37	94	1288	20	1	0	1403	241	7	53	0	0	301	2963
5:00 PM	5	245	80	0	0	330	4	0	0	0	0	4	30	363	3	0	0	396	71	4	10	1	0	86	816
5:15 PM	2	277	107	0	0	386	4	4	1	0	0	9	25	323	10	0	0	358	69	3	17	0	0	89	842
5:30 PM	3	296	92	0	0	391	5	3	1	0	0	9	28	361	6	0	0	395	65	2	11	0	0	78	873
5:45 PM	4	270	90	0	0	364	3	4	0	0	0	7	29	310	5	0	0	344	65	3	7	0	0	75	790
Hourly Total	14	1088	369	0	0	1471	16	11	2	0	0	29	112	1357	24	0	0	1493	270	12	45	1	0	328	3321
Grand Total	26	4841	1272	1	0	6140	91	40	26	3	1	160	321	4504	60	2	1	4887	1105	24	205	1	0	1335	12522
Approach %	0.4	78.8	20.7	0.0	-	-	56.9	25.0	16.3	1.9	-	-	6.6	92.2	1.2	0.0	-	-	82.8	1.8	15.4	0.1	-	-	-
Total %	0.2	38.7	10.2	0.0	-	49.0	0.7	0.3	0.2	0.0	-	1.3	2.6	36.0	0.5	0.0	-	39.0	8.8	0.2	1.6	0.0	-	10.7	-
All Vehicles (no classification)	26	4841	1272	1	-	6140	91	40	26	3	-	160	321	4504	60	2	-	4887	1105	24	205	1	-	1335	12522
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Start Date: 02/23/2017



Turning Movement Data Plot

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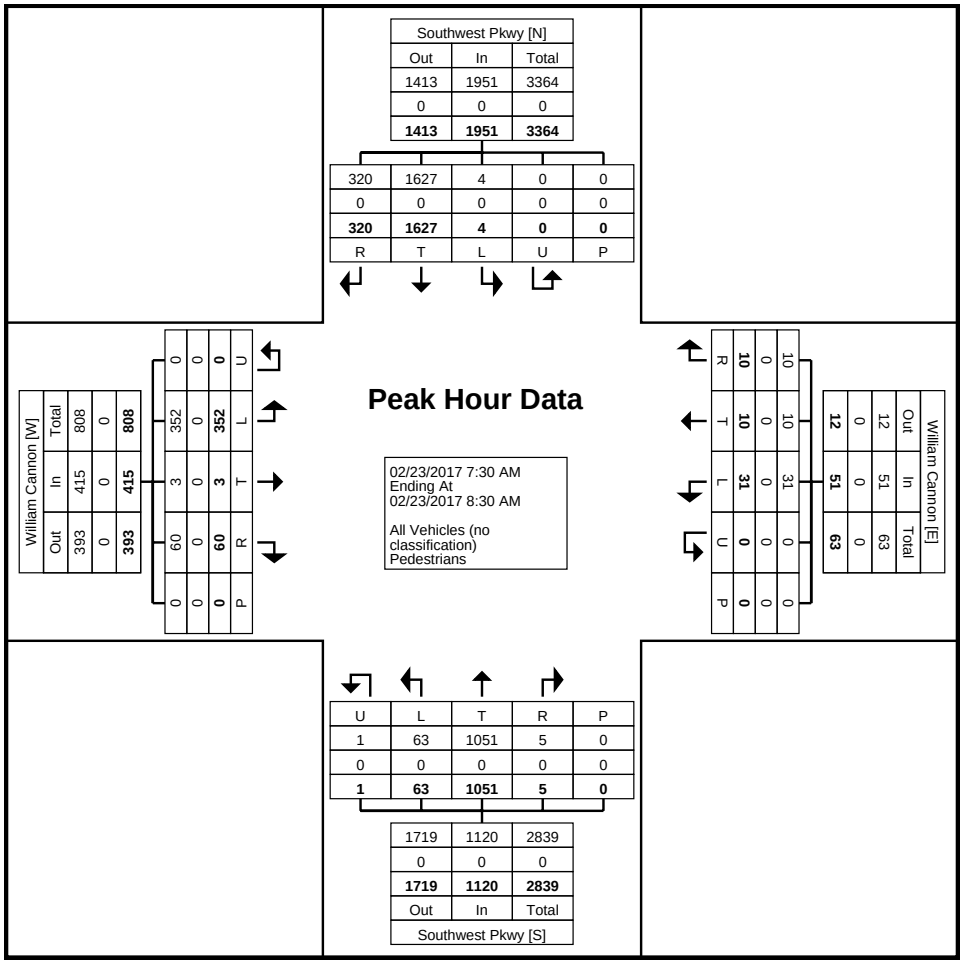
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Southwest Pkwy Southbound						William Cannon Westbound						Southwest Pkwy Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	2	425	82	0	0	509	13	3	4	0	0	20	15	242	1	1	0	259	97	1	14	0	0	112	900
7:45 AM	1	412	87	0	0	500	7	1	1	0	0	9	17	270	2	0	0	289	95	0	18	0	0	113	911
8:00 AM	1	414	71	0	0	486	8	4	3	0	0	15	12	285	1	0	0	298	77	0	15	0	0	92	891
8:15 AM	0	376	80	0	0	456	3	2	2	0	0	7	19	254	1	0	0	274	83	2	13	0	0	98	835
Total	4	1627	320	0	0	1951	31	10	10	0	0	51	63	1051	5	1	0	1120	352	3	60	0	0	415	3537
Approach %	0.2	83.4	16.4	0.0	-	-	60.8	19.6	19.6	0.0	-	-	5.6	93.8	0.4	0.1	-	-	84.8	0.7	14.5	0.0	-	-	-
Total %	0.1	46.0	9.0	0.0	-	55.2	0.9	0.3	0.3	0.0	-	1.4	1.8	29.7	0.1	0.0	-	31.7	10.0	0.1	1.7	0.0	-	11.7	-
PHF	0.500	0.957	0.920	0.000	-	0.958	0.596	0.625	0.625	0.000	-	0.638	0.829	0.922	0.625	0.250	-	0.940	0.907	0.375	0.833	0.000	-	0.918	0.971
All Vehicles (no classification)	4	1627	320	0	-	1951	31	10	10	0	-	51	63	1051	5	1	-	1120	352	3	60	0	-	415	3537
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:30 AM)

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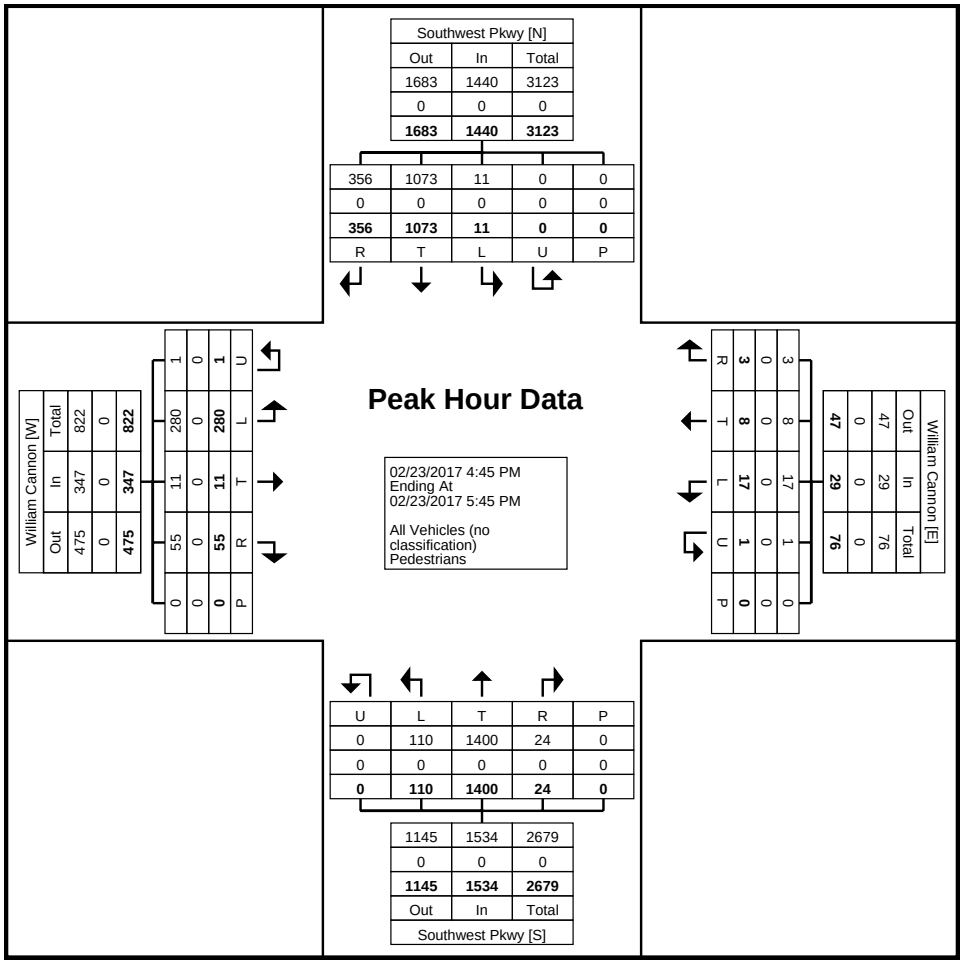
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southwest Pkwy Southbound						William Cannon Westbound						Southwest Pkwy Northbound						William Cannon Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:45 PM	1	255	77	0	0	333	4	1	1	1	0	7	27	353	5	0	0	385	75	2	17	0	0	94	819
5:00 PM	5	245	80	0	0	330	4	0	0	0	0	4	30	363	3	0	0	396	71	4	10	1	0	86	816
5:15 PM	2	277	107	0	0	386	4	4	1	0	0	9	25	323	10	0	0	358	69	3	17	0	0	89	842
5:30 PM	3	296	92	0	0	391	5	3	1	0	0	9	28	361	6	0	0	395	65	2	11	0	0	78	873
Total	11	1073	356	0	0	1440	17	8	3	1	0	29	110	1400	24	0	0	1534	280	11	55	1	0	347	3350
Approach %	0.8	74.5	24.7	0.0	-	-	58.6	27.6	10.3	3.4	-	-	7.2	91.3	1.6	0.0	-	-	80.7	3.2	15.9	0.3	-	-	-
Total %	0.3	32.0	10.6	0.0	-	43.0	0.5	0.2	0.1	0.0	-	0.9	3.3	41.8	0.7	0.0	-	45.8	8.4	0.3	1.6	0.0	-	10.4	-
PHF	0.550	0.906	0.832	0.000	-	0.921	0.850	0.500	0.750	0.250	-	0.806	0.917	0.964	0.600	0.000	-	0.968	0.933	0.688	0.809	0.250	-	0.923	0.959
All Vehicles (no classification)	11	1073	356	0	-	1440	17	8	3	1	-	29	110	1400	24	0	-	1534	280	11	55	1	-	347	3350
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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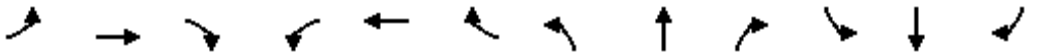
Turning Movement Peak Hour Data Plot (4:45 PM)

austin MOTION | THE CORRIDOR PROGRAM

WILLIAM CANNON DRIVE CORRIDOR APPENDIX C - SYNCHRO RUNS

JUNE 2017

FINAL



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	395	9	62	2	4	2	257	860	0	24	180	434
Future Volume (vph)	395	9	62	2	4	2	257	860	0	24	180	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		150	150		300	200		200	200		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	140			100			145			145		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850					0.894	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1863	1770	3164	0
Flt Permitted	0.755			0.752			0.284			0.183		
Satd. Flow (perm)	1406	1863	1583	1401	1863	1583	529	3539	1863	341	3164	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			211			211					457	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2369			913			1310			971	
Travel Time (s)		35.9			13.8			29.8			22.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	416	9	65	2	4	2	271	905	0	25	189	457
Shared Lane Traffic (%)												
Lane Group Flow (vph)	416	9	65	2	4	2	271	905	0	25	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2		6	4		8	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	10.5	29.5	29.5	10.5	30.5	
Total Split (s)	15.0	30.0	30.0	15.0	30.0	30.0	15.0	20.0	20.0	15.0	20.0	
Total Split (%)	18.8%	37.5%	37.5%	18.8%	37.5%	37.5%	18.8%	25.0%	25.0%	18.8%	25.0%	
Maximum Green (s)	8.5	23.5	23.5	8.5	23.5	23.5	9.5	14.5	14.5	9.5	13.5	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	5.5	5.5	5.5	5.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		12.0	12.0		12.0	12.0		7.0	7.0		7.0	
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		17.0	17.0		17.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	28.6	32.7	32.7	33.8	20.0	20.0	21.2	21.9		24.6	10.6	
Actuated g/C Ratio	0.39	0.44	0.44	0.46	0.27	0.27	0.29	0.30		0.33	0.14	
v/c Ratio	0.71	0.01	0.08	0.00	0.01	0.00	0.87	0.86		0.11	0.76	
Control Delay	24.6	15.7	0.2	11.5	21.0	0.0	48.2	38.0		16.0	15.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	24.6	15.7	0.2	11.5	21.0	0.0	48.2	38.0		16.0	15.4	
LOS	C	B	A	B	C	A	D	D		B	B	
Approach Delay		21.2			13.4			40.3			15.4	
Approach LOS		C			B			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 73.8			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Mckinney Falls Pkwy & William Cannon Dr





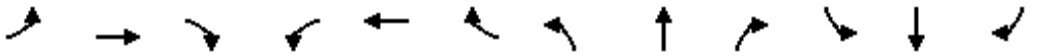
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	46	403	152	19	920	525	23
Future Volume (vph)	46	403	152	19	920	525	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	235		0	0
Storage Lanes	1		0	1		1	1
Taper Length (ft)	95			75		75	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.959					0.850
Flt Protected	0.950			0.950		0.950	
Satd. Flow (prot)	1770	3394	0	1770	1863	1770	1583
Flt Permitted	0.111			0.356		0.950	
Satd. Flow (perm)	207	3394	0	663	1863	1770	1583
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)		70					24
Link Speed (mph)		45			45	30	
Link Distance (ft)		362			2330	1112	
Travel Time (s)		5.5			35.3	25.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	49	429	162	20	979	559	24
Shared Lane Traffic (%)							
Lane Group Flow (vph)	49	591	0	20	979	559	24
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	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
Turning Speed (mph)	9		9	15		15	9
Number of Detectors	1	2		1	2	1	1
Detector Template	Left	Thru		Left	Thru	Left	Right
Leading Detector (ft)	20	100		20	100	20	20
Trailing Detector (ft)	0	0		0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94		
Detector 2 Size(ft)		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)		0.0			0.0		
Turn Type	Perm	NA		pm+pt	NA	Perm	Prot
Protected Phases		2		1	6		8
Permitted Phases	2			6		8	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2		1	6	8	8
Switch Phase							
Minimum Initial (s)	25.0	25.0		5.0	25.0	5.0	5.0
Minimum Split (s)	31.0	31.0		11.0	31.0	29.0	29.0
Total Split (s)	50.0	50.0		15.0	65.0	35.0	35.0
Total Split (%)	50.0%	50.0%		15.0%	65.0%	35.0%	35.0%
Maximum Green (s)	44.0	44.0		9.0	59.0	32.0	32.0
Yellow Time (s)	4.5	4.5		4.5	4.5	2.0	2.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	3.0	3.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0	2.0		1.5	2.0	3.0	3.0
Recall Mode	Max	Max		None	Max	None	None
Walk Time (s)	5.0	5.0				5.0	5.0
Flash Dont Walk (s)	14.0	14.0				21.0	21.0
Pedestrian Calls (#/hr)	0	0				0	0
Act Effct Green (s)	54.6	54.6		59.0	59.0	32.0	32.0
Actuated g/C Ratio	0.55	0.55		0.59	0.59	0.32	0.32
v/c Ratio	0.43	0.31		0.04	0.89	0.99	0.05
Control Delay	32.2	12.2		8.8	29.9	70.1	9.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	32.2	12.2		8.8	29.9	70.1	9.5
LOS	C	B		A	C	E	A
Approach Delay		13.7			29.5	67.6	
Approach LOS		B			C	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 85.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Salt Springs Dr & William Cannon Dr



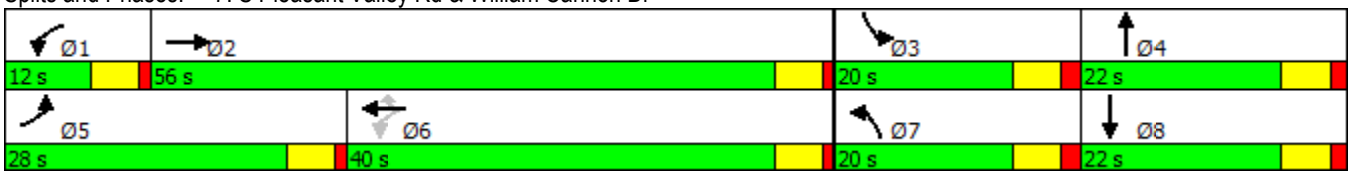


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	416	407	170	65	689	781	93	315	52	165	102	393
Future Volume (vph)	416	407	170	65	689	781	93	315	52	165	102	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	380		0	100		0	120		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	75			65			60			100		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00			1.00				0.99	
Frt		0.956				0.850		0.979			0.881	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4839	0	1770	3539	1583	1770	3465	0	1770	3086	0
Flt Permitted	0.950			0.400			0.950			0.950		
Satd. Flow (perm)	1770	4839	0	744	3539	1583	1769	3465	0	1770	3086	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		128				361		14			400	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		4576			642			1040			694	
Travel Time (s)		69.3			9.7			23.6			15.8	
Confl. Peds. (#/hr)			3	3			1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	457	447	187	71	757	858	102	346	57	181	112	432
Shared Lane Traffic (%)												
Lane Group Flow (vph)	457	634	0	71	757	858	102	403	0	181	544	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases				6		6						
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	10.0	10.0	3.0	10.0		3.0	3.0	
Minimum Split (s)	8.0	30.0		8.0	15.0	15.0	8.5	15.5		8.5	41.5	
Total Split (s)	28.0	56.0		12.0	40.0	40.0	20.0	22.0		20.0	22.0	
Total Split (%)	25.5%	50.9%		10.9%	36.4%	36.4%	18.2%	20.0%		18.2%	20.0%	
Maximum Green (s)	23.0	51.0		7.0	35.0	35.0	14.5	16.5		14.5	16.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		1.5	4.5	4.5	1.7	2.0		1.7	2.0	
Recall Mode	None	Min		None	Min	Min	None	None		None	None	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									29.0	
Pedestrian Calls (#/hr)		3									1	
Act Effct Green (s)	23.2	54.8		41.0	35.3	35.3	10.1	18.5		13.2	21.6	
Actuated g/C Ratio	0.21	0.49		0.37	0.32	0.32	0.09	0.17		0.12	0.19	
v/c Ratio	1.24	0.26		0.22	0.68	1.15	0.64	0.69		0.86	0.59	
Control Delay	167.8	15.0		17.0	38.1	103.6	68.2	48.1		83.7	13.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	167.8	15.0		17.0	38.1	103.6	68.2	48.1		83.7	13.3	
LOS	F	B		B	D	F	E	D		F	B	
Approach Delay		79.0			70.5			52.1			30.9	
Approach LOS		E			E			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 111.3			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 63.4		Intersection LOS: E	
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 7: S Pleasant Valley Rd & William Cannon Dr



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	17	710	52	33	1083	27	114	6	67	32	8
Future Volume (vph)	14	17	710	52	33	1083	27	114	6	67	32	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	95		0	0		0	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		60			90			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00			0.99	0.97		0.98
Frt			0.990			0.996				0.850		0.921
Flt Protected		0.950			0.950				0.954			0.984
Satd. Flow (prot)	0	1770	5026	0	1770	5058	0	0	1777	1583	0	1657
Flt Permitted		0.209			0.325				0.617			0.785
Satd. Flow (perm)	0	387	5026	0	605	5058	0	0	1133	1534	0	1315
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			15			5				72		48
Link Speed (mph)			40			45			30			30
Link Distance (ft)			2994			4576			787			220
Travel Time (s)			51.0			69.3			17.9			5.0
Confl. Peds. (#/hr)		10		1	1		10	12		12	12	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	18	763	56	35	1165	29	123	6	72	34	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	819	0	35	1194	0	0	129	72	0	104
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	57
Future Volume (vph)	57
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
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. Peds. (#/hr)	12
Peak Hour Factor	0.93
Adj. Flow (vph)	61
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	6	6			2			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	24.0		5.0	24.0		12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	8.0	8.0	30.0		8.0	30.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	20.0	20.0	80.0		20.0	80.0		30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.4%	15.4%	61.5%		15.4%	61.5%		23.1%	23.1%	23.1%	23.1%	23.1%
Maximum Green (s)	17.0	17.0	74.0		17.0	74.0		24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	2.0	2.0	4.0		2.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		3.0	6.0		3.0	6.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None
Walk Time (s)			5.0			5.0						
Flash Dont Walk (s)			12.0			12.0						
Pedestrian Calls (#/hr)			1			10						
Act Effct Green (s)		100.3	93.4		100.3	93.4			18.9	18.9		18.9
Actuated g/C Ratio		0.77	0.72		0.77	0.72			0.15	0.15		0.15
v/c Ratio		0.09	0.23		0.07	0.33			0.78	0.25		0.45
Control Delay		4.4	7.1		4.1	7.9			83.2	12.1		33.3
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		4.4	7.1		4.1	7.9			83.2	12.1		33.3
LOS		A	A		A	A			F	B		C
Approach Delay			7.0			7.8			57.7			33.3
Approach LOS			A			A			E			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			

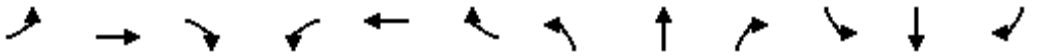
Splits and Phases: 15: Stonleigh Pl & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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

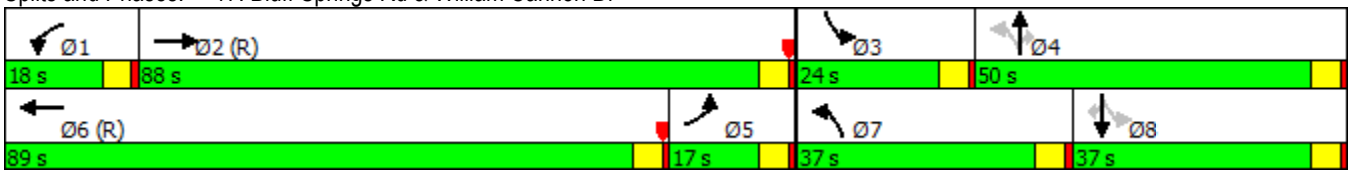


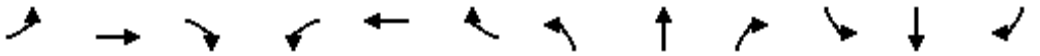
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	434	140	20	925	90	295	472	66	96	62	181
Future Volume (vph)	68	434	140	20	925	90	295	472	66	96	62	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	125		0	100		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	75			75			150			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	1.00		0.97		0.95	0.99		0.96
Frt		0.963			0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4862	0	1770	5007	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.640			0.212		
Satd. Flow (perm)	1766	4862	0	1762	5007	0	1162	1863	1508	391	1863	1518
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60			12				103			185
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		778			2994			762			760	
Travel Time (s)		13.3			51.0			17.3			17.3	
Confl. Peds. (#/hr)	2		3	3		2	19		23	23		19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	69	443	143	20	944	92	301	482	67	98	63	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	586	0	20	1036	0	301	482	67	98	63	185
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							4		4	8		8
Detector Phase	5	2		1	6		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	12.0		8.0	12.0		8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	15.0	23.0		13.0	23.0		13.0	23.0	23.0	13.0	23.0	23.0
Total Split (s)	17.0	88.0		18.0	89.0		37.0	50.0	50.0	24.0	37.0	37.0
Total Split (%)	9.4%	48.9%		10.0%	49.4%		20.6%	27.8%	27.8%	13.3%	20.6%	20.6%
Maximum Green (s)	12.0	83.0		13.0	84.0		32.0	45.0	45.0	19.0	32.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	C-Min		Min	C-Min		None	Min	Min	Min	Min	Min
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		21.0			16.0			27.0	27.0		27.0	27.0
Pedestrian Calls (#/hr)		3			2			11	11		10	10
Act Effct Green (s)	12.8	82.2		8.5	77.9		74.2	57.9	57.9	53.4	42.0	42.0
Actuated g/C Ratio	0.07	0.46		0.05	0.43		0.41	0.32	0.32	0.30	0.23	0.23
v/c Ratio	0.55	0.26		0.24	0.48		0.53	0.81	0.12	0.49	0.15	0.37
Control Delay	121.0	45.6		89.4	37.7		40.8	67.6	1.8	42.5	56.8	9.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.0	45.6		89.4	37.7		40.8	67.6	1.8	42.5	56.8	9.0
LOS	F	D		F	D		D	E	A	D	E	A
Approach Delay		53.5			38.6			52.9			27.2	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 28 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 44.8		Intersection LOS: D	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 17: Bluff Springs Rd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	851	747	0	0	1018	407	167	759	15	0	0	0
Future Volume (vph)	851	747	0	0	1018	407	167	759	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		0	0		0
Storage Lanes	2		0	0		1	0		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98		1.00				
Frt						0.850		0.998				
Flt Protected	0.950							0.991				
Satd. Flow (prot)	3433	3539	0	0	5085	1583	0	3499	0	0	0	0
Flt Permitted	0.950							0.991				
Satd. Flow (perm)	3425	3539	0	0	5085	1556	0	3499	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						127		1				
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		286			778			939			816	
Travel Time (s)		4.9			13.3			21.3			18.5	
Confl. Peds. (#/hr)	6		11	11		6			5	5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	877	770	0	0	1049	420	172	782	15	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	877	770	0	0	1049	420	0	969	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	4 3 4 11 2 3				11 2		8 9	8 9				
Permitted Phases						11 2						
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?												
Act Effct Green (s)	54.0	117.0			57.0	57.0		51.0				
Actuated g/C Ratio	0.30	0.65			0.32	0.32		0.28				
v/c Ratio	0.85	0.33			0.65	0.73		0.98				
Control Delay	38.8	12.7			48.8	39.1		86.4				

Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	2	3	4	8	9	11
Permitted Phases						
Minimum Split (s)	9.0	20.0	10.0	18.0	25.0	30.0
Total Split (s)	9.0	40.0	20.0	20.0	37.0	54.0
Total Split (%)	5%	22%	11%	11%	21%	30%
Maximum Green (s)	3.0	34.0	14.0	14.0	31.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	49.0	1.7			0.0	0.1		0.0				
Total Delay	87.7	14.4			48.8	39.2		86.4				
LOS	F	B			D	D		F				
Approach Delay		53.4			46.0			86.4				
Approach LOS		D			D			F				

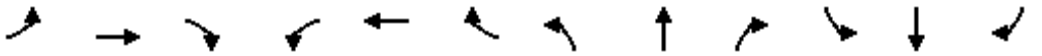
Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 11:EBWB, Start of Red			
Natural Cycle: 115			
Control Type: Pretimed			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 58.6		Intersection LOS: E	
Intersection Capacity Utilization 100.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 18: IH 35 NB & William Cannon Dr



Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1100	140	387	798	0	0	0	0	498	153	620
Future Volume (vph)	0	1100	140	387	798	0	0	0	0	498	153	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.983										0.850
Flt Protected				0.950						0.950	0.974	
Satd. Flow (prot)	0	6282	0	1770	3539	0	0	0	0	1681	1724	1583
Flt Permitted				0.950						0.950	0.974	
Satd. Flow (perm)	0	6282	0	1768	3539	0	0	0	0	1681	1724	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17										409
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		747			286			923			883	
Travel Time (s)		12.7			4.9			21.0			20.1	
Confl. Peds. (#/hr)	7		10	10		7						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1158	147	407	840	0	0	0	0	524	161	653
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	0	1305	0	407	840	0	0	0	0	341	344	653
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		2 3		9 11	9 11 2 3					4 8	4 8	
Permitted Phases												Free
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?												
Act Effct Green (s)		43.0		85.0	134.0					34.0	34.0	180.0
Actuated g/C Ratio		0.24		0.47	0.74					0.19	0.19	1.00
v/c Ratio		0.86		0.49	0.32					1.08	1.06	0.41
Control Delay		64.8		5.1	0.7					137.7	132.9	0.8
Queue Delay		22.7		1.4	0.4					0.0	0.0	0.0
Total Delay		87.5		6.4	1.1					137.7	132.9	0.8
LOS		F		A	A					F	F	A

Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	2	3	4	8	9	11
Permitted Phases						
Minimum Split (s)	9.0	20.0	10.0	18.0	25.0	30.0
Total Split (s)	9.0	40.0	20.0	20.0	37.0	54.0
Total Split (%)	5%	22%	11%	11%	21%	30%
Maximum Green (s)	3.0	34.0	14.0	14.0	31.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		87.5			2.9						69.6	
Approach LOS		F			A						E	

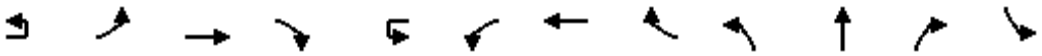
Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 11:EBWB, Start of Red			
Natural Cycle: 115			
Control Type: Pretimed			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 54.2		Intersection LOS: D	
Intersection Capacity Utilization 100.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 19: William Cannon Dr & IH 35 SB



Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Approach Delay						
Approach LOS						

Intersection Summary



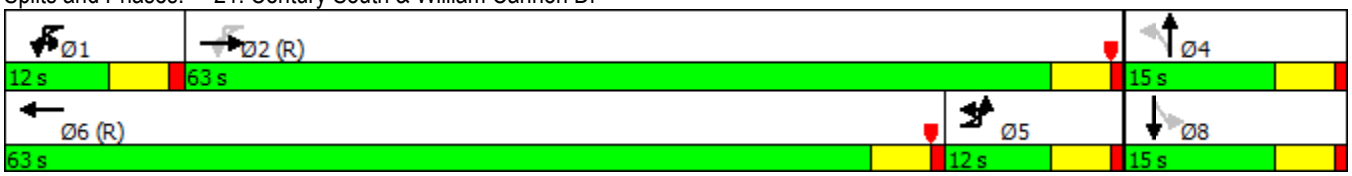
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	24	1145	30	41	82	1169	14	29	1	26	32
Future Volume (vph)	15	24	1145	30	41	82	1169	14	29	1	26	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	1		0	0
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95
Ped Bike Factor		1.00					1.00		1.00			
Frt			0.996				0.998			0.855		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	5065	0	0	1770	5074	0	1770	1593	0	0
Flt Permitted		0.950				0.200			0.726			
Satd. Flow (perm)	0	1768	5065	0	0	373	5074	0	1349	1593	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			8				4			27		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1501				747			555		
Travel Time (s)			25.6				12.7			12.6		
Confl. Peds. (#/hr)		1						1	3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	15	25	1180	31	42	85	1205	14	30	1	27	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	1211	0	0	127	1219	0	30	28	0	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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		D.P+P	D.P+P	NA		Perm	NA		Perm

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	11
Future Volume (vph)	1	11
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	0.963	
Flt Protected	0.965	
Satd. Flow (prot)	3277	0
Flt Permitted	0.772	
Satd. Flow (perm)	2622	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	11	
Link Speed (mph)	30	
Link Distance (ft)	198	
Travel Time (s)	4.5	
Confl. Peds. (#/hr)		3
Peak Hour Factor	0.97	0.97
Adj. Flow (vph)	1	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	45	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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases					2	2			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		10.0	10.0		10.0
Minimum Split (s)	10.0	10.0	25.0		10.0	10.0	25.0		15.0	15.0		15.0
Total Split (s)	12.0	12.0	63.0		12.0	12.0	63.0		15.0	15.0		15.0
Total Split (%)	13.3%	13.3%	70.0%		13.3%	13.3%	70.0%		16.7%	16.7%		16.7%
Maximum Green (s)	7.0	7.0	58.0		7.0	7.0	58.0		10.0	10.0		10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Walk Time (s)									5.0	5.0		5.0
Flash Dont Walk (s)									23.0	23.0		23.0
Pedestrian Calls (#/hr)									0	0		3
Act Effct Green (s)		6.6	58.3			65.0	62.8		10.0	10.0		
Actuated g/C Ratio		0.07	0.65			0.72	0.70		0.11	0.11		
v/c Ratio		0.31	0.37			0.34	0.34		0.20	0.14		
Control Delay		45.9	7.7			6.3	3.7		40.0	16.5		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		45.9	7.7			6.3	3.7		40.0	16.5		
LOS		D	A			A	A		D	B		
Approach Delay			8.9				3.9			28.7		
Approach LOS			A				A			C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 27 (30%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: Century South & William Cannon Dr



Lane Group	SBT	SBR
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	15.0	
Total Split (s)	15.0	
Total Split (%)	16.7%	
Maximum Green (s)	10.0	
Yellow Time (s)	4.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Max	
Walk Time (s)	5.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	3	
Act Effct Green (s)	10.0	
Actuated g/C Ratio	0.11	
v/c Ratio	0.15	
Control Delay	30.6	
Queue Delay	0.0	
Total Delay	30.6	
LOS	C	
Approach Delay	30.6	
Approach LOS	C	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	44	1001	18	40	54	1100	62	36	51	141	45	15
Future Volume (vph)	44	1001	18	40	54	1100	62	36	51	141	45	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0		200		0	0		0	0	
Storage Lanes	1		0		1		0	0		0	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00	1.00			0.98			0.99
Frt		0.997				0.992			0.917			0.964
Flt Protected	0.950				0.950				0.992			0.973
Satd. Flow (prot)	1770	5068	0	0	1770	5024	0	0	1670	0	0	1733
Flt Permitted	0.950				0.950				0.992			0.973
Satd. Flow (perm)	1751	5068	0	0	1766	5024	0	0	1665	0	0	1725
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		3				10			48			11
Link Speed (mph)		25				40			30			30
Link Distance (ft)		425				1501			564			234
Travel Time (s)		11.6				25.6			12.8			5.3
Confl. Peds. (#/hr)	13		2		2		13	13		8	8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	47	1076	19	43	58	1183	67	39	55	152	48	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1095	0	0	101	1250	0	0	246	0	0	87
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA		Split	NA

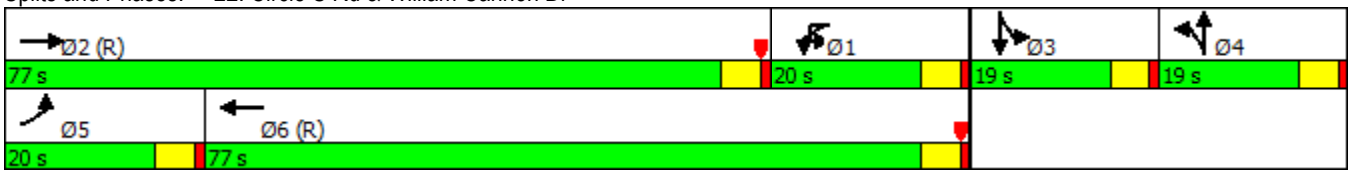


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	21
Future Volume (vph)	21
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	13
Peak Hour Factor	0.93
Adj. Flow (vph)	23
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases												
Detector Phase	5	2		1	1	6		4	4		3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		7.0	7.0		8.0	8.0
Minimum Split (s)	10.0	23.0		10.0	10.0	23.0		32.0	32.0		32.0	32.0
Total Split (s)	20.0	77.0		20.0	20.0	77.0		19.0	19.0		19.0	19.0
Total Split (%)	14.8%	57.0%		14.8%	14.8%	57.0%		14.1%	14.1%		14.1%	14.1%
Maximum Green (s)	15.0	72.0		15.0	15.0	72.0		14.0	14.0		14.0	14.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0			5.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		5.0				5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		10.0				10.0		22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)		2				10		8	8		10	10
Act Effct Green (s)	9.0	72.0			15.0	80.2			16.7			11.3
Actuated g/C Ratio	0.07	0.53			0.11	0.59			0.12			0.08
v/c Ratio	0.40	0.40			0.52	0.42			0.99			0.56
Control Delay	101.4	7.7			66.6	15.9			102.4			65.2
Queue Delay	0.0	0.4			0.0	0.0			0.0			0.0
Total Delay	101.4	8.1			66.6	15.9			102.4			65.2
LOS	F	A			E	B			F			E
Approach Delay		11.9				19.7			102.4			65.2
Approach LOS		B				B			F			E

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 67 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

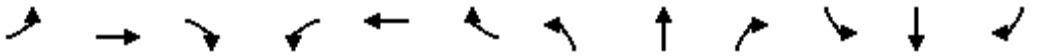
Splits and Phases: 22: Circle S Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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

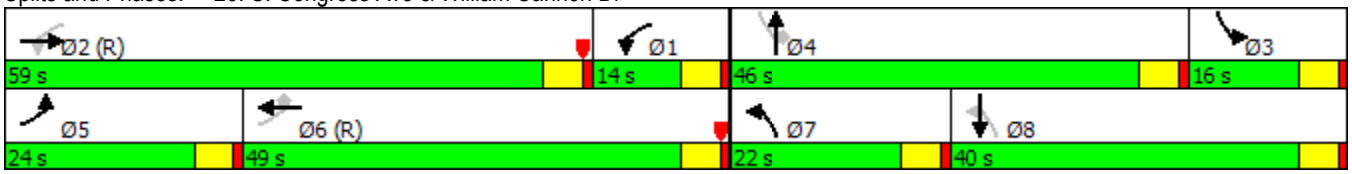


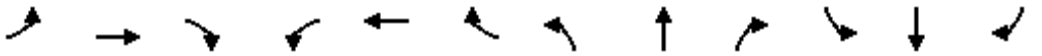
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	793	51	96	944	199	167	870	206	92	160	71
Future Volume (vph)	182	793	51	96	944	199	167	870	206	92	160	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		200	385		100	375		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99		0.97	1.00		0.97	1.00	1.00	
Frt		0.991				0.850			0.850		0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5027	0	1770	5085	1583	1770	3539	1583	1770	3362	0
Flt Permitted	0.140			0.128			0.543			0.114		
Satd. Flow (perm)	260	5027	0	237	5085	1528	1010	3539	1541	212	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				205			137		50	
Link Speed (mph)		40			25			30			30	
Link Distance (ft)		1115			425			1302			965	
Travel Time (s)		19.0			11.6			29.6			21.9	
Confl. Peds. (#/hr)	12		16	16		12	2		12	12		2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	200	871	56	105	1037	219	184	956	226	101	176	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	927	0	105	1037	219	184	956	226	101	254	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2		6	8		4	4		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	10.0	26.0		10.0	26.0	26.0	13.0	37.0	37.0	13.0	43.0	
Total Split (s)	24.0	59.0		14.0	49.0	49.0	22.0	46.0	46.0	16.0	40.0	
Total Split (%)	17.8%	43.7%		10.4%	36.3%	36.3%	16.3%	34.1%	34.1%	11.9%	29.6%	
Maximum Green (s)	19.0	54.0		9.0	44.0	44.0	17.0	41.0	41.0	11.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max	Max	Max	Max	
Walk Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Flash Dont Walk (s)		15.0			15.0	15.0		26.0	26.0		32.0	
Pedestrian Calls (#/hr)		10			10	10		10	10		2	
Act Effct Green (s)	57.0	33.0		57.0	42.2	42.2	58.0	47.0	47.0	58.0	35.0	
Actuated g/C Ratio	0.42	0.24		0.42	0.31	0.31	0.43	0.35	0.35	0.43	0.26	
v/c Ratio	0.73	0.75		0.28	0.65	0.35	0.33	0.78	0.36	0.46	0.28	
Control Delay	60.8	66.3		22.6	28.8	2.4	24.7	45.5	15.6	47.1	32.7	
Queue Delay	0.0	0.0		0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.8	66.3		22.6	29.2	2.4	24.7	45.5	15.6	47.1	32.7	
LOS	E	E		C	C	A	C	D	B	D	C	
Approach Delay		65.3			24.4			37.7			36.8	
Approach LOS		E			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 51 (38%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 40.7		Intersection LOS: D	
Intersection Capacity Utilization 85.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 23: S. Congress Ave & William Cannon Dr



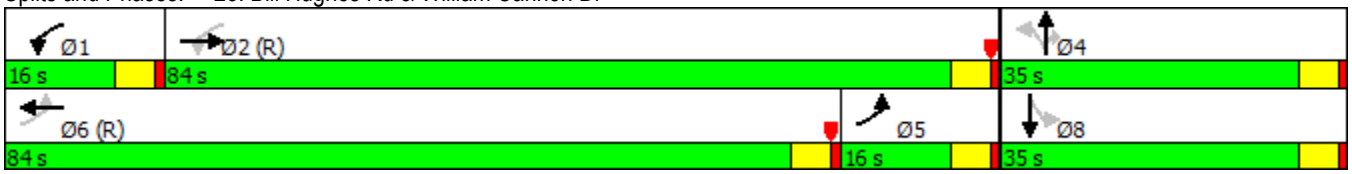


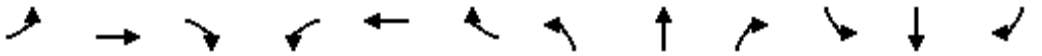
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	759	69	100	965	41	76	2	127	38	18	7
Future Volume (vph)	7	759	69	100	965	41	76	2	127	38	18	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	1.00			0.95			0.99	
Frt		0.988			0.994				0.850		0.985	
Flt Protected	0.950			0.950				0.954			0.971	
Satd. Flow (prot)	1770	5015	0	1770	5044	0	0	1777	1583	0	1767	0
Flt Permitted	0.246			0.300				0.700			0.803	
Satd. Flow (perm)	455	5015	0	558	5044	0	0	1233	1583	0	1462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			8				131		4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1020			1091			865			483	
Travel Time (s)		27.8			29.8			19.7			11.0	
Confl. Peds. (#/hr)	11		1	1		11	58					58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	7	782	71	103	995	42	78	2	131	39	19	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	853	0	103	1037	0	0	80	131	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	10.0	26.0		10.0	26.0		42.0	42.0	42.0	42.0	42.0	
Total Split (s)	16.0	84.0		16.0	84.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	11.9%	62.2%		11.9%	62.2%		25.9%	25.9%	25.9%	25.9%	25.9%	
Maximum Green (s)	11.0	79.0		11.0	79.0		30.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0		14.0	14.0	14.0	14.0	14.0	
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		1			10		0	0	0	20	20	
Act Effct Green (s)	97.9	85.9		93.9	96.8			26.1	26.1		26.1	
Actuated g/C Ratio	0.73	0.64		0.70	0.72			0.19	0.19		0.19	
v/c Ratio	0.02	0.27		0.22	0.29			0.34	0.32		0.23	
Control Delay	27.0	34.4		6.3	9.2			46.9	8.1		40.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	27.0	34.4		6.3	9.2			46.9	8.1		40.4	
LOS	C	C		A	A			D	A		D	
Approach Delay		34.4			8.9			22.8			40.4	
Approach LOS		C			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 134 (99%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 28: Bill Hughes Rd & William Cannon Dr



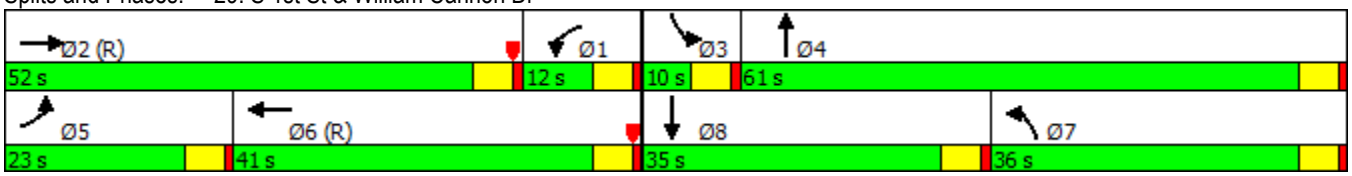


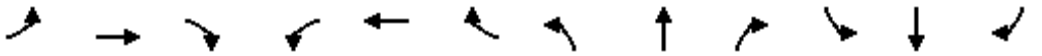
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	684	47	61	762	135	169	1057	53	90	170	77
Future Volume (vph)	194	684	47	61	762	135	169	1057	53	90	170	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.99	1.00		0.99	0.99	
Frt		0.990			0.977			0.993			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5022	0	1770	4925	0	1770	3508	0	1770	3345	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1747	5022	0	1753	4925	0	1751	3508	0	1760	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			25			5			49	
Link Speed (mph)		40			25			30			30	
Link Distance (ft)		1182			1020			1438			1411	
Travel Time (s)		20.1			27.8			32.7			32.1	
Confl. Peds. (#/hr)	23		13	13		23	12		22	22		12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	200	705	48	63	786	139	174	1090	55	93	175	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	753	0	63	925	0	174	1145	0	93	254	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	12.0		6.0	12.0		5.0	8.0		5.0	10.0	
Minimum Split (s)	13.0	25.0		11.0	25.0		10.0	38.0		10.0	38.0	
Total Split (s)	23.0	52.0		12.0	41.0		36.0	61.0		10.0	35.0	
Total Split (%)	17.0%	38.5%		8.9%	30.4%		26.7%	45.2%		7.4%	25.9%	
Maximum Green (s)	18.0	47.0		7.0	36.0		31.0	56.0		5.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	Max	
Walk Time (s)		5.0			5.0			12.0			12.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		10			11			11			10	
Act Effct Green (s)	18.1	35.7		20.3	35.6		27.0	52.0		9.3	34.3	
Actuated g/C Ratio	0.13	0.26		0.15	0.26		0.20	0.39		0.07	0.25	
v/c Ratio	0.84	0.56		0.24	0.70		0.49	0.85		0.76	0.29	
Control Delay	99.6	57.1		37.4	30.6		52.2	44.2		96.9	34.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	99.6	57.1		37.4	30.6		52.2	44.2		96.9	34.5	
LOS	F	E		D	C		D	D		F	C	
Approach Delay		66.0			31.0			45.3			51.2	
Approach LOS		E			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 122 (90%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 47.4		Intersection LOS: D	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 29: S 1st St & William Cannon Dr





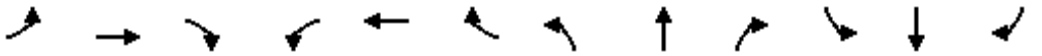
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	727	23	43	954	24	127	70	198	3	21	43
Future Volume (vph)	36	727	23	43	954	24	127	70	198	3	21	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00				0.98
Frt		0.995			0.996				0.850			0.850
Flt Protected	0.950			0.950				0.969			0.994	
Satd. Flow (prot)	1770	5055	0	1770	5059	0	0	1805	1583	0	1852	1583
Flt Permitted	0.242			0.324				0.790			0.965	
Satd. Flow (perm)	449	5055	0	601	5059	0	0	1465	1583	0	1798	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5				211			97
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		804			1182			758			311	
Travel Time (s)		13.7			20.1			17.2			7.1	
Confl. Peds. (#/hr)	8		4	4		8	5					5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	38	773	24	46	1015	26	135	74	211	3	22	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	797	0	46	1041	0	0	209	211	0	25	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases	6			2			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	26.0		10.0	26.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	14.0	86.0		14.0	86.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	10.4%	63.7%		10.4%	63.7%		25.9%	25.9%	25.9%	25.9%	25.9%	25.9%
Maximum Green (s)	9.0	81.0		9.0	81.0		29.0	29.0	29.0	29.0	29.0	29.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	23.0
Pedestrian Calls (#/hr)		4			8		0	0	0	5	5	5
Act Effct Green (s)	95.4	90.0		95.4	90.9			24.6	24.6		24.6	24.6
Actuated g/C Ratio	0.71	0.67		0.71	0.67			0.18	0.18		0.18	0.18
v/c Ratio	0.10	0.24		0.10	0.31			0.79	0.46		0.08	0.13
Control Delay	4.8	5.8		2.9	3.9			72.0	8.6		42.9	0.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.8	5.8		2.9	3.9			72.0	8.6		42.9	0.7
LOS	A	A		A	A			E	A		D	A
Approach Delay		5.7			3.9			40.2			15.6	
Approach LOS		A			A			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 67 (50%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 30: Cooper Ln & William Cannon Dr



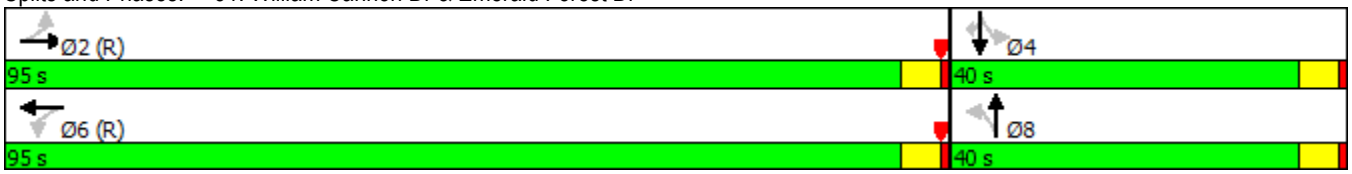


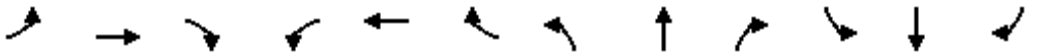
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	720	0	0	979	125	0	0	0	62	0	82
Future Volume (vph)	191	720	0	0	979	125	0	0	0	62	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		170
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00						0.99	0.98
Frt					0.983							0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	5085	0	1863	4979	0	0	1863	0	0	1770	1583
Flt Permitted	0.229										0.757	
Satd. Flow (perm)	426	5085	0	1863	4979	0	0	1863	0	0	1400	1556
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					36							85
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1709			804			171			809	
Travel Time (s)		29.1			13.7			3.9			18.4	
Confl. Peds. (#/hr)	4		4	4		4	3		4	4		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	199	750	0	0	1020	130	0	0	0	65	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	750	0	0	1150	0	0	0	0	0	65	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		1.0	1.0		12.0	12.0	12.0
Minimum Split (s)	17.0	17.0		23.0	23.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	95.0	95.0		95.0	95.0		40.0	40.0		40.0	40.0	40.0
Total Split (%)	70.4%	70.4%		70.4%	70.4%		29.6%	29.6%		29.6%	29.6%	29.6%
Maximum Green (s)	90.0	90.0		90.0	90.0		35.0	35.0		35.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)				6.0	6.0		6.0	6.0		6.0	6.0	6.0
Flash Dont Walk (s)				11.0	11.0		17.0	17.0		17.0	17.0	17.0
Pedestrian Calls (#/hr)				4	4		4	4		3	3	3
Act Effct Green (s)	110.4	110.4			110.4						14.6	14.6
Actuated g/C Ratio	0.82	0.82			0.82						0.11	0.11
v/c Ratio	0.57	0.18			0.28						0.43	0.35
Control Delay	20.1	3.5			2.1						64.2	14.1
Queue Delay	0.0	0.0			0.0						0.0	0.0
Total Delay	20.1	3.5			2.1						64.2	14.1
LOS	C	A			A						E	B
Approach Delay		6.9			2.1						35.8	
Approach LOS		A			A						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 76 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 31: William Cannon Dr & Emerald Forest Dr



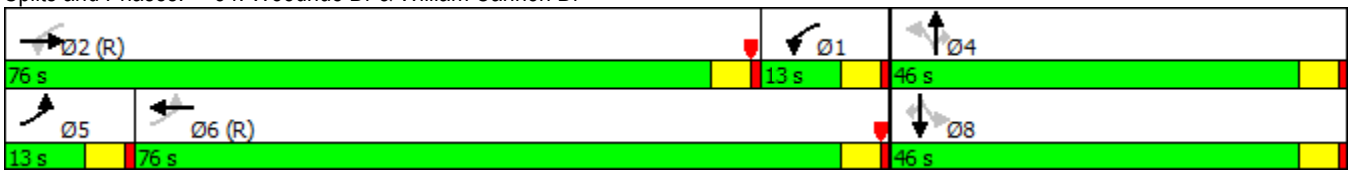


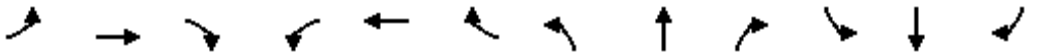
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	675	18	64	1044	25	63	43	71	30	24	93
Future Volume (vph)	53	675	18	64	1044	25	63	43	71	30	24	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			1.00				0.98
Frt		0.996			0.996				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.973	
Satd. Flow (prot)	1770	5065	0	1770	5062	0	0	1809	1583	0	1812	1583
Flt Permitted	0.233			0.358				0.785			0.719	
Satd. Flow (perm)	434	5065	0	667	5062	0	0	1457	1583	0	1339	1554
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4				97			97
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1089			1709			975			662	
Travel Time (s)		18.6			29.1			22.2			15.0	
Confl. Peds. (#/hr)	1					1	4					4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	55	696	19	66	1076	26	65	44	73	31	25	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	715	0	66	1102	0	0	109	73	0	56	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		7.0	10.0		5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	10.0	24.0		12.0	24.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	13.0	76.0		13.0	76.0		46.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	9.6%	56.3%		9.6%	56.3%		34.1%	34.1%	34.1%	34.1%	34.1%	34.1%
Maximum Green (s)	8.0	71.0		8.0	71.0		41.0	41.0	41.0	41.0	41.0	41.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		Min	C-Min		Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		14.0			14.0		20.0	20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			1		0	0	0	4	4	4
Act Effct Green (s)	104.9	91.4		103.9	99.6			16.1	16.1		16.1	16.1
Actuated g/C Ratio	0.78	0.68		0.77	0.74			0.12	0.12		0.12	0.12
v/c Ratio	0.14	0.21		0.11	0.30			0.63	0.27		0.35	0.35
Control Delay	3.4	20.1		10.0	16.4			71.3	6.5		58.7	12.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	3.4	20.1		10.0	16.4			71.3	6.5		58.7	12.7
LOS	A	C		A	B			E	A		E	B
Approach Delay		19.0			16.0			45.3			29.6	
Approach LOS		B			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 56 (41%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 34: Woodhue Dr & William Cannon Dr



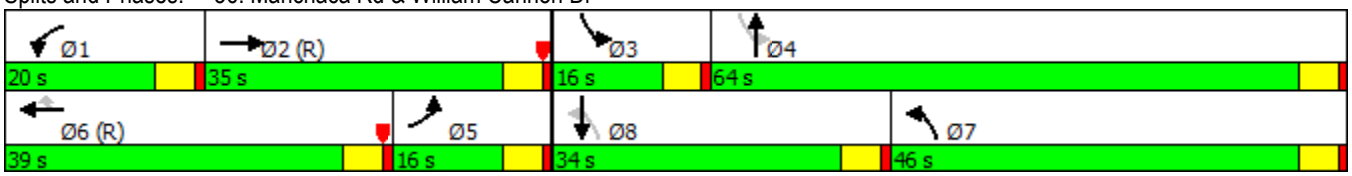


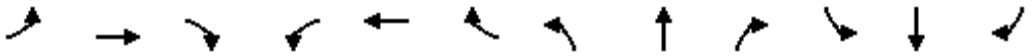
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	383	95	105	794	245	599	1240	74	114	271	65
Future Volume (vph)	114	383	95	105	794	245	599	1240	74	114	271	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	0		0	200		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00		0.98		1.00				
Frt		0.970				0.850		0.992			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4911	0	1770	3539	1583	1770	3507	0	1770	3437	0
Flt Permitted	0.950			0.950			0.289			0.068		
Satd. Flow (perm)	1767	4911	0	1761	3539	1558	538	3507	0	127	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41				191		6			20	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3162			1619			1822			706	
Travel Time (s)		53.9			27.6			41.4			16.0	
Confl. Peds. (#/hr)	2		5	5		2			5	5		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	123	412	102	113	854	263	644	1333	80	123	291	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	514	0	113	854	263	644	1413	0	123	361	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	12.0	12.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	25.0		10.0	25.0	25.0	10.0	31.0		10.0	31.0	
Total Split (s)	16.0	35.0		20.0	39.0	39.0	46.0	64.0		16.0	34.0	
Total Split (%)	11.9%	25.9%		14.8%	28.9%	28.9%	34.1%	47.4%		11.9%	25.2%	
Maximum Green (s)	11.0	30.0		15.0	34.0	34.0	41.0	59.0		11.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0			15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		5			2	2		5			0	
Act Effct Green (s)	10.9	33.5		12.9	35.4	35.4	68.6	58.9		68.6	18.9	
Actuated g/C Ratio	0.08	0.25		0.10	0.26	0.26	0.51	0.44		0.51	0.14	
v/c Ratio	0.86	0.41		0.67	0.92	0.48	0.89	0.92		0.68	0.72	
Control Delay	91.4	27.9		90.4	78.6	35.3	51.1	46.6		43.1	60.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	91.4	27.9		90.4	78.6	35.3	51.1	46.6		43.1	60.7	
LOS	F	C		F	E	D	D	D		D	E	
Approach Delay		40.2			70.4			48.0			56.3	
Approach LOS		D			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 103 (76%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 54.0		Intersection LOS: D	
Intersection Capacity Utilization 87.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 36: Manchaca Rd & William Cannon Dr





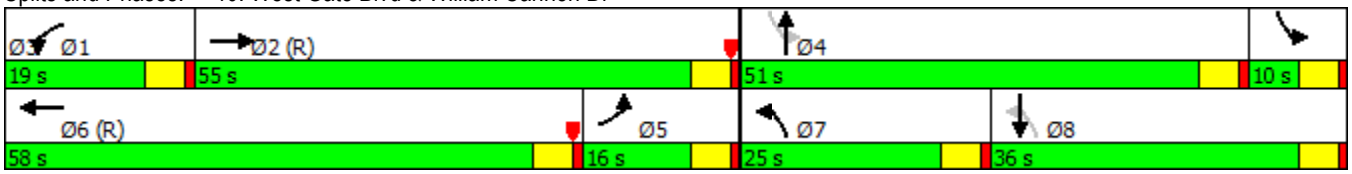
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	447	38	45	1031	319	336	964	59	82	134	124
Future Volume (vph)	98	447	38	45	1031	319	336	964	59	82	134	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		1.00	1.00			0.99	
Frt		0.988			0.965			0.991			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3489	0	1770	3401	0	1770	3503	0	1770	3261	0
Flt Permitted	0.950			0.950			0.517			0.090		
Satd. Flow (perm)	1768	3489	0	1755	3401	0	961	3503	0	168	3261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			36			5			127	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2648			3162			1479			1281	
Travel Time (s)		45.1			53.9			33.6			29.1	
Confl. Peds. (#/hr)	3		8	8		3	2		6	6		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	100	456	39	46	1052	326	343	984	60	84	137	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	495	0	46	1378	0	343	1044	0	84	264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		D.P+P	NA		D.P+P	NA	

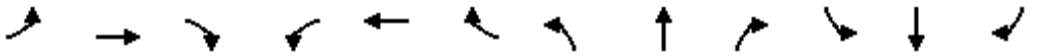
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	31.0		10.0	31.0	
Total Split (s)	16.0	55.0		19.0	58.0		25.0	51.0		10.0	36.0	
Total Split (%)	11.9%	40.7%		14.1%	43.0%		18.5%	37.8%		7.4%	26.7%	
Maximum Green (s)	11.0	50.0		14.0	53.0		20.0	46.0		5.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		8			3			6			2	
Act Effct Green (s)	10.5	58.2		8.9	54.5		50.0	44.6		50.0	30.5	
Actuated g/C Ratio	0.08	0.43		0.07	0.40		0.37	0.33		0.37	0.23	
v/c Ratio	0.73	0.33		0.40	0.99		0.73	0.90		0.67	0.32	
Control Delay	75.2	25.0		66.6	50.3		40.1	54.0		70.9	23.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	75.2	25.0		66.6	50.3		40.1	54.0		70.9	23.1	
LOS	E	C		E	D		D	D		E	C	
Approach Delay		33.5			50.8			50.6			34.6	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 42 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 46.5 Intersection LOS: D
Intersection Capacity Utilization 94.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 40: West Gate Blvd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	369	118	225	1159	320	410	1152	171	60	196	51
Future Volume (vph)	84	369	118	225	1159	320	410	1152	171	60	196	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		400	200		200	200		200
Storage Lanes	2		1	3		1	1		1	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	0.98		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	5085	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3403	3539	1550	3370	5085	1552	1765	3539	1557	1768	3539	1559
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			193			170			170
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1646			2664			2117			1861	
Travel Time (s)		28.1			45.4			48.1			42.3	
Confl. Peds. (#/hr)	6		6	6		6	3		4	4		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	86	377	120	230	1183	327	418	1176	174	61	200	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	377	120	230	1183	327	418	1176	174	61	200	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4 7		3	3 4		5	2		1	6	
Permitted Phases			4 7			3 4			2			6
Detector Phase	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0			10.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	11.0			11.0			16.0	41.0	41.0	10.0	41.0	41.0
Total Split (s)	15.0			19.0			21.0	67.0	67.0	16.0	62.0	62.0
Total Split (%)	11.1%			14.1%			15.6%	49.6%	49.6%	11.9%	45.9%	45.9%
Maximum Green (s)	9.0			13.0			15.0	61.0	61.0	10.0	56.0	56.0
Yellow Time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0			2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0			6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0			3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None			None			Min	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								30.0	30.0		30.0	30.0
Pedestrian Calls (#/hr)								4	4		3	3
Act Effct Green (s)	8.2	26.2	26.2	20.0	38.0	38.0	15.8	58.3	58.3	8.9	49.0	49.0
Actuated g/C Ratio	0.06	0.19	0.19	0.15	0.28	0.28	0.12	0.43	0.43	0.07	0.36	0.36
v/c Ratio	0.41	0.55	0.30	0.45	0.83	0.57	2.03	0.77	0.23	0.53	0.16	0.08
Control Delay	51.5	37.1	6.7	73.8	54.7	26.8	509.2	36.7	4.0	76.8	28.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	37.1	6.7	73.8	54.7	26.8	509.2	36.7	4.0	76.8	28.0	0.2
LOS	D	D	A	E	D	C	F	D	A	E	C	A
Approach Delay		33.0			52.0			145.2			32.9	
Approach LOS		C			D			F			C	

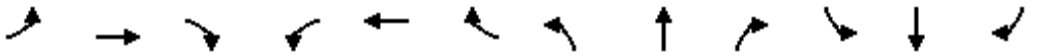
Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 61 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Red			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.03			
Intersection Signal Delay: 85.5		Intersection LOS: F	
Intersection Capacity Utilization 98.4%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 44: Brodie Ln & William Cannon Dr



Lane Group	Ø4
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	14.0
Total Split (s)	18.0
Total Split (%)	13%
Maximum Green (s)	12.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
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



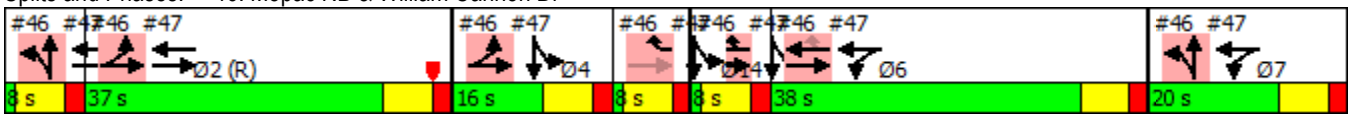
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	652	489	0	0	737	917	146	492	92	0	0	0
Future Volume (vph)	652	489	0	0	737	917	146	492	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.91	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00	0.99						
Frt					0.947	0.850		0.977				
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	3539	0	0	3195	1441	1610	3309	0	0	0	0
Flt Permitted	0.950						0.950	0.999				
Satd. Flow (perm)	3431	3539	0	0	3195	1421	1610	3309	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					68	202		12				
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		452			1200			1350			1198	
Travel Time (s)		7.7			20.5			30.7			27.2	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	686	515	0	0	776	965	154	518	97	0	0	0
Shared Lane Traffic (%)						44%	10%					
Lane Group Flow (vph)	686	515	0	0	1201	540	139	630	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	custom	Split	NA				
Protected Phases	2 4	2 4 5 6			5 6	5 14	1 7	1 7				
Permitted Phases		14				6						
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?												
Act Effct Green (s)	46.0	100.0			39.0	40.0	21.0	21.0				
Actuated g/C Ratio	0.34	0.74			0.29	0.30	0.16	0.16				
v/c Ratio	0.59	0.20			1.24	0.96	0.56	1.20				
Control Delay	23.0	0.3			133.4	25.3	62.1	155.0				

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Turn Type							
Protected Phases	1	2	4	5	6	7	14
Permitted Phases							
Minimum Split (s)	8.0	19.0	16.0	8.0	21.0	14.0	8.0
Total Split (s)	8.0	37.0	16.0	8.0	38.0	20.0	8.0
Total Split (%)	6%	27%	12%	6%	28%	15%	6%
Maximum Green (s)	1.0	30.0	9.0	1.0	31.0	13.0	1.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?							
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	1.0	0.0			0.0	0.0	0.0	0.0				
Total Delay	24.0	0.3			133.4	25.3	62.1	155.0				
LOS	C	A			F	C	E	F				
Approach Delay		13.8			99.9			138.2				
Approach LOS		B			F			F				

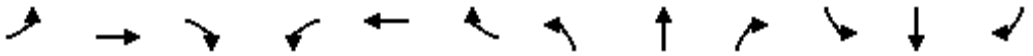
Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 75 (56%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 125			
Control Type: Pretimed			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 80.0		Intersection LOS: E	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 46: Mopac NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary



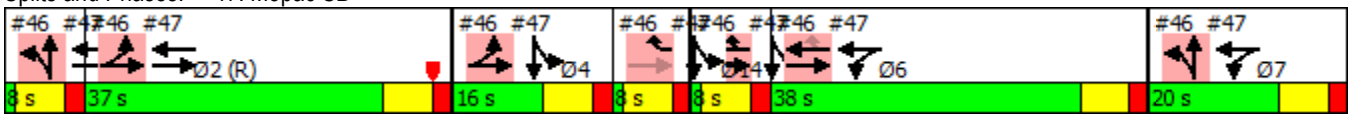
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	859	64	156	727	0	0	0	0	282	142	280
Future Volume (vph)	0	859	64	156	727	0	0	0	0	282	142	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		150	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.990									0.909	
Flt Protected				0.950						0.950	0.996	
Satd. Flow (prot)	0	5030	0	1770	5085	0	0	0	0	1610	3069	0
Flt Permitted				0.950						0.950	0.996	
Satd. Flow (perm)	0	5030	0	1769	5085	0	0	0	0	1610	3069	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9									258	
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		488			452			1498			1203	
Travel Time (s)		7.4			7.7			34.0			27.3	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	895	67	163	757	0	0	0	0	294	148	292
Shared Lane Traffic (%)										14%		
Lane Group Flow (vph)	0	962	0	163	757	0	0	0	0	253	481	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		1 2		6 7	1 2 6 7					4 5 14	4 5 14	
Permitted Phases												
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?												
Act Effct Green (s)		38.0		51.0	96.0					25.0	25.0	
Actuated g/C Ratio		0.28		0.38	0.71					0.19	0.19	
v/c Ratio		0.68		0.24	0.21					0.85	0.62	
Control Delay		46.9		9.3	0.4					78.5	26.6	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Turn Type							
Protected Phases	1	2	4	5	6	7	14
Permitted Phases							
Minimum Split (s)	8.0	19.0	16.0	8.0	21.0	14.0	8.0
Total Split (s)	8.0	37.0	16.0	8.0	38.0	20.0	8.0
Total Split (%)	6%	27%	12%	6%	28%	15%	6%
Maximum Green (s)	1.0	30.0	9.0	1.0	31.0	13.0	1.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?							
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.1		0.0	0.0					0.0	0.0	
Total Delay		46.9		9.3	0.4					78.5	26.6	
LOS		D		A	A					E	C	
Approach Delay		46.9			1.9						44.5	
Approach LOS		D			A						D	

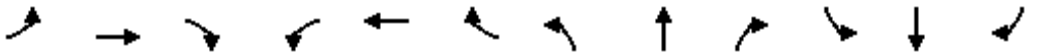
Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 75 (56%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 125			
Control Type: Pretimed			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 30.4		Intersection LOS: C	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 47: Mopac SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary

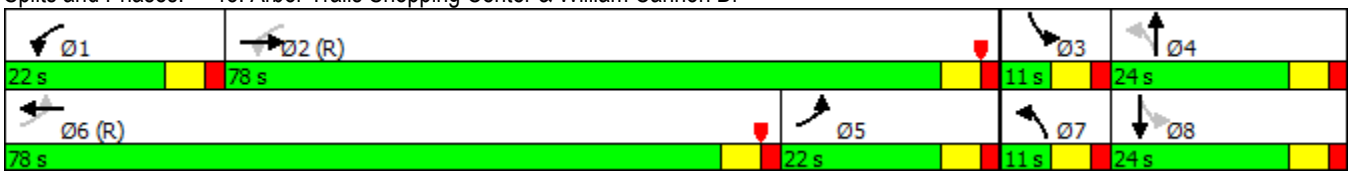


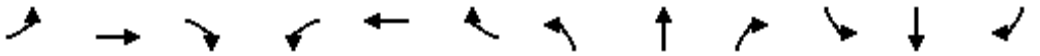
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	917	17	57	873	43	24	4	19	48	2	11
Future Volume (vph)	35	917	17	57	873	43	24	4	19	48	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.993			0.875			0.871	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	5050	0	1770	1630	0	1770	1622	0
Flt Permitted	0.257			0.257			0.748			0.659		
Satd. Flow (perm)	479	5070	0	479	5050	0	1393	1630	0	1228	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			8			20			12	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		917			399			444			175	
Travel Time (s)		13.9			6.0			10.1			4.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	965	18	60	919	45	25	4	20	51	2	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	983	0	60	964	0	25	24	0	51	14	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	20.0		8.0	20.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	14.0	26.0		14.0	26.0		11.0	35.0		11.0	35.0	
Total Split (s)	22.0	78.0		22.0	78.0		11.0	24.0		11.0	24.0	
Total Split (%)	16.3%	57.8%		16.3%	57.8%		8.1%	17.8%		8.1%	17.8%	
Maximum Green (s)	16.0	72.0		16.0	72.0		5.0	18.0		5.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		Min	Min		Min	Min	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		12.0			12.0			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	91.6	85.1		91.6	79.8		19.1	12.0		22.2	13.5	
Actuated g/C Ratio	0.68	0.63		0.68	0.59		0.14	0.09		0.16	0.10	
v/c Ratio	0.08	0.31		0.15	0.32		0.12	0.15		0.22	0.08	
Control Delay	5.7	9.2		4.9	14.3		44.6	27.3		46.4	28.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.7	9.2		4.9	14.3		44.6	27.3		46.4	28.5	
LOS	A	A		A	B		D	C		D	C	
Approach Delay		9.1			13.7			36.1			42.5	
Approach LOS		A			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 68 (50%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 48: Arbor Trails Shopping Center & William Cannon Dr



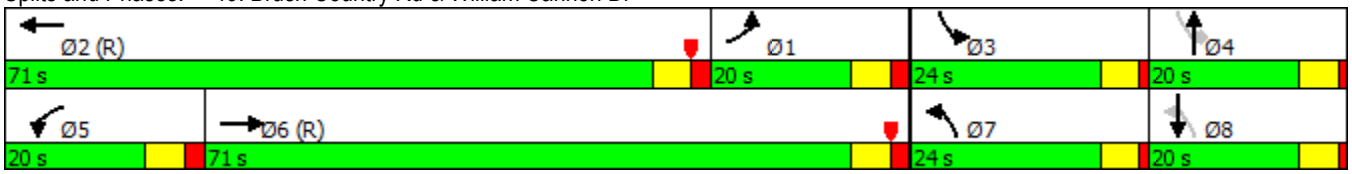


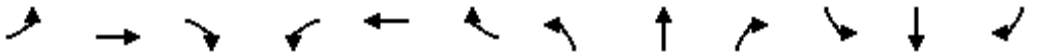
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	509	12	47	710	163	91	149	343	126	37	80
Future Volume (vph)	157	509	12	47	710	163	91	149	343	126	37	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00		1.00		0.98	1.00	0.99	
Frt		0.997			0.972				0.850		0.898	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	4922	0	1770	1863	1583	1770	1654	0
Flt Permitted	0.950			0.950			0.562			0.439		
Satd. Flow (perm)	1768	5070	0	1770	4922	0	1043	1863	1557	815	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			54				377		64	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2600			917			1448			909	
Travel Time (s)		39.4			13.9			32.9			20.7	
Confl. Peds. (#/hr)	1					1	4		4	4		4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	173	559	13	52	780	179	100	164	377	138	41	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	572	0	52	959	0	100	164	377	138	129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		D.P+P	NA	Perm	D.P+P	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							8		4	4		
Detector Phase	1	6		5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	31.0		11.0	31.0		10.0	38.0	38.0	10.0	38.0	
Total Split (s)	20.0	71.0		20.0	71.0		24.0	20.0	20.0	24.0	20.0	
Total Split (%)	14.8%	52.6%		14.8%	52.6%		17.8%	14.8%	14.8%	17.8%	14.8%	
Maximum Green (s)	14.0	65.0		14.0	65.0		19.0	15.0	15.0	19.0	15.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		18.0			18.0			28.0	28.0		28.0	
Pedestrian Calls (#/hr)		0			1			4	4		4	
Act Effct Green (s)	20.5	72.5		9.3	59.0		33.5	19.8	19.8	33.5	22.3	
Actuated g/C Ratio	0.15	0.54		0.07	0.44		0.25	0.15	0.15	0.25	0.17	
v/c Ratio	0.65	0.21		0.43	0.44		0.31	0.60	0.69	0.46	0.40	
Control Delay	68.2	19.7		74.5	22.6		36.6	61.8	11.3	40.4	27.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	68.2	19.7		74.5	22.6		36.6	61.8	11.3	40.4	27.4	
LOS	E	B		E	C		D	E	B	D	C	
Approach Delay		30.9			25.3			28.1			34.1	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 55 (41%), Referenced to phase 2:WBT and 6:EBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 49: Brush Country Rd & William Cannon Dr





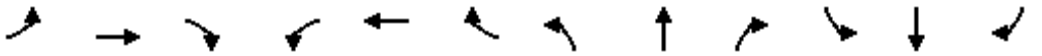
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	341	12	84	631	1	56	166	318	3	10	12
Future Volume (vph)	69	341	12	84	631	1	56	166	318	3	10	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995							0.850			0.850
Flt Protected	0.950			0.950				0.988			0.989	
Satd. Flow (prot)	1770	5060	0	1770	5085	0	0	1840	1583	0	1842	1583
Flt Permitted	0.374			0.520				0.909			0.939	
Satd. Flow (perm)	697	5060	0	969	5085	0	0	1693	1583	0	1749	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6							338			97
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		3559			1694			1530			698	
Travel Time (s)		53.9			25.7			34.8			15.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	73	363	13	89	671	1	60	177	338	3	11	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	376	0	89	672	0	0	237	338	0	14	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	25.0		10.0	25.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	16.0	77.0		15.0	76.0		43.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	11.9%	57.0%		11.1%	56.3%		31.9%	31.9%	31.9%	31.9%	31.9%	31.9%
Maximum Green (s)	11.0	72.0		10.0	71.0		37.0	37.0	37.0	37.0	37.0	37.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		12.0			12.0		24.0	24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	94.8	82.8		93.8	88.8			25.2	25.2		25.2	25.2
Actuated g/C Ratio	0.70	0.61		0.69	0.66			0.19	0.19		0.19	0.19
v/c Ratio	0.13	0.12		0.12	0.20			0.75	0.59		0.04	0.03
Control Delay	3.7	6.9		2.6	4.3			66.0	8.8		41.4	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	3.7	6.9		2.6	4.3			66.0	8.8		41.4	0.2
LOS	A	A		A	A			E	A		D	A
Approach Delay		6.4			4.1			32.4			21.5	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 3 (2%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 57: Beckett Rd & William Cannon Dr



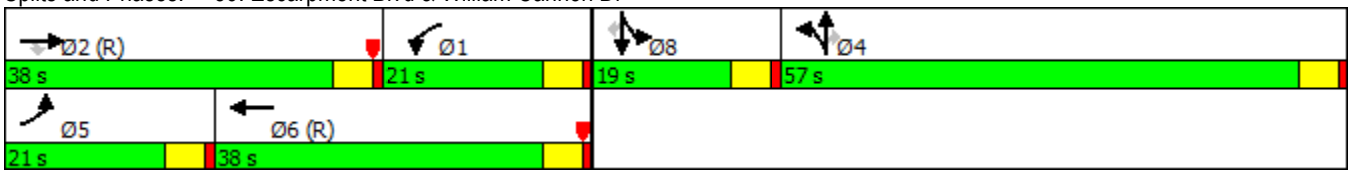


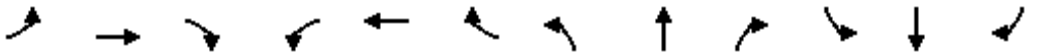
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	149	104	86	555	10	989	72	252	10	14	18
Future Volume (vph)	14	149	104	86	555	10	989	72	252	10	14	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		150	0		0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00		1.00	0.99	0.99	1.00		0.99
Frt			0.850		0.997			0.914	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	5068	0	3433	1605	1504	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1768	3539	1583	1770	5068	0	3428	1605	1484	1768	1863	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		2			58	164			137
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		736			3559			1472			418	
Travel Time (s)		11.2			53.9			33.5			9.5	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	15	157	109	91	584	11	1041	76	265	11	15	19
Shared Lane Traffic (%)									38%			
Lane Group Flow (vph)	15	157	109	91	595	0	1041	177	164	11	15	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			8
Detector Phase	5	2	2	1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0		1.0	1.0	1.0	6.0	6.0	6.0
Minimum Split (s)	10.0	30.0	30.0	10.0	30.0		32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	21.0	38.0	38.0	21.0	38.0		57.0	57.0	57.0	19.0	19.0	19.0
Total Split (%)	15.6%	28.1%	28.1%	15.6%	28.1%		42.2%	42.2%	42.2%	14.1%	14.1%	14.1%
Maximum Green (s)	16.0	33.0	33.0	16.0	33.0		52.0	52.0	52.0	14.0	14.0	14.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		20.0	20.0		20.0		22.0	22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		0	0		1		1	1	1	1	1	1
Act Effct Green (s)	6.7	43.9	43.9	16.2	59.9		50.0	50.0	50.0	9.4	9.4	9.4
Actuated g/C Ratio	0.05	0.33	0.33	0.12	0.44		0.37	0.37	0.37	0.07	0.07	0.07
v/c Ratio	0.17	0.14	0.19	0.43	0.26		0.82	0.28	0.25	0.09	0.12	0.08
Control Delay	65.2	36.9	8.6	85.0	45.8		44.2	20.1	4.8	56.6	57.4	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.2	36.9	8.6	85.0	45.8		44.2	20.1	4.8	56.6	57.4	0.7
LOS	E	D	A	F	D		D	C	A	E	E	A
Approach Delay		27.4			51.0			36.5			33.3	
Approach LOS		C			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 52 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 39.5		Intersection LOS: D	
Intersection Capacity Utilization 73.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 59: Escarpment Blvd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	140	0	256	581	0	0	1789	54	0	1446	249
Future Volume (vph)	287	140	0	256	581	0	0	1789	54	0	1446	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	0		175	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00										
Frt									0.850			0.850
Flt Protected	0.950	0.975		0.950	0.998							
Satd. Flow (prot)	1610	3305	0	1610	3383	0	0	3539	1583	0	3539	1583
Flt Permitted	0.950	0.975		0.950	0.998							
Satd. Flow (perm)	1606	3301	0	1610	3383	0	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									138			193
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		242			206			388			343	
Travel Time (s)		3.7			3.5			5.9			5.2	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	296	144	0	264	599	0	0	1844	56	0	1491	257
Shared Lane Traffic (%)	50%			10%								
Lane Group Flow (vph)	148	292	0	238	625	0	0	1844	56	0	1491	257
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA			NA	Perm		NA	Perm
Protected Phases	2 3	2 3		4 5	4 5			1 6			1 6	
Permitted Phases									1 6			1 6
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?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	12.0	12.0		27.0	27.0			95.0	95.0		95.0	95.0

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Minimum Split (s)	43.0	11.0	8.0	14.0	11.0	8.0
Total Split (s)	90.0	8.0	10.0	12.0	22.0	8.0
Total Split (%)	60%	5%	7%	8%	15%	5%
Maximum Green (s)	87.0	2.0	7.0	5.0	16.0	5.0
Yellow Time (s)	2.0	4.5	2.0	4.0	4.5	2.0
All-Red Time (s)	1.0	1.5	1.0	3.0	1.5	1.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Walk Time (s)	7.0					
Flash Dont Walk (s)	33.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.08	0.08		0.18	0.18			0.63	0.63		0.63	0.63
v/c Ratio	1.16	1.11		0.82	1.03			0.82	0.05		0.67	0.24
Control Delay	185.2	147.6		81.9	102.7			24.5	0.1		19.1	3.5
Queue Delay	0.0	0.0		59.9	29.8			0.6	0.0		0.5	0.6
Total Delay	185.2	147.6		141.8	132.6			25.1	0.1		19.6	4.2
LOS	F	F		F	F			C	A		B	A
Approach Delay		160.2			135.1			24.4			17.3	
Approach LOS		F			F			C			B	

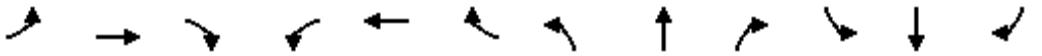
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 53.3		Intersection LOS: D	
Intersection Capacity Utilization 87.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 60: US 290 & William Cannon Dr



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

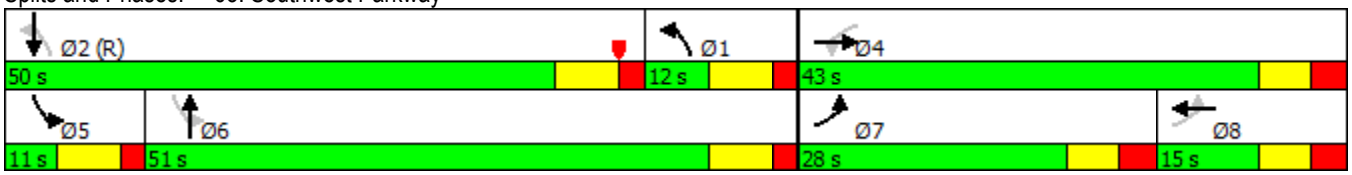


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	2	54	31	8	11	52	819	8	3	1459	289
Future Volume (vph)	307	2	54	31	8	11	52	819	8	3	1459	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	80			80			80			80		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.855			0.913			0.999			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4348	0	1770	4643	0	1770	5080	0	1770	4958	0
Flt Permitted	0.744			0.715			0.101			0.285		
Satd. Flow (perm)	1386	4348	0	1332	4643	0	188	5080	0	531	4958	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		139			11			2			48	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1207			496			839			714	
Travel Time (s)		18.3			7.5			10.4			8.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	316	2	56	32	8	11	54	844	8	3	1504	298
Shared Lane Traffic (%)												
Lane Group Flow (vph)	316	58	0	32	19	0	54	852	0	3	1802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		45			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	8			4			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		4	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	12.0	49.0		49.0	49.0		12.0	46.0		12.0	46.0	
Total Split (s)	28.0	43.0		43.0	15.0		12.0	51.0		11.0	50.0	
Total Split (%)	26.7%	41.0%		41.0%	14.3%		11.4%	48.6%		10.5%	47.6%	
Maximum Green (s)	21.0	36.0		36.0	8.0		5.0	44.0		4.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		1.5	4.0		1.5	4.0	
Recall Mode	None	Max		Max	Max		None	Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		35.0		35.0	35.0			32.0			32.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	29.0	36.0		36.0	10.4		49.4	52.8		53.6	45.4	
Actuated g/C Ratio	0.28	0.34		0.34	0.10		0.47	0.50		0.51	0.43	
v/c Ratio	0.70	0.04		0.07	0.04		0.33	0.33		0.01	0.83	
Control Delay	37.5	0.0		23.9	29.1		27.3	16.6		12.3	30.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.5	0.0		23.9	29.1		27.3	16.6		12.3	30.5	
LOS	D	A		C	C		C	B		B	C	
Approach Delay		31.7			25.8			17.2			30.5	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 60 (57%), Referenced to phase 2:NBSB, Start of Red			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 63: Southwest Parkway





Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations												
Traffic Volume (vph)	427	52	0	830	104	0						
Future Volume (vph)	427	52	0	830	104	0						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00						
Frt	0.984											
Flt Protected					0.950							
Satd. Flow (prot)	5004	0	0	3539	1770	0						
Flt Permitted					0.950							
Satd. Flow (perm)	5004	0	0	3539	1770	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	10											
Link Speed (mph)	45			45	30							
Link Distance (ft)	1502			242	321							
Travel Time (s)	22.8			3.7	7.3							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	464	57	0	902	113	0						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	521	0	0	902	113	0						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	0			0	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						
Turning Speed (mph)		9	15		15	9						
Turn Type	NA			NA	Perm							
Protected Phases	Free!			Free			1	2	3	4	5	6
Permitted Phases					1 6!							
Minimum Split (s)							43.0	11.0	8.0	14.0	11.0	8.0
Total Split (s)							90.0	8.0	10.0	12.0	22.0	8.0
Total Split (%)							60%	5%	7%	8%	15%	5%
Maximum Green (s)							87.0	2.0	7.0	5.0	16.0	5.0
Yellow Time (s)							2.0	4.5	2.0	4.0	4.5	2.0
All-Red Time (s)							1.0	1.5	1.0	3.0	1.5	1.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Walk Time (s)							7.0					
Flash Dont Walk (s)							33.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)	150.0			150.0	95.0							
Actuated g/C Ratio	1.00			1.00	0.63							
v/c Ratio	0.10			0.25	0.10							
Control Delay	0.0			0.8	32.1							
Queue Delay	0.0			0.0	0.0							
Total Delay	0.0			0.8	32.1							

Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
LOS	A			A	C							
Approach Delay	0.0			0.8	32.1							
Approach LOS	A			A	C							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 2.9		Intersection LOS: A	
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 601: William Cannon Dr





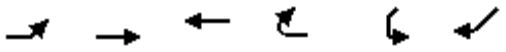
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations												
Traffic Volume (vph)	2076	0	108	1695	0	657						
Future Volume (vph)	2076	0	108	1695	0	657						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Storage Length (ft)		0	245		0	0						
Storage Lanes		0	1		0	2						
Taper Length (ft)			75		75							
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	0.88						
Frt						0.850						
Flt Protected			0.950									
Satd. Flow (prot)	3539	0	1770	3539	0	2787						
Flt Permitted			0.950									
Satd. Flow (perm)	3539	0	1770	3539	0	2787						
Right Turn on Red		Yes				No						
Satd. Flow (RTOR)												
Link Speed (mph)	45			45	30							
Link Distance (ft)	343			971	196							
Travel Time (s)	5.2			14.7	4.5							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	2257	0	117	1842	0	714						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2257	0	117	1842	0	714						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	12			12	0							
Link Offset(ft)	0			0	0							
Crosswalk Width(ft)	16			16	16							
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)		9	15		15	9						
Turn Type	NA		Prot	NA		pt+ov						
Protected Phases	1 2 3 4		5 6	Free		5 6	1	2	3	4	5	6
Permitted Phases												
Minimum Split (s)							43.0	11.0	8.0	14.0	11.0	8.0
Total Split (s)							90.0	8.0	10.0	12.0	22.0	8.0
Total Split (%)							60%	5%	7%	8%	15%	5%
Maximum Green (s)							87.0	2.0	7.0	5.0	16.0	5.0
Yellow Time (s)							2.0	4.5	2.0	4.0	4.5	2.0
All-Red Time (s)							1.0	1.5	1.0	3.0	1.5	1.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Walk Time (s)							7.0					
Flash Dont Walk (s)							33.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)	117.0		24.0	150.0		24.0						
Actuated g/C Ratio	0.78		0.16	1.00		0.16						
v/c Ratio	0.82		0.41	0.52		1.60						

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Control Delay	5.3		61.7	0.6		320.0						
Queue Delay	1.7		0.0	0.2		0.0						
Total Delay	7.0		61.7	0.7		320.0						
LOS	A		E	A		F						
Approach Delay	7.0			4.4								
Approach LOS	A			A								

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 51.3		Intersection LOS: D	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 602: US 290





Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations		↑↑↑	↑↑↑	↱	↰							
Traffic Volume (vph)	0	194	837	657	108	0						
Future Volume (vph)	0	194	837	657	108	0						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00						
Frt				0.850								
Flt Protected					0.950							
Satd. Flow (prot)	0	5085	5085	1583	1770	0						
Flt Permitted					0.950							
Satd. Flow (perm)	0	5085	5085	1583	1770	0						
Right Turn on Red				Yes		Yes						
Satd. Flow (RTOR)				566								
Link Speed (mph)		45	45		30							
Link Distance (ft)		206	635		345							
Travel Time (s)		3.1	9.6		7.8							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	0	211	910	714	117	0						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	910	714	117	0						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Left	Right	Left	Right						
Median Width(ft)		0	0		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						
Turning Speed (mph)	15			9	15	9						
Turn Type		NA	NA	Perm	Perm							
Protected Phases		Free	Free!				1	2	3	4	5	6
Permitted Phases				Free	1 6!							
Minimum Split (s)							43.0	11.0	8.0	14.0	11.0	8.0
Total Split (s)							90.0	8.0	10.0	12.0	22.0	8.0
Total Split (%)							60%	5%	7%	8%	15%	5%
Maximum Green (s)							87.0	2.0	7.0	5.0	16.0	5.0
Yellow Time (s)							2.0	4.5	2.0	4.0	4.5	2.0
All-Red Time (s)							1.0	1.5	1.0	3.0	1.5	1.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Walk Time (s)							7.0					
Flash Dont Walk (s)							33.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)		150.0	150.0	150.0	95.0							
Actuated g/C Ratio		1.00	1.00	1.00	0.63							
v/c Ratio		0.04	0.18	0.45	0.10							
Control Delay		0.0	0.1	0.9	9.4							
Queue Delay		0.0	0.0	0.0	0.0							
Total Delay		0.0	0.1	0.9	9.4							

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
LOS		A	A	A	A							
Approach Delay		0.0	0.5		9.4							
Approach LOS		A	A		A							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 1.0		Intersection LOS: A	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 603: William Cannon Dr





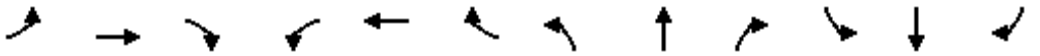
Lane Group	NBL	NBT	SBT	SBR	SEL	SER	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations												
Traffic Volume (vph)	104	1843	1702	0	0	52						
Future Volume (vph)	104	1843	1702	0	0	52						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Storage Length (ft)	233			0	0	0						
Storage Lanes	1			0	0	1						
Taper Length (ft)	50				75							
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00						
Frt						0.865						
Flt Protected	0.950											
Satd. Flow (prot)	1770	3539	3539	0	0	1611						
Flt Permitted	0.950											
Satd. Flow (perm)	1770	3539	3539	0	0	1611						
Right Turn on Red				Yes		No						
Satd. Flow (RTOR)												
Link Speed (mph)		45	45		30							
Link Distance (ft)		735	388		205							
Travel Time (s)		11.1	5.9		4.7							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	113	2003	1850	0	0	57						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	2003	1850	0	0	57						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Left	Right	Left	Right						
Median Width(ft)		12	12		0							
Link Offset(ft)		0	0		0							
Crosswalk Width(ft)		16	16		16							
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15			9	15	9						
Turn Type	Prot	NA	NA			pt+ov						
Protected Phases	3 4	Free	1 2 5 6			3 4	1	2	3	4	5	6
Permitted Phases												
Minimum Split (s)							43.0	11.0	8.0	14.0	11.0	8.0
Total Split (s)							90.0	8.0	10.0	12.0	22.0	8.0
Total Split (%)							60%	5%	7%	8%	15%	5%
Maximum Green (s)							87.0	2.0	7.0	5.0	16.0	5.0
Yellow Time (s)							2.0	4.5	2.0	4.0	4.5	2.0
All-Red Time (s)							1.0	1.5	1.0	3.0	1.5	1.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Walk Time (s)							7.0					
Flash Dont Walk (s)							33.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)	19.0	150.0	125.0			19.0						
Actuated g/C Ratio	0.13	1.00	0.83			0.13						
v/c Ratio	0.50	0.57	0.63			0.28						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Control Delay	69.7	0.7	1.5			63.4						
Queue Delay	0.0	0.3	0.1			0.0						
Total Delay	69.7	1.0	1.6			63.4						
LOS	E	A	A			E						
Approach Delay		4.7	1.6									
Approach LOS		A	A									

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 4.1		Intersection LOS: A	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 604: US 290



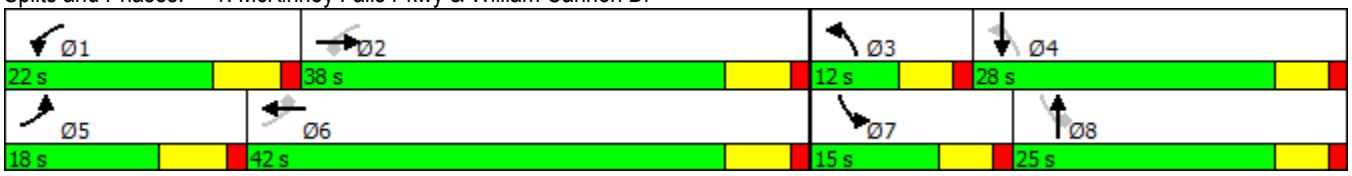


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	7	142	8	14	14	52	240	4	20	593	355
Future Volume (vph)	312	7	142	8	14	14	52	240	4	20	593	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		200	200		200	260		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	100			100			95			145		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3341	0
Flt Permitted	0.747			0.752			0.153			0.549		
Satd. Flow (perm)	1391	1863	1583	1401	1863	1583	285	3539	1583	1023	3341	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165			158			169		114	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2988			854			1445			886	
Travel Time (s)		45.3			12.9			32.8			20.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	363	8	165	9	16	16	60	279	5	23	690	413
Shared Lane Traffic (%)												
Lane Group Flow (vph)	363	8	165	9	16	16	60	279	5	23	1103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2		6	4		8	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	10.5	29.5	29.5	8.5	29.5	
Total Split (s)	18.0	38.0	38.0	22.0	42.0	42.0	12.0	25.0	25.0	15.0	28.0	
Total Split (%)	18.0%	38.0%	38.0%	22.0%	42.0%	42.0%	12.0%	25.0%	25.0%	15.0%	28.0%	
Maximum Green (s)	11.5	31.5	31.5	15.5	35.5	35.5	6.5	19.5	19.5	9.5	22.5	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.5	2.5	3.0	1.5	1.5	3.0	1.5	1.5	1.5	1.5	
Recall Mode	None	Max	Max	None	Max	Max	None	Max	Max	None	Max	
Walk Time (s)		12.0	12.0		12.0	12.0		7.0	7.0		7.0	
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		17.0	17.0		17.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	48.1	52.1	52.1	53.4	37.1	37.1	29.1	29.0	29.0	31.3	24.1	
Actuated g/C Ratio	0.48	0.52	0.52	0.53	0.37	0.37	0.29	0.29	0.29	0.31	0.24	
v/c Ratio	0.51	0.01	0.18	0.01	0.02	0.02	0.34	0.27	0.01	0.06	1.24	
Control Delay	17.8	15.0	3.3	11.5	21.6	0.1	28.3	29.5	0.0	22.8	148.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.8	15.0	3.3	11.5	21.6	0.1	28.3	29.5	0.0	22.8	148.6	
LOS	B	B	A	B	C	A	C	C	A	C	F	
Approach Delay		13.3			11.0			28.8			146.0	
Approach LOS		B			B			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100.1			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 88.9		Intersection LOS: F	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: McKinney Falls Pkwy & William Cannon Dr





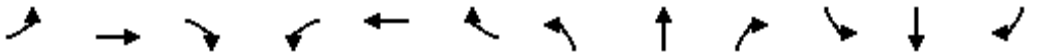
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	0	509	456	29	488	214	18
Future Volume (vph)	0	509	456	29	488	214	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	240		0	0
Storage Lanes	1		0	1		1	1
Taper Length (ft)	90			75		75	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.929					0.850
Flt Protected				0.950		0.950	
Satd. Flow (prot)	1863	3288	0	1770	1863	1770	1583
Flt Permitted				0.210		0.950	
Satd. Flow (perm)	1863	3288	0	391	1863	1770	1583
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)		288					19
Link Speed (mph)		45			45	30	
Link Distance (ft)		1069			737	1212	
Travel Time (s)		16.2			11.2	27.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	525	470	30	503	221	19
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	995	0	30	503	221	19
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		16			15	12	
Link Offset(ft)		0			0	0	
Crosswalk Width(ft)		16			16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	15		15	9
Number of Detectors	1	2		1	2	1	1
Detector Template	Left	Thru		Left	Thru	Left	Right
Leading Detector (ft)	20	100		20	100	20	20
Trailing Detector (ft)	0	0		0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94		
Detector 2 Size(ft)		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)		0.0			0.0		
Turn Type	Perm	NA		pm+pt	NA	Perm	Prot
Protected Phases		2		1	6		8
Permitted Phases	2			6		8	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2		1	6	8	8
Switch Phase							
Minimum Initial (s)	25.0	25.0		5.0	25.0	5.0	5.0
Minimum Split (s)	31.0	31.0		11.0	31.0	29.0	29.0
Total Split (s)	35.0	35.0		15.0	50.0	35.0	35.0
Total Split (%)	41.2%	41.2%		17.6%	58.8%	41.2%	41.2%
Maximum Green (s)	29.0	29.0		9.0	44.0	32.0	32.0
Yellow Time (s)	4.5	4.5		4.5	4.5	2.0	2.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	3.0	3.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0	2.0		1.5	2.0	3.0	3.0
Recall Mode	Max	Max		None	Max	None	None
Walk Time (s)	5.0	5.0				5.0	5.0
Flash Dont Walk (s)	14.0	14.0				21.0	21.0
Pedestrian Calls (#/hr)	0	0				0	0
Act Effct Green (s)		39.9		44.1	44.1	13.4	13.4
Actuated g/C Ratio		0.60		0.66	0.66	0.20	0.20
v/c Ratio		0.48		0.08	0.41	0.62	0.06
Control Delay		7.5		5.3	7.0	32.1	10.3
Queue Delay		0.0		0.0	0.0	0.0	0.0
Total Delay		7.5		5.3	7.0	32.1	10.3
LOS		A		A	A	C	B
Approach Delay		7.5			6.9	30.4	
Approach LOS		A			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 66.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 48.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Salt Springs Dr & William Cannon Dr





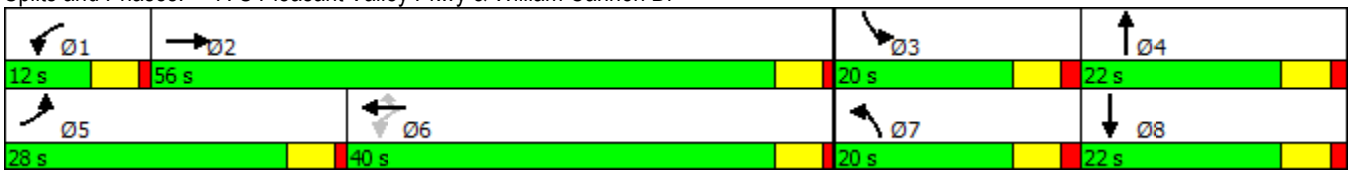
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	508	33	43	474	180	41	50	36	438	174	844
Future Volume (vph)	354	508	33	43	474	180	41	50	36	438	174	844
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	380		0	105		0	120		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	75			75			75			80		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00			1.00				0.99	
Frt		0.991				0.850		0.937			0.876	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5033	0	1770	3539	1583	1770	3316	0	1770	3058	0
Flt Permitted	0.950			0.430			0.950			0.950		
Satd. Flow (perm)	1770	5033	0	798	3539	1583	1768	3316	0	1770	3058	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				188		38			518	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2427			3727			972			811	
Travel Time (s)		36.8			56.5			22.1			18.4	
Confl. Peds. (#/hr)			7	7			5					5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	369	529	34	45	494	188	43	52	38	456	181	879
Shared Lane Traffic (%)												
Lane Group Flow (vph)	369	563	0	45	494	188	43	90	0	456	1060	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases				6		6						
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	10.0	10.0	3.0	10.0		3.0	3.0	
Minimum Split (s)	8.0	30.0		8.0	15.0	15.0	8.5	15.5		8.5	41.5	
Total Split (s)	28.0	56.0		12.0	40.0	40.0	20.0	22.0		20.0	22.0	
Total Split (%)	25.5%	50.9%		10.9%	36.4%	36.4%	18.2%	20.0%		18.2%	20.0%	
Maximum Green (s)	23.0	51.0		7.0	35.0	35.0	14.5	16.5		14.5	16.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		1.5	4.5	4.5	1.7	2.0		1.7	2.0	
Recall Mode	Max	Max		Max	Max	Max	None	Max		None	Max	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									29.0	
Pedestrian Calls (#/hr)		7									5	
Act Effct Green (s)	23.1	51.2		42.1	35.1	35.1	7.1	24.4		14.5	36.3	
Actuated g/C Ratio	0.20	0.43		0.36	0.30	0.30	0.06	0.21		0.12	0.31	
v/c Ratio	1.07	0.26		0.13	0.47	0.31	0.41	0.13		2.10	1.05dr	
Control Delay	113.9	22.1		17.8	36.7	6.2	66.1	22.7		535.9	25.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	113.9	22.1		17.8	36.7	6.2	66.1	22.7		535.9	25.4	
LOS	F	C		B	D	A	E	C		F	C	
Approach Delay		58.4			27.6			36.8			179.0	
Approach LOS		E			C			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 118.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.10			
Intersection Signal Delay: 106.0		Intersection LOS: F	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: S Pleasant Valley Pkwy & William Cannon Dr



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	48	773	112	66	1102	20	75	2	38	14	3
Future Volume (vph)	14	48	773	112	66	1102	20	75	2	38	14	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125		0	95		0	0		0	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		100			100			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				1.00			0.99	0.96		0.98
Frt			0.981			0.997				0.850		0.906
Flt Protected		0.950			0.950				0.954			0.988
Satd. Flow (prot)	0	1770	4989	0	1770	5066	0	0	1777	1583	0	1638
Flt Permitted		0.213			0.286				0.721			0.927
Satd. Flow (perm)	0	396	4989	0	533	5066	0	0	1327	1519	0	1526
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			28			3				65		39
Link Speed (mph)			40			45			30			30
Link Distance (ft)			2994			2119			618			229
Travel Time (s)			51.0			32.1			14.0			5.2
Confl. Peds. (#/hr)		6					6	9		19	19	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	14	49	789	114	67	1124	20	77	2	39	14	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	903	0	67	1144	0	0	79	39	0	56
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	38
Future Volume (vph)	38
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
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. Peds. (#/hr)	9
Peak Hour Factor	0.98
Adj. Flow (vph)	39
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	6	6			2			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	24.0		4.0	24.0		12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	11.0	11.0	30.0		11.0	30.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	27.0	27.0	88.0		27.0	88.0		35.0	35.0	35.0	35.0	35.0
Total Split (%)	18.0%	18.0%	58.7%		18.0%	58.7%		23.3%	23.3%	23.3%	23.3%	23.3%
Maximum Green (s)	21.0	21.0	82.0		21.0	82.0		29.0	29.0	29.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	2.0		1.5	2.0		2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	C-Max		None	C-Max		Max	Max	Max	Max	Max
Walk Time (s)			5.0			5.0						
Flash Dont Walk (s)			11.0			11.0						
Pedestrian Calls (#/hr)			0			6						
Act Effct Green (s)		104.2	99.5		104.2	99.6			29.0	29.0		29.0
Actuated g/C Ratio		0.69	0.66		0.69	0.66			0.19	0.19		0.19
v/c Ratio		0.19	0.27		0.16	0.34			0.31	0.11		0.17
Control Delay		7.3	10.6		6.8	11.6			55.8	3.9		22.2
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		7.3	10.6		6.8	11.6			55.8	3.9		22.2
LOS		A	B		A	B			E	A		C
Approach Delay			10.4			11.3			38.7			22.2
Approach LOS			B			B			D			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 100 (67%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			

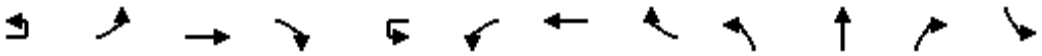
Splits and Phases: 15: Stonleigh Pl & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	19	83	874	370	6	94	880	77	259	142	140	114
Future Volume (vph)	19	83	874	370	6	94	880	77	259	142	140	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	125		0	100
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97			0.99			0.94		0.98	0.99
Frt			0.955				0.988				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1770	4708	0	0	1770	5024	0	1770	1863	1583	1770
Flt Permitted		0.950				0.950			0.570			0.664
Satd. Flow (perm)	0	1770	4708	0	0	1744	5024	0	1002	1863	1551	1229
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			121				13				144	
Link Speed (mph)			40				40			30		
Link Distance (ft)			778				2994			762		
Travel Time (s)			13.3				51.0			17.3		
Confl. Peds. (#/hr)				35		35			53		7	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	20	86	901	381	6	97	907	79	267	146	144	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	1282	0	0	103	986	0	267	146	144	118
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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2	1	1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100		20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA	Perm	pm+pt



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	75	98
Future Volume (vph)	75	98
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.93
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1466
Right Turn on Red		Yes
Satd. Flow (RTOR)		137
Link Speed (mph)	30	
Link Distance (ft)	760	
Travel Time (s)	17.3	
Confl. Peds. (#/hr)		53
Peak Hour Factor	0.97	0.97
Adj. Flow (vph)	77	101
Shared Lane Traffic (%)		
Lane Group Flow (vph)	77	101
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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases	5	5	2		1	1	6		7	4		3
Permitted Phases									4		4	8
Detector Phase	5	5	2		1	1	6		7	4	4	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	12.0		8.0	8.0	12.0		8.0	15.0	15.0	8.0
Minimum Split (s)	15.0	15.0	23.0		13.0	13.0	23.0		13.0	23.0	23.0	13.0
Total Split (s)	32.0	32.0	77.0		15.0	15.0	60.0		16.0	27.0	27.0	16.0
Total Split (%)	23.7%	23.7%	57.0%		11.1%	11.1%	44.4%		11.9%	20.0%	20.0%	11.9%
Maximum Green (s)	27.0	27.0	72.0		10.0	10.0	55.0		11.0	22.0	22.0	11.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Min		Min	Min	C-Min		None	Min	Min	Min
Walk Time (s)			7.0				7.0			7.0	7.0	
Flash Dont Walk (s)			21.0				16.0			27.0	27.0	
Pedestrian Calls (#/hr)			17				0			7	7	
Act Effct Green (s)		13.7	55.9			16.0	58.2		47.7	31.3	31.3	33.0
Actuated g/C Ratio		0.10	0.41			0.12	0.43		0.35	0.23	0.23	0.24
v/c Ratio		0.59	0.63			0.49	0.45		0.56	0.34	0.31	0.34
Control Delay		88.4	22.5			64.3	29.0		37.7	45.6	8.6	33.0
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		88.4	22.5			64.3	29.0		37.7	45.6	8.6	33.0
LOS		F	C			E	C		D	D	A	C
Approach Delay			27.5				32.3			32.2		
Approach LOS			C				C			C		

Intersection Summary

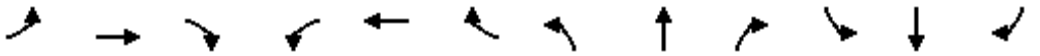
Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 129 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 29.9 Intersection LOS: C
Intersection Capacity Utilization 89.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 17: Bluff Springs Rd & William Cannon Dr



Lane Group	SBT	SBR
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.0	23.0
Total Split (s)	27.0	27.0
Total Split (%)	20.0%	20.0%
Maximum Green (s)	22.0	22.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	27.0	27.0
Pedestrian Calls (#/hr)	26	26
Act Effct Green (s)	21.3	21.3
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.26	0.29
Control Delay	51.5	5.1
Queue Delay	0.0	0.0
Total Delay	51.5	5.1
LOS	D	A
Approach Delay	28.3	
Approach LOS	C	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	702	1193	0	0	879	393	301	329	50	0	0	0
Future Volume (vph)	702	1193	0	0	879	393	301	329	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		0	0		0
Storage Lanes	2		0	0		1	0		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98		1.00				
Frt						0.850		0.989				
Flt Protected	0.950							0.978				
Satd. Flow (prot)	3433	3539	0	0	5085	1583	0	3419	0	0	0	0
Flt Permitted	0.950							0.978				
Satd. Flow (perm)	3425	3539	0	0	5085	1546	0	3419	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						170		5				
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		298			778			939			816	
Travel Time (s)		5.1			13.3			21.3			18.5	
Confl. Peds. (#/hr)	8		14	14		8			2	2		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	716	1217	0	0	897	401	307	336	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	716	1217	0	0	897	401	0	694	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						5 6						
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?												
Act Effct Green (s)	64.0	97.0			27.0	27.0		26.0				
Actuated g/C Ratio	0.47	0.72			0.20	0.20		0.19				
v/c Ratio	0.44	0.48			0.88	0.90		1.05				
Control Delay	7.5	1.4			54.2	48.4		99.9				

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	7.0	21.0	11.0	8.0	11.0	21.0
Total Split (s)	7.0	30.0	40.0	8.0	25.0	25.0
Total Split (%)	5%	22%	30%	6%	19%	19%
Maximum Green (s)	1.0	24.0	34.0	2.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	7.8	39.4			11.5	0.0		0.0				
Total Delay	15.3	40.9			65.6	48.4		99.9				
LOS	B	D			E	D		F				
Approach Delay		31.4			60.3			99.9				
Approach LOS		C			E			F				

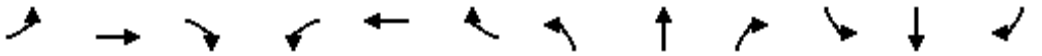
Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 78 (58%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 53.1		Intersection LOS: D	
Intersection Capacity Utilization 108.5%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 18: IH 35 NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1228	272	450	730	0	0	0	0	667	434	665
Future Volume (vph)	0	1228	272	450	730	0	0	0	0	667	434	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00		1.00								0.99
Frt		0.973										0.850
Flt Protected				0.950						0.950	0.989	
Satd. Flow (prot)	0	6207	0	1770	3539	0	0	0	0	1681	1750	1583
Flt Permitted				0.950						0.950	0.989	
Satd. Flow (perm)	0	6207	0	1768	3539	0	0	0	0	1681	1750	1563
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38										348
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		738			298			923			883	
Travel Time (s)		12.6			5.1			21.0			20.1	
Confl. Peds. (#/hr)	10		10	10		10	2					2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1266	280	464	753	0	0	0	0	688	447	686
Shared Lane Traffic (%)										19%		
Lane Group Flow (vph)	0	1546	0	464	753	0	0	0	0	557	578	686
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases												Free
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?												
Act Effct Green (s)		31.0		44.0	81.0					42.0	42.0	135.0
Actuated g/C Ratio		0.23		0.33	0.60					0.31	0.31	1.00
v/c Ratio		1.06		0.81	0.35					1.07	1.06	0.44
Control Delay		73.7		21.9	1.8					102.7	100.6	0.9
Queue Delay		15.2		53.7	8.9					0.0	0.0	0.0
Total Delay		88.8		75.6	10.7					102.7	100.6	0.9
LOS		F		E	B					F	F	A

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	7.0	21.0	11.0	8.0	11.0	21.0
Total Split (s)	7.0	30.0	40.0	8.0	25.0	25.0
Total Split (%)	5%	22%	30%	6%	19%	19%
Maximum Green (s)	1.0	24.0	34.0	2.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		88.8			35.4						63.7	
Approach LOS		F			D						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 78 (58%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 64.7		Intersection LOS: E	
Intersection Capacity Utilization 108.5%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 19: William Cannon Dr & IH 35 SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Approach Delay						
Approach LOS						

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	27	1345	85	33	184	1134	34	75	8	75	38
Future Volume (vph)	11	27	1345	85	33	184	1134	34	75	8	75	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	1		0	0
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95
Ped Bike Factor		0.99	1.00			1.00	1.00		0.99	0.98		
Frt			0.991				0.996			0.865		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	5036	0	0	1770	5061	0	1770	1586	0	0
Flt Permitted		0.950				0.118			0.697			
Satd. Flow (perm)	0	1757	5036	0	0	220	5061	0	1287	1586	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			11				5			80		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1497				738			555		
Travel Time (s)			25.5				12.6			12.6		
Confl. Peds. (#/hr)		10		2		2		10	7		4	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	29	1431	90	35	196	1206	36	80	9	80	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	1521	0	0	231	1242	0	80	89	0	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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		D.P+P	D.P+P	NA		Perm	NA		Perm



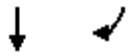
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	16	29
Future Volume (vph)	16	29
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	0.99	
Frt	0.947	
Flt Protected	0.978	
Satd. Flow (prot)	3253	0
Flt Permitted	0.803	
Satd. Flow (perm)	2664	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	31	
Link Speed (mph)	30	
Link Distance (ft)	198	
Travel Time (s)	4.5	
Confl. Peds. (#/hr)		7
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	17	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	88	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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases					2	2			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		21.0	21.0		21.0
Minimum Split (s)	10.0	10.0	25.0		10.0	10.0	25.0		26.0	26.0		26.0
Total Split (s)	22.0	22.0	76.0		27.0	27.0	81.0		32.0	32.0		32.0
Total Split (%)	16.3%	16.3%	56.3%		20.0%	20.0%	60.0%		23.7%	23.7%		23.7%
Maximum Green (s)	17.0	17.0	71.0		22.0	22.0	76.0		27.0	27.0		27.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		Min	Min	C-Min		Min	Min		None
Walk Time (s)									5.0	5.0		5.0
Flash Dont Walk (s)									23.0	23.0		23.0
Pedestrian Calls (#/hr)									4	4		7
Act Effct Green (s)		21.6	78.6			97.6	78.1		22.4	22.4		
Actuated g/C Ratio		0.16	0.58			0.72	0.58		0.17	0.17		
v/c Ratio		0.15	0.52			0.61	0.42		0.38	0.27		
Control Delay		25.8	12.8			38.3	13.9		55.0	14.0		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		25.8	12.8			38.3	13.9		55.0	14.0		
LOS		C	B			D	B		D	B		
Approach Delay			13.1				17.7			33.4		
Approach LOS			B				B			C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 76 (56%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 71.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: Century South & William Cannon Dr





Lane Group	SBT	SBR
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	21.0	
Minimum Split (s)	26.0	
Total Split (s)	32.0	
Total Split (%)	23.7%	
Maximum Green (s)	27.0	
Yellow Time (s)	4.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	5.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	7	
Act Effct Green (s)	22.4	
Actuated g/C Ratio	0.17	
v/c Ratio	0.19	
Control Delay	32.1	
Queue Delay	0.0	
Total Delay	32.1	
LOS	C	
Approach Delay	32.1	
Approach LOS	C	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	1437	58	34	26	1142	34	54	37	117	100	23
Future Volume (vph)	26	1437	58	34	26	1142	34	54	37	117	100	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0		200		0	0		0	0	
Storage Lanes	1		0		1		0	0		0	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00	1.00			0.98			0.99
Frt		0.994				0.996			0.924			0.979
Flt Protected	0.950				0.950				0.987			0.967
Satd. Flow (prot)	1770	5044	0	0	1770	5053	0	0	1678	0	0	1757
Flt Permitted	0.950				0.950				0.987			0.967
Satd. Flow (perm)	1751	5044	0	0	1763	5053	0	0	1673	0	0	1747
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8				6			37			5
Link Speed (mph)		40				40			30			30
Link Distance (ft)		425				1497			564			622
Travel Time (s)		7.2				25.5			12.8			14.1
Confl. Peds. (#/hr)	14		8		8		14	9		7	7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	1562	63	37	28	1241	37	59	40	127	109	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1625	0	0	65	1278	0	0	226	0	0	158
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA		Split	NA



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
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. Peds. (#/hr)	9
Peak Hour Factor	0.92
Adj. Flow (vph)	24
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases												
Detector Phase	5	2		1	1	6		4	4		3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		7.0	7.0		8.0	8.0
Minimum Split (s)	10.0	20.0		10.0	10.0	20.0		12.0	12.0		13.0	13.0
Total Split (s)	17.0	86.0		17.0	17.0	86.0		15.0	15.0		17.0	17.0
Total Split (%)	12.6%	63.7%		12.6%	12.6%	63.7%		11.1%	11.1%		12.6%	12.6%
Maximum Green (s)	12.0	81.0		12.0	12.0	81.0		10.0	10.0		12.0	12.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0			5.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	C-Min		None	None	C-Min		Min	Min		None	None
Walk Time (s)		5.0				5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		10.0				10.0		22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)		8				10		7	7		9	9
Act Effct Green (s)	7.7	61.6			10.3	66.4			26.1			19.2
Actuated g/C Ratio	0.06	0.46			0.08	0.49			0.19			0.14
v/c Ratio	0.28	0.70			0.48	0.51			0.64			0.62
Control Delay	89.2	14.2			66.7	16.7			52.4			63.8
Queue Delay	0.0	0.1			0.0	0.0			0.0			0.0
Total Delay	89.2	14.3			66.7	16.7			52.4			63.8
LOS	F	B			E	B			D			E
Approach Delay		15.6				19.1			52.4			63.8
Approach LOS		B				B			D			E

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 88 (65%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

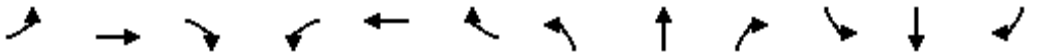
Splits and Phases: 22: Circle S Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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

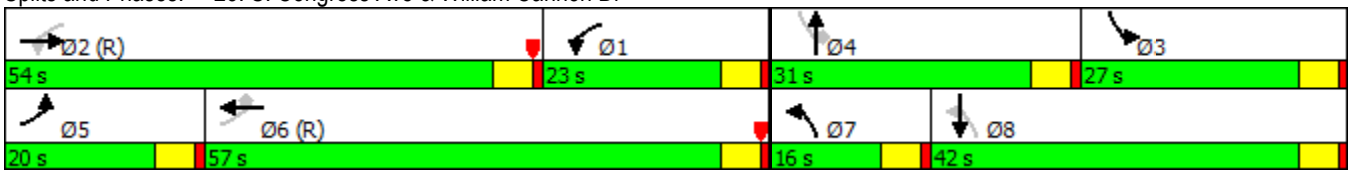


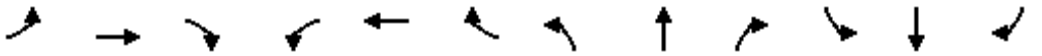
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	970	161	225	878	124	87	298	194	273	797	125
Future Volume (vph)	155	970	161	225	878	124	87	298	194	273	797	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		200	380		190	380		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.97	1.00		0.99	1.00	1.00	
Frt		0.979				0.850			0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4957	0	1770	5085	1583	1770	3539	1583	1770	3457	0
Flt Permitted	0.199			0.099			0.108			0.490		
Satd. Flow (perm)	370	4957	0	184	5085	1543	201	3539	1560	911	3457	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				137			200		13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1115			425			1302			965	
Travel Time (s)		19.0			7.2			29.6			21.9	
Confl. Peds. (#/hr)	7		10	10		7	12		2	2		12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	160	1000	166	232	905	128	90	307	200	281	822	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	1166	0	232	905	128	90	307	200	281	951	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2		6	8		4	4		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	5.0	8.0	8.0	8.0	12.0	
Minimum Split (s)	10.0	31.0		10.0	26.0	26.0	10.0	37.0	37.0	13.0	43.0	
Total Split (s)	20.0	54.0		23.0	57.0	57.0	16.0	31.0	31.0	27.0	42.0	
Total Split (%)	14.8%	40.0%		17.0%	42.2%	42.2%	11.9%	23.0%	23.0%	20.0%	31.1%	
Maximum Green (s)	15.0	49.0		18.0	52.0	52.0	11.0	26.0	26.0	22.0	37.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max	Max	Min	Min	
Walk Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Flash Dont Walk (s)		15.0			15.0	15.0		26.0	26.0		32.0	
Pedestrian Calls (#/hr)		10			7	7		2	2		10	
Act Effct Green (s)	57.1	40.5		57.1	44.7	44.7	57.9	35.9	35.9	57.9	37.0	
Actuated g/C Ratio	0.42	0.30		0.42	0.33	0.33	0.43	0.27	0.27	0.43	0.27	
v/c Ratio	0.56	0.78		0.85	0.54	0.21	0.27	0.33	0.36	0.53	0.99	
Control Delay	28.3	45.7		45.5	8.2	1.6	25.4	43.1	7.8	35.5	75.9	
Queue Delay	0.0	0.1		0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.3	45.7		45.5	8.3	1.6	25.4	43.1	7.8	35.5	75.9	
LOS	C	D		D	A	A	C	D	A	D	E	
Approach Delay		43.6			14.5			28.6			66.7	
Approach LOS		D			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 60 (44%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 39.7		Intersection LOS: D	
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 23: S. Congress Ave & William Cannon Dr



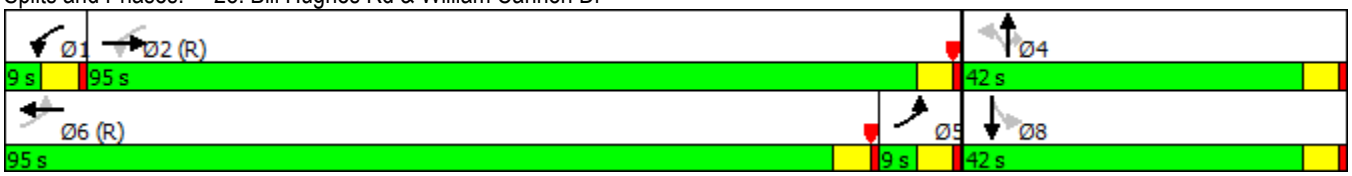


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1271	33	34	1077	23	33	1	36	67	11	3
Future Volume (vph)	4	1271	33	34	1077	23	33	1	36	67	11	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.996			0.997				0.850		0.995	
Flt Protected	0.950			0.950				0.954			0.960	
Satd. Flow (prot)	1770	5059	0	1770	5065	0	0	1777	1583	0	1778	0
Flt Permitted	0.205			0.154				0.737			0.736	
Satd. Flow (perm)	380	5059	0	286	5065	0	0	1355	1583	0	1363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4				90		1	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1020			1091			865			483	
Travel Time (s)		17.4			18.6			19.7			11.0	
Confl. Peds. (#/hr)	9		7	7		9	14					14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	4	1397	36	37	1184	25	36	1	40	74	12	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1433	0	37	1209	0	0	37	40	0	89	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	16.0		4.0	16.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		42.0	42.0	42.0	42.0	42.0	
Total Split (s)	9.0	95.0		9.0	95.0		42.0	42.0	42.0	42.0	42.0	
Total Split (%)	6.2%	65.1%		6.2%	65.1%		28.8%	28.8%	28.8%	28.8%	28.8%	
Maximum Green (s)	4.0	90.0		4.0	90.0		37.0	37.0	37.0	37.0	37.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0		14.0	14.0	14.0	14.0	14.0	
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		7			9		0	0	0	10	10	
Act Effct Green (s)	113.3	104.9		110.2	111.1			21.8	21.8		21.8	
Actuated g/C Ratio	0.78	0.72		0.75	0.76			0.15	0.15		0.15	
v/c Ratio	0.01	0.39		0.13	0.31			0.18	0.13		0.44	
Control Delay	7.2	10.6		7.1	7.9			50.5	0.8		58.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	7.2	10.6		7.1	7.9			50.5	0.8		58.8	
LOS	A	B		A	A			D	A		E	
Approach Delay		10.5			7.9			24.7			58.8	
Approach LOS		B			A			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 146			
Actuated Cycle Length: 146			
Offset: 24 (16%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 28: Bill Hughes Rd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	149	1022	146	5	192	830	91	133	420	90	215	985
Future Volume (vph)	149	1022	146	5	192	830	91	133	420	90	215	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	200		0	200	
Storage Lanes	1		0		1		0	1		0	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.99	1.00			0.99	1.00		0.99	1.00		1.00	1.00
Frt		0.981				0.985			0.973			0.986
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	4964	0	0	1770	4986	0	1770	3433	0	1770	3476
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1754	4964	0	0	1761	4986	0	1759	3433	0	1764	3476
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		19				15			18			9
Link Speed (mph)		40				40			30			30
Link Distance (ft)		1182				1020			1438			1411
Travel Time (s)		20.1				17.4			32.7			32.1
Confl. Peds. (#/hr)	17		14		14		17	25		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	157	1076	154	5	202	874	96	140	442	95	226	1037
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	1230	0	0	207	970	0	140	537	0	226	1145
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												
Headway Factor	1.00	1.00	1.00	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	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA		Prot	Prot	NA		Prot	NA		Prot	NA

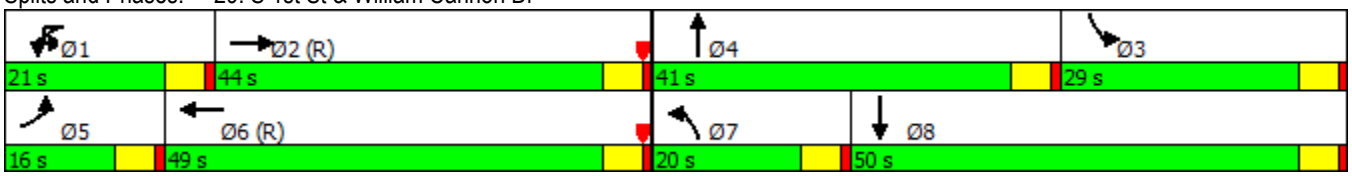


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	103
Future Volume (vph)	103
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	25
Peak Hour Factor	0.95
Adj. Flow (vph)	108
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	2		1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2		1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	8.0	12.0		6.0	6.0	12.0		5.0	8.0		9.0	10.0
Minimum Split (s)	13.0	25.0		11.0	11.0	25.0		10.0	38.0		14.0	38.0
Total Split (s)	16.0	44.0		21.0	21.0	49.0		20.0	41.0		29.0	50.0
Total Split (%)	11.9%	32.6%		15.6%	15.6%	36.3%		14.8%	30.4%		21.5%	37.0%
Maximum Green (s)	11.0	39.0		16.0	16.0	44.0		15.0	36.0		24.0	45.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	Min
Walk Time (s)		5.0				5.0			12.0			12.0
Flash Dont Walk (s)		15.0				15.0			21.0			21.0
Pedestrian Calls (#/hr)		10				10			5			12
Act Effct Green (s)	12.2	38.2			16.9	42.9		13.9	26.6		33.3	46.0
Actuated g/C Ratio	0.09	0.28			0.13	0.32		0.10	0.20		0.25	0.34
v/c Ratio	0.99	0.87			0.94	0.61		0.77	0.78		0.52	0.96
Control Delay	123.7	62.9			104.9	40.0		85.6	57.6		50.3	62.0
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	123.7	62.9			104.9	40.0		85.6	57.6		50.3	62.0
LOS	F	E			F	D		F	E		D	E
Approach Delay		69.8				51.4			63.4			60.0
Approach LOS		E				D			E			E

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 61.3		Intersection LOS: E	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 29: S 1st St & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	33	1249	135	117	904	29	37	35	71	12	60
Future Volume (vph)	5	33	1249	135	117	904	29	37	35	71	12	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		0	0		200	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00				0.99		1.00
Frt			0.985			0.995				0.850		
Flt Protected		0.950			0.950				0.975			0.992
Satd. Flow (prot)	0	1770	4993	0	1770	5055	0	0	1816	1583	0	1848
Flt Permitted		0.262			0.142				0.798			0.937
Satd. Flow (perm)	0	487	4993	0	264	5055	0	0	1486	1560	0	1745
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			27			7				97		
Link Speed (mph)			40			40			30			30
Link Distance (ft)			804			1182			758			311
Travel Time (s)			13.7			20.1			17.2			7.1
Confl. Peds. (#/hr)		4		4	4		4			2	2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	35	1343	145	126	972	31	40	38	76	13	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	1488	0	126	1003	0	0	78	76	0	78
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	87
Future Volume (vph)	87
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	97
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.93
Adj. Flow (vph)	94
Shared Lane Traffic (%)	
Lane Group Flow (vph)	94
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	6	6			2			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0		5.0	12.0		10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	10.0	26.0		8.0	26.0		34.0	34.0	34.0	34.0	34.0
Total Split (s)	13.0	13.0	91.0		8.0	91.0		31.0	31.0	31.0	31.0	31.0
Total Split (%)	9.6%	9.6%	67.4%		5.9%	67.4%		23.0%	23.0%	23.0%	23.0%	23.0%
Maximum Green (s)	8.0	8.0	86.0		5.0	86.0		25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0		2.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0		3.0	5.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)			5.0			5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)			16.0			16.0		23.0	23.0	23.0	23.0	23.0
Pedestrian Calls (#/hr)			4			4		2	2	2	0	0
Act Effct Green (s)		105.0	95.4		108.0	100.0			15.0	15.0		15.0
Actuated g/C Ratio		0.78	0.71		0.80	0.74			0.11	0.11		0.11
v/c Ratio		0.09	0.42		0.38	0.27			0.48	0.29		0.40
Control Delay		4.4	7.1		25.6	15.3			64.0	7.5		60.1
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		4.4	7.1		25.6	15.3			64.0	7.5		60.1
LOS		A	A		C	B			E	A		E
Approach Delay			7.0			16.5			36.1			33.9
Approach LOS			A			B			D			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 6 (4%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 30: Cooper Ln & William Cannon Dr





Lane Group	SBR
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	34.0
Total Split (s)	31.0
Total Split (%)	23.0%
Maximum Green (s)	25.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.0
Actuated g/C Ratio	0.11
v/c Ratio	0.36
Control Delay	12.2
Queue Delay	0.0
Total Delay	12.2
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary



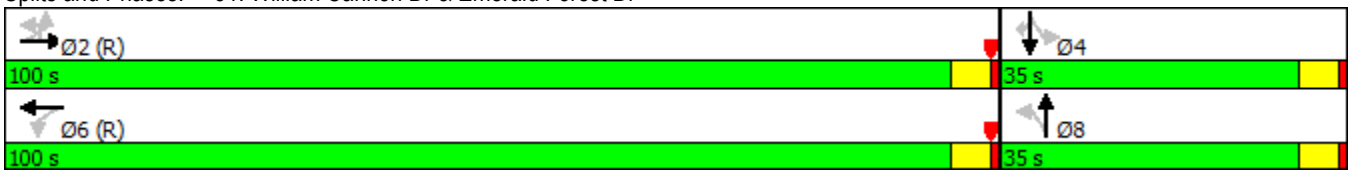
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	18	72	1180	2	4	978	56	0	0	0	158	1
Future Volume (vph)	18	72	1180	2	4	978	56	0	0	0	158	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00						1.00
Frt						0.992						
Flt Protected		0.950			0.950							0.953
Satd. Flow (prot)	0	1770	5085	0	1770	5038	0	0	1863	0	0	1775
Flt Permitted		0.243			0.204							0.728
Satd. Flow (perm)	0	452	5085	0	379	5038	0	0	1863	0	0	1354
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)						15						
Link Speed (mph)			40			40			30			30
Link Distance (ft)			1709			804			340			809
Travel Time (s)			29.1			13.7			7.7			18.4
Confl. Peds. (#/hr)		1		5	5		1	2		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
Adj. Flow (vph)	19	75	1229	2	4	1019	58	0	0	0	165	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	1231	0	4	1077	0	0	0	0	0	166
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Perm	Perm	NA		Perm	NA					Perm	NA

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	207
Future Volume (vph)	207
Ideal Flow (vphpl)	1900
Storage Length (ft)	170
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1559
Right Turn on Red	Yes
Satd. Flow (RTOR)	156
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Peak Hour Factor	0.96
Adj. Flow (vph)	216
Shared Lane Traffic (%)	
Lane Group Flow (vph)	216
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases			2			6			8			4
Permitted Phases	2	2			6			8			4	
Detector Phase	2	2	2		6	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0		12.0	12.0		1.0	1.0		12.0	12.0
Minimum Split (s)	17.0	17.0	17.0		23.0	23.0		28.0	28.0		28.0	28.0
Total Split (s)	100.0	100.0	100.0		100.0	100.0		35.0	35.0		35.0	35.0
Total Split (%)	74.1%	74.1%	74.1%		74.1%	74.1%		25.9%	25.9%		25.9%	25.9%
Maximum Green (s)	95.0	95.0	95.0		95.0	95.0		30.0	30.0		30.0	30.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0			5.0			5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		C-Min	C-Min		None	None		None	None
Walk Time (s)					6.0	6.0		6.0	6.0		6.0	6.0
Flash Dont Walk (s)					11.0	11.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)					5	5		1	1		2	2
Act Effct Green (s)		103.1	103.1		103.1	103.1						21.9
Actuated g/C Ratio		0.76	0.76		0.76	0.76						0.16
v/c Ratio		0.27	0.32		0.01	0.28						0.76
Control Delay		6.5	3.3		6.8	15.0						74.4
Queue Delay		0.0	0.0		0.0	0.0						0.0
Total Delay		6.5	3.3		6.8	15.0						74.4
LOS		A	A		A	B						E
Approach Delay			3.5			15.0						44.0
Approach LOS			A			B						D

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 76 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 31: William Cannon Dr & Emerald Forest Dr





Lane Group	SBR
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	28.0
Total Split (s)	35.0
Total Split (%)	25.9%
Maximum Green (s)	30.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	6.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	21.9
Actuated g/C Ratio	0.16
v/c Ratio	0.56
Control Delay	20.6
Queue Delay	0.0
Total Delay	20.6
LOS	C
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	73	1236	37	9	65	954	34	34	28	59	19	45
Future Volume (vph)	73	1236	37	9	65	954	34	34	28	59	19	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	0		200	0	
Storage Lanes	1		0		1		0	0		1	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					1.00			1.00	0.99		1.00
Frt		0.996				0.995				0.850		
Flt Protected	0.950				0.950				0.973			0.986
Satd. Flow (prot)	1770	5065	0	0	1770	5055	0	0	1812	1583	0	1837
Flt Permitted	0.259				0.185				0.794			0.892
Satd. Flow (perm)	481	5065	0	0	345	5055	0	0	1478	1562	0	1661
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		7				8				97		
Link Speed (mph)		40				40			30			30
Link Distance (ft)		1089				1709			975			662
Travel Time (s)		18.6				29.1			22.2			15.0
Confl. Peds. (#/hr)	3						3	1		1	1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	74	1261	38	9	66	973	35	35	29	60	19	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1299	0	0	75	1008	0	0	64	60	0	65
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		Perm	NA	Perm	Perm	NA



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	109
Future Volume (vph)	109
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1562
Right Turn on Red	Yes
Satd. Flow (RTOR)	111
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.98
Adj. Flow (vph)	111
Shared Lane Traffic (%)	
Lane Group Flow (vph)	111
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	2		1	1	6			4			8
Permitted Phases	6			2	2			4		4	8	
Detector Phase	5	2		1	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		7.0	7.0	10.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		12.0	12.0	24.0		30.0	30.0	30.0	30.0	30.0
Total Split (s)	13.0	95.0		13.0	13.0	95.0		27.0	27.0	27.0	27.0	27.0
Total Split (%)	9.6%	70.4%		9.6%	9.6%	70.4%		20.0%	20.0%	20.0%	20.0%	20.0%
Maximum Green (s)	8.0	90.0		8.0	8.0	90.0		22.0	22.0	22.0	22.0	22.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0	5.0		5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		Min	Min	C-Min		None	None	None	None	None
Walk Time (s)		5.0				5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		14.0				14.0		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		0				3		1	1	1	1	1
Act Effct Green (s)	108.1	99.6			107.1	98.0			12.9	12.9		12.9
Actuated g/C Ratio	0.80	0.74			0.79	0.73			0.10	0.10		0.10
v/c Ratio	0.15	0.35			0.21	0.27			0.45	0.25		0.41
Control Delay	6.3	12.0			3.4	3.9			65.7	4.7		63.0
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay	6.3	12.0			3.4	3.9			65.7	4.7		63.0
LOS	A	B			A	A			E	A		E
Approach Delay		11.7				3.8			36.2			32.4
Approach LOS		B				A			D			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 84 (62%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

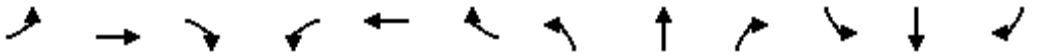
Splits and Phases: 34: Woodhue Dr & William Cannon Dr





Lane Group	SBR
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	27.0
Total Split (%)	20.0%
Maximum Green (s)	22.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	12.9
Actuated g/C Ratio	0.10
v/c Ratio	0.45
Control Delay	14.6
Queue Delay	0.0
Total Delay	14.6
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary

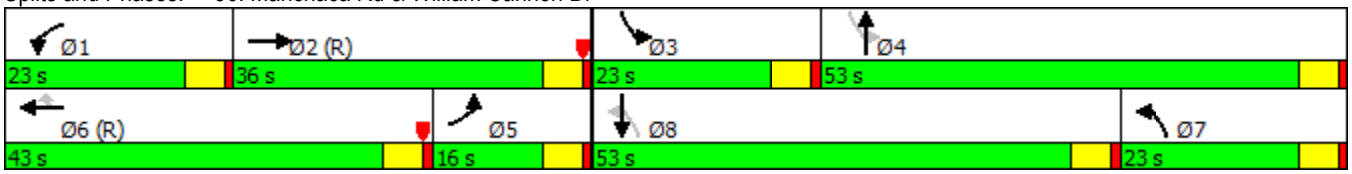


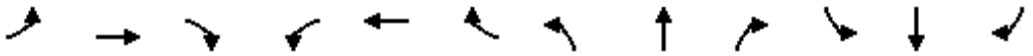
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	910	329	221	588	186	238	544	126	243	1034	97
Future Volume (vph)	106	910	329	221	588	186	238	544	126	243	1034	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	230		0	200		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.99		0.98		1.00		1.00	1.00	
Frt		0.960				0.850		0.972			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4812	0	1770	3539	1583	1770	3425	0	1770	3486	0
Flt Permitted	0.950			0.950			0.084			0.256		
Satd. Flow (perm)	1767	4812	0	1757	3539	1558	156	3425	0	476	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63				192		23			8	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3162			1619			1822			706	
Travel Time (s)		53.9			27.6			41.4			16.0	
Confl. Peds. (#/hr)	2		21	21		2	8		7	7		8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	109	938	339	228	606	192	245	561	130	251	1066	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1277	0	228	606	192	245	691	0	251	1166	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								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	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		8.0	12.0	12.0	5.0	10.0		7.0	10.0	
Minimum Split (s)	10.0	25.0		13.0	25.0	25.0	10.0	31.0		12.0	31.0	
Total Split (s)	16.0	36.0		23.0	43.0	43.0	23.0	53.0		23.0	53.0	
Total Split (%)	11.9%	26.7%		17.0%	31.9%	31.9%	17.0%	39.3%		17.0%	39.3%	
Maximum Green (s)	11.0	31.0		18.0	38.0	38.0	18.0	48.0		18.0	48.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0			15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		10			2	2		7			8	
Act Effct Green (s)	19.1	31.9		18.5	31.2	31.2	64.7	49.1		64.7	47.6	
Actuated g/C Ratio	0.14	0.24		0.14	0.23	0.23	0.48	0.36		0.48	0.35	
v/c Ratio	0.44	1.08		0.94	0.74	0.38	0.88	0.55		0.67	0.94	
Control Delay	66.4	97.8		121.5	73.0	28.7	80.4	35.0		27.6	57.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.4	97.8		121.5	73.0	28.7	80.4	35.0		27.6	57.5	
LOS	E	F		F	E	C	F	C		C	E	
Approach Delay		95.3			75.5			46.9			52.2	
Approach LOS		F			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 119 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 68.7		Intersection LOS: E	
Intersection Capacity Utilization 99.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 36: Manchaca Rd & William Cannon Dr



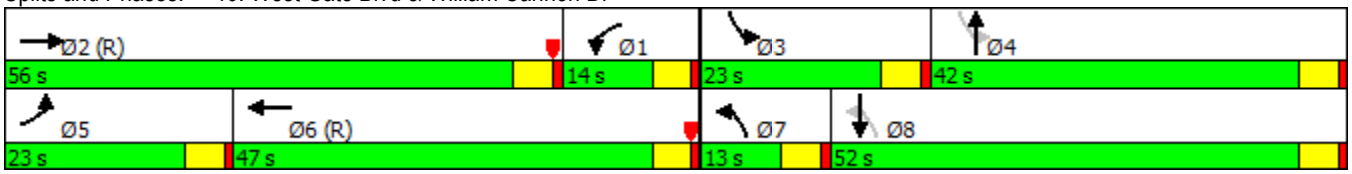


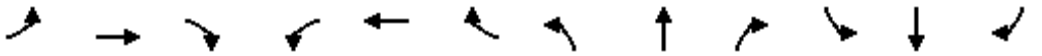
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1067	189	107	773	101	159	264	67	251	797	138
Future Volume (vph)	117	1067	189	107	773	101	159	264	67	251	797	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt		0.977			0.983			0.970			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3447	0	1770	3473	0	1770	3424	0	1770	3451	0
Flt Permitted	0.950			0.950			0.092			0.450		
Satd. Flow (perm)	1769	3447	0	1767	3473	0	171	3424	0	838	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			11			23			16	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2648			3162			1479			1281	
Travel Time (s)		45.1			53.9			33.6			29.1	
Confl. Peds. (#/hr)	1		4	4		1	6		1	1		6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	121	1100	195	110	797	104	164	272	69	259	822	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1295	0	110	901	0	164	341	0	259	964	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		D.P+P	NA		D.P+P	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	31.0		10.0	31.0	
Total Split (s)	23.0	56.0		14.0	47.0		13.0	42.0		23.0	52.0	
Total Split (%)	17.0%	41.5%		10.4%	34.8%		9.6%	31.1%		17.0%	38.5%	
Maximum Green (s)	18.0	51.0		9.0	42.0		8.0	37.0		18.0	47.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		4			1			1			6	
Act Effct Green (s)	14.1	54.4		9.1	49.5		51.4	34.5		51.4	43.4	
Actuated g/C Ratio	0.10	0.40		0.07	0.37		0.38	0.26		0.38	0.32	
v/c Ratio	0.65	0.93		0.92	0.70		1.03	0.38		0.59	0.86	
Control Delay	63.7	25.1		92.3	15.7		109.8	39.5		32.6	50.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	63.7	25.1		92.3	15.7		109.8	39.5		32.6	50.7	
LOS	E	C		F	B		F	D		C	D	
Approach Delay		28.4			24.0			62.4			46.9	
Approach LOS		C			C			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 22 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 36.9		Intersection LOS: D	
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 40: West Gate Blvd & William Cannon Dr





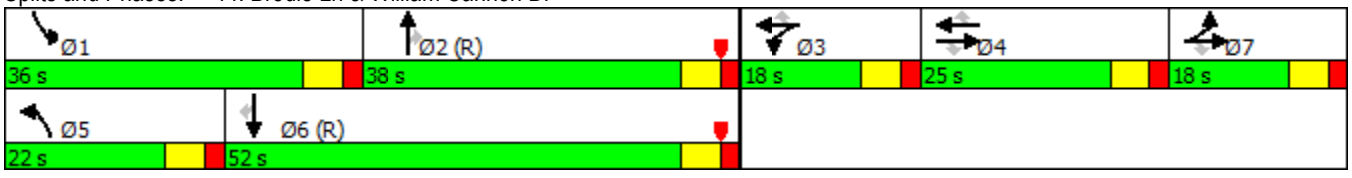
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1028	469	263	792	150	220	437	266	351	978	199
Future Volume (vph)	161	1028	469	263	792	150	220	437	266	351	978	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		400	200		200	200		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	0.99		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	5085	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3402	3539	1556	3411	5085	1556	1768	3539	1557	1765	3539	1559
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			271			170			244			170
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1646			2664			2117			1861	
Travel Time (s)		28.1			45.4			48.1			42.3	
Confl. Peds. (#/hr)	5		5	5		5	3		4	4		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	164	1049	479	268	808	153	224	446	271	358	998	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1049	479	268	808	153	224	446	271	358	998	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4 7		3	3 4		5	2		1	6	
Permitted Phases			4 7			3 4			2			6
Detector Phase	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	12.0			8.0			12.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	18.0			14.0			18.0	41.0	41.0	14.0	41.0	41.0
Total Split (s)	18.0			18.0			22.0	38.0	38.0	36.0	52.0	52.0
Total Split (%)	13.3%			13.3%			16.3%	28.1%	28.1%	26.7%	38.5%	38.5%
Maximum Green (s)	12.0			12.0			16.0	32.0	32.0	30.0	46.0	46.0
Yellow Time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0			2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0			6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0			3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None			None			Min	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								30.0	30.0		30.0	30.0
Pedestrian Calls (#/hr)								4	4		3	3
Act Effct Green (s)	12.0	37.0	37.0	13.9	38.9	38.9	16.0	30.9	30.9	29.1	44.1	44.1
Actuated g/C Ratio	0.09	0.27	0.27	0.10	0.29	0.29	0.12	0.23	0.23	0.22	0.33	0.33
v/c Ratio	0.54	1.08	0.77	0.76	0.55	0.27	1.07	0.55	0.50	0.94	0.86	0.33
Control Delay	54.1	88.1	17.0	57.2	36.4	9.7	137.7	48.7	10.6	84.9	51.4	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	88.1	17.0	57.2	36.4	9.7	137.7	48.7	10.6	84.9	51.4	8.6
LOS	D	F	B	E	D	A	F	D	B	F	D	A
Approach Delay		64.7			37.6			58.9			53.5	
Approach LOS		E			D			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 118 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Red			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 54.3		Intersection LOS: D	
Intersection Capacity Utilization 104.5%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 44: Brodie Ln & William Cannon Dr



Lane Group	Ø4
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	25.0
Total Split (%)	19%
Maximum Green (s)	19.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
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

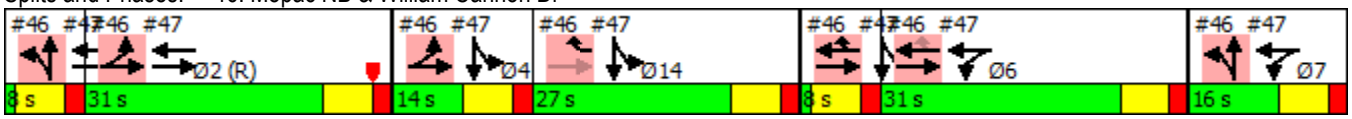
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	1603	0	0	828	463	181	172	270	0	0	0
Future Volume (vph)	460	1603	0	0	828	463	181	172	270	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.91	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00	0.99						
Frt					0.988	0.850		0.912				
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	3433	3539	0	0	3345	1441	1610	3086	0	0	0	0
Flt Permitted	0.950						0.950	0.998				
Satd. Flow (perm)	3428	3539	0	0	3345	1420	1610	3086	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6	202		63				
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		452			1200			1350			1198	
Travel Time (s)		7.7			20.5			30.7			27.2	
Confl. Peds. (#/hr)	3		3	3		3						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	469	1636	0	0	845	472	185	176	276	0	0	0
Shared Lane Traffic (%)						16%	10%					
Lane Group Flow (vph)	469	1636	0	0	921	396	166	471	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	custom	Split	NA				
Protected Phases	2 4	2 4 5 6			5 6	5 14	1 7	1 7				
Permitted Phases		14				6						
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?												
Act Effct Green (s)	38.0	104.0			32.0	52.0	17.0	17.0				
Actuated g/C Ratio	0.28	0.77			0.24	0.39	0.13	0.13				
v/c Ratio	0.49	0.60			1.16	0.59	0.82	1.13dr				
Control Delay	34.2	2.2			119.8	21.6	87.7	108.3				

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Turn Type							
Protected Phases	1	2	4	5	6	7	14
Permitted Phases							
Minimum Split (s)	8.0	19.0	14.0	8.0	21.0	14.0	8.0
Total Split (s)	8.0	31.0	14.0	8.0	31.0	16.0	27.0
Total Split (%)	6%	23%	10%	6%	23%	12%	20%
Maximum Green (s)	1.0	24.0	7.0	1.0	24.0	9.0	20.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?							
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	48.8			0.0	0.0	0.0	0.0				
Total Delay	34.2	50.9			119.8	21.6	87.7	108.3				
LOS	C	D			F	C	F	F				
Approach Delay		47.2			90.3			103.0				
Approach LOS		D			F			F				

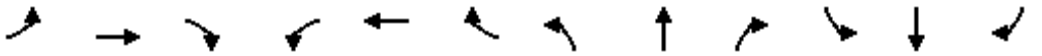
Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 107 (79%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 125			
Control Type: Pretimed			
Maximum v/c Ratio: 1.38			
Intersection Signal Delay: 69.9		Intersection LOS: E	
Intersection Capacity Utilization 116.0%		ICU Level of Service H	
Analysis Period (min) 15			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			

Splits and Phases: 46: Mopac NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary



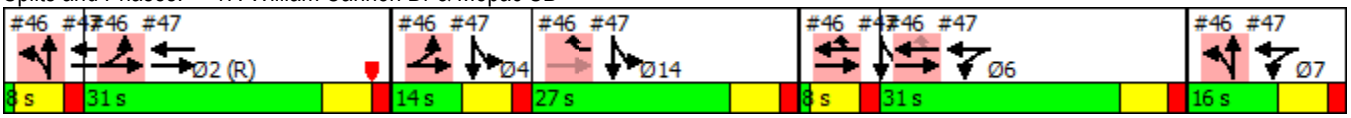
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1196	100	282	727	0	0	0	0	867	436	701
Future Volume (vph)	0	1196	100	282	727	0	0	0	0	867	436	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		150	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.988									0.920	
Flt Protected				0.950						0.950	0.993	
Satd. Flow (prot)	0	5019	0	1770	5085	0	0	0	0	1610	3097	0
Flt Permitted				0.950						0.950	0.993	
Satd. Flow (perm)	0	5019	0	1769	5085	0	0	0	0	1610	3097	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9									210	
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		488			452			1498			1203	
Travel Time (s)		7.4			7.7			34.0			27.3	
Confl. Peds. (#/hr)	1		2	2		1						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	1208	101	285	734	0	0	0	0	876	440	708
Shared Lane Traffic (%)										21%		
Lane Group Flow (vph)	0	1309	0	285	734	0	0	0	0	692	1332	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		1 2		6 7	1 2 6 7					4 5 14	4 5 14	
Permitted Phases												
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?												
Act Effct Green (s)		32.0		40.0	79.0					42.0	42.0	
Actuated g/C Ratio		0.24		0.30	0.59					0.31	0.31	
v/c Ratio		1.09		0.54	0.25					1.38	1.20	
Control Delay		91.0		15.9	0.1					221.2	134.2	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Turn Type							
Protected Phases	1	2	4	5	6	7	14
Permitted Phases							
Minimum Split (s)	8.0	19.0	14.0	8.0	21.0	14.0	8.0
Total Split (s)	8.0	31.0	14.0	8.0	31.0	16.0	27.0
Total Split (%)	6%	23%	10%	6%	23%	12%	20%
Maximum Green (s)	1.0	24.0	7.0	1.0	24.0	9.0	20.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?							
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		2.8		2.1	0.0					0.0	0.0	
Total Delay		93.8		18.0	0.1					221.2	134.2	
LOS		F		B	A					F	F	
Approach Delay		93.8			5.1						164.0	
Approach LOS		F			A						F	

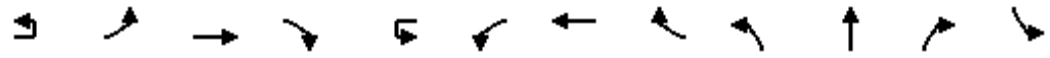
Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 107 (79%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 125			
Control Type: Pretimed			
Maximum v/c Ratio: 1.38			
Intersection Signal Delay: 105.7		Intersection LOS: F	
Intersection Capacity Utilization 116.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 47: William Cannon Dr & Mopac SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	61	900	133	35	152	1343	102	209	14	183	124
Future Volume (vph)	16	61	900	133	35	152	1343	102	209	14	183	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		0		200		0	0		0	0
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt			0.981				0.989			0.861		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1770	4989	0	0	1770	5029	0	1770	1604	0	1770
Flt Permitted		0.107				0.197			0.481			0.491
Satd. Flow (perm)	0	199	4989	0	0	367	5029	0	896	1604	0	915
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			28				13			193		
Link Speed (mph)			45				45			30		
Link Distance (ft)			917				399			444		
Travel Time (s)			13.9				6.0			10.1		
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
Adj. Flow (vph)	17	64	947	140	38	160	1414	107	220	15	193	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	1087	0	0	198	1521	0	220	208	0	131
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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	D.P+P	D.P+P	NA		D.P+P	D.P+P	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		7	4		3
Permitted Phases	6	6			2	2			4			8

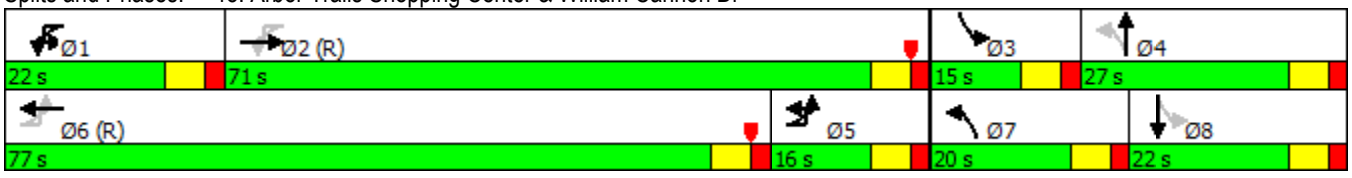


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	16	36
Future Volume (vph)	16	36
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.896	
Flt Protected		
Satd. Flow (prot)	1669	0
Flt Permitted		
Satd. Flow (perm)	1669	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	38	
Link Speed (mph)	30	
Link Distance (ft)	175	
Travel Time (s)	4.0	
Peak Hour Factor	0.95	0.95
Adj. Flow (vph)	17	38
Shared Lane Traffic (%)		
Lane Group Flow (vph)	55	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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	8	
Permitted Phases		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector Phase	5	5	2		1	1	6		7	4		3
Switch Phase												
Minimum Initial (s)	8.0	8.0	20.0		8.0	8.0	20.0		5.0	12.0		5.0
Minimum Split (s)	14.0	14.0	26.0		14.0	14.0	26.0		11.0	35.0		11.0
Total Split (s)	16.0	16.0	71.0		22.0	22.0	77.0		20.0	27.0		15.0
Total Split (%)	11.9%	11.9%	52.6%		16.3%	16.3%	57.0%		14.8%	20.0%		11.1%
Maximum Green (s)	10.0	10.0	65.0		16.0	16.0	71.0		14.0	21.0		9.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		Min	Min		Min
Walk Time (s)			5.0				5.0			5.0		
Flash Dont Walk (s)			12.0				12.0			24.0		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		78.9	65.1			78.9	70.6		37.8	18.6		25.5
Actuated g/C Ratio		0.58	0.48			0.58	0.52		0.28	0.14		0.19
v/c Ratio		0.38	0.45			0.55	0.58		0.58	0.54		0.51
Control Delay		19.1	10.7			13.0	14.1		45.5	14.3		44.5
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		19.1	10.7			13.0	14.1		45.5	14.3		44.5
LOS		B	B			B	B		D	B		D
Approach Delay			11.2				14.0			30.3		
Approach LOS			B				B			C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 107 (79%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 48: Arbor Trails Shopping Center & William Cannon Dr





Lane Group	SBT	SBR
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	35.0	
Total Split (s)	22.0	
Total Split (%)	16.3%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	5.0	
Flash Dont Walk (s)	24.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	12.0	
Actuated g/C Ratio	0.09	
v/c Ratio	0.30	
Control Delay	29.4	
Queue Delay	0.0	
Total Delay	29.4	
LOS	C	
Approach Delay	40.0	
Approach LOS	D	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	109	761	73	19	217	1181	179	54	57	194	142	130
Future Volume (vph)	109	761	73	19	217	1181	179	54	57	194	142	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	0		200	0	
Storage Lanes	1		0		1		0	1		1	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00		0.98	0.99	0.99
Frt		0.987				0.980				0.850		0.918
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	5008	0	0	1770	4984	0	1770	1863	1583	1770	1692
Flt Permitted	0.950				0.950			0.282			0.717	
Satd. Flow (perm)	1770	5008	0	0	1767	4984	0	523	1863	1555	1328	1692
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		15				27				209		37
Link Speed (mph)		45				45			30			30
Link Distance (ft)		2600				917			1448			909
Travel Time (s)		39.4				13.9			32.9			20.7
Confl. Peds. (#/hr)			2		2			6		5	5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	117	818	78	20	233	1270	192	58	61	209	153	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	896	0	0	253	1462	0	58	61	209	153	307
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												
Headway Factor	1.00	1.00	1.00	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	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA		Prot	Prot	NA		D.P+P	NA	Perm	D.P+P	NA

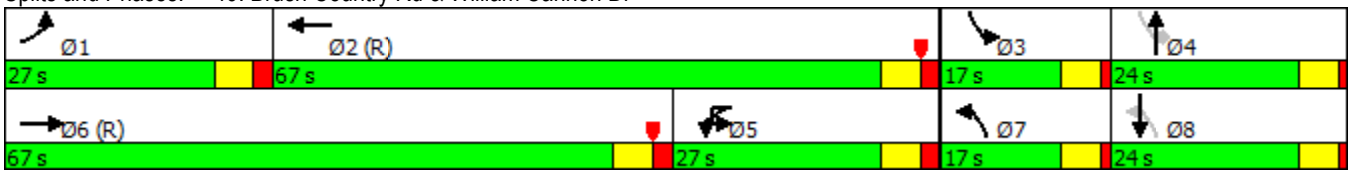


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Peak Hour Factor	0.93
Adj. Flow (vph)	167
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	1	6		5	5	2		7	4		3	8
Permitted Phases								8		4	4	
Detector Phase	1	6		5	5	2		7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	5.0	25.0		5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	31.0		11.0	11.0	31.0		10.0	38.0	38.0	10.0	38.0
Total Split (s)	27.0	67.0		27.0	27.0	67.0		17.0	24.0	24.0	17.0	24.0
Total Split (%)	20.0%	49.6%		20.0%	20.0%	49.6%		12.6%	17.8%	17.8%	12.6%	17.8%
Maximum Green (s)	21.0	61.0		21.0	21.0	61.0		12.0	19.0	19.0	12.0	19.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	None	C-Min		None	None	None	None	None
Walk Time (s)		5.0				5.0			5.0	5.0		5.0
Flash Dont Walk (s)		18.0				18.0			28.0	28.0		28.0
Pedestrian Calls (#/hr)		2				0			5	5		6
Act Effct Green (s)	14.2	39.3			35.4	60.5		39.3	25.1	25.1	38.3	31.9
Actuated g/C Ratio	0.11	0.29			0.26	0.45		0.29	0.19	0.19	0.28	0.24
v/c Ratio	0.63	0.61			0.55	0.65		0.25	0.18	0.46	0.36	0.72
Control Delay	56.3	29.6			41.8	25.6		35.4	49.3	9.9	37.2	52.9
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	29.6			41.8	25.6		35.4	49.3	9.9	37.2	52.9
LOS	E	C			D	C		D	D	A	D	D
Approach Delay		32.7				28.0			21.8			47.7
Approach LOS		C				C			C			D

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 93 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 31.4		Intersection LOS: C	
Intersection Capacity Utilization 75.0%		ICU Level of Service D	
Analysis Period (min) 15			

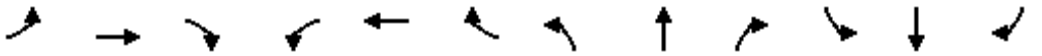
Splits and Phases: 49: Brush Country Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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

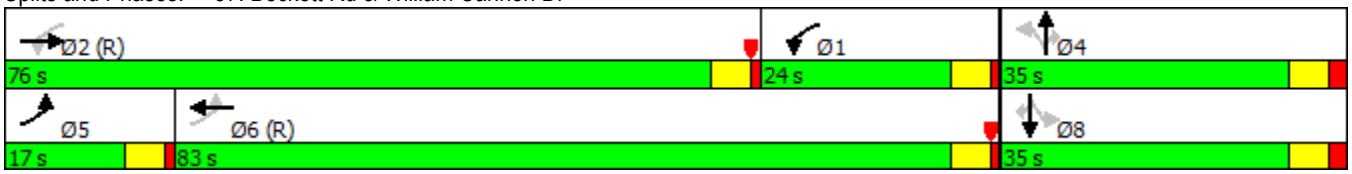


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	780	78	339	778	8	24	77	130	14	68	33
Future Volume (vph)	39	780	78	339	778	8	24	77	130	14	68	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99		1.00	
Frt		0.986			0.999				0.850			0.850
Flt Protected	0.950			0.950				0.988			0.992	
Satd. Flow (prot)	1770	5014	0	1770	5080	0	0	1840	1583	0	1848	1583
Flt Permitted	0.325			0.274				0.903			0.937	
Satd. Flow (perm)	605	5014	0	510	5080	0	0	1682	1562	0	1745	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			2				134			97
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		3542			1694			1530			698	
Travel Time (s)		53.7			25.7			34.8			15.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	40	804	80	349	802	8	25	79	134	14	70	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	884	0	349	810	0	0	104	134	0	84	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	10.0	25.0		10.0	25.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	17.0	76.0		24.0	83.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	12.6%	56.3%		17.8%	61.5%		25.9%	25.9%	25.9%	25.9%	25.9%	25.9%
Maximum Green (s)	12.0	71.0		19.0	78.0		29.0	29.0	29.0	29.0	29.0	29.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		12.0			12.0		24.0	24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0		1	1	1	0	0	0
Act Effct Green (s)	102.1	74.4		101.1	96.9			17.9	17.9		17.9	17.9
Actuated g/C Ratio	0.76	0.55		0.75	0.72			0.13	0.13		0.13	0.13
v/c Ratio	0.08	0.32		0.55	0.22			0.47	0.41		0.36	0.12
Control Delay	4.5	18.0		13.9	2.9			60.0	11.4		56.5	0.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.5	18.0		13.9	2.9			60.0	11.4		56.5	0.8
LOS	A	B		B	A			E	B		E	A
Approach Delay		17.4			6.2			32.7			40.5	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 56 (41%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 57: Beckett Rd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	49	536	442	43	325	531	37	327	50	217	51	71
Future Volume (vph)	49	536	442	43	325	531	37	327	50	217	51	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	150		150	0	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.95	0.95	1.00	1.00
Ped Bike Factor									0.99	0.98	1.00	
Frt			0.850			0.990			0.905	0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	5034	0	3433	1586	1504	1770	1863
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1770	3539	1583	0	1770	5034	0	3433	1586	1481	1765	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			465			9			51	137		
Link Speed (mph)		45				45			30			30
Link Distance (ft)		739				3542			1472			420
Travel Time (s)		11.2				53.7			33.5			9.5
Confl. Peds. (#/hr)										2	2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	564	465	45	342	559	39	344	53	228	54	75
Shared Lane Traffic (%)										40%		
Lane Group Flow (vph)	52	564	465	0	387	598	0	344	144	137	54	75
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			24			24
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Split	NA	Perm	Split	NA

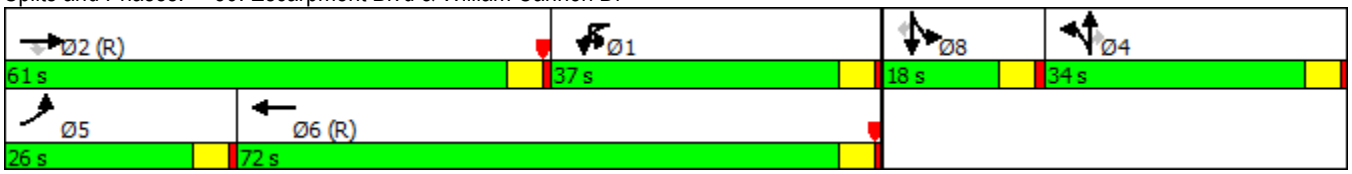


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	124
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.95
Adj. Flow (vph)	18
Shared Lane Traffic (%)	
Lane Group Flow (vph)	18
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	2		1	1	6		4	4		8	8
Permitted Phases			2							4		
Detector Phase	5	2	2	1	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	35.0	35.0	10.0	10.0	25.0		7.0	7.0	7.0	6.0	6.0
Minimum Split (s)	10.0	40.0	40.0	15.0	15.0	30.0		32.0	32.0	32.0	32.0	32.0
Total Split (s)	26.0	61.0	61.0	37.0	37.0	72.0		34.0	34.0	34.0	18.0	18.0
Total Split (%)	17.3%	40.7%	40.7%	24.7%	24.7%	48.0%		22.7%	22.7%	22.7%	12.0%	12.0%
Maximum Green (s)	21.0	56.0	56.0	32.0	32.0	67.0		29.0	29.0	29.0	13.0	13.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		Min	Min	Min	None	None
Walk Time (s)		5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		20.0	20.0			20.0		22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		0	0			0		2	2	2	0	0
Act Effct Green (s)	9.8	54.6	54.6		42.8	89.8		21.5	21.5	21.5	11.1	11.1
Actuated g/C Ratio	0.07	0.36	0.36		0.29	0.60		0.14	0.14	0.14	0.07	0.07
v/c Ratio	0.45	0.44	0.53		0.77	0.20		0.70	0.53	0.42	0.42	0.55
Control Delay	72.8	29.6	8.4		60.0	15.4		68.6	44.5	11.9	75.0	81.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	29.6	8.4		60.0	15.4		68.6	44.5	11.9	75.0	81.2
LOS	E	C	A		E	B		E	D	B	E	F
Approach Delay		22.6				32.9			50.6			69.1
Approach LOS		C				C			D			E

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 97 (65%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 34.8		Intersection LOS: C	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

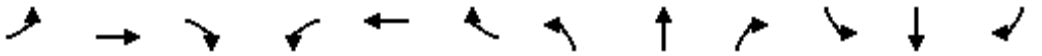
Splits and Phases: 59: Escarpment Blvd & William Cannon Dr





Lane Group	SBR
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	32.0
Total Split (s)	18.0
Total Split (%)	12.0%
Maximum Green (s)	13.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	22.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	11.1
Actuated g/C Ratio	0.07
v/c Ratio	0.08
Control Delay	0.6
Queue Delay	0.0
Total Delay	0.6
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	491	638	0	347	218	0	0	1671	221	0	1742	28
Future Volume (vph)	491	638	0	347	218	0	0	1671	221	0	1742	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		175	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor				1.00	1.00							
Frt									0.850			0.850
Flt Protected	0.950	0.992		0.950	0.979							
Satd. Flow (prot)	1610	3363	0	1610	3319	0	0	3539	1583	0	3539	1583
Flt Permitted	0.950	0.992		0.950	0.979							
Satd. Flow (perm)	1610	3363	0	1608	3317	0	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									167			167
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		194			164			319			357	
Travel Time (s)		2.9			2.8			4.8			5.4	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	506	658	0	358	225	0	0	1723	228	0	1796	29
Shared Lane Traffic (%)	25%			47%								
Lane Group Flow (vph)	379	785	0	190	393	0	0	1723	228	0	1796	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA			NA	Perm		NA	Perm
Protected Phases	2 3	2 3		4 5	4 5			1 6			1 6	
Permitted Phases									1 6			1 6
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?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	16.0	16.0		27.0	27.0			89.0	89.0		89.0	89.0

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Minimum Split (s)	46.0	11.0	12.0	11.0	12.0	11.0
Total Split (s)	87.0	8.0	14.0	14.0	19.0	8.0
Total Split (%)	58%	5%	9%	9%	13%	5%
Maximum Green (s)	81.0	2.0	7.0	8.0	12.0	2.0
Yellow Time (s)	4.5	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)	1.5	1.5	3.0	1.5	3.0	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Walk Time (s)	7.0					
Flash Dont Walk (s)	33.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.11	0.11		0.18	0.18			0.59	0.59		0.59	0.59
v/c Ratio	2.22	2.19		0.66	0.66			0.82	0.23		0.86	0.03
Control Delay	593.9	574.4		65.9	59.6			27.7	4.4		29.8	0.0
Queue Delay	4.8	3.2		70.3	60.3			2.8	0.9		0.8	0.0
Total Delay	598.7	577.6		136.2	119.9			30.6	5.3		30.6	0.0
LOS	F	F		F	F			C	A		C	A
Approach Delay		584.5			125.2			27.6			30.1	
Approach LOS		F			F			C			C	

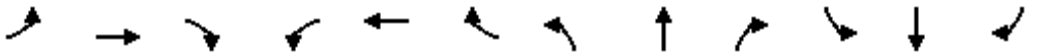
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 145			
Control Type: Pretimed			
Maximum v/c Ratio: 2.22			
Intersection Signal Delay: 156.1		Intersection LOS: F	
Intersection Capacity Utilization 95.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 60: US290 & William Cannon Dr



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

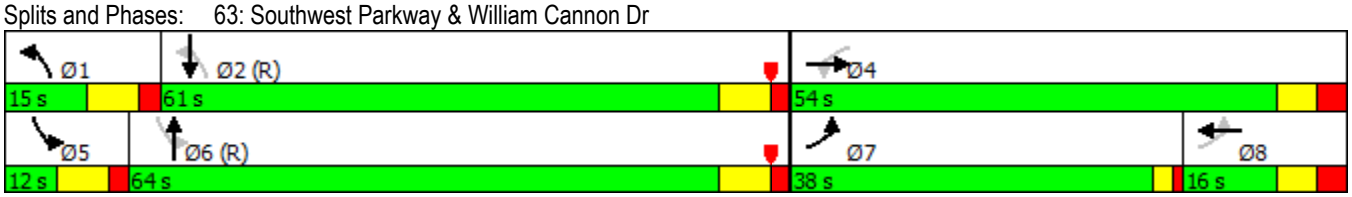


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	12	45	16	11	2	112	1357	24	14	1088	369
Future Volume (vph)	270	12	45	16	11	2	112	1357	24	14	1088	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	80			80			80			80		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.882			0.977			0.997			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4485	0	1770	4968	0	1770	5070	0	1770	4892	0
Flt Permitted	0.748			0.714			0.080			0.110		
Satd. Flow (perm)	1393	4485	0	1330	4968	0	149	5070	0	205	4892	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			2			2			80	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1201			518			845			770	
Travel Time (s)		18.2			7.8			10.5			9.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	281	13	47	17	11	2	117	1414	25	15	1133	384
Shared Lane Traffic (%)												
Lane Group Flow (vph)	281	60	0	17	13	0	117	1439	0	15	1517	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	8			4			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		4	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	49.0		49.0	49.0		12.0	46.0		12.0	46.0	
Total Split (s)	38.0	54.0		54.0	16.0		15.0	64.0		12.0	61.0	
Total Split (%)	29.2%	41.5%		41.5%	12.3%		11.5%	49.2%		9.2%	46.9%	
Maximum Green (s)	35.0	47.0		47.0	9.0		8.0	57.0		5.0	54.0	
Yellow Time (s)	2.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	C-Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		35.0		35.0	35.0			32.0			32.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	48.0	47.0		47.0	23.4		62.0	64.2		66.2	54.0	
Actuated g/C Ratio	0.37	0.36		0.36	0.18		0.48	0.49		0.51	0.42	
v/c Ratio	0.49	0.04		0.04	0.01		0.69	0.57		0.09	0.73	
Control Delay	32.0	10.0		27.3	42.8		42.6	25.2		15.8	32.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.0	10.0		27.3	42.8		42.6	25.2		15.8	32.6	
LOS	C	B		C	D		D	C		B	C	
Approach Delay		28.2			34.0			26.5			32.4	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 29.3		Intersection LOS: C	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 63: Southwest Parkway & William Cannon Dr



Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations												
Traffic Volume (vph)	1129	194	0	246	50	0						
Future Volume (vph)	1129	194	0	246	50	0						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00						
Frt	0.978											
Flt Protected					0.950							
Satd. Flow (prot)	4973	0	0	3539	1770	0						
Flt Permitted					0.950							
Satd. Flow (perm)	4973	0	0	3539	1770	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	16											
Link Speed (mph)	45			45	30							
Link Distance (ft)	1560			194	246							
Travel Time (s)	23.6			2.9	5.6							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	1227	211	0	267	54	0						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1438	0	0	267	54	0						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	26			0	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						
Turning Speed (mph)		9	15		15	9						
Turn Type	NA			NA	Perm							
Protected Phases	Free!			Free			1	2	3	4	5	6
Permitted Phases					1 6!							
Minimum Split (s)							46.0	11.0	12.0	11.0	12.0	11.0
Total Split (s)							87.0	8.0	14.0	14.0	19.0	8.0
Total Split (%)							58%	5%	9%	9%	13%	5%
Maximum Green (s)							81.0	2.0	7.0	8.0	12.0	2.0
Yellow Time (s)							4.5	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)							1.5	1.5	3.0	1.5	3.0	1.5
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Walk Time (s)							7.0					
Flash Dont Walk (s)							33.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)	150.0			150.0	89.0							
Actuated g/C Ratio	1.00			1.00	0.59							
v/c Ratio	0.29			0.08	0.05							
Control Delay	0.1			0.0	37.0							
Queue Delay	0.2			0.0	0.0							
Total Delay	0.4			0.0	37.0							

Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
LOS	A			A	D							
Approach Delay	0.4			0.0	37.0							
Approach LOS	A			A	D							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 145			
Control Type: Pretimed			
Maximum v/c Ratio: 2.22			
Intersection Signal Delay: 1.4		Intersection LOS: A	
Intersection Capacity Utilization 38.6%		ICU Level of Service A	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 601: William Cannon Dr





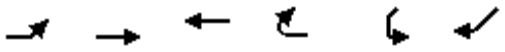
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations												
Traffic Volume (vph)	2162	0	194	1770	0	325						
Future Volume (vph)	2162	0	194	1770	0	325						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Storage Length (ft)		0	245		0	0						
Storage Lanes		0	1		0	2						
Taper Length (ft)			75		75							
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	0.88						
Frt						0.850						
Flt Protected			0.950									
Satd. Flow (prot)	3539	0	1770	3539	0	2787						
Flt Permitted			0.950									
Satd. Flow (perm)	3539	0	1770	3539	0	2787						
Right Turn on Red		Yes				No						
Satd. Flow (RTOR)												
Link Speed (mph)	45			45	30							
Link Distance (ft)	357			547	170							
Travel Time (s)	5.4			8.3	3.9							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	2350	0	211	1924	0	353						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2350	0	211	1924	0	353						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	12			12	0							
Link Offset(ft)	0			0	0							
Crosswalk Width(ft)	16			16	16							
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)		9	15		15	9						
Turn Type	NA		Prot	NA		pt+ov						
Protected Phases	1 2 3 4		5 6	Free		5 6	1	2	3	4	5	6
Permitted Phases												
Minimum Split (s)							46.0	11.0	12.0	11.0	12.0	11.0
Total Split (s)							87.0	8.0	14.0	14.0	19.0	8.0
Total Split (%)							58%	5%	9%	9%	13%	5%
Maximum Green (s)							81.0	2.0	7.0	8.0	12.0	2.0
Yellow Time (s)							4.5	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)							1.5	1.5	3.0	1.5	3.0	1.5
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Walk Time (s)							7.0					
Flash Dont Walk (s)							33.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)	117.0		20.0	150.0		20.0						
Actuated g/C Ratio	0.78		0.13	1.00		0.13						
v/c Ratio	0.85		0.89	0.54		0.95						

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Control Delay	4.4		99.9	0.6		95.5						
Queue Delay	17.6		0.0	0.4		0.0						
Total Delay	21.9		99.9	1.0		95.5						
LOS	C		F	A		F						
Approach Delay	21.9			10.8								
Approach LOS	C			B								

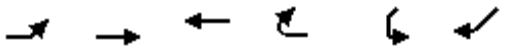
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 145			
Control Type: Pretimed			
Maximum v/c Ratio: 2.22			
Intersection Signal Delay: 22.4		Intersection LOS: C	
Intersection Capacity Utilization 82.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 602: US290/US 290





Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations		↑↑↑	↑↑↑	↱	↰							
Traffic Volume (vph)	0	859	565	325	194	0						
Future Volume (vph)	0	859	565	325	194	0						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00						
Frt				0.850								
Flt Protected					0.950							
Satd. Flow (prot)	0	5085	5085	1583	1770	0						
Flt Permitted					0.950							
Satd. Flow (perm)	0	5085	5085	1583	1770	0						
Right Turn on Red				Yes		Yes						
Satd. Flow (RTOR)				353								
Link Speed (mph)		45	45		30							
Link Distance (ft)		164	648		354							
Travel Time (s)		2.5	9.8		8.0							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	0	934	614	353	211	0						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	934	614	353	211	0						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Left	Right	Left	Right						
Median Width(ft)		0	0		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						
Turning Speed (mph)	15			9	15	9						
Turn Type		NA	NA	Perm	Perm							
Protected Phases		Free	Free!				1	2	3	4	5	6
Permitted Phases				Free	1 6!							
Minimum Split (s)							46.0	11.0	12.0	11.0	12.0	11.0
Total Split (s)							87.0	8.0	14.0	14.0	19.0	8.0
Total Split (%)							58%	5%	9%	9%	13%	5%
Maximum Green (s)							81.0	2.0	7.0	8.0	12.0	2.0
Yellow Time (s)							4.5	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)							1.5	1.5	3.0	1.5	3.0	1.5
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Walk Time (s)							7.0					
Flash Dont Walk (s)							33.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)		150.0	150.0	150.0	89.0							
Actuated g/C Ratio		1.00	1.00	1.00	0.59							
v/c Ratio		0.18	0.12	0.22	0.20							
Control Delay		1.7	0.0	0.5	8.2							
Queue Delay		0.0	0.0	0.0	0.0							
Total Delay		1.7	0.1	0.5	8.2							



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
LOS		A	A	A	A							
Approach Delay		1.7	0.2		8.2							
Approach LOS		A	A		A							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 145			
Control Type: Pretimed			
Maximum v/c Ratio: 2.22			
Intersection Signal Delay: 1.7		Intersection LOS: A	
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 603: William Cannon Dr





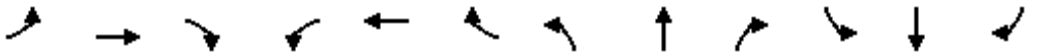
Lane Group	NBL	NBT	SBT	SBR	SEL	SER	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations												
Traffic Volume (vph)	50	1892	2089	0	0	194						
Future Volume (vph)	50	1892	2089	0	0	194						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Storage Length (ft)	233			0	0	0						
Storage Lanes	1			0	0	1						
Taper Length (ft)	50				75							
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00						
Frt						0.865						
Flt Protected	0.950											
Satd. Flow (prot)	1770	3539	3539	0	0	1611						
Flt Permitted	0.950											
Satd. Flow (perm)	1770	3539	3539	0	0	1611						
Right Turn on Red				Yes		No						
Satd. Flow (RTOR)												
Link Speed (mph)		45	45		30							
Link Distance (ft)		745	319		180							
Travel Time (s)		11.3	4.8		4.1							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Adj. Flow (vph)	54	2057	2271	0	0	211						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	2057	2271	0	0	211						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Left	Right	Left	Right						
Median Width(ft)		12	12		0							
Link Offset(ft)		0	0		0							
Crosswalk Width(ft)		16	16		16							
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Turning Speed (mph)	15			9	15	9						
Turn Type	Prot	NA	NA			pt+ov						
Protected Phases	3 4	Free	1 2 5 6			3 4	1	2	3	4	5	6
Permitted Phases												
Minimum Split (s)							46.0	11.0	12.0	11.0	12.0	11.0
Total Split (s)							87.0	8.0	14.0	14.0	19.0	8.0
Total Split (%)							58%	5%	9%	9%	13%	5%
Maximum Green (s)							81.0	2.0	7.0	8.0	12.0	2.0
Yellow Time (s)							4.5	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)							1.5	1.5	3.0	1.5	3.0	1.5
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Walk Time (s)							7.0					
Flash Dont Walk (s)							33.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)	21.0	150.0	116.0			21.0						
Actuated g/C Ratio	0.14	1.00	0.77			0.14						
v/c Ratio	0.22	0.58	0.83			0.94						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Control Delay	59.9	0.7	4.2			108.0						
Queue Delay	0.0	0.7	0.8			0.0						
Total Delay	59.9	1.4	5.0			108.0						
LOS	E	A	A			F						
Approach Delay		2.9	5.0									
Approach LOS		A	A									

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 145			
Control Type: Pretimed			
Maximum v/c Ratio: 2.22			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 80.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 604: US 290/US290



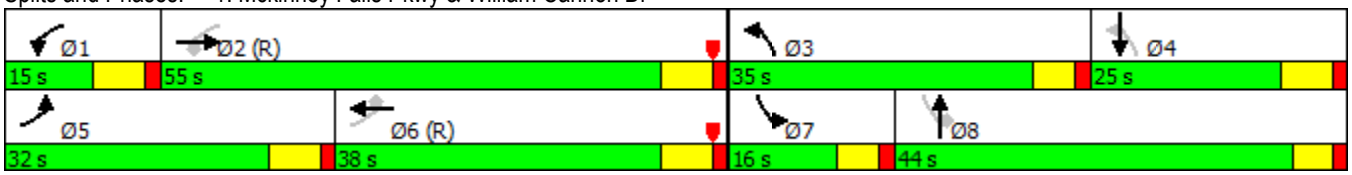


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	600	600	200	150	600	400	600	1200	100	100	100	600
Future Volume (vph)	600	600	200	150	600	400	600	1200	100	100	100	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		150	150		300	200		200	200		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	140			100			145			145		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.871	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3083	0
Flt Permitted	0.127			0.096			0.216			0.101		
Satd. Flow (perm)	237	1863	1583	179	1863	1583	402	3539	1583	188	3083	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			231			185		305	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2369			913			1310			971	
Travel Time (s)		35.9			13.8			29.8			22.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Adj. Flow (vph)	632	632	211	158	632	421	632	1263	105	105	105	652
Shared Lane Traffic (%)												
Lane Group Flow (vph)	632	632	211	158	632	421	632	1263	105	105	757	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2		6	4		8	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	10.5	36.5	36.5	11.5	36.5	
Total Split (s)	32.0	55.0	55.0	15.0	38.0	38.0	35.0	44.0	44.0	16.0	25.0	
Total Split (%)	24.6%	42.3%	42.3%	11.5%	29.2%	29.2%	26.9%	33.8%	33.8%	12.3%	19.2%	
Maximum Green (s)	25.5	48.5	48.5	8.5	31.5	31.5	29.5	38.5	38.5	10.5	18.5	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	5.5	5.5	5.5	5.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min	
Walk Time (s)		12.0	12.0		12.0	12.0		7.0	7.0		7.0	
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		17.0	17.0		17.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	57.0	48.5	48.5	57.0	31.5	31.5	49.0	39.6	39.6	49.0	18.5	
Actuated g/C Ratio	0.44	0.37	0.37	0.44	0.24	0.24	0.38	0.30	0.30	0.38	0.14	
v/c Ratio	1.56	0.91	0.30	0.87	1.40	0.75	1.37	1.17	0.17	0.57	1.34dr	
Control Delay	300.9	45.9	4.0	65.2	230.9	29.7	211.9	128.0	0.6	36.8	89.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	300.9	45.9	4.0	65.2	230.9	29.7	211.9	128.0	0.6	36.8	89.1	
LOS	F	D	A	E	F	C	F	F	A	D	F	
Approach Delay		149.2			139.3			147.8			82.8	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 3 (2%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 175			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.56			
Intersection Signal Delay: 136.2		Intersection LOS: F	
Intersection Capacity Utilization 141.1%		ICU Level of Service H	
Analysis Period (min) 15			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			

Splits and Phases: 1: Mckinney Falls Pkwy & William Cannon Dr





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	46	900	152	19	2200	525	23
Future Volume (vph)	46	900	152	19	2200	525	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	235		0	0
Storage Lanes	1		0	1		1	1
Taper Length (ft)	95			75		75	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.968					0.850
Flt Protected	0.950			0.950		0.950	
Satd. Flow (prot)	1770	3426	0	1770	1863	1770	1583
Flt Permitted	0.051			0.153		0.950	
Satd. Flow (perm)	95	3426	0	285	1863	1770	1583
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)		41					18
Link Speed (mph)		45			45	30	
Link Distance (ft)		362			2330	1112	
Travel Time (s)		5.5			35.3	25.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	158%	100%	158%	158%	100%	158%	158%
Adj. Flow (vph)	77	957	255	32	2340	882	39
Shared Lane Traffic (%)							
Lane Group Flow (vph)	77	1212	0	32	2340	882	39
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	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
Turning Speed (mph)	9		9	15		15	9
Number of Detectors	1	2		1	2	1	1
Detector Template	Left	Thru		Left	Thru	Left	Right
Leading Detector (ft)	20	100		20	100	20	20
Trailing Detector (ft)	0	0		0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94		
Detector 2 Size(ft)		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)		0.0			0.0		
Turn Type	Perm	NA		pm+pt	NA	Perm	Prot
Protected Phases		2		1	6		8

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases	2			6		8	
Detector Phase	2	2		1	6	8	8
Switch Phase							
Minimum Initial (s)	45.0	45.0		5.0	45.0	5.0	5.0
Minimum Split (s)	51.0	51.0		11.0	51.0	29.0	29.0
Total Split (s)	78.0	78.0		15.0	93.0	37.0	37.0
Total Split (%)	60.0%	60.0%		11.5%	71.5%	28.5%	28.5%
Maximum Green (s)	72.0	72.0		9.0	87.0	34.0	34.0
Yellow Time (s)	4.5	4.5		4.5	4.5	2.0	2.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	3.0	3.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0	2.0		1.5	2.0	3.0	3.0
Recall Mode	C-Max	C-Max		None	Max	None	None
Walk Time (s)	5.0	5.0				5.0	5.0
Flash Dont Walk (s)	14.0	14.0				21.0	21.0
Pedestrian Calls (#/hr)	0	0				0	0
Act Effct Green (s)	80.2	80.2		87.0	87.0	34.0	34.0
Actuated g/C Ratio	0.62	0.62		0.67	0.67	0.26	0.26
v/c Ratio	1.33	0.57		0.13	1.88	1.91	0.09
Control Delay	213.4	14.4		9.2	415.8	445.2	23.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	213.4	14.4		9.2	415.8	445.2	23.6
LOS	F	B		A	F	F	C
Approach Delay		26.3			410.3	427.4	
Approach LOS		C			F	F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 99 (76%), Referenced to phase 2:EBTU, Start of Red			
Natural Cycle: 175			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.91			
Intersection Signal Delay: 305.7		Intersection LOS: F	
Intersection Capacity Utilization 170.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 5: Salt Springs Dr & William Cannon Dr



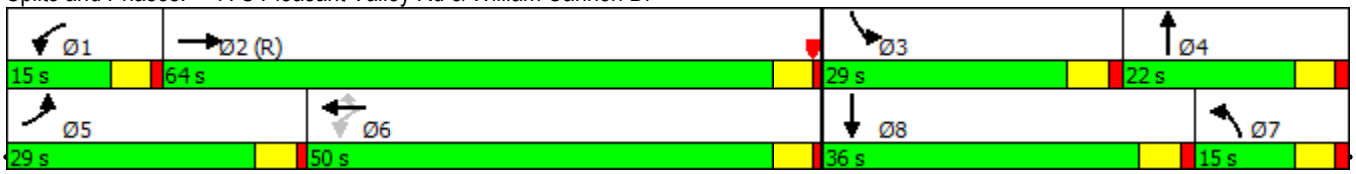
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	416	863	170	176	1486	1499	93	315	113	429	102	393
Future Volume (vph)	416	863	170	176	1486	1499	93	315	113	429	102	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	380		0	100		0	170		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	75			65			60			100		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00			1.00				0.99	
Frt		0.964				0.850		0.972			0.881	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4883	0	1770	3539	1583	1770	3440	0	1770	3086	0
Flt Permitted	0.950			0.192			0.950			0.950		
Satd. Flow (perm)	1770	4883	0	357	3539	1583	1769	3440	0	1770	3086	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79				481		17			290	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		4576			642			1040			694	
Travel Time (s)		69.3			9.7			23.6			15.8	
Confl. Peds. (#/hr)			3	3			1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	158%	100%	158%	100%	100%	100%	158%	158%	100%	100%	158%	158%
Adj. Flow (vph)	722	948	295	193	1633	1647	161	547	124	471	177	682
Shared Lane Traffic (%)												
Lane Group Flow (vph)	722	1243	0	193	1633	1647	161	671	0	471	859	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases				6		6						
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	10.0	10.0	3.0	10.0		3.0	3.0	
Minimum Split (s)	13.0	30.0		8.0	23.0	23.0	8.5	23.5		13.0	41.5	
Total Split (s)	29.0	64.0		15.0	50.0	50.0	15.0	22.0		29.0	36.0	
Total Split (%)	22.3%	49.2%		11.5%	38.5%	38.5%	11.5%	16.9%		22.3%	27.7%	
Maximum Green (s)	24.0	59.0		10.0	45.0	45.0	9.5	16.5		23.5	30.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	3.0		1.5	4.5	4.5	1.7	2.0		1.7	2.0	
Recall Mode	None	C-Min		None	Min	Min	None	None		None	None	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									29.0	
Pedestrian Calls (#/hr)		3									1	
Act Effct Green (s)	24.0	59.5		54.5	45.0	45.0	11.0	16.5		23.5	29.0	
Actuated g/C Ratio	0.18	0.46		0.42	0.35	0.35	0.08	0.13		0.18	0.22	
v/c Ratio	2.21	0.55		0.76	1.33	1.91	1.07	1.49		1.48	1.19dr	
Control Delay	585.1	14.7		20.5	184.6	429.8	150.4	269.0		268.2	51.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	585.1	14.7		20.5	184.6	429.8	150.4	269.0		268.2	51.2	
LOS	F	B		C	F	F	F	F		F	D	
Approach Delay		224.3			291.8			246.0			128.1	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 12 (9%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 180
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.21
Intersection Signal Delay: 240.7 Intersection LOS: F
Intersection Capacity Utilization 159.5% ICU Level of Service H
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: S Pleasant Valley Rd & William Cannon Dr



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	17	1342	52	33	2108	27	114	6	67	32	8
Future Volume (vph)	14	17	1342	52	33	2108	27	114	6	67	32	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	95		0	0		0	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		60			90			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00			1.00			0.99	0.98		0.98
Frt			0.991			0.997				0.850		0.921
Flt Protected		0.950			0.950				0.955			0.984
Satd. Flow (prot)	0	1770	5033	0	1770	5064	0	0	1779	1583	0	1665
Flt Permitted		0.050			0.125				0.560			0.687
Satd. Flow (perm)	0	93	5033	0	233	5064	0	0	1035	1546	0	1159
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			11			3				113		35
Link Speed (mph)			40			45			30			30
Link Distance (ft)			2994			4576			787			220
Travel Time (s)			51.0			69.3			17.9			5.0
Confl. Peds. (#/hr)		10		1	1		10	12		12	12	
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
Growth Factor	158%	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	24	29	1443	88	56	2267	46	194	10	114	54	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	1531	0	56	2313	0	0	204	114	0	165
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	57
Future Volume (vph)	57
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
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. Peds. (#/hr)	12
Peak Hour Factor	0.93
Growth Factor	158%
Adj. Flow (vph)	97
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	6	6			2			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	24.0		5.0	24.0		12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	8.0	8.0	30.0		8.0	30.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	9.0	9.0	76.0		9.0	76.0		45.0	45.0	45.0	45.0	45.0
Total Split (%)	6.9%	6.9%	58.5%		6.9%	58.5%		34.6%	34.6%	34.6%	34.6%	34.6%
Maximum Green (s)	6.0	6.0	70.0		6.0	70.0		39.0	39.0	39.0	39.0	39.0
Yellow Time (s)	2.0	2.0	4.0		2.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		3.0	6.0		3.0	6.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None
Walk Time (s)			5.0			5.0						
Flash Dont Walk (s)			12.0			12.0						
Pedestrian Calls (#/hr)			1			10						
Act Effct Green (s)		89.3	81.0		89.3	81.1			29.3	29.3		29.3
Actuated g/C Ratio		0.69	0.62		0.69	0.62			0.23	0.23		0.23
v/c Ratio		0.37	0.49		0.24	0.73			0.88	0.26		0.57
Control Delay		29.3	5.6		5.8	10.0			81.4	7.7		41.5
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		29.3	5.6		5.8	10.0			81.4	7.7		41.5
LOS		C	A		A	B			F	A		D
Approach Delay			6.4			9.9			55.0			41.5
Approach LOS			A			A			D			D

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 95 (73%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

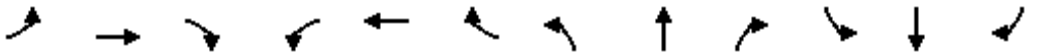
Splits and Phases: 15: Stonleigh Pl & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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

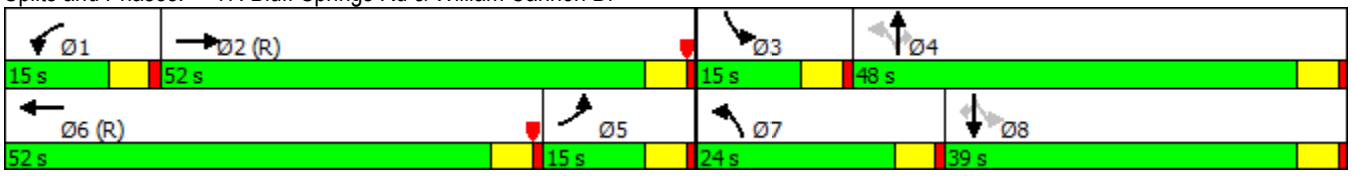


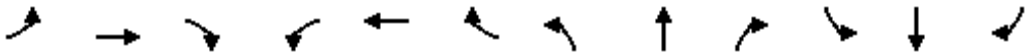
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	906	140	20	1859	90	295	472	66	96	62	181
Future Volume (vph)	68	906	140	20	1859	90	295	472	66	96	62	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	125		0	100		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	75			75			150			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	1.00		0.98		0.96	1.00		0.97
Frt		0.971			0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4912	0	1770	5020	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.592			0.118		
Satd. Flow (perm)	1769	4912	0	1767	5020	0	1084	1863	1523	219	1863	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			10				143			200
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		778			2994			762			760	
Travel Time (s)		13.3			51.0			17.3			17.3	
Confl. Peds. (#/hr)	2		3	3		2	19		23	23		19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	110	924	226	32	1897	145	476	761	106	155	100	292
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	1150	0	32	2042	0	476	761	106	155	100	292
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							4		4	8		8
Detector Phase	5	2		1	6		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	12.0		8.0	12.0		8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	15.0	33.0		13.0	28.0		13.0	39.0	39.0	13.0	39.0	39.0
Total Split (s)	15.0	52.0		15.0	52.0		24.0	48.0	48.0	15.0	39.0	39.0
Total Split (%)	11.5%	40.0%		11.5%	40.0%		18.5%	36.9%	36.9%	11.5%	30.0%	30.0%
Maximum Green (s)	10.0	47.0		10.0	47.0		19.0	43.0	43.0	10.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	C-Min		Min	C-Min		None	Min	Min	Min	Min	Min
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		21.0			16.0			27.0	27.0		27.0	27.0
Pedestrian Calls (#/hr)		3			2			11	11		10	10
Act Effct Green (s)	10.0	48.4		8.6	47.0		58.0	43.1	43.1	43.9	34.0	34.0
Actuated g/C Ratio	0.08	0.37		0.07	0.36		0.45	0.33	0.33	0.34	0.26	0.26
v/c Ratio	0.81	0.62		0.28	1.12		0.82	1.23	0.18	0.81	0.21	0.53
Control Delay	105.5	49.4		62.3	86.5		41.3	156.1	2.4	59.3	38.9	16.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.5	49.4		62.3	86.5		41.3	156.1	2.4	59.3	38.9	16.9
LOS	F	D		E	F		D	F	A	E	D	B
Approach Delay		54.3			86.1			103.3			32.9	
Approach LOS		D			F			F			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 15 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 170	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 77.3	Intersection LOS: E
Intersection Capacity Utilization 111.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 17: Bluff Springs Rd & William Cannon Dr





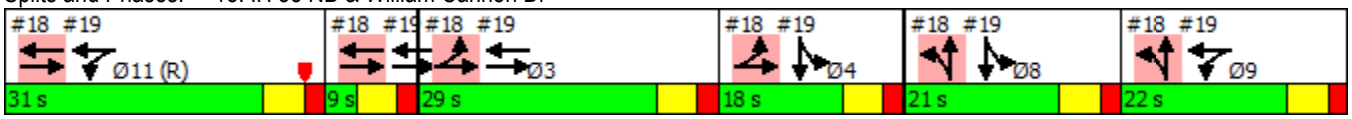
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	745	1400	0	0	1806	842	108	607	15	0	0	0
Future Volume (vph)	745	1400	0	0	1806	842	108	607	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		200	0		0	0		0
Storage Lanes	2		0	1		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99			0.99			
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1770	3539	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3432	3539	0	0	6408	1562	1770	3539	1562	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						334			277			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		265			778			169			361	
Travel Time (s)		4.5			13.3			3.8			8.2	
Confl. Peds. (#/hr)	6		11	11		6			5	5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	100%	158%	158%	100%	100%	126%	158%	158%	158%	158%	158%
Adj. Flow (vph)	968	1443	0	0	1862	868	140	989	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	968	1443	0	0	1862	868	140	989	24	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	4 3 4 11 2 3				11 2		8 9	8 9				
Permitted Phases						Free			Free			
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?												
Act Effct Green (s)	41.0	81.0			34.0	130.0	37.0	37.0	130.0			
Actuated g/C Ratio	0.32	0.62			0.26	1.00	0.28	0.28	1.00			
v/c Ratio	0.89	0.65			1.11	0.56	0.28	0.98	0.02			

Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	2	3	4	8	9	11
Permitted Phases						
Minimum Split (s)	9.0	20.0	10.0	18.0	25.0	30.0
Total Split (s)	9.0	29.0	18.0	21.0	22.0	31.0
Total Split (%)	7%	22%	14%	16%	17%	24%
Maximum Green (s)	3.0	23.0	12.0	15.0	16.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	28.9	12.7			92.4	3.2	38.0	70.6	0.0			
Queue Delay	48.5	44.1			0.1	0.0	0.0	0.0	0.0			
Total Delay	77.3	56.8			92.5	3.2	38.0	70.6	0.0			
LOS	E	E			F	A	D	E	A			
Approach Delay		65.1			64.1			65.1				
Approach LOS		E			E			E				

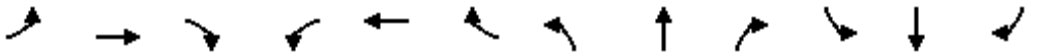
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 2 (2%), Referenced to phase 11:EBWB, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 64.7		Intersection LOS: E	
Intersection Capacity Utilization 112.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18: IH 35 NB & William Cannon Dr



Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



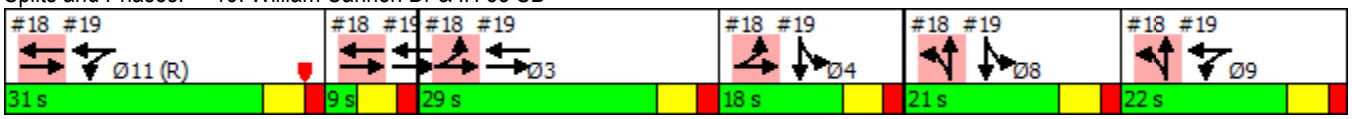
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1574	140	617	1325	0	0	0	0	765	153	620
Future Volume (vph)	0	1574	140	617	1325	0	0	0	0	765	153	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	300		590
Storage Lanes	0		0	2		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.985										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6296	0	3433	3539	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6296	0	3429	3539	0	0	0	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20										357
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		771			265			194			652	
Travel Time (s)		13.1			4.5			4.4			14.8	
Confl. Peds. (#/hr)	7		10	10		7						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	158%	100%	126%	100%	100%	158%	158%	158%	158%	100%	158%	126%
Adj. Flow (vph)	0	1657	186	649	1395	0	0	0	0	805	254	822
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1843	0	649	1395	0	0	0	0	805	254	822
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		2 3		9 11	9 11 2 3					4 8	4 8	
Permitted Phases												Free
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?												
Act Effct Green (s)		32.0		47.0	85.0					33.0	33.0	130.0
Actuated g/C Ratio		0.25		0.36	0.65					0.25	0.25	1.00
v/c Ratio		1.18		0.52	0.60					0.92	0.28	0.52

Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	2	3	4	8	9	11
Permitted Phases						
Minimum Split (s)	9.0	20.0	10.0	18.0	25.0	30.0
Total Split (s)	9.0	29.0	18.0	21.0	22.0	31.0
Total Split (%)	7%	22%	14%	16%	17%	24%
Maximum Green (s)	3.0	23.0	12.0	15.0	16.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		119.7		30.9	7.5					64.3	40.0	1.2
Queue Delay		0.8		4.5	22.7					1.9	0.0	0.0
Total Delay		120.6		35.4	30.2					66.3	40.0	1.2
LOS		F		D	C					E	D	A
Approach Delay		120.6			31.8						34.3	
Approach LOS		F			C						C	

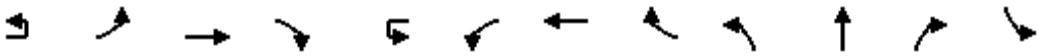
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 2 (2%), Referenced to phase 11:EBWB, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 61.0		Intersection LOS: E	
Intersection Capacity Utilization 112.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: William Cannon Dr & IH 35 SB



Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	24	1218	30	41	82	1269	14	29	1	26	32
Future Volume (vph)	15	24	1218	30	41	82	1269	14	29	1	26	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	1		0	0
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95
Ped Bike Factor		1.00					1.00		1.00			
Frt			0.997				0.999			0.855		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	5070	0	0	1770	5079	0	1770	1593	0	0
Flt Permitted		0.950				0.106			0.726			
Satd. Flow (perm)	0	1768	5070	0	0	197	5079	0	1347	1593	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			3				2			27		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1501				771			555		
Travel Time (s)			25.6				13.1			12.6		
Confl. Peds. (#/hr)		1						1	3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%
Adj. Flow (vph)	15	25	1582	31	42	85	1648	14	30	1	27	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	1613	0	0	127	1662	0	30	28	0	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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		

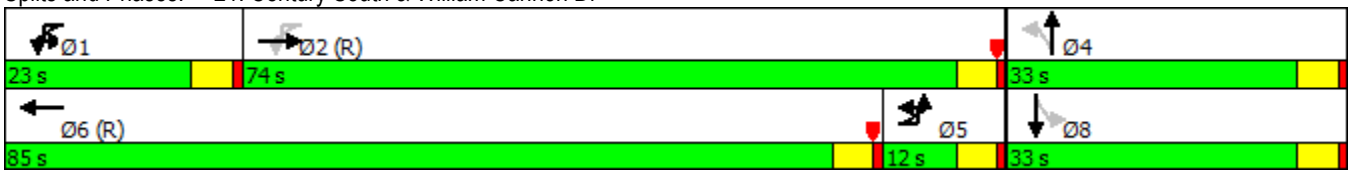
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	11
Future Volume (vph)	1	11
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.963	
Flt Protected	0.965	
Satd. Flow (prot)	3276	0
Flt Permitted	0.797	
Satd. Flow (perm)	2706	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	11	
Link Speed (mph)	30	
Link Distance (ft)	198	
Travel Time (s)	4.5	
Confl. Peds. (#/hr)		3
Peak Hour Factor	0.97	0.97
Growth Factor	126%	100%
Adj. Flow (vph)	1	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	45	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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

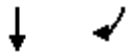
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA		D.P+P	D.P+P	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases					2	2			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		10.0	10.0		10.0
Minimum Split (s)	10.0	10.0	25.0		10.0	10.0	25.0		33.0	33.0		33.0
Total Split (s)	12.0	12.0	74.0		23.0	23.0	85.0		33.0	33.0		33.0
Total Split (%)	9.2%	9.2%	56.9%		17.7%	17.7%	65.4%		25.4%	25.4%		25.4%
Maximum Green (s)	7.0	7.0	69.0		18.0	18.0	80.0		28.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Walk Time (s)									5.0	5.0		5.0
Flash Dont Walk (s)									23.0	23.0		23.0
Pedestrian Calls (#/hr)									0	0		3
Act Effct Green (s)		6.7	77.8			87.0	82.4		28.0	28.0		
Actuated g/C Ratio		0.05	0.60			0.67	0.63		0.22	0.22		
v/c Ratio		0.44	0.53			0.52	0.52		0.10	0.08		
Control Delay		75.0	16.4			21.5	7.5		42.2	15.3		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		75.0	16.4			21.5	7.5		42.2	15.3		
LOS		E	B			C	A		D	B		
Approach Delay			17.8				8.5			29.2		
Approach LOS			B				A			C		

Intersection Summary

Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 37 (28%), Referenced to phase 2:EBWB and 6:WBT, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 73.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Century South & William Cannon Dr





Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	33.0	
Total Split (s)	33.0	
Total Split (%)	25.4%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Max	
Walk Time (s)	5.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	3	
Act Effct Green (s)	28.0	
Actuated g/C Ratio	0.22	
v/c Ratio	0.08	
Control Delay	33.1	
Queue Delay	0.0	
Total Delay	33.1	
LOS	C	
Approach Delay	33.1	
Approach LOS	C	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	44	1001	18	40	54	1100	62	36	51	141	45	15
Future Volume (vph)	44	1001	18	40	54	1100	62	36	51	141	45	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0		200		0	0		0	0	
Storage Lanes	1		0		1		0	0		0	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00	1.00			0.98			0.99
Frt		0.997				0.992			0.917			0.965
Flt Protected	0.950				0.950				0.992			0.973
Satd. Flow (prot)	1770	5067	0	0	1770	5022	0	0	1668	0	0	1734
Flt Permitted	0.950				0.950				0.992			0.973
Satd. Flow (perm)	1757	5067	0	0	1767	5022	0	0	1663	0	0	1726
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		2				8			46			10
Link Speed (mph)		25				40			30			30
Link Distance (ft)		425				1501			564			234
Travel Time (s)		11.6				25.6			12.8			5.3
Confl. Peds. (#/hr)	13		2		2		13	13		8	8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	60	1356	24	54	73	1490	84	49	69	191	61	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1380	0	0	127	1574	0	0	309	0	0	109
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



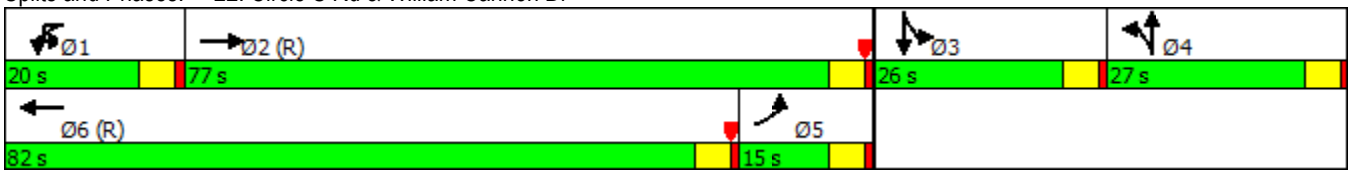
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	21
Future Volume (vph)	21
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	13
Peak Hour Factor	0.93
Growth Factor	126%
Adj. Flow (vph)	28
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA		Split	NA
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases												
Detector Phase	5	2		1	1	6		4	4		3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		7.0	7.0		8.0	8.0
Minimum Split (s)	10.0	23.0		10.0	10.0	23.0		32.0	32.0		32.0	32.0
Total Split (s)	15.0	77.0		20.0	20.0	82.0		27.0	27.0		26.0	26.0
Total Split (%)	10.0%	51.3%		13.3%	13.3%	54.7%		18.0%	18.0%		17.3%	17.3%
Maximum Green (s)	10.0	72.0		15.0	15.0	77.0		22.0	22.0		21.0	21.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0			5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		5.0				5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		10.0				10.0		22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)		2				10		8	8		10	10
Act Effct Green (s)	9.3	73.1			13.9	80.0			27.8			15.2
Actuated g/C Ratio	0.06	0.49			0.09	0.53			0.19			0.10
v/c Ratio	0.55	0.56			0.77	0.59			0.89			0.59
Control Delay	55.9	11.9			95.3	25.4			77.5			70.5
Queue Delay	0.0	0.1			0.0	0.2			0.7			0.0
Total Delay	55.9	12.0			95.3	25.6			78.2			70.5
LOS	E	B			F	C			E			E
Approach Delay		13.8				30.8			78.2			70.5
Approach LOS		B				C			E			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 149 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 29.3 Intersection LOS: C
Intersection Capacity Utilization 63.9% ICU Level of Service B
Analysis Period (min) 15

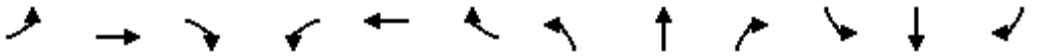
Splits and Phases: 22: Circle S Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



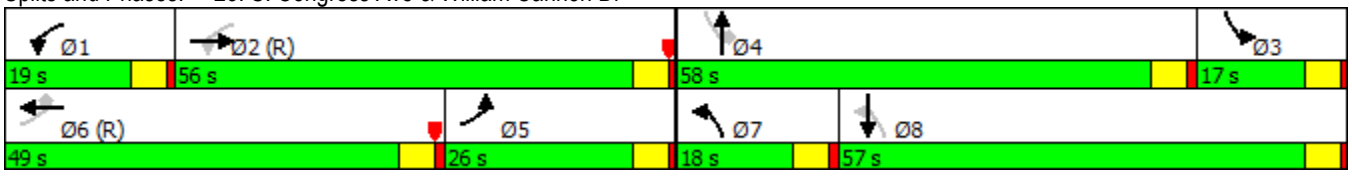
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	793	51	96	944	199	167	870	206	92	160	71
Future Volume (vph)	182	793	51	96	944	199	167	870	206	92	160	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		200	385		100	375		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		1.00				0.96	1.00		0.97		1.00	
Frt		0.991				0.850			0.850		0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5026	0	1770	5085	1583	1770	3539	1583	1770	3362	0
Flt Permitted	0.091			0.117			0.503			0.074		
Satd. Flow (perm)	170	5026	0	218	5085	1524	936	3539	1538	138	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				176			124		51	
Link Speed (mph)		40			25			30			30	
Link Distance (ft)		1115			425			1302			965	
Travel Time (s)		19.0			11.6			29.6			21.9	
Confl. Peds. (#/hr)	12		16	16		12	2		12	12		2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	252	1098	71	133	1307	276	231	1205	285	127	222	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	1169	0	133	1307	276	231	1205	285	127	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

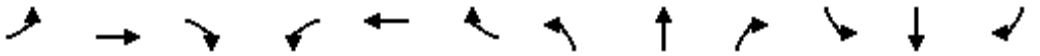
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2		6	8		4	4		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	10.0	26.0		10.0	26.0	26.0	13.0	37.0	37.0	13.0	43.0	
Total Split (s)	26.0	56.0		19.0	49.0	49.0	18.0	58.0	58.0	17.0	57.0	
Total Split (%)	17.3%	37.3%		12.7%	32.7%	32.7%	12.0%	38.7%	38.7%	11.3%	38.0%	
Maximum Green (s)	21.0	51.0		14.0	44.0	44.0	13.0	53.0	53.0	12.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max	Max	Max	Max	
Walk Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Flash Dont Walk (s)		15.0			15.0	15.0		26.0	26.0		32.0	
Pedestrian Calls (#/hr)		10			10	10		10	10		2	
Act Effct Green (s)	63.7	52.0		63.7	44.0	44.0	66.3	54.3	54.3	66.3	52.0	
Actuated g/C Ratio	0.42	0.35		0.42	0.29	0.29	0.44	0.36	0.36	0.44	0.35	
v/c Ratio	0.89	0.67		0.62	0.88	0.48	0.47	0.94	0.45	0.66	0.27	
Control Delay	73.5	28.1		28.8	36.4	4.8	28.3	60.9	22.7	69.9	30.1	
Queue Delay	0.0	0.0		0.0	5.6	0.9	0.0	0.0	0.0	0.0	0.0	
Total Delay	73.5	28.1		28.8	42.0	5.8	28.3	60.9	22.7	69.9	30.1	
LOS	E	C		C	D	A	C	E	C	E	C	
Approach Delay		36.2			35.2			50.2			41.4	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 136 (91%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 40.8 Intersection LOS: D
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 23: S. Congress Ave & William Cannon Dr





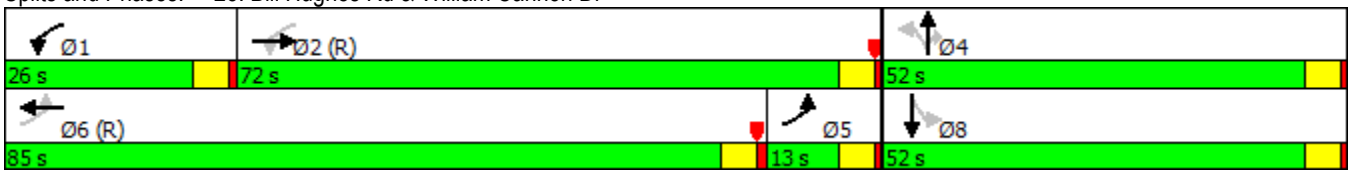
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	759	69	100	965	41	76	2	127	38	18	7
Future Volume (vph)	7	759	69	100	965	41	76	2	127	38	18	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.94			0.99	
Frt		0.990			0.995				0.850		0.986	
Flt Protected	0.950			0.950				0.954			0.973	
Satd. Flow (prot)	1770	5026	0	1770	5050	0	0	1777	1583	0	1772	0
Flt Permitted	0.182			0.235				0.687			0.807	
Satd. Flow (perm)	338	5026	0	438	5050	0	0	1203	1583	0	1470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			5				131		4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1020			1091			865			483	
Travel Time (s)		27.8			29.8			19.7			11.0	
Confl. Peds. (#/hr)	11		1	1		11	58					58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	7	986	71	103	1254	42	78	3	131	39	23	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1057	0	103	1296	0	0	81	131	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

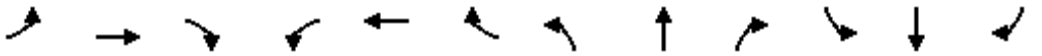
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	10.0	26.0		10.0	26.0		42.0	42.0	42.0	42.0	42.0	
Total Split (s)	13.0	72.0		26.0	85.0		52.0	52.0	52.0	52.0	52.0	
Total Split (%)	8.7%	48.0%		17.3%	56.7%		34.7%	34.7%	34.7%	34.7%	34.7%	
Maximum Green (s)	8.0	67.0		21.0	80.0		47.0	47.0	47.0	47.0	47.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0		14.0	14.0	14.0	14.0	14.0	
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		1			10		0	0	0	20	20	
Act Effct Green (s)	112.6	99.1		108.6	111.2			26.4	26.4		26.4	
Actuated g/C Ratio	0.75	0.66		0.72	0.74			0.18	0.18		0.18	
v/c Ratio	0.02	0.32		0.26	0.35			0.38	0.34		0.26	
Control Delay	5.7	7.2		4.1	4.6			56.2	9.2		48.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	5.7	7.2		4.1	4.6			56.2	9.2		48.6	
LOS	A	A		A	A			E	A		D	
Approach Delay		7.2			4.5			27.2			48.6	
Approach LOS		A			A			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 28: Bill Hughes Rd & William Cannon Dr





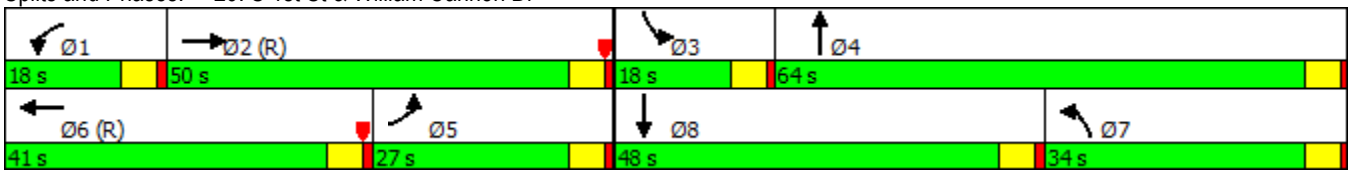
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	684	47	61	762	135	169	1057	53	90	170	77
Future Volume (vph)	194	684	47	61	762	135	169	1057	53	90	170	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.99	1.00		1.00	0.99	
Frt		0.990			0.977			0.993			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5021	0	1770	4922	0	1770	3507	0	1770	3343	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1751	5021	0	1756	4922	0	1751	3507	0	1762	3343	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			22			4			49	
Link Speed (mph)		40			25			30			30	
Link Distance (ft)		1182			1020			1438			1411	
Travel Time (s)		20.1			27.8			32.7			32.1	
Confl. Peds. (#/hr)	23		13	13		23	12		22	22		12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	252	888	61	79	990	175	220	1373	69	117	221	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	949	0	79	1165	0	220	1442	0	117	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

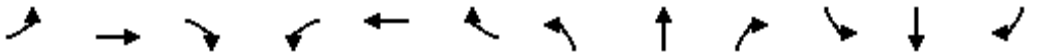
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	12.0		6.0	12.0		5.0	8.0		5.0	10.0	
Minimum Split (s)	13.0	25.0		11.0	25.0		10.0	38.0		10.0	38.0	
Total Split (s)	27.0	50.0		18.0	41.0		34.0	64.0		18.0	48.0	
Total Split (%)	18.0%	33.3%		12.0%	27.3%		22.7%	42.7%		12.0%	32.0%	
Maximum Green (s)	22.0	45.0		13.0	36.0		29.0	59.0		13.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	Max	
Walk Time (s)		5.0			5.0			12.0			12.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		10			11			11			10	
Act Effct Green (s)	22.0	46.9		11.1	36.0		29.0	59.6		12.4	43.0	
Actuated g/C Ratio	0.15	0.31		0.07	0.24		0.19	0.40		0.08	0.29	
v/c Ratio	0.97	0.60		0.60	0.97		0.64	1.03		0.80	0.32	
Control Delay	103.9	39.0		115.3	50.0		65.4	77.2		102.3	36.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	103.9	39.0		115.3	50.0		65.4	77.2		102.3	36.4	
LOS	F	D		F	D		E	E		F	D	
Approach Delay		52.6			54.1			75.6			54.0	
Approach LOS		D			D			E			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 53 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 61.6 Intersection LOS: E
Intersection Capacity Utilization 98.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 29: S 1st St & William Cannon Dr





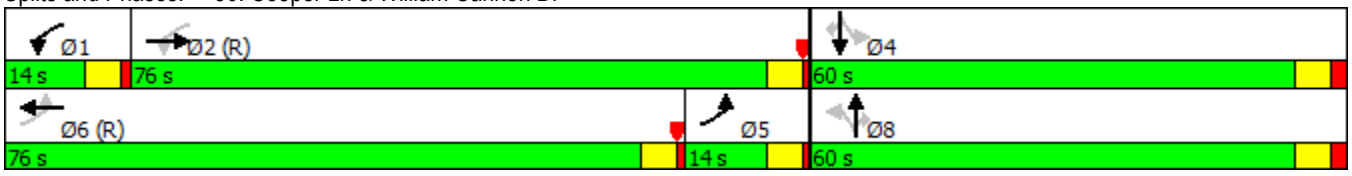
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	727	23	43	954	24	127	70	198	3	21	43
Future Volume (vph)	36	727	23	43	954	24	127	70	198	3	21	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			1.00				0.98
Frt		0.996			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.995	
Satd. Flow (prot)	1770	5061	0	1770	5065	0	0	1809	1583	0	1853	1583
Flt Permitted	0.173			0.253				0.801			0.972	
Satd. Flow (perm)	322	5061	0	470	5065	0	0	1485	1583	0	1811	1552
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3				191			87
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		804			1182			758			597	
Travel Time (s)		13.7			20.1			17.2			13.6	
Confl. Peds. (#/hr)	8		4	4		8	5					5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	38	974	24	46	1279	26	135	94	211	3	28	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	998	0	46	1305	0	0	229	211	0	31	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

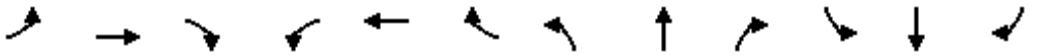
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	6			2			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	26.0		10.0	26.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	14.0	76.0		14.0	76.0		60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	9.3%	50.7%		9.3%	50.7%		40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Green (s)	9.0	71.0		9.0	71.0		54.0	54.0	54.0	54.0	54.0	54.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	23.0
Pedestrian Calls (#/hr)		4			8		0	0	0	5	5	5
Act Effct Green (s)	105.9	100.2		105.7	101.1			29.3	29.3		29.3	29.3
Actuated g/C Ratio	0.71	0.67		0.70	0.67			0.20	0.20		0.20	0.20
v/c Ratio	0.13	0.30		0.12	0.38			0.79	0.46		0.09	0.12
Control Delay	6.2	6.7		2.6	2.6			75.9	11.4		46.4	1.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.2	6.7		2.6	2.6			75.9	11.4		46.4	1.0
LOS	A	A		A	A			E	B		D	A
Approach Delay		6.7			2.6			44.9			19.3	
Approach LOS		A			A			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 131 (87%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 60.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 30: Cooper Ln & William Cannon Dr



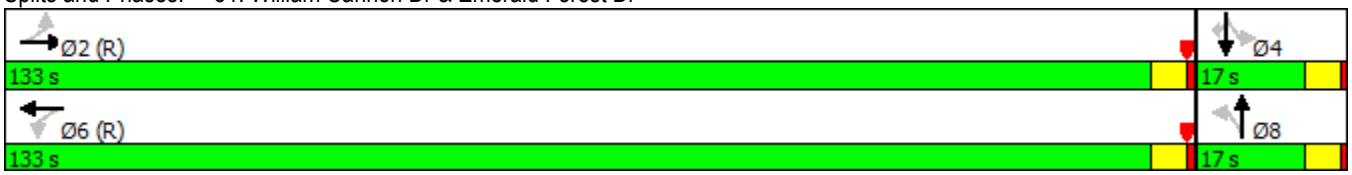


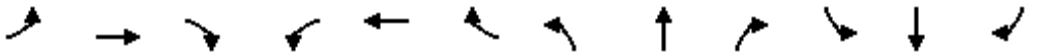
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	720	0	0	979	125	0	0	0	62	0	82
Future Volume (vph)	191	720	0	0	979	125	0	0	0	62	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		170
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00						0.98	0.98
Frt					0.986							0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	5085	0	1863	5004	0	0	1863	0	0	1770	1583
Flt Permitted	0.172										0.950	
Satd. Flow (perm)	320	5085	0	1863	5004	0	0	1863	0	0	1743	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					55							85
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1709			804			171			809	
Travel Time (s)		29.1			13.7			3.9			18.4	
Confl. Peds. (#/hr)	4		4	4		4	3		4	4		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	199	945	0	0	1285	130	0	0	0	65	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	945	0	0	1415	0	0	0	0	0	65	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		1.0	1.0		12.0	12.0	12.0
Minimum Split (s)	17.0	17.0		17.0	17.0		6.0	6.0		17.0	17.0	17.0
Total Split (s)	133.0	133.0		133.0	133.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	88.7%	88.7%		88.7%	88.7%		11.3%	11.3%		11.3%	11.3%	11.3%
Maximum Green (s)	128.0	128.0		128.0	128.0		12.0	12.0		12.0	12.0	12.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Act Effct Green (s)	127.9	127.9			127.9						12.1	12.1
Actuated g/C Ratio	0.85	0.85			0.85						0.08	0.08
v/c Ratio	0.73	0.22			0.33						0.46	0.42
Control Delay	34.5	1.8			4.2						77.2	19.0
Queue Delay	0.0	0.0			0.0						0.0	0.0
Total Delay	34.5	1.8			4.2						77.2	19.0
LOS	C	A			A						E	B
Approach Delay		7.5			4.2						44.2	
Approach LOS		A			A						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 4 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 31: William Cannon Dr & Emerald Forest Dr



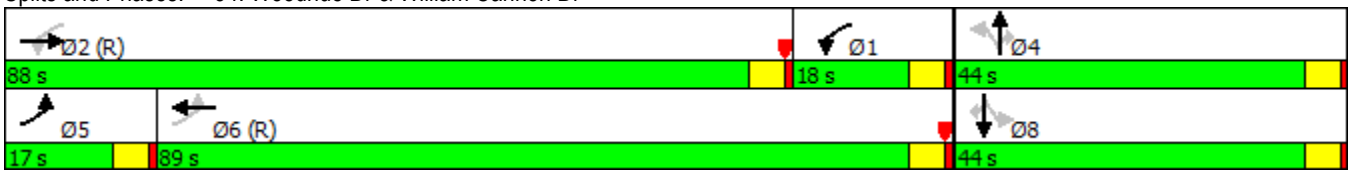


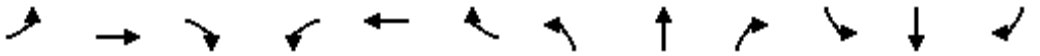
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	675	18	64	1044	25	63	43	71	30	24	93
Future Volume (vph)	53	675	18	64	1044	25	63	43	71	30	24	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00			1.00				0.98
Frt		0.997			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.974			0.976	
Satd. Flow (prot)	1770	5070	0	1770	5068	0	0	1814	1583	0	1818	1583
Flt Permitted	0.167			0.286				0.799			0.656	
Satd. Flow (perm)	311	5070	0	533	5068	0	0	1483	1583	0	1222	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3				87			96
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1089			1709			975			662	
Travel Time (s)		18.6			29.1			22.2			15.0	
Confl. Peds. (#/hr)	1					1	4					4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	55	877	19	66	1356	26	65	56	73	31	31	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	896	0	66	1382	0	0	121	73	0	62	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		7.0	10.0		5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	10.0	24.0		12.0	24.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	17.0	88.0		18.0	89.0		44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	11.3%	58.7%		12.0%	59.3%		29.3%	29.3%	29.3%	29.3%	29.3%	29.3%
Maximum Green (s)	12.0	83.0		13.0	84.0		39.0	39.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		Min	C-Min		Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		14.0			14.0		20.0	20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			1		0	0	0	4	4	4
Act Effct Green (s)	118.5	99.8		117.5	112.8			17.5	17.5		17.5	17.5
Actuated g/C Ratio	0.79	0.67		0.78	0.75			0.12	0.12		0.12	0.12
v/c Ratio	0.18	0.27		0.12	0.36			0.70	0.28		0.44	0.36
Control Delay	3.1	6.7		5.1	7.9			83.6	9.7		69.5	13.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	3.1	6.7		5.1	7.9			83.6	9.7		69.5	13.8
LOS	A	A		A	A			F	A		E	B
Approach Delay		6.5			7.8			55.8			35.6	
Approach LOS		A			A			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 137 (91%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 34: Woodhue Dr & William Cannon Dr





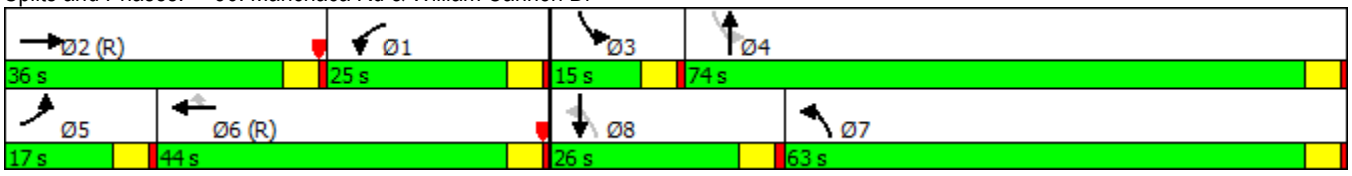
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	383	95	105	794	245	599	1240	74	114	271	65
Future Volume (vph)	114	383	95	105	794	245	599	1240	74	114	271	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	0		0	200		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00		0.98		1.00				
Frt		0.970				0.850		0.992			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4910	0	1770	3539	1583	1770	3507	0	1770	3437	0
Flt Permitted	0.950			0.950			0.192			0.058		
Satd. Flow (perm)	1768	4910	0	1762	3539	1557	358	3507	0	108	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36				144		5			16	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3162			1619			1822			706	
Travel Time (s)		53.9			27.6			41.4			16.0	
Confl. Peds. (#/hr)	2		5	5		2			5	5		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	154	519	129	142	1076	332	812	1680	100	154	367	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	648	0	142	1076	332	812	1780	0	154	455	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

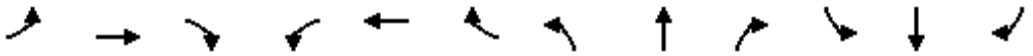
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	12.0	12.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	25.0		10.0	25.0	25.0	10.0	31.0		10.0	31.0	
Total Split (s)	17.0	36.0		25.0	44.0	44.0	63.0	74.0		15.0	26.0	
Total Split (%)	11.3%	24.0%		16.7%	29.3%	29.3%	42.0%	49.3%		10.0%	17.3%	
Maximum Green (s)	12.0	31.0		20.0	39.0	39.0	58.0	69.0		10.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0			15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		5			2	2		5			0	
Act Effct Green (s)	12.0	24.9		26.1	39.0	39.0	79.0	69.0		79.0	20.8	
Actuated g/C Ratio	0.08	0.17		0.17	0.26	0.26	0.53	0.46		0.53	0.14	
v/c Ratio	1.09	0.77		0.46	1.17	0.65	1.10	1.10		0.92	0.93	
Control Delay	173.1	51.3		58.8	134.0	34.2	105.5	94.0		87.6	87.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	173.1	51.3		58.8	134.0	34.2	105.5	94.0		87.6	87.2	
LOS	F	D		E	F	C	F	F		F	F	
Approach Delay		74.7			105.7			97.6			87.3	
Approach LOS		E			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 144 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 160
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 95.4 Intersection LOS: F
Intersection Capacity Utilization 106.4% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 36: Manchaca Rd & William Cannon Dr





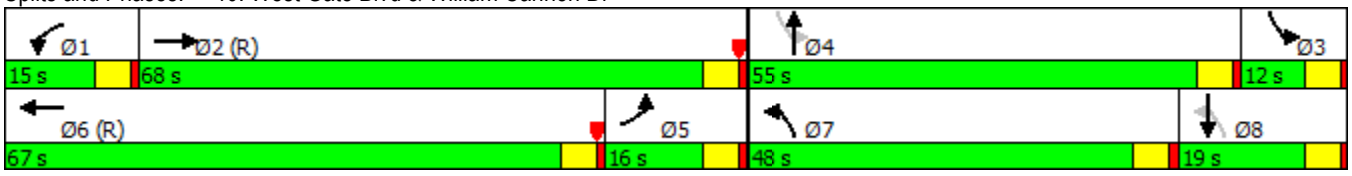
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	447	38	45	1031	319	336	964	59	82	134	124
Future Volume (vph)	98	447	38	45	1031	319	336	964	59	82	134	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		1.00	1.00			0.99	
Frt		0.988			0.965			0.991			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3489	0	1770	3400	0	1770	3503	0	1770	3260	0
Flt Permitted	0.950			0.950			0.339			0.080		
Satd. Flow (perm)	1769	3489	0	1756	3400	0	630	3503	0	149	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			33			4			124	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2648			3162			1479			1281	
Travel Time (s)		45.1			53.9			33.6			29.1	
Confl. Peds. (#/hr)	3		8	8		3	2		6	6		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	126	575	49	58	1326	410	432	1239	76	105	172	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	624	0	58	1736	0	432	1315	0	105	331	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

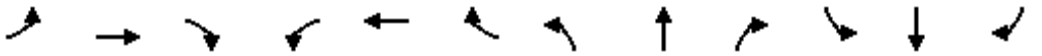
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	31.0		10.0	31.0	
Total Split (s)	16.0	68.0		15.0	67.0		48.0	55.0		12.0	19.0	
Total Split (%)	10.7%	45.3%		10.0%	44.7%		32.0%	36.7%		8.0%	12.7%	
Maximum Green (s)	11.0	63.0		10.0	62.0		43.0	50.0		7.0	14.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		8			3			6			2	
Act Effct Green (s)	11.0	66.4		9.0	62.1		56.9	50.0		56.9	22.5	
Actuated g/C Ratio	0.07	0.44		0.06	0.41		0.38	0.33		0.38	0.15	
v/c Ratio	0.98	0.40		0.55	1.22		0.86	1.12		0.80	0.56	
Control Delay	115.1	22.2		85.4	126.4		53.6	112.5		93.7	41.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	115.1	22.2		85.4	126.4		53.6	112.5		93.7	41.8	
LOS	F	C		F	F		D	F		F	D	
Approach Delay		37.8			125.1			97.9			54.3	
Approach LOS		D			F			F			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 78 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 160
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 94.7 Intersection LOS: F
Intersection Capacity Utilization 114.0% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 40: West Gate Blvd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	369	118	225	1159	320	410	1152	171	60	196	51
Future Volume (vph)	84	369	118	225	1159	320	410	1152	171	60	196	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		400	200		200	200		200
Storage Lanes	2		1	3		1	1		1	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99			0.99			1.00			1.00		
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	5085	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3409	3539	1583	3400	5085	1583	1765	3539	1583	1768	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			186			153			196
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1646			2664			2117			1861	
Travel Time (s)		28.1			45.4			48.1			42.3	
Confl. Peds. (#/hr)	6		6	6		6	3		4	4		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	108	474	152	289	1490	411	527	1481	220	77	252	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	474	152	289	1490	411	527	1481	220	77	252	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

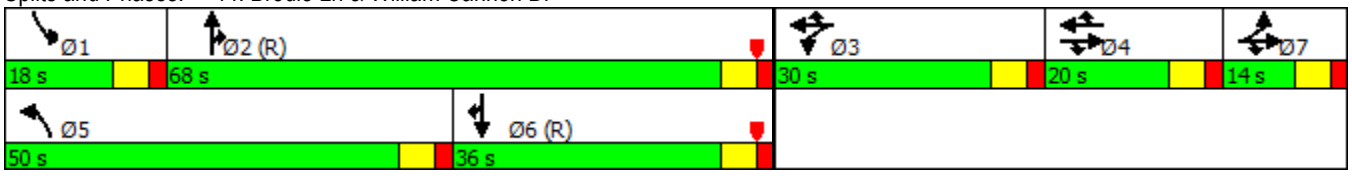
Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Prot	Prot	NA	Prot	Prot	NA	Prot	Prot	NA	Prot
Protected Phases	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Permitted Phases												
Detector Phase	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0			10.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	11.0			11.0			16.0	42.0	42.0	10.0	41.0	41.0
Total Split (s)	14.0			30.0			50.0	68.0	68.0	18.0	36.0	36.0
Total Split (%)	9.3%			20.0%			33.3%	45.3%	45.3%	12.0%	24.0%	24.0%
Maximum Green (s)	8.0			24.0			44.0	62.0	62.0	12.0	30.0	30.0
Yellow Time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0			2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0			6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0			3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None			None			Min	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								30.0	30.0		30.0	30.0
Pedestrian Calls (#/hr)								4	4		3	3
Act Effct Green (s)	7.9	27.9	27.9	24.0	44.0	44.0	44.1	63.5	63.5	10.6	30.0	30.0
Actuated g/C Ratio	0.05	0.19	0.19	0.16	0.29	0.29	0.29	0.42	0.42	0.07	0.20	0.20
v/c Ratio	0.60	0.72	0.36	0.53	1.00	0.69	1.01	0.99	0.29	0.62	0.36	0.14
Control Delay	53.9	35.5	3.5	66.4	61.5	23.6	94.3	63.2	10.2	88.5	53.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	35.5	3.5	66.4	61.5	23.6	94.3	63.2	10.2	88.5	53.4	0.6
LOS	D	D	A	E	E	C	F	E	B	F	D	A
Approach Delay		31.6			55.0			65.3			51.4	
Approach LOS		C			E			E			D	

Intersection Summary

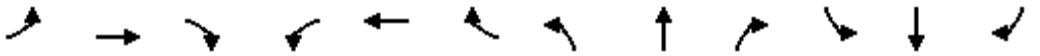
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 96 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Red
Natural Cycle: 155
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 55.8 Intersection LOS: E
Intersection Capacity Utilization 110.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 44: Brodie Ln & William Cannon Dr



Lane Group	Ø4
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	14.0
Total Split (s)	20.0
Total Split (%)	13%
Maximum Green (s)	14.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
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



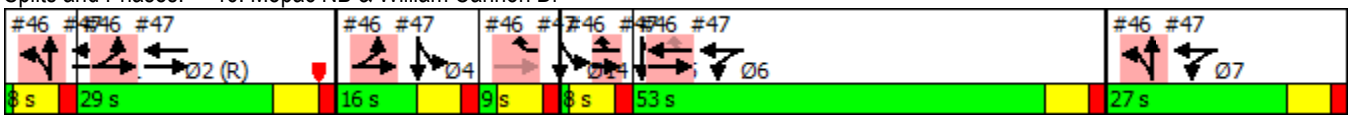
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	652	489	0	0	737	917	146	492	92	0	0	0
Future Volume (vph)	652	489	0	0	737	917	146	492	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.91	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00	0.99						
Frt					0.947	0.850		0.977				
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	3539	0	0	3195	1441	1610	3309	0	0	0	0
Flt Permitted	0.950						0.950	0.999				
Satd. Flow (perm)	3431	3539	0	0	3195	1421	1610	3309	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					50	182		11				
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		452			1200			1350			1198	
Travel Time (s)		6.8			20.5			30.7			27.2	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	865	649	0	0	977	1216	194	653	122	0	0	0
Shared Lane Traffic (%)						44%	10%					
Lane Group Flow (vph)	865	649	0	0	1512	681	175	794	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	custom	Split	NA				
Protected Phases	2 4	2 4 5 6			5 6	5 14	1 7	1 7				
Permitted Phases		14				6						
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?												
Act Effct Green (s)	38.0	108.0			54.0	56.0	28.0	28.0				
Actuated g/C Ratio	0.25	0.72			0.36	0.37	0.19	0.19				
v/c Ratio	1.00	0.25			1.28	1.06	0.58	1.27				

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Growth Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Turn Type							
Protected Phases	1	2	4	5	6	7	14
Permitted Phases							
Minimum Split (s)	8.0	19.0	16.0	8.0	21.0	14.0	8.0
Total Split (s)	8.0	29.0	16.0	8.0	53.0	27.0	9.0
Total Split (%)	5%	19%	11%	5%	35%	18%	6%
Maximum Green (s)	1.0	22.0	9.0	1.0	46.0	20.0	2.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?							
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	39.4	0.3			153.1	58.6	64.5	180.3				
Queue Delay	36.7	2.3			0.0	0.0	0.0	0.0				
Total Delay	76.1	2.6			153.1	58.6	64.5	180.3				
LOS	E	A			F	E	E	F				
Approach Delay		44.6			123.7			159.4				
Approach LOS		D			F			F				

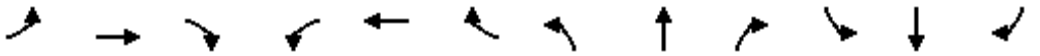
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 165			
Control Type: Pretimed			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 105.5		Intersection LOS: F	
Intersection Capacity Utilization 106.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 46: Mopac NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary



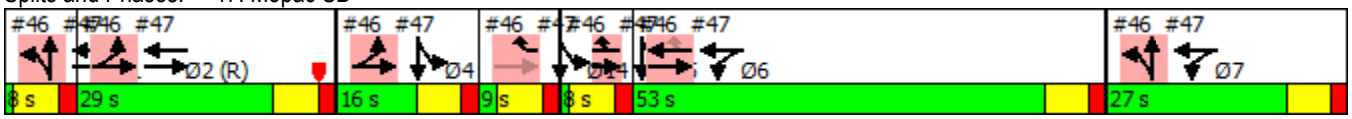
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	859	64	156	727	0	0	0	0	282	142	280
Future Volume (vph)	0	859	64	156	727	0	0	0	0	282	142	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		150	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.990									0.909	
Flt Protected				0.950						0.950	0.996	
Satd. Flow (prot)	0	5029	0	1770	5085	0	0	0	0	1610	3069	0
Flt Permitted				0.950						0.950	0.996	
Satd. Flow (perm)	0	5029	0	1769	5085	0	0	0	0	1610	3069	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7									199	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		488			452			1498			1203	
Travel Time (s)		7.4			6.8			34.0			27.3	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1127	84	205	954	0	0	0	0	370	186	368
Shared Lane Traffic (%)										14%		
Lane Group Flow (vph)	0	1211	0	205	954	0	0	0	0	318	606	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		1 2		6 7	1 2 6 7					4 5 14	4 5 14	
Permitted Phases												
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?												
Act Effct Green (s)		30.0		73.0	110.0					26.0	26.0	
Actuated g/C Ratio		0.20		0.49	0.73					0.17	0.17	
v/c Ratio		1.20		0.24	0.26					1.14	0.87	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Growth Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Turn Type							
Protected Phases	1	2	4	5	6	7	14
Permitted Phases							
Minimum Split (s)	8.0	19.0	16.0	8.0	21.0	14.0	8.0
Total Split (s)	8.0	29.0	16.0	8.0	53.0	27.0	9.0
Total Split (%)	5%	19%	11%	5%	35%	18%	6%
Maximum Green (s)	1.0	22.0	9.0	1.0	46.0	20.0	2.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?							
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		141.4		4.4	0.2					150.7	54.3	
Queue Delay		1.3		0.0	0.5					0.0	0.3	
Total Delay		142.7		4.4	0.8					150.7	54.6	
LOS		F		A	A					F	D	
Approach Delay		142.7			1.4						87.7	
Approach LOS		F			A						F	

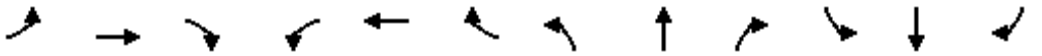
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 165			
Control Type: Pretimed			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 77.6		Intersection LOS: E	
Intersection Capacity Utilization 106.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 47: Mopac SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary



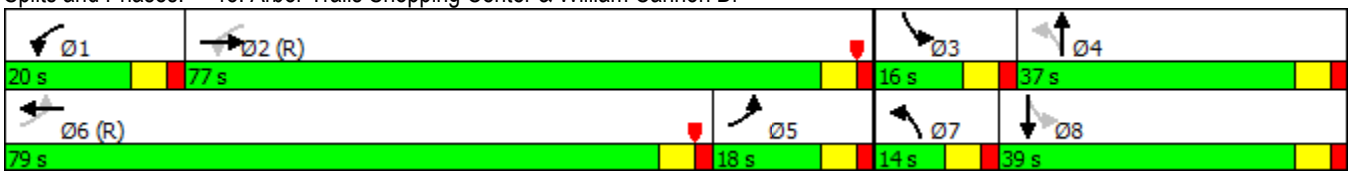
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	917	17	57	873	43	24	4	19	48	2	11
Future Volume (vph)	35	917	17	57	873	43	24	4	19	48	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.994			0.880			0.880	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5075	0	1770	5055	0	1770	1639	0	1770	1639	0
Flt Permitted	0.195			0.190			0.748			0.654		
Satd. Flow (perm)	363	5075	0	354	5055	0	1393	1639	0	1218	1639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			20			12	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		917			399			444			175	
Travel Time (s)		13.9			6.0			10.1			4.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	37	1216	18	60	1158	45	25	5	20	51	3	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	1234	0	60	1203	0	25	25	0	51	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	

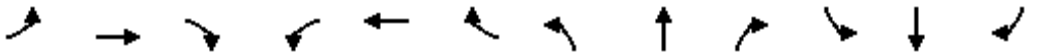
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	20.0		8.0	20.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	14.0	26.0		14.0	26.0		11.0	35.0		11.0	35.0	
Total Split (s)	18.0	77.0		20.0	79.0		14.0	37.0		16.0	39.0	
Total Split (%)	12.0%	51.3%		13.3%	52.7%		9.3%	24.7%		10.7%	26.0%	
Maximum Green (s)	12.0	71.0		14.0	73.0		8.0	31.0		10.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		Min	Min		Min	Min	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		12.0			12.0			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	106.3	99.7		106.3	96.5		19.3	12.0		22.5	13.6	
Actuated g/C Ratio	0.71	0.66		0.71	0.64		0.13	0.08		0.15	0.09	
v/c Ratio	0.10	0.37		0.18	0.37		0.13	0.17		0.24	0.09	
Control Delay	5.7	9.4		5.4	5.6		52.0	31.5		54.1	33.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.7	9.4		5.4	5.6		52.0	31.5		54.1	33.0	
LOS	A	A		A	A		D	C		D	C	
Approach Delay		9.3			5.6			41.7			49.3	
Approach LOS		A			A			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 134 (89%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 9.1 Intersection LOS: A
Intersection Capacity Utilization 54.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 48: Arbor Trails Shopping Center & William Cannon Dr





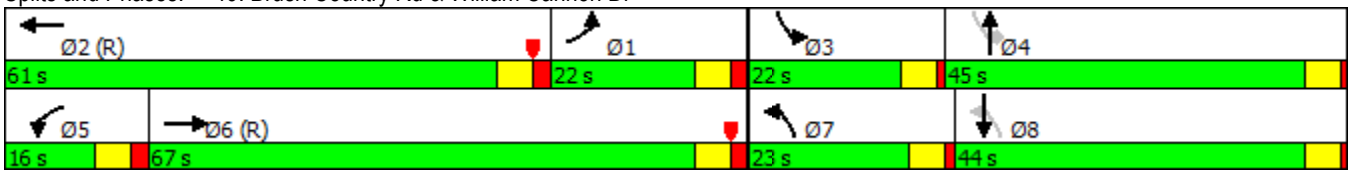
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	509	12	47	710	163	91	149	343	126	37	80
Future Volume (vph)	157	509	12	47	710	163	91	149	343	126	37	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00		1.00		0.98	1.00	0.99	
Frt		0.997			0.977				0.850		0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	4951	0	1770	1863	1583	1770	1667	0
Flt Permitted	0.950			0.950			0.529			0.325		
Satd. Flow (perm)	1768	5070	0	1770	4951	0	981	1863	1556	603	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			27				301		56	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2600			917			1448			909	
Travel Time (s)		39.4			13.9			32.9			20.7	
Confl. Peds. (#/hr)	1					1	4		4	4		4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	173	705	13	52	983	179	100	206	377	138	51	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	718	0	52	1162	0	100	206	377	138	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

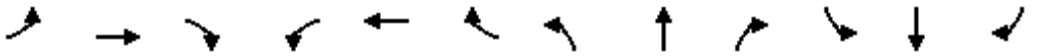
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							8		4	4		
Detector Phase	1	6		5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	31.0		11.0	31.0		10.0	38.0	38.0	10.0	38.0	
Total Split (s)	22.0	67.0		16.0	61.0		23.0	45.0	45.0	22.0	44.0	
Total Split (%)	14.7%	44.7%		10.7%	40.7%		15.3%	30.0%	30.0%	14.7%	29.3%	
Maximum Green (s)	16.0	61.0		10.0	55.0		18.0	40.0	40.0	17.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		18.0			18.0			28.0	28.0		28.0	
Pedestrian Calls (#/hr)		0			1			4	4		4	
Act Effct Green (s)	21.0	83.2		9.8	69.6		37.4	23.4	23.4	37.4	25.8	
Actuated g/C Ratio	0.14	0.55		0.07	0.46		0.25	0.16	0.16	0.25	0.17	
v/c Ratio	0.70	0.26		0.45	0.50		0.33	0.71	0.76	0.53	0.42	
Control Delay	74.5	16.4		108.2	24.9		41.5	72.6	23.0	47.7	34.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	74.5	16.4		108.2	24.9		41.5	72.6	23.0	47.7	34.9	
LOS	E	B		F	C		D	E	C	D	C	
Approach Delay		27.7			28.5			40.7			41.3	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 71 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 32.1 Intersection LOS: C
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 49: Brush Country Rd & William Cannon Dr



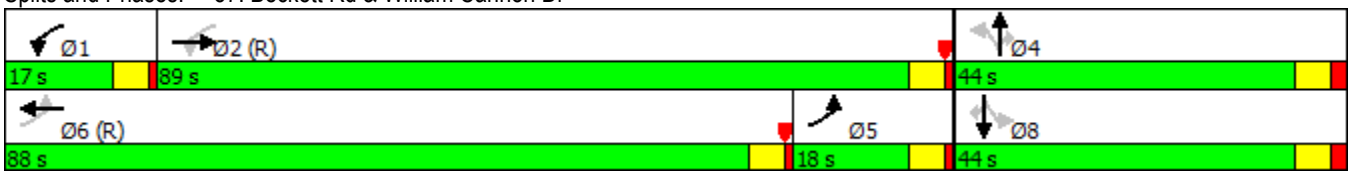


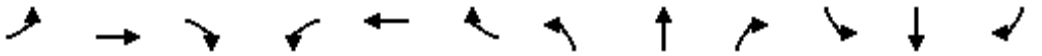
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	341	12	84	631	1	56	166	318	3	10	12
Future Volume (vph)	69	341	12	84	631	1	56	166	318	3	10	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996							0.850			0.850
Flt Protected	0.950			0.950				0.990			0.991	
Satd. Flow (prot)	1770	5065	0	1770	5085	0	0	1844	1583	0	1846	1583
Flt Permitted	0.297			0.469				0.924			0.945	
Satd. Flow (perm)	553	5065	0	874	5085	0	0	1721	1583	0	1760	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4							338			87
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		3559			1694			1530			698	
Travel Time (s)		53.9			25.7			34.8			15.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	73	457	13	89	846	1	60	223	338	3	13	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	470	0	89	847	0	0	283	338	0	16	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	25.0		10.0	25.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	18.0	89.0		17.0	88.0		44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	12.0%	59.3%		11.3%	58.7%		29.3%	29.3%	29.3%	29.3%	29.3%	29.3%
Maximum Green (s)	13.0	84.0		12.0	83.0		38.0	38.0	38.0	38.0	38.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		12.0			12.0		24.0	24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	103.2	95.3		103.2	92.2			30.8	30.8		30.8	30.8
Actuated g/C Ratio	0.69	0.64		0.69	0.61			0.21	0.21		0.21	0.21
v/c Ratio	0.16	0.15		0.14	0.27			0.80	0.57		0.04	0.03
Control Delay	6.1	8.7		5.2	9.7			72.9	8.2		44.1	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.1	8.7		5.2	9.7			72.9	8.2		44.1	0.2
LOS	A	A		A	A			E	A		D	A
Approach Delay		8.3			9.3			37.7			24.4	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 63 (42%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 57: Beckett Rd & William Cannon Dr





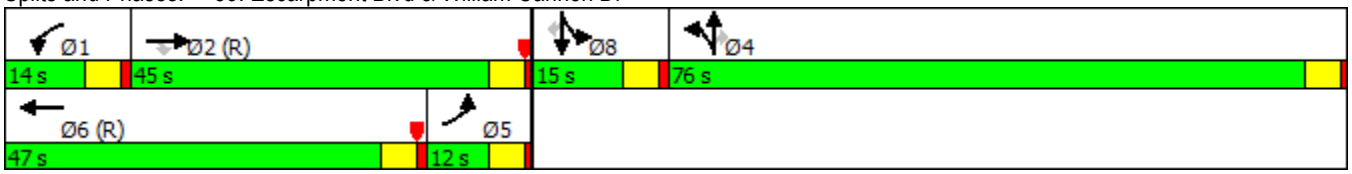
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	149	104	86	555	10	989	72	252	10	14	18
Future Volume (vph)	14	149	104	86	555	10	989	72	252	10	14	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		150	0		0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00		1.00	0.99	0.99	1.00		0.99
Frt			0.850		0.997			0.914	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	5068	0	3433	1605	1504	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1768	3539	1583	1770	5068	0	3428	1605	1484	1768	1863	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			193		2			61	290			124
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		736			3559			1472			418	
Travel Time (s)		11.2			53.9			33.5			9.5	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	26	276	193	159	1028	19	1832	133	467	19	26	33
Shared Lane Traffic (%)									38%			
Lane Group Flow (vph)	26	276	193	159	1047	0	1832	310	290	19	26	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

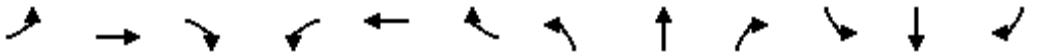
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			8
Detector Phase	5	2	2	1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0		7.0	7.0	7.0	6.0	6.0	6.0
Minimum Split (s)	10.0	30.0	30.0	10.0	30.0		32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	12.0	45.0	45.0	14.0	47.0		76.0	76.0	76.0	15.0	15.0	15.0
Total Split (%)	8.0%	30.0%	30.0%	9.3%	31.3%		50.7%	50.7%	50.7%	10.0%	10.0%	10.0%
Maximum Green (s)	7.0	40.0	40.0	9.0	42.0		71.0	71.0	71.0	10.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		20.0	20.0		20.0		22.0	22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		0	0		1		1	1	1	1	1	1
Act Effct Green (s)	6.8	33.4	33.4	9.0	40.0		82.1	82.1	82.1	7.7	7.7	7.7
Actuated g/C Ratio	0.05	0.22	0.22	0.06	0.27		0.55	0.55	0.55	0.05	0.05	0.05
v/c Ratio	0.33	0.35	0.38	1.50	0.77		0.98	0.34	0.31	0.21	0.27	0.17
Control Delay	68.0	37.7	6.2	301.4	43.2		49.3	18.1	3.2	72.9	75.0	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	37.7	6.2	301.4	43.2		49.3	18.1	3.2	72.9	75.0	1.8
LOS	E	D	A	F	D		D	B	A	E	E	A
Approach Delay		27.0			77.3			39.8			43.5	
Approach LOS		C			E			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 41 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 175
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.50
Intersection Signal Delay: 49.1 Intersection LOS: D
Intersection Capacity Utilization 98.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 59: Escarpment Blvd & William Cannon Dr



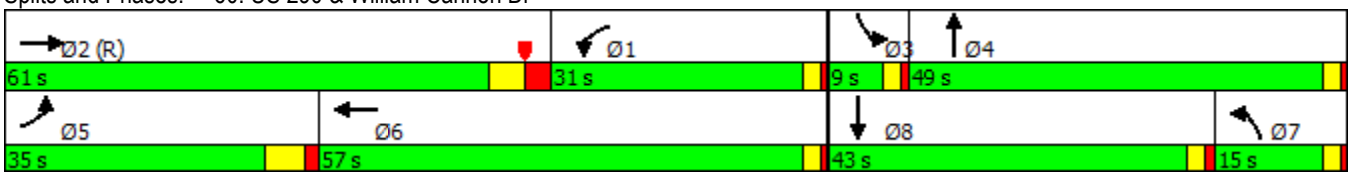


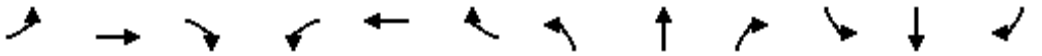
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	140	52	256	581	657	104	450	54	33	125	249
Future Volume (vph)	287	140	52	256	581	657	104	450	54	33	125	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		340	0		320	0		650	650		1000
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			200		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor	1.00					0.99						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3431	3539	1583	3433	3539	1563	3433	3539	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			479			160			452
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1034			800			1465			1442	
Travel Time (s)		15.7			12.1			22.2			21.8	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	521	254	94	464	1054	1192	189	816	98	60	227	452
Shared Lane Traffic (%)												
Lane Group Flow (vph)	521	254	94	464	1054	1192	189	816	98	60	227	452
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			Free			Free			Free			Free
Minimum Split (s)	11.0	14.0		8.0	21.0		8.0	43.0		8.0	43.0	
Total Split (s)	35.0	61.0		31.0	57.0		15.0	49.0		9.0	43.0	
Total Split (%)	23.3%	40.7%		20.7%	38.0%		10.0%	32.7%		6.0%	28.7%	
Maximum Green (s)	29.0	54.0		28.0	54.0		12.0	46.0		6.0	40.0	
Yellow Time (s)	4.5	4.0		2.0	2.0		2.0	2.0		2.0	2.0	
All-Red Time (s)	1.5	3.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								33.0			33.0	
Pedestrian Calls (#/hr)								0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	29.0	54.0	150.0	28.0	54.0	150.0	12.0	46.0	150.0	6.0	40.0	150.0
Actuated g/C Ratio	0.19	0.36	1.00	0.19	0.36	1.00	0.08	0.31	1.00	0.04	0.27	1.00
v/c Ratio	0.79	0.20	0.06	0.72	0.83	0.76	0.69	0.75	0.06	0.44	0.17	0.29
Control Delay	78.7	39.2	0.0	59.1	45.3	6.0	80.9	52.1	0.1	80.6	42.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.7	39.2	0.0	59.1	45.3	6.0	80.9	52.1	0.1	80.6	42.6	0.5
LOS	E	D	A	E	D	A	F	D	A	F	D	A
Approach Delay		58.7			30.4			52.4			19.9	
Approach LOS		E			C			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 39 (26%), Referenced to phase 2:EBT, Start of Red			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 38.0		Intersection LOS: D	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 60: US 290 & William Cannon Dr



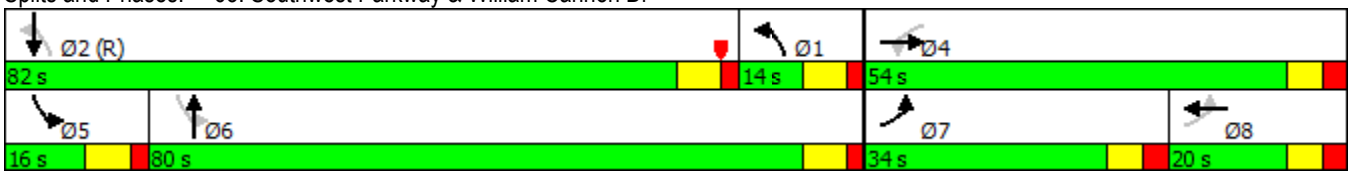


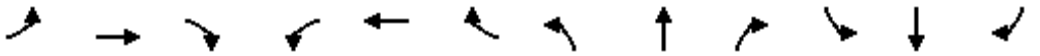
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	100	54	400	100	125	52	819	250	100	1459	289
Future Volume (vph)	307	100	54	400	100	125	52	819	250	100	1459	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	80			80			80			80		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.927			0.917			0.978			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4714	0	1770	4663	0	1770	4973	0	1770	4958	0
Flt Permitted	0.601			0.620			0.053			0.067		
Satd. Flow (perm)	1120	4714	0	1155	4663	0	99	4973	0	125	4958	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			119			32			39	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1207			496			839			714	
Travel Time (s)		18.3			7.5			10.4			8.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	176%	100%	176%	100%	100%	100%	176%	176%	100%	100%	176%	176%
Adj. Flow (vph)	557	103	98	412	103	129	94	1486	258	103	2647	524
Shared Lane Traffic (%)												
Lane Group Flow (vph)	557	201	0	412	232	0	94	1744	0	103	3171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4			8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			2			6		
Detector Phase	7	4		4	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	12.0	49.0		49.0	49.0		12.0	46.0		12.0	46.0	
Total Split (s)	34.0	54.0		54.0	20.0		14.0	80.0		16.0	82.0	
Total Split (%)	22.7%	36.0%		36.0%	13.3%		9.3%	53.3%		10.7%	54.7%	
Maximum Green (s)	27.0	47.0		47.0	13.0		7.0	73.0		9.0	75.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		1.5	4.0		1.5	4.0	
Recall Mode	None	Max		Max	Max		None	Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		35.0		35.0	35.0			32.0			32.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	40.0	47.0		47.0	13.0		82.0	74.4		82.0	75.0	
Actuated g/C Ratio	0.27	0.31		0.31	0.09		0.55	0.50		0.55	0.50	
v/c Ratio	1.34	0.13		1.14	0.45		0.71	0.70		0.68	1.27	
Control Delay	206.2	19.9		137.3	34.4		74.5	30.7		44.0	157.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	206.2	19.9		137.3	34.4		74.5	30.7		44.0	157.5	
LOS	F	B		F	C		E	C		D	F	
Approach Delay		156.8			100.2			33.0			153.9	
Approach LOS		F			F			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 105 (70%), Referenced to phase 2:NBSB, Start of Red			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay: 114.8		Intersection LOS: F	
Intersection Capacity Utilization 124.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 63: Southwest Parkway & William Cannon Dr



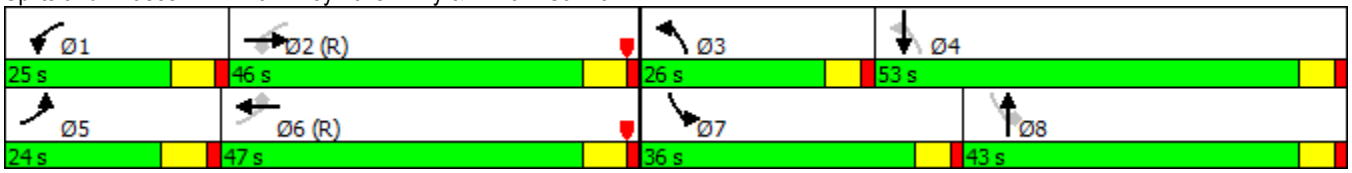


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	650	550	200	650	150	400	300	100	400	900	600
Future Volume (vph)	350	650	550	200	650	150	400	300	100	400	900	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		200	200		200	260		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	100			100			95			145		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3327	0
Flt Permitted	0.099			0.099			0.084			0.446		
Satd. Flow (perm)	184	1863	1583	184	1863	1583	156	3539	1583	831	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			317			145			153		111	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2988			854			1445			886	
Travel Time (s)		45.3			12.9			32.8			20.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	407	756	640	233	756	174	465	349	116	465	1047	698
Shared Lane Traffic (%)												
Lane Group Flow (vph)	407	756	640	233	756	174	465	349	116	465	1745	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2		6	4		8	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	10.5	29.5	29.5	8.5	29.5	
Total Split (s)	24.0	46.0	46.0	25.0	47.0	47.0	26.0	43.0	43.0	36.0	53.0	
Total Split (%)	16.0%	30.7%	30.7%	16.7%	31.3%	31.3%	17.3%	28.7%	28.7%	24.0%	35.3%	
Maximum Green (s)	17.5	39.5	39.5	18.5	40.5	40.5	20.5	37.5	37.5	30.5	47.5	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.5	2.5	3.0	1.5	1.5	3.0	1.5	1.5	1.5	1.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		12.0	12.0		12.0	12.0		7.0	7.0		7.0	
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		17.0	17.0		17.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	58.0	40.3	40.3	58.0	40.5	40.5	68.0	39.6	39.6	68.0	47.5	
Actuated g/C Ratio	0.39	0.27	0.27	0.39	0.27	0.27	0.45	0.26	0.26	0.45	0.32	
v/c Ratio	1.59	1.52	0.98	0.90	1.50	0.33	1.60	0.37	0.22	0.84	1.55	
Control Delay	303.6	262.6	33.7	76.9	274.2	11.6	316.7	47.1	3.2	42.3	283.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	303.6	262.6	33.7	76.9	274.2	11.6	316.7	47.1	3.2	42.3	283.0	
LOS	F	F	C	E	F	B	F	D	A	D	F	
Approach Delay		190.6			195.4			176.4			232.3	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 86 (57%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 204.4		Intersection LOS: F	
Intersection Capacity Utilization 139.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: McKinney Falls Pkwy & William Cannon Dr



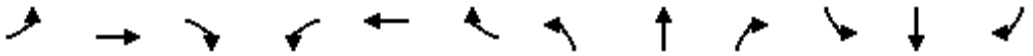
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	0	1585	456	29	1347	214	18
Future Volume (vph)	0	1585	456	29	1347	214	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	240		0	0
Storage Lanes	1		0	1		1	1
Taper Length (ft)	90			75		75	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.953					0.850
Flt Protected				0.950		0.950	
Satd. Flow (prot)	1863	3373	0	1770	1863	1770	1583
Flt Permitted				0.039		0.950	
Satd. Flow (perm)	1863	3373	0	73	1863	1770	1583
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)		74					29
Link Speed (mph)		45			45	30	
Link Distance (ft)		1069			737	1212	
Travel Time (s)		16.2			11.2	27.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	158%	100%	158%	158%	100%	158%	158%
Adj. Flow (vph)	0	1634	743	47	1389	349	29
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	2377	0	47	1389	349	29
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		16			15	12	
Link Offset(ft)		0			0	0	
Crosswalk Width(ft)		16			16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	15		15	9
Number of Detectors	1	2		1	2	1	1
Detector Template	Left	Thru		Left	Thru	Left	Right
Leading Detector (ft)	20	100		20	100	20	20
Trailing Detector (ft)	0	0		0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94		
Detector 2 Size(ft)		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)		0.0			0.0		
Turn Type	Perm	NA		pm+pt	NA	Perm	Prot
Protected Phases		2		1	6		8

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases	2			6		8	
Detector Phase	2	2		1	6	8	8
Switch Phase							
Minimum Initial (s)	25.0	25.0		5.0	25.0	5.0	5.0
Minimum Split (s)	31.0	31.0		11.0	31.0	29.0	29.0
Total Split (s)	85.0	85.0		15.0	100.0	50.0	50.0
Total Split (%)	56.7%	56.7%		10.0%	66.7%	33.3%	33.3%
Maximum Green (s)	79.0	79.0		9.0	94.0	47.0	47.0
Yellow Time (s)	4.5	4.5		4.5	4.5	2.0	2.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	3.0	3.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0	2.0		1.5	2.0	3.0	3.0
Recall Mode	C-Max	C-Max		None	C-Max	None	None
Walk Time (s)	5.0	5.0				5.0	5.0
Flash Dont Walk (s)	14.0	14.0				21.0	21.0
Pedestrian Calls (#/hr)	0	0				0	0
Act Effct Green (s)		96.6		106.0	106.0	35.0	35.0
Actuated g/C Ratio		0.64		0.71	0.71	0.23	0.23
v/c Ratio		1.08		0.41	1.06	0.85	0.07
Control Delay		57.8		22.8	47.4	72.9	12.8
Queue Delay		0.0		0.0	0.0	0.0	0.0
Total Delay		57.8		22.8	47.4	72.9	12.8
LOS		E		C	D	E	B
Approach Delay		57.8			46.6	68.3	
Approach LOS		E			D	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 35 (23%), Referenced to phase 2:EBTU and 6:WBTL, Start of Red			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 54.9		Intersection LOS: D	
Intersection Capacity Utilization 98.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Salt Spring Dr & William Cannon Dr





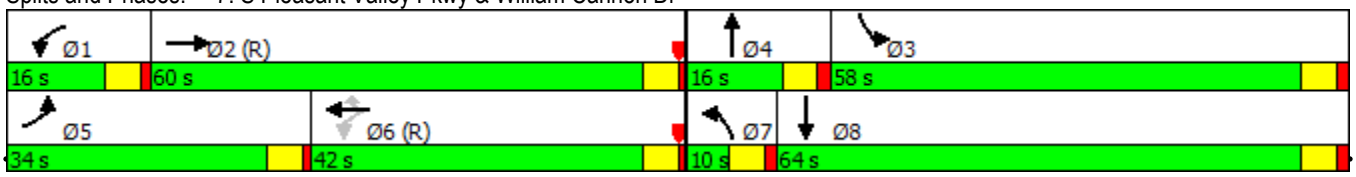
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	1201	33	117	1041	519	41	50	132	1000	174	844
Future Volume (vph)	354	1201	33	117	1041	519	41	50	132	1000	174	844
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	380		0	105		0	120		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	75			75			75			80		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00			1.00				0.98	
Frt		0.994				0.850		0.906			0.876	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	3539	1583	1770	3207	0	1770	3054	0
Flt Permitted	0.950			0.138			0.950			0.950		
Satd. Flow (perm)	1770	5050	0	257	3539	1583	1769	3207	0	1770	3054	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				332		119			405	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2427			3727			972			811	
Travel Time (s)		36.8			56.5			22.1			18.4	
Confl. Peds. (#/hr)			7	7			5					5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	158%	100%	158%	100%	100%	100%	158%	158%	100%	100%	158%	158%
Adj. Flow (vph)	583	1251	54	122	1084	541	67	82	138	1042	286	1389
Shared Lane Traffic (%)												
Lane Group Flow (vph)	583	1305	0	122	1084	541	67	220	0	1042	1675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases				6		6						
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	10.0	10.0	3.0	10.0		3.0	3.0	
Minimum Split (s)	10.0	30.0		10.0	23.0	23.0	10.0	16.0		10.0	10.0	
Total Split (s)	34.0	60.0		16.0	42.0	42.0	10.0	16.0		58.0	64.0	
Total Split (%)	22.7%	40.0%		10.7%	28.0%	28.0%	6.7%	10.7%		38.7%	42.7%	
Maximum Green (s)	29.0	55.0		11.0	37.0	37.0	4.5	10.5		52.5	58.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		1.5	4.5	4.5	1.7	2.0		1.7	2.0	
Recall Mode	Max	C-Max		Max	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									29.0	
Pedestrian Calls (#/hr)		7									5	
Act Effct Green (s)	29.0	55.0		48.0	37.0	37.0	4.5	10.5		52.5	58.5	
Actuated g/C Ratio	0.19	0.37		0.32	0.25	0.25	0.03	0.07		0.35	0.39	
v/c Ratio	1.70	0.70		0.63	1.24	0.85	1.26	0.66		1.68	1.62dr	
Control Delay	364.3	16.2		35.4	154.8	20.5	264.6	40.9		346.2	113.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	364.3	16.2		35.4	154.8	20.5	264.6	40.9		346.2	113.6	
LOS	F	B		D	F	C	F	D		F	F	
Approach Delay		123.7			104.9			93.1			202.8	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 104 (69%), Referenced to phase 2:EBT and 6:WBTL, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.70
Intersection Signal Delay: 149.8 Intersection LOS: F
Intersection Capacity Utilization 141.0% ICU Level of Service H
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: S Pleasant Valley Pkwy & William Cannon Dr





Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	48	1619	112	66	2033	20	75	2	38	14	3
Future Volume (vph)	14	48	1619	112	66	2033	20	75	2	38	14	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125		0	95		0	0		0	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		100			100			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						1.00			0.99	0.97		0.98
Frt			0.985			0.998				0.850		0.907
Flt Protected		0.950			0.950				0.953			0.987
Satd. Flow (prot)	0	1770	5009	0	1770	5071	0	0	1775	1583	0	1642
Flt Permitted		0.048			0.067				0.662			0.908
Satd. Flow (perm)	0	89	5009	0	125	5071	0	0	1223	1531	0	1504
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			18			2				65		61
Link Speed (mph)			40			45			30			30
Link Distance (ft)			2994			2119			618			229
Travel Time (s)			51.0			32.1			14.0			5.2
Confl. Peds. (#/hr)		6					6	9		19	19	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	158%	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	23	77	1652	181	106	2074	32	121	3	61	23	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	1833	0	106	2106	0	0	124	61	0	89
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	38
Future Volume (vph)	38
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
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. Peds. (#/hr)	9
Peak Hour Factor	0.98
Growth Factor	158%
Adj. Flow (vph)	61
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	6	6			2			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	24.0		4.0	24.0		12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	11.0	11.0	30.0		11.0	30.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	21.0	21.0	83.0		21.0	83.0		46.0	46.0	46.0	46.0	46.0
Total Split (%)	14.0%	14.0%	55.3%		14.0%	55.3%		30.7%	30.7%	30.7%	30.7%	30.7%
Maximum Green (s)	15.0	15.0	77.0		15.0	77.0		40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	2.0		1.5	2.0		2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	C-Max		None	C-Max		Max	Max	Max	Max	Max
Walk Time (s)			5.0			5.0						
Flash Dont Walk (s)			11.0			11.0						
Pedestrian Calls (#/hr)			0			6						
Act Effct Green (s)		92.0	83.2		92.0	83.4			40.0	40.0		40.0
Actuated g/C Ratio		0.61	0.55		0.61	0.56			0.27	0.27		0.27
v/c Ratio		0.66	0.66		0.62	0.75			0.38	0.13		0.20
Control Delay		54.9	7.0		30.2	22.9			49.1	8.9		17.2
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		54.9	7.0		30.2	22.9			49.1	8.9		17.2
LOS		D	A		C	C			D	A		B
Approach Delay			9.5			23.2			35.8			17.2
Approach LOS			A			C			D			B

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 51 (34%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 73.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 15: Stonleigh Pl & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	19	83	1779	370	6	94	1682	77	259	142	140	114
Future Volume (vph)	19	83	1779	370	6	94	1682	77	259	142	140	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	125		0	100
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		75				75			150			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97			1.00			0.95		0.98	0.99
Frt			0.963				0.990				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1770	4762	0	0	1770	5034	0	1770	1863	1583	1770
Flt Permitted		0.950				0.950			0.485			0.447
Satd. Flow (perm)	0	1770	4762	0	0	1764	5034	0	857	1863	1550	828
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			72				10				124	
Link Speed (mph)			40				40			30		
Link Distance (ft)			778				2994			762		
Travel Time (s)			13.3				51.0			17.3		
Confl. Peds. (#/hr)				35		35			53		7	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	158%	158%	100%	158%	158%	158%	100%	158%	158%	158%	158%	158%
Adj. Flow (vph)	31	135	1834	603	10	153	1734	125	422	231	228	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	2437	0	0	163	1859	0	422	231	228	186
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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2	1	1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100		20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		



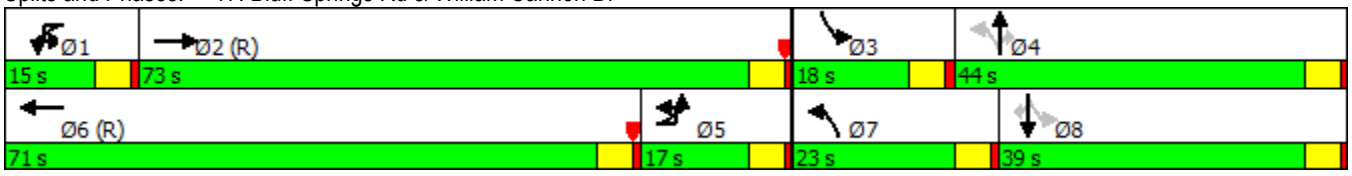
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	75	98
Future Volume (vph)	75	98
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.92
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1455
Right Turn on Red		Yes
Satd. Flow (RTOR)		124
Link Speed (mph)	30	
Link Distance (ft)	760	
Travel Time (s)	17.3	
Confl. Peds. (#/hr)		53
Peak Hour Factor	0.97	0.97
Growth Factor	158%	158%
Adj. Flow (vph)	122	160
Shared Lane Traffic (%)		
Lane Group Flow (vph)	122	160
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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA	Perm	pm+pt
Protected Phases	5	5	2		1	1	6		7	4		3
Permitted Phases									4		4	8
Detector Phase	5	5	2		1	1	6		7	4	4	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	12.0		8.0	8.0	12.0		8.0	15.0	15.0	8.0
Minimum Split (s)	15.0	15.0	33.0		13.0	13.0	28.0		13.0	39.0	39.0	13.0
Total Split (s)	17.0	17.0	73.0		15.0	15.0	71.0		23.0	44.0	44.0	18.0
Total Split (%)	11.3%	11.3%	48.7%		10.0%	10.0%	47.3%		15.3%	29.3%	29.3%	12.0%
Maximum Green (s)	12.0	12.0	68.0		10.0	10.0	66.0		18.0	39.0	39.0	13.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Min		Min	Min	C-Min		None	Min	Min	Min
Walk Time (s)			7.0				7.0			7.0	7.0	
Flash Dont Walk (s)			21.0				16.0			27.0	27.0	
Pedestrian Calls (#/hr)			17				0			7	7	
Act Effct Green (s)		17.1	68.3			17.1	68.4		49.5	31.7	31.7	39.4
Actuated g/C Ratio		0.11	0.46			0.11	0.46		0.33	0.21	0.21	0.26
v/c Ratio		0.83	1.10			0.81	0.81		1.08	0.59	0.54	0.62
Control Delay		70.7	74.6			75.6	24.8		110.0	58.3	26.7	47.1
Queue Delay		0.0	0.1			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		70.7	74.6			75.6	24.8		110.0	58.3	26.7	47.1
LOS		E	E			E	C		F	E	C	D
Approach Delay			74.4				28.8			74.9		
Approach LOS			E				C			E		

Intersection Summary

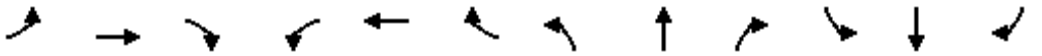
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 117 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 56.3 Intersection LOS: E
Intersection Capacity Utilization 121.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 17: Bluff Springs Rd & William Cannon Dr



Lane Group	SBT	SBR
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	39.0	39.0
Total Split (s)	39.0	39.0
Total Split (%)	26.0%	26.0%
Maximum Green (s)	34.0	34.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	27.0	27.0
Pedestrian Calls (#/hr)	26	26
Act Effct Green (s)	26.5	26.5
Actuated g/C Ratio	0.18	0.18
v/c Ratio	0.37	0.45
Control Delay	55.6	17.4
Queue Delay	0.0	0.0
Total Delay	55.6	17.4
LOS	E	B
Approach Delay	39.2	
Approach LOS	D	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	581	2283	0	0	1535	767	236	263	50	0	0	0
Future Volume (vph)	581	2283	0	0	1535	767	236	263	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		200	0		0	0		0
Storage Lanes	2		0	1		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99			0.99			
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1770	3539	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3431	3539	0	0	6408	1561	1770	3539	1563	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						360			240			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		286			778			543			438	
Travel Time (s)		4.9			13.3			12.3			10.0	
Confl. Peds. (#/hr)	8		14	14		8			2	2		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	100%	158%	158%	100%	100%	126%	158%	158%	158%	158%	158%
Adj. Flow (vph)	747	2330	0	0	1566	783	303	424	81	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	747	2330	0	0	1566	783	303	424	81	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						Free			Free			
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?												
Act Effct Green (s)	79.0	117.0			32.0	150.0	21.0	21.0	150.0			
Actuated g/C Ratio	0.53	0.78			0.21	1.00	0.14	0.14	1.00			
v/c Ratio	0.41	0.84			1.15	0.50	1.23	0.86	0.05			

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	7.0	21.0	11.0	8.0	11.0	21.0
Total Split (s)	7.0	46.0	39.0	11.0	27.0	20.0
Total Split (%)	5%	31%	26%	7%	18%	13%
Maximum Green (s)	1.0	40.0	33.0	5.0	21.0	14.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	9.6	9.4			115.1	1.6	183.9	80.1	0.1			
Queue Delay	10.5	47.0			0.7	0.0	0.0	0.0	0.0			
Total Delay	20.1	56.5			115.8	1.6	183.9	80.1	0.1			
LOS	C	E			F	A	F	F	A			
Approach Delay		47.6			77.7			111.0				
Approach LOS		D			E			F				

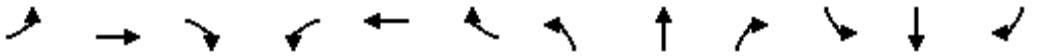
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 67.2		Intersection LOS: E	
Intersection Capacity Utilization 117.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18: IH 35 NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1885	272	681	1151	0	0	0	0	1130	434	665
Future Volume (vph)	0	1885	272	681	1151	0	0	0	0	1130	434	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	300		590
Storage Lanes	0		0	2		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00								0.99
Frt		0.972										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6204	0	3433	3539	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6204	0	3431	3539	0	0	0	0	3433	3539	1563
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38										420
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		747			286			214			648	
Travel Time (s)		12.7			4.9			4.9			14.7	
Confl. Peds. (#/hr)	10		10	10		10	2					2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	100%	158%	100%	100%	158%	158%	158%	158%	100%	158%	126%
Adj. Flow (vph)	0	1943	443	702	1187	0	0	0	0	1165	707	864
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2386	0	702	1187	0	0	0	0	1165	707	864
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases												Free
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?												
Act Effct Green (s)		47.0		41.0	94.0					44.0	44.0	150.0
Actuated g/C Ratio		0.31		0.27	0.63					0.29	0.29	1.00
v/c Ratio		1.21		0.75	0.54					1.16	0.68	0.55

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	7.0	21.0	11.0	8.0	11.0	21.0
Total Split (s)	7.0	46.0	39.0	11.0	27.0	20.0
Total Split (%)	5%	31%	26%	7%	18%	13%
Maximum Green (s)	1.0	40.0	33.0	5.0	21.0	14.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		132.6		15.5	10.8					128.5	50.8	1.4
Queue Delay		0.2		52.0	51.5					0.0	0.0	0.0
Total Delay		132.8		67.5	62.2					128.5	50.8	1.4
LOS		F		E	E					F	D	A
Approach Delay		132.8			64.2						68.3	
Approach LOS		F			E						E	

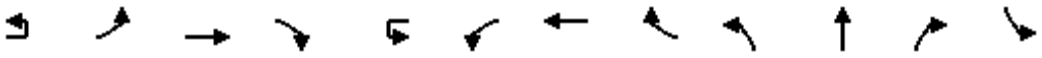
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 89.2		Intersection LOS: F	
Intersection Capacity Utilization 117.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: William Cannon Dr & IH 35 SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



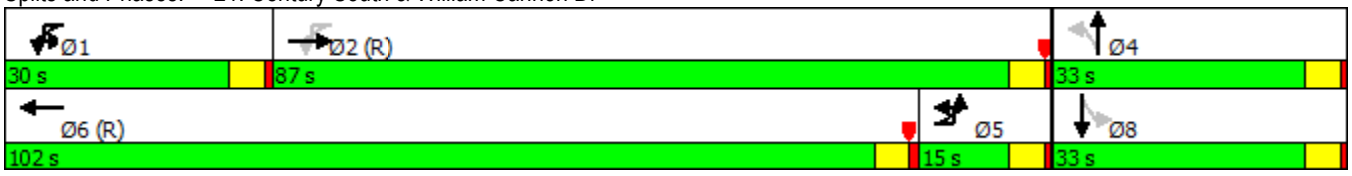
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	27	1475	85	33	184	1207	34	75	8	75	38
Future Volume (vph)	11	27	1475	85	33	184	1207	34	75	8	75	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	1		0	0
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95
Ped Bike Factor		0.99	1.00			1.00	1.00		0.99	0.98		
Frt			0.993				0.997			0.868		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	5047	0	0	1770	5067	0	1770	1591	0	0
Flt Permitted		0.950				0.052			0.694			
Satd. Flow (perm)	0	1756	5047	0	0	97	5067	0	1280	1591	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			7				4			80		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1501				747			555		
Travel Time (s)			25.6				12.7			12.6		
Confl. Peds. (#/hr)		10		2		2		10	7		4	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%
Adj. Flow (vph)	12	29	1977	90	35	196	1618	36	80	11	80	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	2067	0	0	231	1654	0	80	91	0	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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		

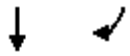
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	16	29
Future Volume (vph)	16	29
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	0.99	
Frt	0.949	
Flt Protected	0.979	
Satd. Flow (prot)	3263	0
Flt Permitted	0.793	
Satd. Flow (perm)	2636	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	31	
Link Speed (mph)	30	
Link Distance (ft)	198	
Travel Time (s)	4.5	
Confl. Peds. (#/hr)		7
Peak Hour Factor	0.94	0.94
Growth Factor	126%	100%
Adj. Flow (vph)	21	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	92	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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA		D.P+P	D.P+P	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases					2	2			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		21.0	21.0		21.0
Minimum Split (s)	10.0	10.0	25.0		10.0	10.0	25.0		33.0	33.0		33.0
Total Split (s)	15.0	15.0	87.0		30.0	30.0	102.0		33.0	33.0		33.0
Total Split (%)	10.0%	10.0%	58.0%		20.0%	20.0%	68.0%		22.0%	22.0%		22.0%
Maximum Green (s)	10.0	10.0	82.0		25.0	25.0	97.0		28.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		Min	Min	C-Min		Min	Min		None
Walk Time (s)									5.0	5.0		5.0
Flash Dont Walk (s)									23.0	23.0		23.0
Pedestrian Calls (#/hr)									4	4		7
Act Effct Green (s)		19.9	91.8			112.6	97.2		22.4	22.4		
Actuated g/C Ratio		0.13	0.61			0.75	0.65		0.15	0.15		
v/c Ratio		0.18	0.67			0.76	0.50		0.42	0.30		
Control Delay		31.9	9.9			65.4	15.4		64.5	16.5		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		31.9	9.9			65.4	15.5		64.5	16.5		
LOS		C	A			E	B		E	B		
Approach Delay			10.3				21.6			38.9		
Approach LOS			B				C			D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 41 (27%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 21: Century South & William Cannon Dr





Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	21.0	
Minimum Split (s)	33.0	
Total Split (s)	33.0	
Total Split (%)	22.0%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	5.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	7	
Act Effct Green (s)	22.4	
Actuated g/C Ratio	0.15	
v/c Ratio	0.22	
Control Delay	37.7	
Queue Delay	0.0	
Total Delay	37.7	
LOS	D	
Approach Delay	37.7	
Approach LOS	D	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	1437	58	34	26	1142	34	54	37	117	100	23
Future Volume (vph)	26	1437	58	34	26	1142	34	54	37	117	100	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0		200		0	0		0	0	
Storage Lanes	1		0		1		0	0		0	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00	1.00			0.98			0.99
Frt		0.994				0.996			0.924			0.980
Flt Protected	0.950				0.950				0.987			0.967
Satd. Flow (prot)	1770	5043	0	0	1770	5052	0	0	1676	0	0	1758
Flt Permitted	0.950				0.950				0.987			0.967
Satd. Flow (perm)	1756	5043	0	0	1765	5052	0	0	1671	0	0	1749
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		5				4			37			5
Link Speed (mph)		40				40			30			30
Link Distance (ft)		425				1501			564			234
Travel Time (s)		7.2				25.6			12.8			5.3
Confl. Peds. (#/hr)	14		8		8		14	9		7	7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	36	1968	79	47	36	1564	47	74	51	160	137	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	2047	0	0	83	1611	0	0	285	0	0	199
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



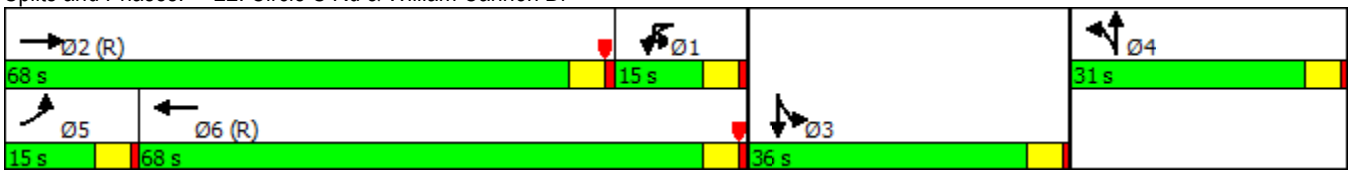
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Peak Hour Factor	0.92
Growth Factor	126%
Adj. Flow (vph)	30
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA		Split	NA
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases												
Detector Phase	5	2		1	1	6		4	4		3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		7.0	7.0		8.0	8.0
Minimum Split (s)	10.0	23.0		10.0	10.0	23.0		32.0	32.0		32.0	32.0
Total Split (s)	15.0	68.0		15.0	15.0	68.0		31.0	31.0		36.0	36.0
Total Split (%)	10.0%	45.3%		10.0%	10.0%	45.3%		20.7%	20.7%		24.0%	24.0%
Maximum Green (s)	10.0	63.0		10.0	10.0	63.0		26.0	26.0		31.0	31.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0			5.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	C-Min		None	None	C-Min		Min	Min		None	None
Walk Time (s)		5.0				5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		10.0				10.0		22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)		8				10		7	7		9	9
Act Effct Green (s)	8.2	71.2			9.6	74.8			27.3			21.8
Actuated g/C Ratio	0.05	0.47			0.06	0.50			0.18			0.15
v/c Ratio	0.38	0.85			0.73	0.64			0.85			0.77
Control Delay	94.3	16.2			81.1	16.6			73.9			78.5
Queue Delay	0.0	0.9			0.0	0.0			0.0			0.0
Total Delay	94.3	17.1			81.1	16.7			73.9			78.5
LOS	F	B			F	B			E			E
Approach Delay		18.4				19.8			73.9			78.5
Approach LOS		B				B			E			E

Intersection Summary

Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 28 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 25.5	Intersection LOS: C
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

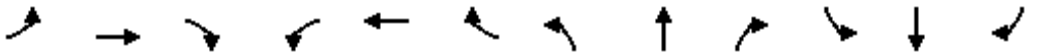
Splits and Phases: 22: Circle S Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



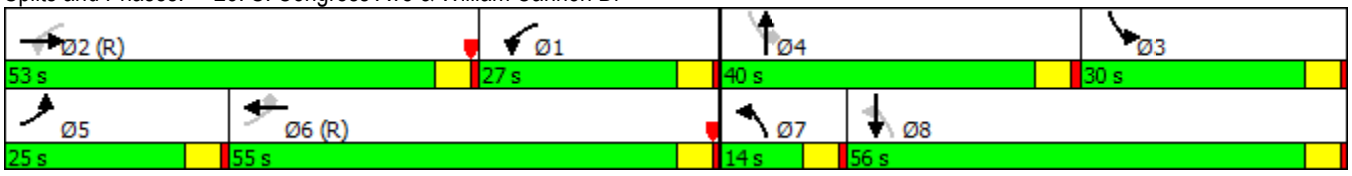
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	970	161	225	878	124	87	298	194	273	797	125
Future Volume (vph)	155	970	161	225	878	124	87	298	194	273	797	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		200	380		190	380		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		1.00				0.97			0.99	1.00	1.00	
Frt		0.979				0.850			0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4955	0	1770	5085	1583	1770	3539	1583	1770	3456	0
Flt Permitted	0.130			0.084			0.078			0.382		
Satd. Flow (perm)	242	4955	0	156	5085	1541	145	3539	1560	711	3456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				125			252		13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1115			425			1302			965	
Travel Time (s)		19.0			7.2			29.6			21.9	
Confl. Peds. (#/hr)	7		10	10		7	12		2	2		12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	201	1260	209	292	1140	161	113	387	252	355	1035	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	1469	0	292	1140	161	113	387	252	355	1197	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

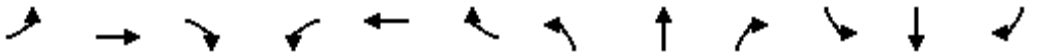
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2		6	8		4	4		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	5.0	8.0	8.0	8.0	12.0	
Minimum Split (s)	10.0	31.0		10.0	26.0	26.0	10.0	37.0	37.0	13.0	43.0	
Total Split (s)	25.0	53.0		27.0	55.0	55.0	14.0	40.0	40.0	30.0	56.0	
Total Split (%)	16.7%	35.3%		18.0%	36.7%	36.7%	9.3%	26.7%	26.7%	20.0%	37.3%	
Maximum Green (s)	20.0	48.0		22.0	50.0	50.0	9.0	35.0	35.0	25.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max	Max	Min	Min	
Walk Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Flash Dont Walk (s)		15.0			15.0	15.0		26.0	26.0		32.0	
Pedestrian Calls (#/hr)		10			7	7		2	2		10	
Act Effct Green (s)	69.4	47.6		69.4	53.7	53.7	60.6	35.6	35.6	60.6	51.0	
Actuated g/C Ratio	0.46	0.32		0.46	0.36	0.36	0.40	0.24	0.24	0.40	0.34	
v/c Ratio	0.74	0.93		0.95	0.63	0.26	0.70	0.46	0.45	0.77	1.01	
Control Delay	46.6	54.0		62.8	13.8	2.4	52.5	51.3	7.8	56.0	77.1	
Queue Delay	0.0	5.2		0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.6	59.2		62.8	14.3	2.4	52.5	51.3	7.9	56.0	77.1	
LOS	D	E		E	B	A	D	D	A	E	E	
Approach Delay		57.7			22.0			36.9			72.3	
Approach LOS		E			C			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 48.7 Intersection LOS: D
Intersection Capacity Utilization 106.4% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 23: S. Congress Ave & William Cannon Dr



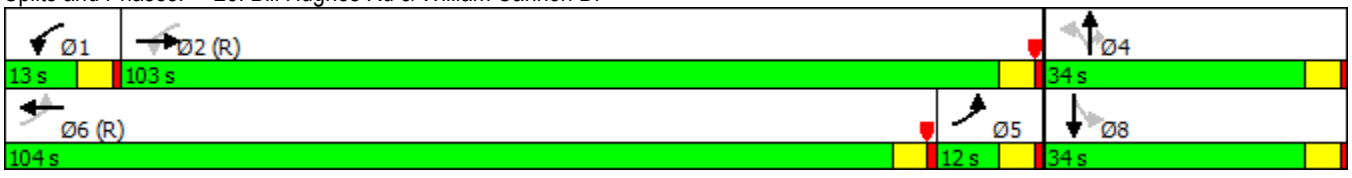


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1271	33	34	1077	23	33	1	36	67	11	3
Future Volume (vph)	4	1271	33	34	1077	23	33	1	36	67	11	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00			0.99			1.00	
Frt		0.996			0.997				0.850		0.995	
Flt Protected	0.950			0.950				0.953			0.960	
Satd. Flow (prot)	1770	5059	0	1770	5065	0	0	1775	1583	0	1777	0
Flt Permitted	0.141			0.097				0.735			0.730	
Satd. Flow (perm)	262	5059	0	181	5065	0	0	1352	1583	0	1352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4				87		1	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1020			1091			865			483	
Travel Time (s)		17.4			18.6			19.7			11.0	
Confl. Peds. (#/hr)	9		7	7		9	14					14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	6	1760	46	47	1491	32	46	1	50	93	15	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	1806	0	47	1523	0	0	47	50	0	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	16.0		4.0	16.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		42.0	42.0	42.0	42.0	42.0	
Total Split (s)	12.0	103.0		13.0	104.0		34.0	34.0	34.0	34.0	34.0	
Total Split (%)	8.0%	68.7%		8.7%	69.3%		22.7%	22.7%	22.7%	22.7%	22.7%	
Maximum Green (s)	7.0	98.0		8.0	99.0		29.0	29.0	29.0	29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0		14.0	14.0	14.0	14.0	14.0	
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		7			9		0	0	0	10	10	
Act Effct Green (s)	119.3	111.0		116.3	116.2			19.7	19.7		19.7	
Actuated g/C Ratio	0.80	0.74		0.78	0.77			0.13	0.13		0.13	
v/c Ratio	0.02	0.48		0.23	0.39			0.27	0.18		0.63	
Control Delay	3.6	11.8		7.4	3.1			58.7	2.6		74.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	3.6	11.8		7.4	3.1			58.7	2.6		74.8	
LOS	A	B		A	A			E	A		E	
Approach Delay		11.8			3.2			29.8			74.8	
Approach LOS		B			A			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 149 (99%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 28: Bill Hughes Rd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	149	1022	146	5	192	830	91	133	420	90	215	985
Future Volume (vph)	149	1022	146	5	192	830	91	133	420	90	215	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	200		0	200	
Storage Lanes	1		0		1		0	1		0	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.99	0.99			1.00	1.00		1.00	1.00		1.00	1.00
Frt		0.981				0.985			0.974			0.986
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	4962	0	0	1770	4984	0	1770	3436	0	1770	3475
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1757	4962	0	0	1763	4984	0	1761	3436	0	1765	3475
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		18				12			16			8
Link Speed (mph)		40				40			30			30
Link Distance (ft)		1182				1020			1438			1411
Travel Time (s)		20.1				17.4			32.7			32.1
Confl. Peds. (#/hr)	17		14		14		17	25		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	198	1355	194	7	255	1101	121	176	557	119	285	1306
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	1549	0	0	262	1222	0	176	676	0	285	1443
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												
Headway Factor	1.00	1.00	1.00	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	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



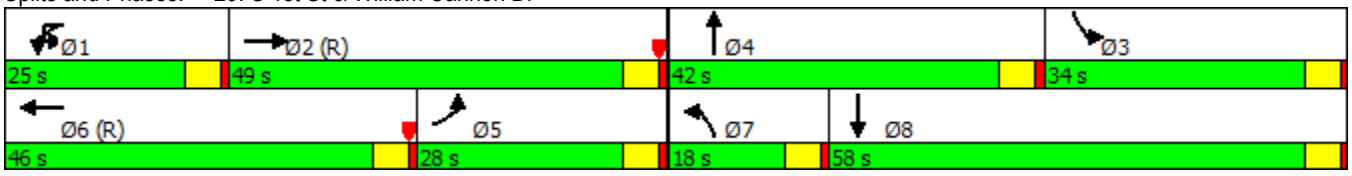
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	103
Future Volume (vph)	103
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	25
Peak Hour Factor	0.95
Growth Factor	126%
Adj. Flow (vph)	137
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2		1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2		1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	8.0	12.0		6.0	6.0	12.0		5.0	8.0		9.0	10.0
Minimum Split (s)	13.0	25.0		11.0	11.0	25.0		10.0	38.0		14.0	38.0
Total Split (s)	28.0	49.0		25.0	25.0	46.0		18.0	42.0		34.0	58.0
Total Split (%)	18.7%	32.7%		16.7%	16.7%	30.7%		12.0%	28.0%		22.7%	38.7%
Maximum Green (s)	23.0	44.0		20.0	20.0	41.0		13.0	37.0		29.0	53.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lead		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	Min
Walk Time (s)		5.0				5.0			12.0			12.0
Flash Dont Walk (s)		15.0				15.0			21.0			21.0
Pedestrian Calls (#/hr)		10				10			5			12
Act Effct Green (s)	23.6	44.0			20.0	40.4		13.0	33.9		32.1	53.0
Actuated g/C Ratio	0.16	0.29			0.13	0.27		0.09	0.23		0.21	0.35
v/c Ratio	0.71	1.06			1.11	0.91		1.15	0.86		0.75	1.17
Control Delay	62.4	81.7			150.2	38.6		176.5	65.9		69.3	128.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	62.4	81.7			150.2	38.6		176.5	65.9		69.3	128.2
LOS	E	F			F	D		F	E		E	F
Approach Delay		79.5				58.3			88.8			118.5
Approach LOS		E				E			F			F

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 83 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 87.0 Intersection LOS: F
Intersection Capacity Utilization 107.5% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 29: S 1st St & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	33	1249	135	117	904	29	37	35	71	12	60
Future Volume (vph)	5	33	1249	135	117	904	29	37	35	71	12	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		0	0		200	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00			1.00				0.98		1.00
Frt			0.988			0.996				0.850		
Flt Protected		0.950			0.950				0.978			0.993
Satd. Flow (prot)	0	1770	5011	0	1770	5061	0	0	1822	1583	0	1850
Flt Permitted		0.184			0.103				0.737			0.946
Satd. Flow (perm)	0	342	5011	0	192	5061	0	0	1373	1559	0	1761
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			15			5				87		
Link Speed (mph)			40			40			30			30
Link Distance (ft)			804			1182			758			714
Travel Time (s)			13.7			20.1			17.2			16.2
Confl. Peds. (#/hr)		4		4	4		4			2	2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	5	35	1692	145	126	1225	31	40	47	76	13	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	1837	0	126	1256	0	0	87	76	0	94
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0



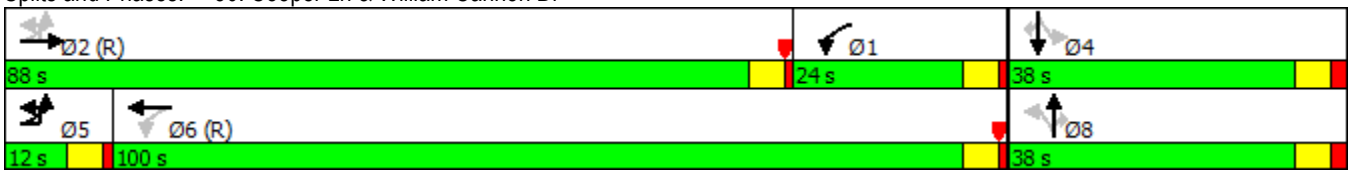
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	87
Future Volume (vph)	87
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	94
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.93
Growth Factor	100%
Adj. Flow (vph)	94
Shared Lane Traffic (%)	
Lane Group Flow (vph)	94
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	2	2			6			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0		5.0	12.0		10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	10.0	26.0		10.0	26.0		34.0	34.0	34.0	34.0	34.0
Total Split (s)	12.0	12.0	88.0		24.0	100.0		38.0	38.0	38.0	38.0	38.0
Total Split (%)	8.0%	8.0%	58.7%		16.0%	66.7%		25.3%	25.3%	25.3%	25.3%	25.3%
Maximum Green (s)	7.0	7.0	83.0		19.0	95.0		32.0	32.0	32.0	32.0	32.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)			5.0			5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)			16.0			16.0		23.0	23.0	23.0	23.0	23.0
Pedestrian Calls (#/hr)			4			4		2	2	2	0	0
Act Effct Green (s)		109.7	109.7		113.7	113.7			15.9	15.9		15.9
Actuated g/C Ratio		0.73	0.73		0.76	0.76			0.11	0.11		0.11
v/c Ratio		0.13	0.50		0.54	0.33			0.60	0.31		0.51
Control Delay		3.9	4.3		18.8	3.4			79.4	11.0		71.1
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		3.9	4.3		18.8	3.4			79.4	11.0		71.1
LOS		A	A		B	A			E	B		E
Approach Delay			4.3			4.8			47.5			42.6
Approach LOS			A			A			D			D

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 127 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 65.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 30: Cooper Ln & William Cannon Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	34.0
Total Split (s)	38.0
Total Split (%)	25.3%
Maximum Green (s)	32.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.9
Actuated g/C Ratio	0.11
v/c Ratio	0.37
Control Delay	14.2
Queue Delay	0.0
Total Delay	14.2
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	18	72	1180	2	4	978	56	0	0	0	158	1
Future Volume (vph)	18	72	1180	2	4	978	56	0	0	0	158	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00						1.00
Frt						0.994						
Flt Protected		0.950			0.950							0.953
Satd. Flow (prot)	0	1770	5085	0	1770	5049	0	0	1863	0	0	1775
Flt Permitted		0.179			0.140							0.728
Satd. Flow (perm)	0	333	5085	0	260	5049	0	0	1863	0	0	1353
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)						10						
Link Speed (mph)			40			40			30			30
Link Distance (ft)			1709			804			340			809
Travel Time (s)			29.1			13.7			7.7			18.4
Confl. Peds. (#/hr)		1		5	5		1	2		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
Growth Factor	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	19	75	1549	2	4	1284	58	0	0	0	165	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	1551	0	4	1342	0	0	0	0	0	166
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

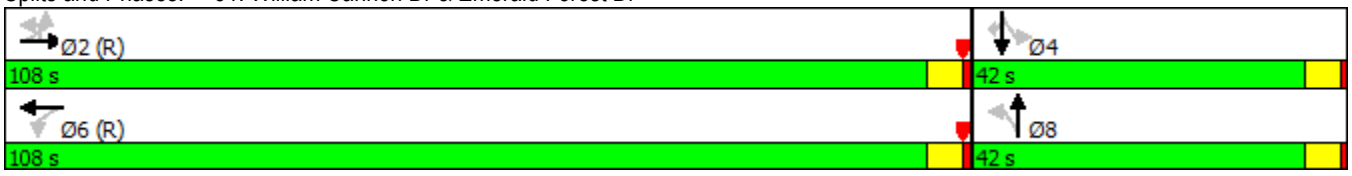


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	207
Future Volume (vph)	207
Ideal Flow (vphpl)	1900
Storage Length (ft)	170
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1558
Right Turn on Red	Yes
Satd. Flow (RTOR)	87
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Peak Hour Factor	0.96
Growth Factor	100%
Adj. Flow (vph)	216
Shared Lane Traffic (%)	
Lane Group Flow (vph)	216
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Perm	Perm	NA		Perm	NA					Perm	NA
Protected Phases			2			6			8			4
Permitted Phases	2	2			6			8			4	
Detector Phase	2	2	2		6	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0		12.0	12.0		1.0	1.0		12.0	12.0
Minimum Split (s)	17.0	17.0	17.0		23.0	23.0		28.0	28.0		28.0	28.0
Total Split (s)	108.0	108.0	108.0		108.0	108.0		42.0	42.0		42.0	42.0
Total Split (%)	72.0%	72.0%	72.0%		72.0%	72.0%		28.0%	28.0%		28.0%	28.0%
Maximum Green (s)	103.0	103.0	103.0		103.0	103.0		37.0	37.0		37.0	37.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0			5.0			5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		C-Min	C-Min		None	None		None	None
Walk Time (s)					6.0	6.0		6.0	6.0		6.0	6.0
Flash Dont Walk (s)					11.0	11.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)					5	5		1	1		2	2
Act Effct Green (s)		116.1	116.1		116.1	116.1						23.9
Actuated g/C Ratio		0.77	0.77		0.77	0.77						0.16
v/c Ratio		0.37	0.39		0.02	0.34						0.77
Control Delay		15.6	9.4		2.5	4.0						82.5
Queue Delay		0.0	0.0		0.0	0.0						0.0
Total Delay		15.6	9.4		2.5	4.0						82.5
LOS		B	A		A	A						F
Approach Delay			9.8			4.0						61.1
Approach LOS			A			A						E

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 25 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 31: William Cannon Dr & Emerald Forest Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	28.0
Total Split (s)	42.0
Total Split (%)	28.0%
Maximum Green (s)	37.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	6.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	23.9
Actuated g/C Ratio	0.16
v/c Ratio	0.67
Control Delay	44.6
Queue Delay	0.0
Total Delay	44.6
LOS	D
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	73	1236	37	9	65	954	34	34	28	59	19	45
Future Volume (vph)	73	1236	37	9	65	954	34	34	28	59	19	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	0		200	0	
Storage Lanes	1		0		1		0	0		1	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					1.00			1.00	0.99		1.00
Frt		0.996				0.996				0.850		
Flt Protected	0.950				0.950				0.976			0.988
Satd. Flow (prot)	1770	5065	0	0	1770	5061	0	0	1818	1583	0	1840
Flt Permitted	0.190				0.124				0.740			0.905
Satd. Flow (perm)	354	5065	0	0	231	5061	0	0	1377	1562	0	1685
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		3				4				87		
Link Speed (mph)		40				40			30			30
Link Distance (ft)		1089				1709			975			662
Travel Time (s)		18.6				29.1			22.2			15.0
Confl. Peds. (#/hr)	3						3	1		1	1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	74	1589	38	9	66	1227	35	35	36	60	19	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1627	0	0	75	1262	0	0	71	60	0	77
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0

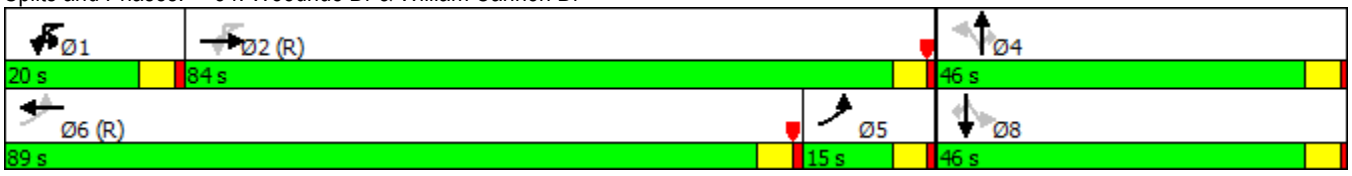
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	109
Future Volume (vph)	109
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1562
Right Turn on Red	Yes
Satd. Flow (RTOR)	111
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.98
Growth Factor	100%
Adj. Flow (vph)	111
Shared Lane Traffic (%)	
Lane Group Flow (vph)	111
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	2		1	1	6			4			8
Permitted Phases	6			2	2			4		4	8	
Detector Phase	5	2		1	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		7.0	7.0	10.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		12.0	12.0	24.0		30.0	30.0	30.0	30.0	30.0
Total Split (s)	15.0	84.0		20.0	20.0	89.0		46.0	46.0	46.0	46.0	46.0
Total Split (%)	10.0%	56.0%		13.3%	13.3%	59.3%		30.7%	30.7%	30.7%	30.7%	30.7%
Maximum Green (s)	10.0	79.0		15.0	15.0	84.0		41.0	41.0	41.0	41.0	41.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0	5.0		5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		Min	Min	C-Min		None	None	None	None	None
Walk Time (s)		5.0				5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		14.0				14.0		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		0				3		1	1	1	1	1
Act Effct Green (s)	122.3	112.3			121.3	108.5			13.7	13.7		13.7
Actuated g/C Ratio	0.82	0.75			0.81	0.72			0.09	0.09		0.09
v/c Ratio	0.17	0.43			0.27	0.34			0.56	0.27		0.50
Control Delay	4.5	10.1			5.3	8.1			80.5	6.9		74.2
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay	4.5	10.1			5.3	8.1			80.5	6.9		74.2
LOS	A	B			A	A			F	A		E
Approach Delay		9.9				8.0			46.8			39.6
Approach LOS		A				A			D			D

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 63 (42%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 34: Woodhue Dr & William Cannon Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	46.0
Total Split (%)	30.7%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	13.7
Actuated g/C Ratio	0.09
v/c Ratio	0.46
Control Delay	15.6
Queue Delay	0.0
Total Delay	15.6
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary

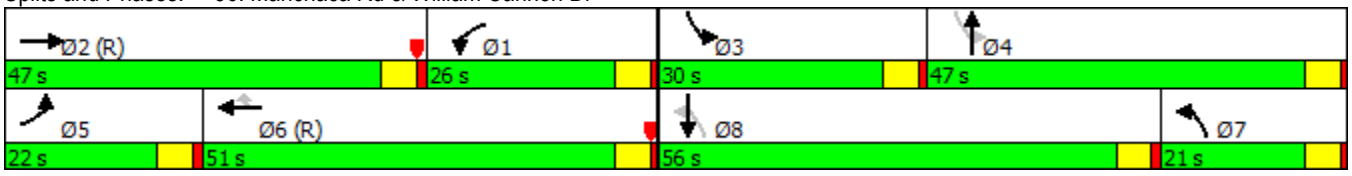
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	910	329	221	588	186	238	544	126	243	1034	97
Future Volume (vph)	106	910	329	221	588	186	238	544	126	243	1034	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	230		0	200		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.98		0.99		0.98		1.00			1.00	
Frt		0.960				0.850		0.972			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4806	0	1770	3539	1583	1770	3425	0	1770	3486	0
Flt Permitted	0.950			0.950			0.078			0.093		
Satd. Flow (perm)	1767	4806	0	1761	3539	1557	145	3425	0	173	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60				229		19			7	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3162			1619			1822			706	
Travel Time (s)		53.9			27.6			41.4			16.0	
Confl. Peds. (#/hr)	2		21	21		2	8		7	7		8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	138	1182	427	287	764	242	309	707	164	316	1343	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	1609	0	287	764	242	309	871	0	316	1469	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								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	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

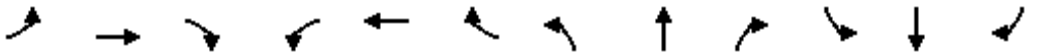
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		8.0	12.0	12.0	5.0	10.0		7.0	10.0	
Minimum Split (s)	10.0	25.0		13.0	25.0	25.0	10.0	31.0		12.0	31.0	
Total Split (s)	22.0	47.0		26.0	51.0	51.0	21.0	47.0		30.0	56.0	
Total Split (%)	14.7%	31.3%		17.3%	34.0%	34.0%	14.0%	31.3%		20.0%	37.3%	
Maximum Green (s)	17.0	42.0		21.0	46.0	46.0	16.0	42.0		25.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0			15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		10			2	2		7			8	
Act Effct Green (s)	15.3	42.0		21.0	47.7	47.7	67.0	42.8		67.0	51.0	
Actuated g/C Ratio	0.10	0.28		0.14	0.32	0.32	0.45	0.29		0.45	0.34	
v/c Ratio	0.77	1.16		1.16	0.68	0.37	1.30	0.88		0.95	1.24	
Control Delay	66.9	101.7		149.6	32.0	6.0	206.9	61.3		81.4	154.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.9	101.7		149.6	32.0	6.0	206.9	61.3		81.4	154.9	
LOS	E	F		F	C	A	F	E		F	F	
Approach Delay		98.9			53.3			99.5			141.9	
Approach LOS		F			D			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 7 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 102.0 Intersection LOS: F
Intersection Capacity Utilization 120.6% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 36: Manchaca Rd & William Cannon Dr





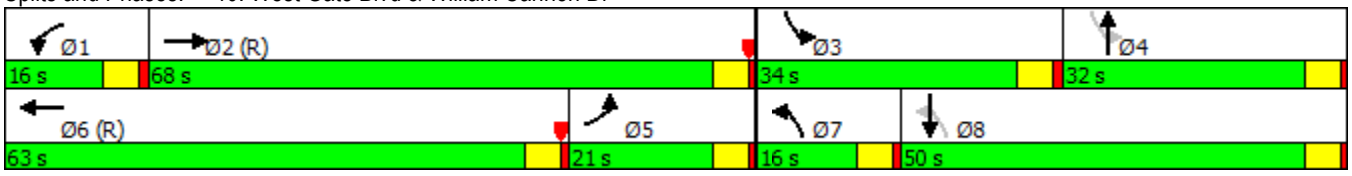
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1067	189	107	773	101	159	264	67	251	797	138
Future Volume (vph)	117	1067	189	107	773	101	159	264	67	251	797	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt		0.977			0.983			0.970			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3447	0	1770	3473	0	1770	3424	0	1770	3450	0
Flt Permitted	0.950			0.950			0.089			0.307		
Satd. Flow (perm)	1769	3447	0	1768	3473	0	166	3424	0	571	3450	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			11			18			13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2648			3162			1479			1281	
Travel Time (s)		45.1			53.9			33.6			29.1	
Confl. Peds. (#/hr)	1		4	4		1	6		1	1		6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	152	1386	246	139	1004	131	207	343	87	326	1035	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1632	0	139	1135	0	207	430	0	326	1214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

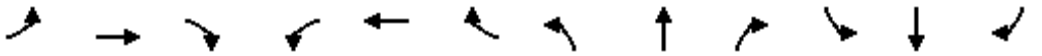
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	31.0		10.0	31.0	
Total Split (s)	21.0	68.0		16.0	63.0		16.0	32.0		34.0	50.0	
Total Split (%)	14.0%	45.3%		10.7%	42.0%		10.7%	21.3%		22.7%	33.3%	
Maximum Green (s)	16.0	63.0		11.0	58.0		11.0	27.0		29.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		4			1			1			6	
Act Effct Green (s)	19.3	63.0		11.0	54.7		56.0	31.2		56.0	45.0	
Actuated g/C Ratio	0.13	0.42		0.07	0.36		0.37	0.21		0.37	0.30	
v/c Ratio	0.67	1.12		1.08	0.89		1.16	0.59		0.79	1.16	
Control Delay	49.0	81.5		157.8	26.2		150.5	56.1		47.7	129.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.0	81.5		157.8	26.2		150.5	56.1		47.7	129.5	
LOS	D	F		F	C		F	E		D	F	
Approach Delay		78.8			40.6			86.8			112.2	
Approach LOS		E			D			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 82 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 80.3 Intersection LOS: F
Intersection Capacity Utilization 113.5% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 40: West Gate Blvd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1028	469	263	792	150	220	437	266	351	978	199
Future Volume (vph)	161	1028	469	263	792	150	220	437	266	351	978	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		400	200		200	200		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99			1.00			1.00			1.00		
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	5085	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3407	3539	1583	3416	5085	1583	1768	3539	1583	1765	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			291			193			196			153
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1646			2664			2117			1861	
Travel Time (s)		28.1			45.4			48.1			42.3	
Confl. Peds. (#/hr)	5		5	5		5	3		4	4		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	207	1322	603	338	1018	193	283	562	342	451	1257	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1322	603	338	1018	193	283	562	342	451	1257	256
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

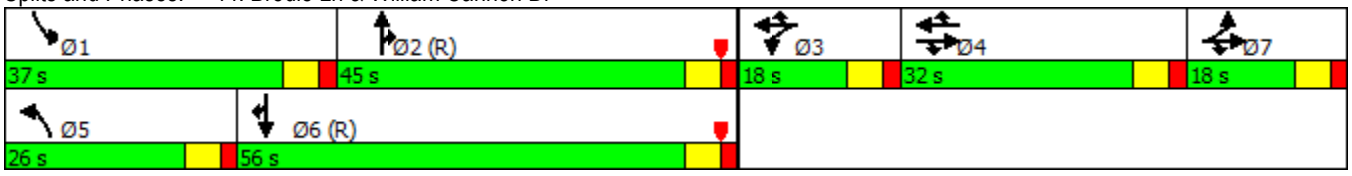
Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Prot	Prot	NA	Prot	Prot	NA	Prot	Prot	NA	Prot
Protected Phases	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Permitted Phases												
Detector Phase	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	12.0			8.0			12.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	18.0			14.0			18.0	41.0	41.0	14.0	41.0	41.0
Total Split (s)	18.0			18.0			26.0	45.0	45.0	37.0	56.0	56.0
Total Split (%)	12.0%			12.0%			17.3%	30.0%	30.0%	24.7%	37.3%	37.3%
Maximum Green (s)	12.0			12.0			20.0	39.0	39.0	31.0	50.0	50.0
Yellow Time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0			2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0			6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0			3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None			None			Min	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								30.0	30.0		30.0	30.0
Pedestrian Calls (#/hr)								4	4		3	3
Act Effct Green (s)	12.0	44.0	44.0	12.0	44.0	44.0	20.0	39.0	39.0	31.0	50.0	50.0
Actuated g/C Ratio	0.08	0.29	0.29	0.08	0.29	0.29	0.13	0.26	0.26	0.21	0.33	0.33
v/c Ratio	0.76	1.27	0.90	1.23	0.68	0.32	1.20	0.61	0.62	1.24	1.07	0.41
Control Delay	72.2	166.0	31.6	189.9	38.5	5.8	176.1	52.2	25.4	175.5	93.0	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	166.0	31.6	189.9	38.5	5.8	176.1	52.2	25.4	175.5	93.0	16.9
LOS	E	F	C	F	D	A	F	D	C	F	F	B
Approach Delay		118.9			67.4			74.0			102.0	
Approach LOS		F			E			E			F	

Intersection Summary

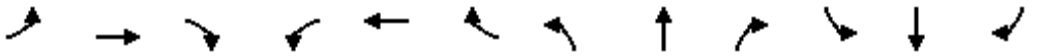
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 98 (65%), Referenced to phase 2:NBT and 6:SBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 94.6 Intersection LOS: F
Intersection Capacity Utilization 118.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 44: Brodie Ln & William Cannon Dr



Lane Group	Ø4
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	26.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	1603	0	0	828	463	181	172	270	0	0	0
Future Volume (vph)	460	1603	0	0	828	463	181	172	270	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.91	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00	0.98						
Frt					0.988	0.850		0.912				
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	3433	3539	0	0	3345	1441	1610	3086	0	0	0	0
Flt Permitted	0.950						0.950	0.998				
Satd. Flow (perm)	3431	3539	0	0	3345	1418	1610	3086	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5	182		31				
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		452			1200			1350			1198	
Travel Time (s)		6.8			20.5			30.7			27.2	
Confl. Peds. (#/hr)	3		3	3		3						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	591	2061	0	0	1065	595	233	221	347	0	0	0
Shared Lane Traffic (%)						16%	10%					
Lane Group Flow (vph)	591	2061	0	0	1160	500	210	591	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	custom	Split	NA				
Protected Phases	2 4	2 4 5 6			5 6	5 14	1 7	1 7				
Permitted Phases		14				6						
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?												
Act Effct Green (s)	68.0	118.0			34.0	36.0	18.0	18.0				
Actuated g/C Ratio	0.45	0.79			0.23	0.24	0.12	0.12				
v/c Ratio	0.38	0.74			1.52	1.04	1.09	1.68dr				

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Growth Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Turn Type							
Protected Phases	1	2	4	5	6	7	14
Permitted Phases							
Minimum Split (s)	8.0	19.0	14.0	8.0	21.0	14.0	8.0
Total Split (s)	8.0	33.0	42.0	8.0	33.0	17.0	9.0
Total Split (%)	5%	22%	28%	5%	22%	11%	6%
Maximum Green (s)	1.0	26.0	35.0	1.0	26.0	10.0	2.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?							
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	14.9	8.3			270.9	67.3	149.4	273.6				
Queue Delay	1.8	48.5			0.1	0.0	0.0	0.0				
Total Delay	16.7	56.9			271.0	67.3	149.4	273.6				
LOS	B	E			F	E	F	F				
Approach Delay		47.9			209.6			241.1				
Approach LOS		D			F			F				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 145			
Control Type: Pretimed			
Maximum v/c Ratio: 1.58			
Intersection Signal Delay: 130.7		Intersection LOS: F	
Intersection Capacity Utilization 144.9%		ICU Level of Service H	
Analysis Period (min) 15			

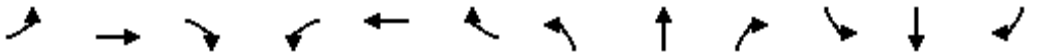
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 46: Mopac NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1196	100	282	727	0	0	0	0	867	436	701
Future Volume (vph)	0	1196	100	282	727	0	0	0	0	867	436	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		150	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.988									0.920	
Flt Protected				0.950						0.950	0.993	
Satd. Flow (prot)	0	5019	0	1770	5085	0	0	0	0	1610	3097	0
Flt Permitted				0.950						0.950	0.993	
Satd. Flow (perm)	0	5019	0	1769	5085	0	0	0	0	1610	3097	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8									122	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		488			452			1498			1203	
Travel Time (s)		7.4			6.8			34.0			27.3	
Confl. Peds. (#/hr)	1		2	2		1						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1522	127	359	925	0	0	0	0	1103	555	892
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	0	1649	0	359	925	0	0	0	0	882	1668	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		1 2		6 7	1 2 6 7					4 5 14	4 5 14	
Permitted Phases												
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?												
Act Effct Green (s)		34.0		43.0	84.0					52.0	52.0	
Actuated g/C Ratio		0.23		0.29	0.56					0.35	0.35	
v/c Ratio		1.44		0.71	0.32					1.58	1.48dr	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Growth Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Turn Type							
Protected Phases	1	2	4	5	6	7	14
Permitted Phases							
Minimum Split (s)	8.0	19.0	14.0	8.0	21.0	14.0	8.0
Total Split (s)	8.0	33.0	42.0	8.0	33.0	17.0	9.0
Total Split (%)	5%	22%	28%	5%	22%	11%	6%
Maximum Green (s)	1.0	26.0	35.0	1.0	26.0	10.0	2.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?							
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		236.1		18.4	0.2					303.3	239.7	
Queue Delay		1.2		16.4	1.4					0.0	0.0	
Total Delay		237.4		34.8	1.6					303.3	239.7	
LOS		F		C	A					F	F	
Approach Delay		237.4			10.9						261.7	
Approach LOS		F			B						F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 145			
Control Type: Pretimed			
Maximum v/c Ratio: 1.58			
Intersection Signal Delay: 195.6		Intersection LOS: F	
Intersection Capacity Utilization 144.9%		ICU Level of Service H	
Analysis Period (min) 15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 47: William Cannon Dr & Mopac SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7	Ø14
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	61	900	113	200	720	200	209	14	183	124	16
Future Volume (vph)	16	61	900	113	200	720	200	209	14	183	124	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Frt			0.986			0.973			0.863			0.903
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	5014	0	1770	4948	0	1770	1608	0	1770	1682
Flt Permitted		0.163			0.138			0.479			0.427	
Satd. Flow (perm)	0	304	5014	0	257	4948	0	892	1608	0	795	1682
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			14			54			193			38
Link Speed (mph)			45			45			30			30
Link Distance (ft)			917			402			444			175
Travel Time (s)			13.9			6.1			10.1			4.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	17	64	1194	119	211	955	211	220	19	193	131	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	1313	0	211	1166	0	220	212	0	131	59
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	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												
Headway Factor	1.00	1.00	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	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		7	4		3	8



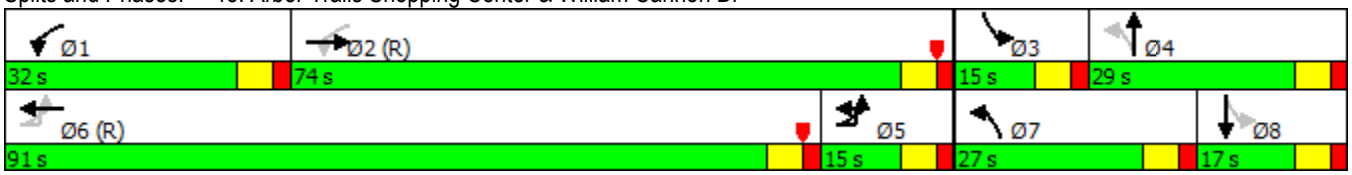
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	36
Future Volume (vph)	36
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Growth Factor	100%
Adj. Flow (vph)	38
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	6	6			2			4			8	
Detector Phase	5	5	2		1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	8.0	8.0	20.0		8.0	20.0		5.0	12.0		5.0	12.0
Minimum Split (s)	14.0	14.0	26.0		14.0	26.0		11.0	35.0		11.0	35.0
Total Split (s)	15.0	15.0	74.0		32.0	91.0		27.0	29.0		15.0	17.0
Total Split (%)	10.0%	10.0%	49.3%		21.3%	60.7%		18.0%	19.3%		10.0%	11.3%
Maximum Green (s)	9.0	9.0	68.0		26.0	85.0		21.0	23.0		9.0	11.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		Min	Min		Min	Min
Walk Time (s)			5.0			5.0			5.0			5.0
Flash Dont Walk (s)			12.0			12.0			24.0			24.0
Pedestrian Calls (#/hr)			0			0			0			0
Act Effct Green (s)		92.0	73.3		92.0	67.5		39.9	19.6		26.4	12.0
Actuated g/C Ratio		0.61	0.49		0.61	0.45		0.27	0.13		0.18	0.08
v/c Ratio		0.19	0.53		0.61	0.52		0.60	0.56		0.56	0.35
Control Delay		6.4	11.4		20.9	18.3		52.6	16.2		52.9	34.9
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		6.4	11.4		20.9	18.3		52.6	16.2		52.9	34.9
LOS		A	B		C	B		D	B		D	C
Approach Delay			11.1			18.7			34.8			47.3
Approach LOS			B			B			C			D

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 96 (64%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 77.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 48: Arbor Trails Shopping Center & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	109	761	73	19	217	1181	179	54	57	194	142	130
Future Volume (vph)	109	761	73	19	217	1181	179	54	57	194	142	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	0		200	0	
Storage Lanes	1		0		1		0	1		1	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00		0.98	0.99	0.99
Frt		0.989				0.984				0.850		0.927
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	5020	0	0	1770	5004	0	1770	1863	1583	1770	1710
Flt Permitted	0.950				0.950			0.136			0.685	
Satd. Flow (perm)	1770	5020	0	0	1767	5004	0	252	1863	1554	1268	1710
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8				18				209		29
Link Speed (mph)		45				45			30			30
Link Distance (ft)		2600				917			1448			909
Travel Time (s)		39.4				13.9			32.9			20.7
Confl. Peds. (#/hr)			2		2			6		5	5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	117	1031	78	20	233	1600	192	58	77	209	153	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1109	0	0	253	1792	0	58	77	209	153	343
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												
Headway Factor	1.00	1.00	1.00	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	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



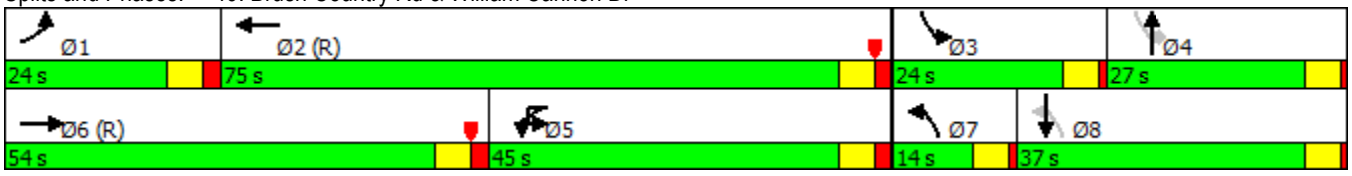
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Peak Hour Factor	0.93
Growth Factor	100%
Adj. Flow (vph)	167
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		D.P+P	NA	Perm	D.P+P	NA
Protected Phases	1	6		5	5	2		7	4		3	8
Permitted Phases								8		4	4	
Detector Phase	1	6		5	5	2		7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	5.0	25.0		5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	31.0		11.0	11.0	31.0		10.0	38.0	38.0	10.0	38.0
Total Split (s)	24.0	54.0		45.0	45.0	75.0		14.0	27.0	27.0	24.0	37.0
Total Split (%)	16.0%	36.0%		30.0%	30.0%	50.0%		9.3%	18.0%	18.0%	16.0%	24.7%
Maximum Green (s)	18.0	48.0		39.0	39.0	69.0		9.0	22.0	22.0	19.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	None	C-Max		None	None	None	None	None
Walk Time (s)		5.0				5.0			5.0	5.0		5.0
Flash Dont Walk (s)		18.0				18.0			28.0	28.0		28.0
Pedestrian Calls (#/hr)		2				0			5	5		6
Act Effct Green (s)	14.6	44.6			46.8	76.8		37.6	21.3	21.3	36.6	30.6
Actuated g/C Ratio	0.10	0.30			0.31	0.51		0.25	0.14	0.14	0.24	0.20
v/c Ratio	0.68	0.74			0.46	0.70		0.40	0.29	0.52	0.42	0.92
Control Delay	58.0	35.6			49.7	34.0		46.5	59.6	11.9	45.5	84.0
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	58.0	35.6			49.7	34.0		46.5	59.6	11.9	45.5	84.0
LOS	E	D			D	C		D	E	B	D	F
Approach Delay		37.8				35.9			28.4			72.1
Approach LOS		D				D			C			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 56 (37%), Referenced to phase 2:WBT and 6:EBT, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 40.2 Intersection LOS: D
Intersection Capacity Utilization 81.3% ICU Level of Service D
Analysis Period (min) 15

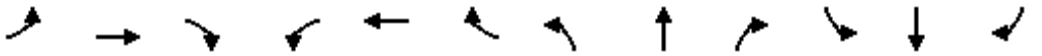
Splits and Phases: 49: Brush Country Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



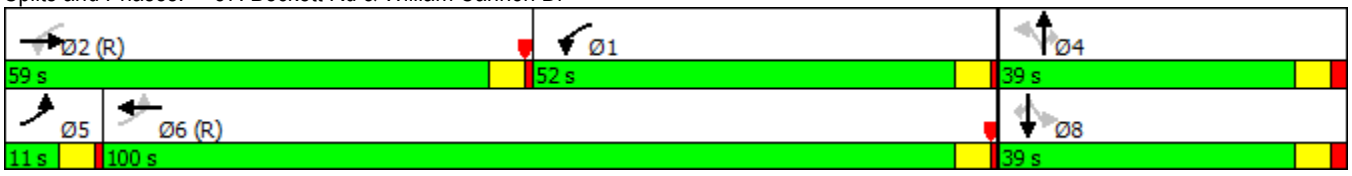
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	780	78	339	778	8	24	77	130	14	68	33
Future Volume (vph)	39	780	78	339	778	8	24	77	130	14	68	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99		1.00	
Frt		0.989			0.999				0.850			0.850
Flt Protected	0.950			0.950				0.990			0.993	
Satd. Flow (prot)	1770	5029	0	1770	5080	0	0	1844	1583	0	1850	1583
Flt Permitted	0.256			0.206				0.908			0.944	
Satd. Flow (perm)	477	5029	0	384	5080	0	0	1691	1562	0	1758	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			1				134			87
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		3542			1694			1530			698	
Travel Time (s)		53.7			25.7			34.8			15.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	40	1013	80	349	1011	8	25	100	134	14	88	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1093	0	349	1019	0	0	125	134	0	102	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	10.0	25.0		10.0	25.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	11.0	59.0		52.0	100.0		39.0	39.0	39.0	39.0	39.0	39.0
Total Split (%)	7.3%	39.3%		34.7%	66.7%		26.0%	26.0%	26.0%	26.0%	26.0%	26.0%
Maximum Green (s)	6.0	54.0		47.0	95.0		33.0	33.0	33.0	33.0	33.0	33.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		12.0			12.0		24.0	24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0		1	1	1	0	0	0
Act Effct Green (s)	116.2	83.3		115.2	111.1			18.8	18.8		18.8	18.8
Actuated g/C Ratio	0.77	0.56		0.77	0.74			0.13	0.13		0.13	0.13
v/c Ratio	0.09	0.39		0.59	0.27			0.59	0.43		0.47	0.12
Control Delay	4.3	14.2		19.0	2.6			72.7	12.5		66.8	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.3	14.2		19.0	2.6			72.7	12.5		66.8	0.9
LOS	A	B		B	A			E	B		E	A
Approach Delay		13.9			6.8			41.5			50.3	
Approach LOS		B			A			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 10 (7%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 66.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 57: Beckett Rd & William Cannon Dr



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	49	536	442	43	325	531	37	327	50	217	51	71
Future Volume (vph)	49	536	442	43	325	531	37	327	50	217	51	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	150		150	0	
Storage Lanes	1		1		1		0	1		1	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.95	0.95	1.00	1.00
Ped Bike Factor									0.99	0.98	1.00	
Frt			0.850			0.990			0.905	0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	5034	0	3433	1586	1504	1770	1863
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1770	3539	1583	0	1770	5034	0	3433	1586	1481	1765	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			463			9			51	241		
Link Speed (mph)		45				45			30			30
Link Distance (ft)		739				3542			1472			420
Travel Time (s)		11.2				53.7			33.5			9.5
Confl. Peds. (#/hr)										2	2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	91	993	819	80	602	984	69	606	93	402	94	132
Shared Lane Traffic (%)										40%		
Lane Group Flow (vph)	91	993	819	0	682	1053	0	606	254	241	94	132
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			24			24
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	124
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.95
Growth Factor	176%
Adj. Flow (vph)	31
Shared Lane Traffic (%)	
Lane Group Flow (vph)	31
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		4	4		8	8
Permitted Phases			2							4		
Detector Phase	5	2	2	1	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	35.0	35.0	10.0	10.0	25.0		7.0	7.0	7.0	6.0	6.0
Minimum Split (s)	10.0	40.0	40.0	15.0	15.0	30.0		32.0	32.0	32.0	32.0	32.0
Total Split (s)	20.0	43.0	43.0	43.0	43.0	66.0		32.0	32.0	32.0	32.0	32.0
Total Split (%)	13.3%	28.7%	28.7%	28.7%	28.7%	44.0%		21.3%	21.3%	21.3%	21.3%	21.3%
Maximum Green (s)	15.0	38.0	38.0	38.0	38.0	61.0		27.0	27.0	27.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		Min	Min	Min	None	None
Walk Time (s)		5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		20.0	20.0			20.0		22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		0	0			0		2	2	2	0	0
Act Effct Green (s)	12.4	41.4	41.4		38.0	67.1		34.7	34.7	34.7	15.9	15.9
Actuated g/C Ratio	0.08	0.28	0.28		0.25	0.45		0.23	0.23	0.23	0.11	0.11
v/c Ratio	0.62	1.02	1.06		1.52	0.47		0.76	0.63	0.46	0.50	0.67
Control Delay	67.7	58.2	62.6		282.8	24.7		61.0	48.8	8.4	71.7	80.5
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	58.2	62.6		282.8	24.7		61.0	48.8	8.4	71.7	80.5
LOS	E	E	E		F	C		E	D	A	E	F
Approach Delay		60.5				126.2			46.7			67.6
Approach LOS		E				F			D			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 41 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.52
Intersection Signal Delay: 80.6 Intersection LOS: F
Intersection Capacity Utilization 104.7% ICU Level of Service G
Analysis Period (min) 15

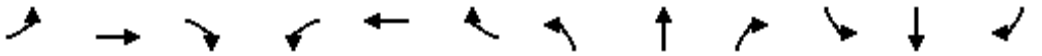
Splits and Phases: 59: Escarpment Blvd & William Cannon Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21.3%
Maximum Green (s)	27.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	22.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.9
Actuated g/C Ratio	0.11
v/c Ratio	0.11
Control Delay	0.8
Queue Delay	0.0
Total Delay	0.8
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary



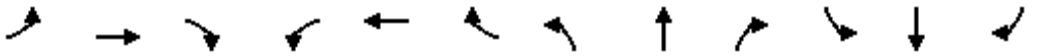
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	491	683	194	347	218	325	50	300	221	194	610	28
Future Volume (vph)	491	683	194	347	218	325	50	300	221	194	610	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		340	0		320	0		650	650		1000
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			200		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1563	3432	3539	1583	3433	3539	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			255			491			401			255
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1439			780			1280			1186	
Travel Time (s)		21.8			11.8			19.4			18.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	891	1239	352	630	396	590	91	544	401	352	1107	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	891	1239	352	630	396	590	91	544	401	352	1107	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	24.0		46.0	24.0		8.0	24.0		12.0	46.0	
Total Split (s)	57.0	50.0		46.0	39.0		8.0	31.0		23.0	46.0	
Total Split (%)	38.0%	33.3%		30.7%	26.0%		5.3%	20.7%		15.3%	30.7%	
Maximum Green (s)	50.0	44.0		40.0	33.0		5.0	25.0		16.0	40.0	
Yellow Time (s)	4.0	4.5		4.5	4.5		2.0	4.5		4.0	4.5	
All-Red Time (s)	3.0	1.5		1.5	1.5		1.0	1.5		3.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.0		6.0	6.0		3.0	6.0		7.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)				7.0							7.0	
Flash Dont Walk (s)				33.0							33.0	
Pedestrian Calls (#/hr)				0							0	
Act Effct Green (s)	50.0	51.4	150.0	32.9	33.3	150.0	6.5	24.7	150.0	16.0	38.2	150.0
Actuated g/C Ratio	0.33	0.34	1.00	0.22	0.22	1.00	0.04	0.16	1.00	0.11	0.25	1.00
v/c Ratio	0.78	1.02	0.23	0.84	0.50	0.37	0.61	0.93	0.25	0.96	0.86	0.03
Control Delay	42.1	70.6	0.3	55.2	43.2	1.3	87.5	85.6	0.4	104.1	60.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	70.6	0.3	55.2	43.2	1.3	87.5	85.6	0.4	104.1	60.7	0.0
LOS	D	E	A	E	D	A	F	F	A	F	E	A
Approach Delay		50.4			32.6			52.8			68.7	
Approach LOS		D			C			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 99 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 50.6		Intersection LOS: D	
Intersection Capacity Utilization 95.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 60: US290 & William Cannon Dr



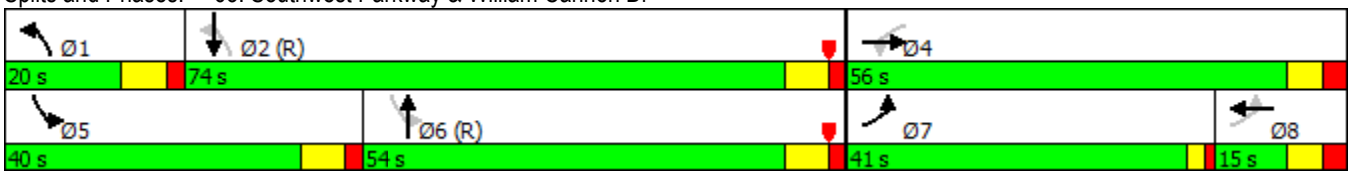


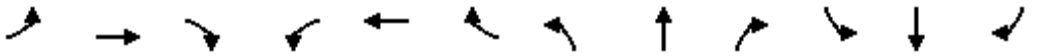
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	200	45	250	200	50	112	1357	350	200	1088	369
Future Volume (vph)	270	200	45	250	200	50	112	1357	350	200	1088	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	80			80			80			80		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.957			0.970			0.981			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4867	0	1770	4933	0	1770	4989	0	1770	4892	0
Flt Permitted	0.522			0.567			0.060			0.065		
Satd. Flow (perm)	972	4867	0	1056	4933	0	112	4989	0	121	4892	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72			31			19			74	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1201			518			845			770	
Travel Time (s)		18.2			7.8			10.5			9.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	176%	100%	176%	100%	100%	100%	176%	176%	100%	100%	176%	176%
Adj. Flow (vph)	495	208	83	260	208	52	205	2488	365	208	1995	677
Shared Lane Traffic (%)												
Lane Group Flow (vph)	495	291	0	260	260	0	205	2853	0	208	2672	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.Pm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4			8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			2			6		
Detector Phase	7	4		4	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	49.0		49.0	49.0		25.0	46.0		12.0	46.0	
Total Split (s)	41.0	56.0		56.0	15.0		20.0	54.0		40.0	74.0	
Total Split (%)	27.3%	37.3%		37.3%	10.0%		13.3%	36.0%		26.7%	49.3%	
Maximum Green (s)	38.0	49.0		49.0	8.0		13.0	47.0		33.0	67.0	
Yellow Time (s)	2.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	C-Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		35.0		35.0	35.0			32.0			32.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	50.0	49.0		49.0	8.5		80.0	61.2		80.0	67.0	
Actuated g/C Ratio	0.33	0.33		0.33	0.06		0.53	0.41		0.53	0.45	
v/c Ratio	0.95	0.18		0.76	0.84		1.01	1.39		0.77	1.20	
Control Delay	53.2	5.5		60.6	84.7		107.2	215.0		57.2	130.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.2	5.5		60.6	84.7		107.2	215.0		57.2	130.9	
LOS	D	A		E	F		F	F		E	F	
Approach Delay		35.5			72.6			207.8			125.6	
Approach LOS		D			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 35 (23%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 146.7		Intersection LOS: F	
Intersection Capacity Utilization 117.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 63: Southwest Parkway & William Cannon Dr



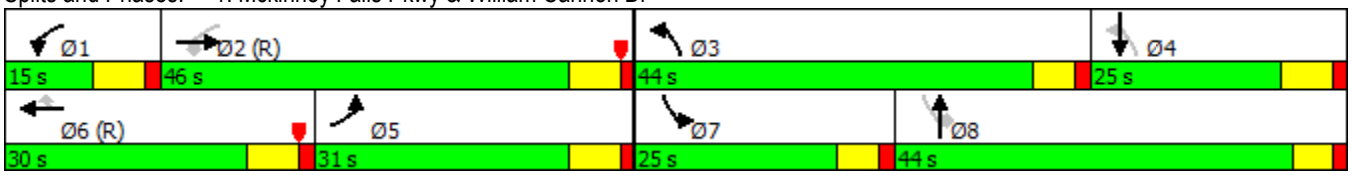


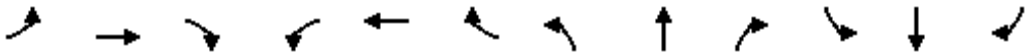
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	600	600	200	150	600	400	600	1200	100	100	100	600
Future Volume (vph)	600	600	200	150	600	400	600	1200	100	100	100	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		150	150		300	200		200	200		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	140			100			145			145		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.871	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	3539	1583	1770	3083	0
Flt Permitted	0.950			0.266			0.216			0.083		
Satd. Flow (perm)	3433	3539	1583	495	3539	1583	402	3539	1583	155	3083	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			285			185		399	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		822			913			1310			971	
Travel Time (s)		12.5			13.8			29.8			22.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Adj. Flow (vph)	632	632	211	158	632	421	632	1263	105	105	105	652
Shared Lane Traffic (%)												
Lane Group Flow (vph)	632	632	211	158	632	421	632	1263	105	105	757	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2	2		6	4		8	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	10.5	36.5	36.5	11.5	36.5	
Total Split (s)	31.0	46.0	46.0	15.0	30.0	30.0	44.0	44.0	44.0	25.0	25.0	
Total Split (%)	23.8%	35.4%	35.4%	11.5%	23.1%	23.1%	33.8%	33.8%	33.8%	19.2%	19.2%	
Maximum Green (s)	24.5	39.5	39.5	8.5	23.5	23.5	38.5	38.5	38.5	19.5	18.5	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	5.5	5.5	5.5	5.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min	
Walk Time (s)		12.0	12.0		12.0	12.0		7.0	7.0		7.0	
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		17.0	17.0		17.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	24.5	39.5	39.5	48.0	23.5	23.5	58.0	48.2	48.2	58.0	18.5	
Actuated g/C Ratio	0.19	0.30	0.30	0.37	0.18	0.18	0.45	0.37	0.37	0.45	0.14	
v/c Ratio	0.98	0.59	0.35	0.59	0.99	0.81	1.08	0.96	0.15	0.55	1.15dr	
Control Delay	65.4	25.6	6.7	35.4	86.0	29.6	96.3	57.6	0.5	32.7	52.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.4	25.6	6.7	35.4	86.0	29.6	96.3	57.6	0.5	32.7	52.0	
LOS	E	C	A	D	F	C	F	E	A	C	D	
Approach Delay		40.0			59.8			66.8			49.6	
Approach LOS		D			E			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 79 (61%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 175			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 55.5		Intersection LOS: E	
Intersection Capacity Utilization 110.1%		ICU Level of Service H	
Analysis Period (min) 15			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			

Splits and Phases: 1: Mckinney Falls Pkwy & William Cannon Dr

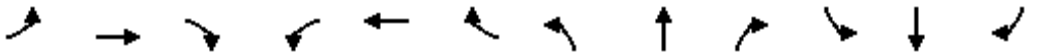




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1274	3	1	1728	22	10	1	2	39	3	16
Future Volume (Veh/h)	3	1274	3	1	1728	22	10	1	2	39	3	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	5	1431	5	2	1942	39	18	2	4	69	5	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		840			822							
pX, platoon unblocked	0.83			0.79			0.87	0.87	0.79	0.87	0.87	0.83
vC, conflicting volume	1981			1436			2449	3428	718	2696	3412	990
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1771			1013			1487	2609	101	1770	2590	576
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			68	90	99	0	76	93
cM capacity (veh/h)	288			535			56	21	735	42	21	382

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	5	954	482	2	1295	686	24	102
Volume Left	5	0	0	2	0	0	18	69
Volume Right	0	0	5	0	0	39	4	28
cSH	288	1700	1700	535	1700	1700	57	52
Volume to Capacity	0.02	0.56	0.28	0.00	0.76	0.40	0.42	1.96
Queue Length 95th (ft)	1	0	0	0	0	0	40	251
Control Delay (s)	17.7	0.0	0.0	11.8	0.0	0.0	108.8	619.2
Lane LOS	C			B			F	F
Approach Delay (s)	0.1			0.0			108.8	619.2
Approach LOS							F	F

Intersection Summary				
Average Delay	18.6			
Intersection Capacity Utilization	61.1%	ICU Level of Service		B
Analysis Period (min)	15			

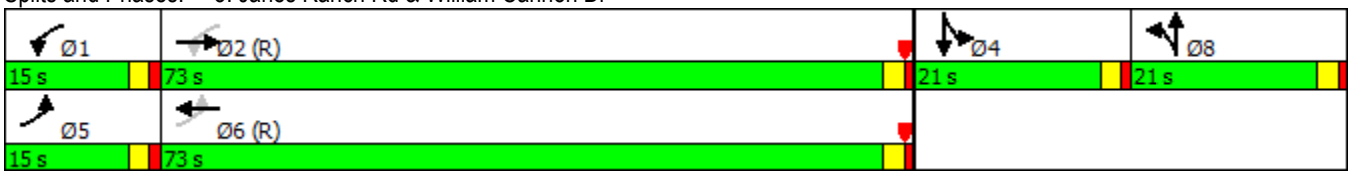


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1260	11	3	1651	110	41	2	8	50	1	17
Future Volume (vph)	36	1260	11	3	1651	110	41	2	8	50	1	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.986			0.978			0.966	
Flt Protected	0.950			0.950				0.962			0.965	
Satd. Flow (prot)	1770	3532	0	1770	3490	0	0	1753	0	0	1736	0
Flt Permitted	0.046			0.128				0.962			0.965	
Satd. Flow (perm)	86	3532	0	238	3490	0	0	1753	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			13			6			11	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		682			840			696			974	
Travel Time (s)		10.3			12.7			15.8			22.1	
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
Growth Factor	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	65	1448	20	5	1898	200	74	4	15	91	2	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	1468	0	5	2098	0	0	93	0	0	124	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2								
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	73.0		15.0	73.0		21.0	21.0		21.0	21.0	
Total Split (%)	11.5%	56.2%		11.5%	56.2%		16.2%	16.2%		16.2%	16.2%	
Maximum Green (s)	12.0	70.0		12.0	70.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	93.3	93.9		95.1	87.2			11.8			13.5	
Actuated g/C Ratio	0.72	0.72		0.73	0.67			0.09			0.10	
v/c Ratio	0.42	0.58		0.02	0.89			0.57			0.65	
Control Delay	29.0	9.5		4.0	20.5			65.6			66.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	29.0	9.5		4.0	20.5			65.6			66.3	
LOS	C	A		A	C			E			E	
Approach Delay		10.3			20.5			65.6			66.3	
Approach LOS		B			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 122 (94%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Janes Ranch Rd & William Cannon Dr





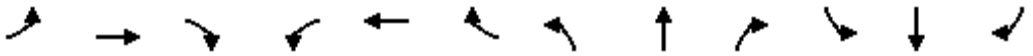
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	46	900	152	19	2200	525	23
Future Volume (vph)	46	900	152	19	2200	525	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		100	235		0	0
Storage Lanes	1		1	1		2	0
Taper Length (ft)	95			75		75	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.97	0.95
Frt			0.850			0.994	
Flt Protected	0.950			0.950		0.954	
Satd. Flow (prot)	1770	3539	1583	1770	3539	3427	0
Flt Permitted	0.049			0.251		0.954	
Satd. Flow (perm)	91	3539	1583	468	3539	3427	0
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			166			3	
Link Speed (mph)		45			45	30	
Link Distance (ft)		627			2318	1112	
Travel Time (s)		9.5			35.1	25.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	158%	100%	158%	158%	100%	158%	158%
Adj. Flow (vph)	77	957	255	32	2340	882	39
Shared Lane Traffic (%)							
Lane Group Flow (vph)	77	957	255	32	2340	921	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		12			12	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
Turning Speed (mph)	9		9	15		15	9
Number of Detectors	1	2	1	1	2	1	
Detector Template	Left	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	20	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94		
Detector 2 Size(ft)		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)		0.0			0.0		
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	5	2		1	6		

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases	2		2	6		8	
Detector Phase	5	2	2	1	6	8	
Switch Phase							
Minimum Initial (s)	5.0	45.0	45.0	5.0	45.0	5.0	
Minimum Split (s)	8.0	51.0	51.0	11.0	51.0	29.0	
Total Split (s)	12.0	81.0	81.0	15.0	84.0	34.0	
Total Split (%)	9.2%	62.3%	62.3%	11.5%	64.6%	26.2%	
Maximum Green (s)	9.0	75.0	75.0	9.0	78.0	31.0	
Yellow Time (s)	2.0	4.5	4.5	4.5	4.5	2.0	
All-Red Time (s)	1.0	1.5	1.5	1.5	1.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0	6.0	6.0	6.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	2.0	2.0	1.5	2.0	3.0	
Recall Mode	None	C-Max	C-Max	None	Max	None	
Walk Time (s)		5.0	5.0			5.0	
Flash Dont Walk (s)		14.0	14.0			21.0	
Pedestrian Calls (#/hr)		0	0			0	
Act Effct Green (s)	91.1	83.3	83.3	85.6	81.4	31.0	
Actuated g/C Ratio	0.70	0.64	0.64	0.66	0.63	0.24	
v/c Ratio	0.49	0.42	0.24	0.09	1.06	1.12	
Control Delay	30.5	3.9	1.3	3.7	62.3	116.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.5	3.9	1.3	3.7	62.3	116.4	
LOS	C	A	A	A	E	F	
Approach Delay		5.0			61.5	116.4	
Approach LOS		A			E	F	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 67 (52%), Referenced to phase 2:EBTU, Start of Red	
Natural Cycle: 175	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 56.6	Intersection LOS: E
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Salt Springs Dr & William Cannon Dr





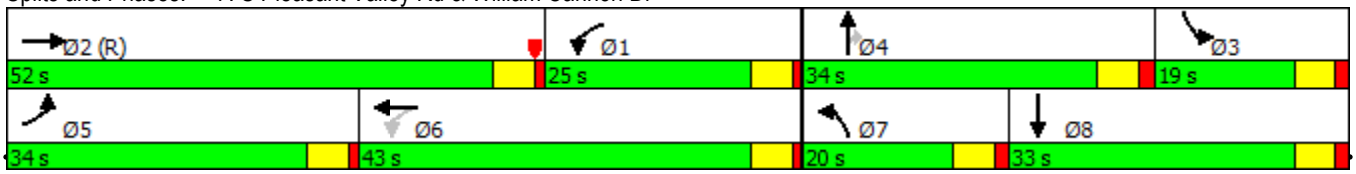
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	416	863	170	176	1486	1499	93	315	113	429	102	393
Future Volume (vph)	416	863	170	176	1486	1499	93	315	113	429	102	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	380		0	100		0	170		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	75			65			60			100		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00			1.00				0.99	
Frt		0.964				0.850			0.850		0.881	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4883	0	1770	3539	1583	1770	1863	1583	1770	3086	0
Flt Permitted	0.950			0.345			0.950			0.950		
Satd. Flow (perm)	1770	4883	0	642	3539	1583	1769	1863	1583	1770	3086	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68				528			147		445	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		4576			642			1040			694	
Travel Time (s)		69.3			9.7			23.6			15.8	
Confl. Peds. (#/hr)			3	3			1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	158%	100%	158%	100%	100%	100%	158%	158%	100%	100%	158%	158%
Adj. Flow (vph)	722	948	295	193	1633	1647	161	547	124	471	177	682
Shared Lane Traffic (%)												
Lane Group Flow (vph)	722	1243	0	193	1633	1647	161	547	124	471	859	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases				6		Free			4			
Detector Phase	5	2		1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	10.0		10.0	10.0	10.0	3.0	3.0	
Minimum Split (s)	13.0	30.0		8.0	23.0		16.0	15.5	15.5	8.5	10.0	
Total Split (s)	34.0	52.0		25.0	43.0		20.0	34.0	34.0	19.0	33.0	
Total Split (%)	26.2%	40.0%		19.2%	33.1%		15.4%	26.2%	26.2%	14.6%	25.4%	
Maximum Green (s)	29.0	47.0		20.0	38.0		14.5	28.5	28.5	13.5	27.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	3.0		1.5	4.5		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	Min		None	None	None	None	None	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									29.0	
Pedestrian Calls (#/hr)		3									1	
Act Effct Green (s)	29.0	40.6		38.0	38.0	130.0	13.8	28.5	28.5	13.5	28.2	
Actuated g/C Ratio	0.22	0.31		0.29	0.29	1.00	0.11	0.22	0.22	0.10	0.22	
v/c Ratio	1.83	0.79		0.46	1.58	1.04	0.86	1.34	0.27	2.57	0.99dr	
Control Delay	411.9	25.1		39.8	291.9	30.6	93.8	208.6	5.4	747.0	32.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	411.9	25.1		39.8	291.9	30.6	93.8	208.6	5.4	747.0	32.0	
LOS	F	C		D	F	C	F	F	A	F	C	
Approach Delay		167.2			154.0			156.1			285.2	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 100 (77%), Referenced to phase 2:EBT, Start of Red			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.57			
Intersection Signal Delay: 180.6		Intersection LOS: F	
Intersection Capacity Utilization 145.0%		ICU Level of Service H	
Analysis Period (min) 15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: S Pleasant Valley Rd & William Cannon Dr





Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	17	1342	52	33	2108	27	114	6	67	32	8
Future Volume (vph)	14	17	1342	52	33	2108	27	114	6	67	32	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	95		0	0		0	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		60			90			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00			1.00			0.99	0.98		0.98
Frt			0.991			0.997				0.850		0.921
Flt Protected		0.950			0.950				0.955			0.984
Satd. Flow (prot)	0	1770	5033	0	1770	5064	0	0	1779	1583	0	1665
Flt Permitted		0.050			0.125				0.560			0.687
Satd. Flow (perm)	0	93	5033	0	233	5064	0	0	1035	1546	0	1159
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			11			3				113		35
Link Speed (mph)			40			45			30			30
Link Distance (ft)			2994			4576			787			220
Travel Time (s)			51.0			69.3			17.9			5.0
Confl. Peds. (#/hr)		10		1	1		10	12		12	12	
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
Growth Factor	158%	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	24	29	1443	88	56	2267	46	194	10	114	54	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	1531	0	56	2313	0	0	204	114	0	165
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	57
Future Volume (vph)	57
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
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. Peds. (#/hr)	12
Peak Hour Factor	0.93
Growth Factor	158%
Adj. Flow (vph)	97
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	6	6			2			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	24.0		5.0	24.0		12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	8.0	8.0	30.0		8.0	30.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	9.0	9.0	76.0		9.0	76.0		45.0	45.0	45.0	45.0	45.0
Total Split (%)	6.9%	6.9%	58.5%		6.9%	58.5%		34.6%	34.6%	34.6%	34.6%	34.6%
Maximum Green (s)	6.0	6.0	70.0		6.0	70.0		39.0	39.0	39.0	39.0	39.0
Yellow Time (s)	2.0	2.0	4.0		2.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		3.0	6.0		3.0	6.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None
Walk Time (s)			5.0			5.0						
Flash Dont Walk (s)			12.0			12.0						
Pedestrian Calls (#/hr)			1			10						
Act Effct Green (s)		89.3	81.0		89.3	81.1			29.3	29.3		29.3
Actuated g/C Ratio		0.69	0.62		0.69	0.62			0.23	0.23		0.23
v/c Ratio		0.37	0.49		0.24	0.73			0.88	0.26		0.57
Control Delay		24.2	10.9		5.6	11.7			81.4	7.7		41.5
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		24.2	10.9		5.6	11.7			81.4	7.7		41.5
LOS		C	B		A	B			F	A		D
Approach Delay			11.4			11.6			55.0			41.5
Approach LOS			B			B			D			D

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 71 (55%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 70.5% ICU Level of Service C
Analysis Period (min) 15

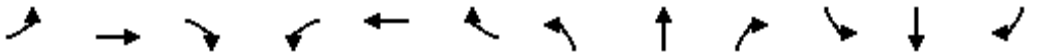
Splits and Phases: 15: Stonleigh Pl & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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

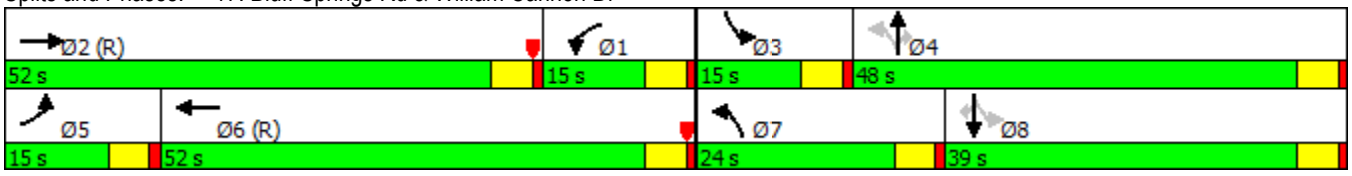


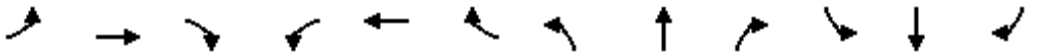
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	906	140	20	1859	90	295	472	66	96	62	181
Future Volume (vph)	68	906	140	20	1859	90	295	472	66	96	62	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	125		0	100		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	75			75			150			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	1.00		0.98		0.96	1.00		0.97
Frt		0.971			0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4912	0	1770	5020	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.592			0.118		
Satd. Flow (perm)	1769	4912	0	1767	5020	0	1084	1863	1523	219	1863	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			10				143			200
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		778			2994			762			760	
Travel Time (s)		13.3			51.0			17.3			17.3	
Confl. Peds. (#/hr)	2		3	3		2	19		23	23		19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	110	924	226	32	1897	145	476	761	106	155	100	292
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	1150	0	32	2042	0	476	761	106	155	100	292
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							4		4	8		8
Detector Phase	5	2		1	6		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	12.0		8.0	12.0		8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	15.0	33.0		13.0	28.0		13.0	39.0	39.0	13.0	39.0	39.0
Total Split (s)	15.0	52.0		15.0	52.0		24.0	48.0	48.0	15.0	39.0	39.0
Total Split (%)	11.5%	40.0%		11.5%	40.0%		18.5%	36.9%	36.9%	11.5%	30.0%	30.0%
Maximum Green (s)	10.0	47.0		10.0	47.0		19.0	43.0	43.0	10.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	C-Min		Min	C-Min		None	Min	Min	Min	Min	Min
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		21.0			16.0			27.0	27.0		27.0	27.0
Pedestrian Calls (#/hr)		3			2			11	11		10	10
Act Effct Green (s)	10.0	38.7		18.3	47.0		58.0	43.1	43.1	43.9	34.0	34.0
Actuated g/C Ratio	0.08	0.30		0.14	0.36		0.45	0.33	0.33	0.34	0.26	0.26
v/c Ratio	0.81	0.77		0.13	1.12		0.82	1.23	0.18	0.81	0.21	0.53
Control Delay	71.6	50.2		38.8	88.4		41.3	156.1	2.4	59.3	38.9	16.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	50.2		38.8	88.4		41.3	156.1	2.4	59.3	38.9	16.9
LOS	E	D		D	F		D	F	A	E	D	B
Approach Delay		52.1			87.6			103.3			32.9	
Approach LOS		D			F			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 114 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 170			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 77.3		Intersection LOS: E	
Intersection Capacity Utilization 111.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 17: Bluff Springs Rd & William Cannon Dr





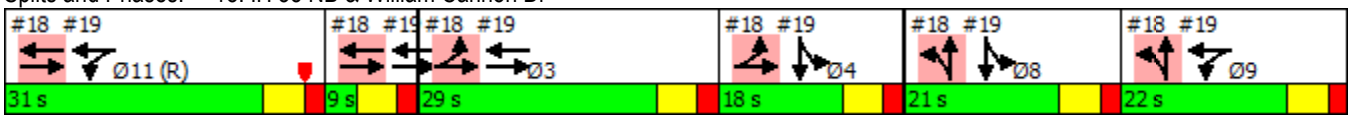
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	745	1400	0	0	1806	842	108	607	15	0	0	0
Future Volume (vph)	745	1400	0	0	1806	842	108	607	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		200	0		0	0		0
Storage Lanes	2		0	1		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99			0.99			
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1770	3539	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3432	3539	0	0	6408	1562	1770	3539	1562	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						334			277			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		265			778			169			361	
Travel Time (s)		4.5			13.3			3.8			8.2	
Confl. Peds. (#/hr)	6		11	11		6			5	5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	100%	158%	158%	100%	100%	126%	158%	158%	158%	158%	158%
Adj. Flow (vph)	968	1443	0	0	1862	868	140	989	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	968	1443	0	0	1862	868	140	989	24	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	4 3 4 11 2 3				11 2		8 9	8 9				
Permitted Phases						Free			Free			
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?												
Act Effct Green (s)	41.0	81.0			34.0	130.0	37.0	37.0	130.0			
Actuated g/C Ratio	0.32	0.62			0.26	1.00	0.28	0.28	1.00			
v/c Ratio	0.89	0.65			1.11	0.56	0.28	0.98	0.02			

Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	2	3	4	8	9	11
Permitted Phases						
Minimum Split (s)	9.0	20.0	10.0	18.0	25.0	30.0
Total Split (s)	9.0	29.0	18.0	21.0	22.0	31.0
Total Split (%)	7%	22%	14%	16%	17%	24%
Maximum Green (s)	3.0	23.0	12.0	15.0	16.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	28.9	12.7			81.8	3.4	38.0	70.6	0.0			
Queue Delay	48.5	44.1			0.1	0.0	0.0	0.0	0.0			
Total Delay	77.3	56.8			81.9	3.4	38.0	70.6	0.0			
LOS	E	E			F	A	D	E	A			
Approach Delay		65.1			56.9			65.1				
Approach LOS		E			E			E				

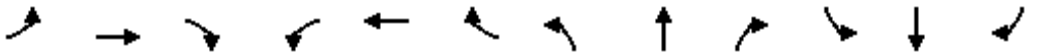
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 2 (2%), Referenced to phase 11:EBWB, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 61.6		Intersection LOS: E	
Intersection Capacity Utilization 112.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18: IH 35 NB & William Cannon Dr



Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



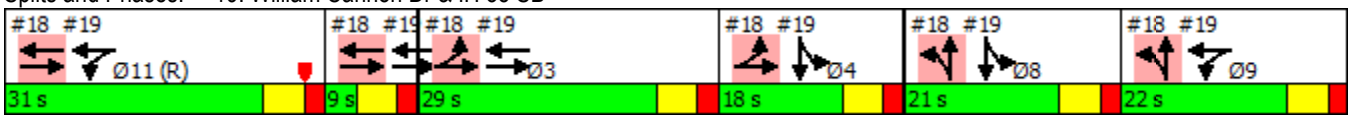
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1574	140	617	1325	0	0	0	0	765	153	620
Future Volume (vph)	0	1574	140	617	1325	0	0	0	0	765	153	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		270	0		0	0		0	300		590
Storage Lanes	0		0	2		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.985										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6296	0	3433	3539	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6296	0	3429	3539	0	0	0	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20										357
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		771			265			194			652	
Travel Time (s)		13.1			4.5			4.4			14.8	
Confl. Peds. (#/hr)	7		10	10		7						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	158%	100%	126%	100%	100%	158%	158%	158%	158%	100%	158%	126%
Adj. Flow (vph)	0	1657	186	649	1395	0	0	0	0	805	254	822
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1843	0	649	1395	0	0	0	0	805	254	822
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		2 3		9 11	9 11 2 3					4 8	4 8	
Permitted Phases												Free
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?												
Act Effct Green (s)		32.0		47.0	85.0					33.0	33.0	130.0
Actuated g/C Ratio		0.25		0.36	0.65					0.25	0.25	1.00
v/c Ratio		1.18		0.52	0.60					0.92	0.28	0.52

Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	2	3	4	8	9	11
Permitted Phases						
Minimum Split (s)	9.0	20.0	10.0	18.0	25.0	30.0
Total Split (s)	9.0	29.0	18.0	21.0	22.0	31.0
Total Split (%)	7%	22%	14%	16%	17%	24%
Maximum Green (s)	3.0	23.0	12.0	15.0	16.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		119.7		31.0	7.5					64.3	40.0	1.2
Queue Delay		0.8		4.5	22.7					1.9	0.0	0.0
Total Delay		120.5		35.4	30.2					66.3	40.0	1.2
LOS		F		D	C					E	D	A
Approach Delay		120.5			31.9						34.3	
Approach LOS		F			C						C	

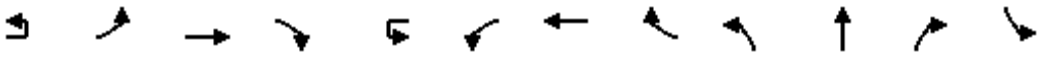
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 2 (2%), Referenced to phase 11:EBWB, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 61.0		Intersection LOS: E	
Intersection Capacity Utilization 112.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: William Cannon Dr & IH 35 SB



Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	24	1218	30	41	82	1269	14	29	1	26	32
Future Volume (vph)	15	24	1218	30	41	82	1269	14	29	1	26	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	1		0	0
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95
Ped Bike Factor		1.00					1.00		1.00			
Frt			0.997				0.999			0.855		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	5070	0	0	1770	5079	0	1770	1593	0	0
Flt Permitted		0.950				0.106			0.726			
Satd. Flow (perm)	0	1768	5070	0	0	197	5079	0	1347	1593	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			3				2			27		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1501				771			555		
Travel Time (s)			25.6				13.1			12.6		
Confl. Peds. (#/hr)		1						1	3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%
Adj. Flow (vph)	15	25	1582	31	42	85	1648	14	30	1	27	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	1613	0	0	127	1662	0	30	28	0	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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		



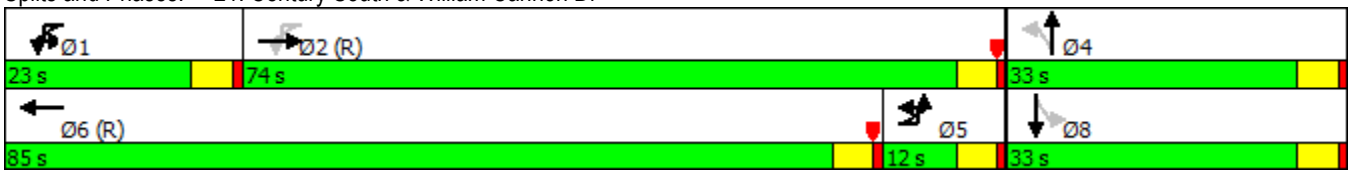
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	11
Future Volume (vph)	1	11
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.963	
Flt Protected	0.965	
Satd. Flow (prot)	3276	0
Flt Permitted	0.797	
Satd. Flow (perm)	2706	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	11	
Link Speed (mph)	30	
Link Distance (ft)	198	
Travel Time (s)	4.5	
Confl. Peds. (#/hr)		3
Peak Hour Factor	0.97	0.97
Growth Factor	126%	100%
Adj. Flow (vph)	1	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	45	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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

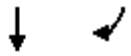
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA		D.P+P	D.P+P	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases					2	2			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		10.0	10.0		10.0
Minimum Split (s)	10.0	10.0	25.0		10.0	10.0	25.0		33.0	33.0		33.0
Total Split (s)	12.0	12.0	74.0		23.0	23.0	85.0		33.0	33.0		33.0
Total Split (%)	9.2%	9.2%	56.9%		17.7%	17.7%	65.4%		25.4%	25.4%		25.4%
Maximum Green (s)	7.0	7.0	69.0		18.0	18.0	80.0		28.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Walk Time (s)									5.0	5.0		5.0
Flash Dont Walk (s)									23.0	23.0		23.0
Pedestrian Calls (#/hr)									0	0		3
Act Effct Green (s)		6.7	77.8			87.0	82.4		28.0	28.0		
Actuated g/C Ratio		0.05	0.60			0.67	0.63		0.22	0.22		
v/c Ratio		0.44	0.53			0.52	0.52		0.10	0.08		
Control Delay		75.0	16.4			21.0	5.1		42.2	15.3		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		75.0	16.4			21.0	5.1		42.2	15.3		
LOS		E	B			C	A		D	B		
Approach Delay			17.8				6.2			29.2		
Approach LOS			B				A			C		

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 45 (35%), Referenced to phase 2:EBWB and 6:WBT, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 73.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 21: Century South & William Cannon Dr





Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	33.0	
Total Split (s)	33.0	
Total Split (%)	25.4%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Max	
Walk Time (s)	5.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	3	
Act Effct Green (s)	28.0	
Actuated g/C Ratio	0.22	
v/c Ratio	0.08	
Control Delay	33.1	
Queue Delay	0.0	
Total Delay	33.1	
LOS	C	
Approach Delay	33.1	
Approach LOS	C	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	44	1001	18	40	54	1100	62	36	51	141	45	15
Future Volume (vph)	44	1001	18	40	54	1100	62	36	51	141	45	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0		250		0	0		70	0	
Storage Lanes	1		0		1		0	0		1	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00	1.00			0.99	0.97		0.99
Frt		0.997				0.992				0.850		0.965
Flt Protected	0.950				0.950				0.980			0.973
Satd. Flow (prot)	1770	5067	0	0	1770	5022	0	0	1825	1583	0	1734
Flt Permitted	0.950				0.950				0.980			0.973
Satd. Flow (perm)	1757	5067	0	0	1767	5022	0	0	1811	1544	0	1723
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		2				8				173		10
Link Speed (mph)		25				40			30			30
Link Distance (ft)		425				1501			564			234
Travel Time (s)		11.6				25.6			12.8			5.3
Confl. Peds. (#/hr)	13		2		2		13	13		8	8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	60	1356	24	54	73	1490	84	49	69	191	61	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1380	0	0	127	1574	0	0	118	191	0	109
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



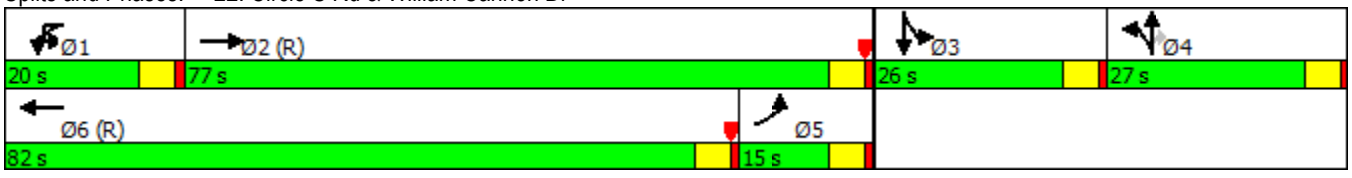
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	21
Future Volume (vph)	21
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	13
Peak Hour Factor	0.93
Growth Factor	126%
Adj. Flow (vph)	28
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases										4		
Detector Phase	5	2		1	1	6		4	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		7.0	7.0	7.0	8.0	8.0
Minimum Split (s)	10.0	23.0		10.0	10.0	23.0		32.0	32.0	32.0	32.0	32.0
Total Split (s)	15.0	77.0		20.0	20.0	82.0		27.0	27.0	27.0	26.0	26.0
Total Split (%)	10.0%	51.3%		13.3%	13.3%	54.7%		18.0%	18.0%	18.0%	17.3%	17.3%
Maximum Green (s)	10.0	72.0		15.0	15.0	77.0		22.0	22.0	22.0	21.0	21.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0	5.0		5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None	None	None	None
Walk Time (s)		5.0				5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		10.0				10.0		22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		2				10		8	8	8	10	10
Act Effct Green (s)	9.3	84.6			15.0	92.5			15.3	15.3		15.2
Actuated g/C Ratio	0.06	0.56			0.10	0.62			0.10	0.10		0.10
v/c Ratio	0.55	0.48			0.72	0.51			0.63	0.61		0.59
Control Delay	55.7	9.4			87.4	18.7			79.2	19.7		70.5
Queue Delay	0.0	0.2			0.0	0.3			0.0	0.0		0.0
Total Delay	55.7	9.5			87.4	18.9			79.2	19.7		70.5
LOS	E	A			F	B			E	B		E
Approach Delay		11.4				24.1			42.5			70.5
Approach LOS		B				C			D			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 149 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15

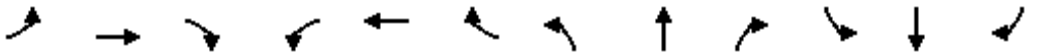
Splits and Phases: 22: Circle S Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



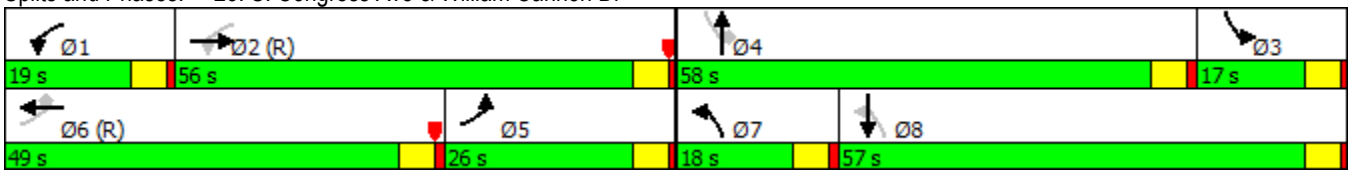
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	793	51	96	944	199	167	870	206	92	160	71
Future Volume (vph)	182	793	51	96	944	199	167	870	206	92	160	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		200	385		100	375		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		1.00				0.96	1.00		0.97		1.00	
Frt		0.991				0.850			0.850		0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5026	0	1770	5085	1583	1770	3539	1583	1770	3362	0
Flt Permitted	0.091			0.117			0.503			0.074		
Satd. Flow (perm)	170	5026	0	218	5085	1524	936	3539	1538	138	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				176			124		51	
Link Speed (mph)		40			25			30			30	
Link Distance (ft)		1115			425			1302			965	
Travel Time (s)		19.0			11.6			29.6			21.9	
Confl. Peds. (#/hr)	12		16	16		12	2		12	12		2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	252	1098	71	133	1307	276	231	1205	285	127	222	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	1169	0	133	1307	276	231	1205	285	127	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

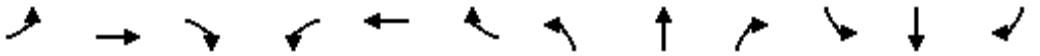
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2		6	8		4	4		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	10.0	26.0		10.0	26.0	26.0	13.0	37.0	37.0	13.0	43.0	
Total Split (s)	26.0	56.0		19.0	49.0	49.0	18.0	58.0	58.0	17.0	57.0	
Total Split (%)	17.3%	37.3%		12.7%	32.7%	32.7%	12.0%	38.7%	38.7%	11.3%	38.0%	
Maximum Green (s)	21.0	51.0		14.0	44.0	44.0	13.0	53.0	53.0	12.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max	Max	Max	Max	
Walk Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Flash Dont Walk (s)		15.0			15.0	15.0		26.0	26.0		32.0	
Pedestrian Calls (#/hr)		10			10	10		10	10		2	
Act Effct Green (s)	63.7	52.0		63.7	44.0	44.0	66.3	54.3	54.3	66.3	52.0	
Actuated g/C Ratio	0.42	0.35		0.42	0.29	0.29	0.44	0.36	0.36	0.44	0.35	
v/c Ratio	0.89	0.67		0.62	0.88	0.48	0.47	0.94	0.45	0.66	0.27	
Control Delay	74.1	28.6		29.6	42.4	7.9	28.3	60.9	22.7	69.9	30.1	
Queue Delay	0.0	0.0		0.0	5.7	0.8	0.0	0.0	0.0	0.0	0.0	
Total Delay	74.1	28.6		29.6	48.1	8.7	28.3	60.9	22.7	69.9	30.1	
LOS	E	C		C	D	A	C	E	C	E	C	
Approach Delay		36.7			40.3			50.2			41.4	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 136 (91%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 42.6 Intersection LOS: D
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 23: S. Congress Ave & William Cannon Dr





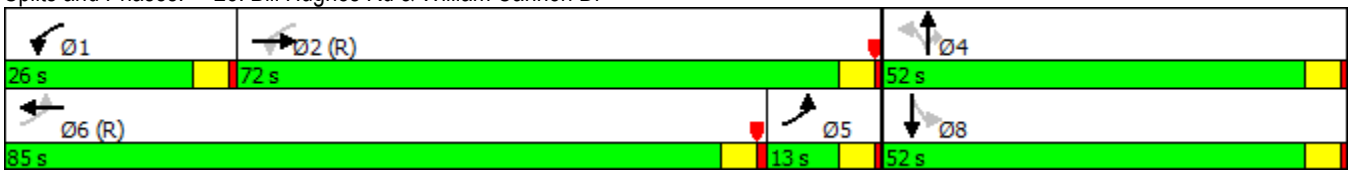
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	759	69	100	965	41	76	2	127	38	18	7
Future Volume (vph)	7	759	69	100	965	41	76	2	127	38	18	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.94			0.99	
Frt		0.990			0.995				0.850		0.986	
Flt Protected	0.950			0.950				0.954			0.973	
Satd. Flow (prot)	1770	5026	0	1770	5050	0	0	1777	1583	0	1772	0
Flt Permitted	0.182			0.235				0.687			0.807	
Satd. Flow (perm)	338	5026	0	438	5050	0	0	1203	1583	0	1470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			5				131		4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1020			1091			865			483	
Travel Time (s)		27.8			29.8			19.7			11.0	
Confl. Peds. (#/hr)	11		1	1		11	58					58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	7	986	71	103	1254	42	78	3	131	39	23	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1057	0	103	1296	0	0	81	131	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

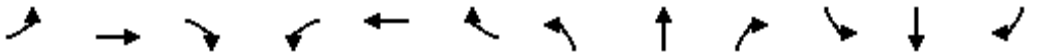
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	10.0	26.0		10.0	26.0		42.0	42.0	42.0	42.0	42.0	
Total Split (s)	13.0	72.0		26.0	85.0		52.0	52.0	52.0	52.0	52.0	
Total Split (%)	8.7%	48.0%		17.3%	56.7%		34.7%	34.7%	34.7%	34.7%	34.7%	
Maximum Green (s)	8.0	67.0		21.0	80.0		47.0	47.0	47.0	47.0	47.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0		14.0	14.0	14.0	14.0	14.0	
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		1			10		0	0	0	20	20	
Act Effct Green (s)	112.6	99.1		108.6	111.2			26.4	26.4		26.4	
Actuated g/C Ratio	0.75	0.66		0.72	0.74			0.18	0.18		0.18	
v/c Ratio	0.02	0.32		0.26	0.35			0.38	0.34		0.26	
Control Delay	5.7	7.2		4.1	4.6			56.2	9.2		48.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	5.7	7.2		4.1	4.6			56.2	9.2		48.6	
LOS	A	A		A	A			E	A		D	
Approach Delay		7.2			4.5			27.2			48.6	
Approach LOS		A			A			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 28: Bill Hughes Rd & William Cannon Dr





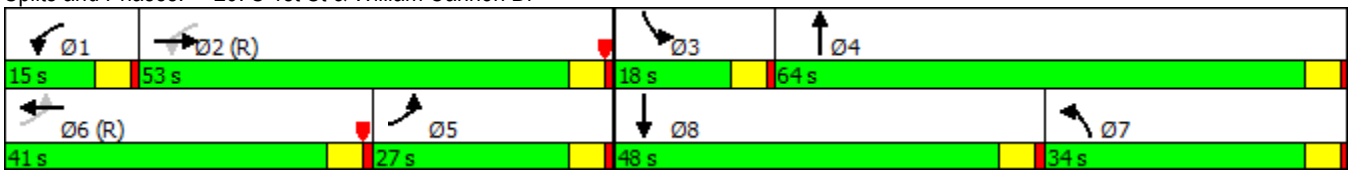
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	684	47	61	762	135	169	1057	53	90	170	77
Future Volume (vph)	194	684	47	61	762	135	169	1057	53	90	170	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	350		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00	0.99		0.99	1.00		1.00	0.99	
Frt		0.990			0.977			0.993			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5021	0	1770	4922	0	1770	3507	0	1770	3343	0
Flt Permitted	0.111			0.169			0.950			0.950		
Satd. Flow (perm)	207	5021	0	314	4922	0	1751	3507	0	1762	3343	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			22			4			49	
Link Speed (mph)		40			25			30			30	
Link Distance (ft)		1182			1020			1438			1411	
Travel Time (s)		20.1			27.8			32.7			32.1	
Confl. Peds. (#/hr)	23		13	13		23	12		22	22		12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	252	888	61	79	990	175	220	1373	69	117	221	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	949	0	79	1165	0	220	1442	0	117	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

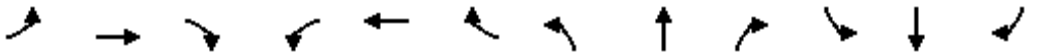
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2								
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	12.0		6.0	12.0		5.0	8.0		5.0	10.0	
Minimum Split (s)	13.0	25.0		11.0	25.0		10.0	38.0		10.0	38.0	
Total Split (s)	27.0	53.0		15.0	41.0		34.0	64.0		18.0	48.0	
Total Split (%)	18.0%	35.3%		10.0%	27.3%		22.7%	42.7%		12.0%	32.0%	
Maximum Green (s)	22.0	48.0		10.0	36.0		29.0	59.0		13.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	Max	
Walk Time (s)		5.0			5.0			12.0			12.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		10			11			11			10	
Act Effct Green (s)	56.1	47.2		56.1	36.0		29.0	61.4		12.5	44.9	
Actuated g/C Ratio	0.37	0.31		0.37	0.24		0.19	0.41		0.08	0.30	
v/c Ratio	0.88	0.60		0.39	0.97		0.64	1.00		0.79	0.31	
Control Delay	81.6	42.3		21.6	49.9		65.4	68.4		101.2	35.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.6	42.3		21.6	49.9		65.4	68.4		101.2	35.5	
LOS	F	D		C	D		E	E		F	D	
Approach Delay		50.6			48.1			68.0			53.1	
Approach LOS		D			D			E			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 53 (35%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 56.5 Intersection LOS: E
Intersection Capacity Utilization 98.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 29: S 1st St & William Cannon Dr





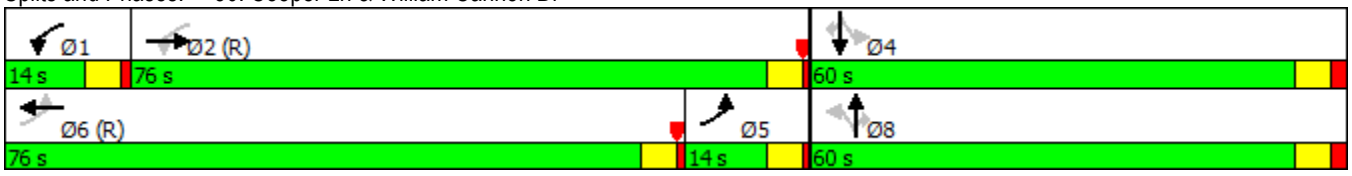
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	727	23	43	954	24	127	70	198	3	21	43
Future Volume (vph)	36	727	23	43	954	24	127	70	198	3	21	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			1.00				0.98
Frt		0.996			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.995	
Satd. Flow (prot)	1770	5061	0	1770	5065	0	0	1809	1583	0	1853	1583
Flt Permitted	0.173			0.253				0.801			0.972	
Satd. Flow (perm)	322	5061	0	470	5065	0	0	1485	1583	0	1811	1552
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3				191			87
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		804			1182			758			597	
Travel Time (s)		13.7			20.1			17.2			13.6	
Confl. Peds. (#/hr)	8		4	4		8	5					5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	38	974	24	46	1279	26	135	94	211	3	28	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	998	0	46	1305	0	0	229	211	0	31	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

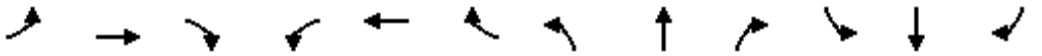
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	6			2			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	26.0		10.0	26.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	14.0	76.0		14.0	76.0		60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	9.3%	50.7%		9.3%	50.7%		40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Green (s)	9.0	71.0		9.0	71.0		54.0	54.0	54.0	54.0	54.0	54.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	23.0
Pedestrian Calls (#/hr)		4			8		0	0	0	5	5	5
Act Effct Green (s)	105.9	100.2		105.7	101.1			29.3	29.3		29.3	29.3
Actuated g/C Ratio	0.71	0.67		0.70	0.67			0.20	0.20		0.20	0.20
v/c Ratio	0.13	0.30		0.12	0.38			0.79	0.46		0.09	0.12
Control Delay	6.5	7.4		2.6	2.7			75.9	11.4		46.4	1.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.5	7.4		2.6	2.7			75.9	11.4		46.4	1.0
LOS	A	A		A	A			E	B		D	A
Approach Delay		7.4			2.7			44.9			19.3	
Approach LOS		A			A			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 131 (87%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 11.2 Intersection LOS: B
Intersection Capacity Utilization 60.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 30: Cooper Ln & William Cannon Dr



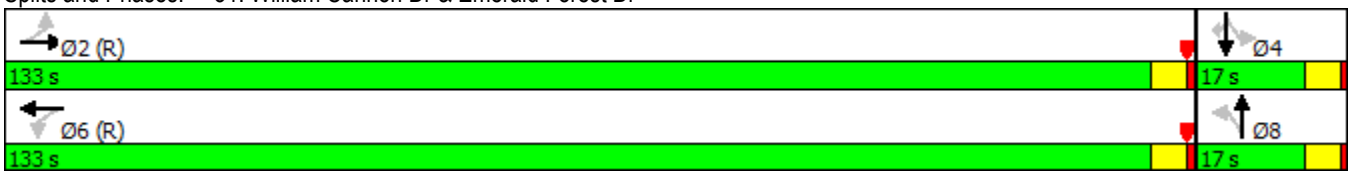


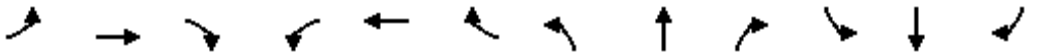
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	720	0	0	979	125	0	0	0	62	0	82
Future Volume (vph)	191	720	0	0	979	125	0	0	0	62	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00						0.98	0.98
Frt					0.986							0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	5085	0	1863	5004	0	0	1863	0	0	1770	1583
Flt Permitted	0.172										0.950	
Satd. Flow (perm)	320	5085	0	1863	5004	0	0	1863	0	0	1743	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					55							85
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1709			804			171			809	
Travel Time (s)		29.1			13.7			3.9			18.4	
Confl. Peds. (#/hr)	4		4	4		4	3		4	4		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	199	945	0	0	1285	130	0	0	0	65	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	945	0	0	1415	0	0	0	0	0	65	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		1.0	1.0		12.0	12.0	12.0
Minimum Split (s)	17.0	17.0		17.0	17.0		6.0	6.0		17.0	17.0	17.0
Total Split (s)	133.0	133.0		133.0	133.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	88.7%	88.7%		88.7%	88.7%		11.3%	11.3%		11.3%	11.3%	11.3%
Maximum Green (s)	128.0	128.0		128.0	128.0		12.0	12.0		12.0	12.0	12.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Act Effct Green (s)	127.9	127.9			127.9						12.1	12.1
Actuated g/C Ratio	0.85	0.85			0.85						0.08	0.08
v/c Ratio	0.73	0.22			0.33						0.46	0.42
Control Delay	34.3	1.9			4.2						77.2	19.0
Queue Delay	0.0	0.0			0.0						0.0	0.0
Total Delay	34.3	1.9			4.2						77.2	19.0
LOS	C	A			A						E	B
Approach Delay		7.5			4.2						44.2	
Approach LOS		A			A						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 4 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 31: William Cannon Dr & Emerald Forest Dr





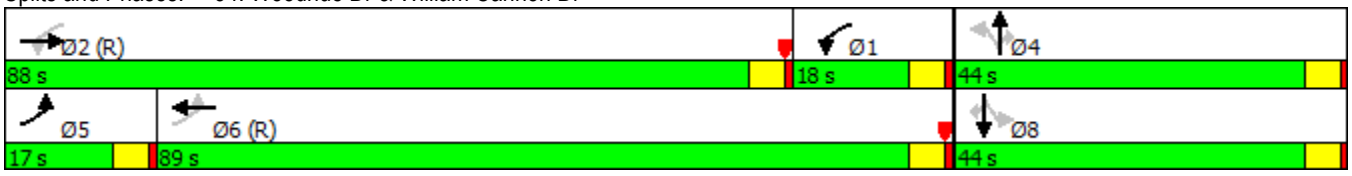
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	675	18	64	1044	25	63	43	71	30	24	93
Future Volume (vph)	53	675	18	64	1044	25	63	43	71	30	24	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00			1.00				0.98
Frt		0.997			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.974			0.976	
Satd. Flow (prot)	1770	5070	0	1770	5068	0	0	1814	1583	0	1818	1583
Flt Permitted	0.167			0.286				0.799			0.656	
Satd. Flow (perm)	311	5070	0	533	5068	0	0	1483	1583	0	1222	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3				87			96
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1089			1709			975			662	
Travel Time (s)		18.6			29.1			22.2			15.0	
Confl. Peds. (#/hr)	1					1	4					4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	55	877	19	66	1356	26	65	56	73	31	31	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	896	0	66	1382	0	0	121	73	0	62	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

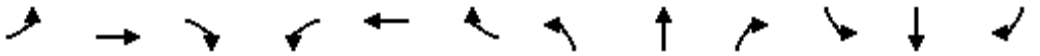
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		7.0	10.0		5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	10.0	24.0		12.0	24.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	17.0	88.0		18.0	89.0		44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	11.3%	58.7%		12.0%	59.3%		29.3%	29.3%	29.3%	29.3%	29.3%	29.3%
Maximum Green (s)	12.0	83.0		13.0	84.0		39.0	39.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		Min	C-Min		Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		14.0			14.0		20.0	20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			1		0	0	0	4	4	4
Act Effct Green (s)	118.5	99.8		117.5	112.8			17.5	17.5		17.5	17.5
Actuated g/C Ratio	0.79	0.67		0.78	0.75			0.12	0.12		0.12	0.12
v/c Ratio	0.18	0.27		0.12	0.36			0.70	0.28		0.44	0.36
Control Delay	3.0	5.0		5.1	7.9			83.6	9.7		69.5	13.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	3.0	5.0		5.1	7.9			83.6	9.7		69.5	13.8
LOS	A	A		A	A			F	A		E	B
Approach Delay		4.9			7.8			55.8			35.6	
Approach LOS		A			A			E			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 137 (91%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 55.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 34: Woodhue Dr & William Cannon Dr





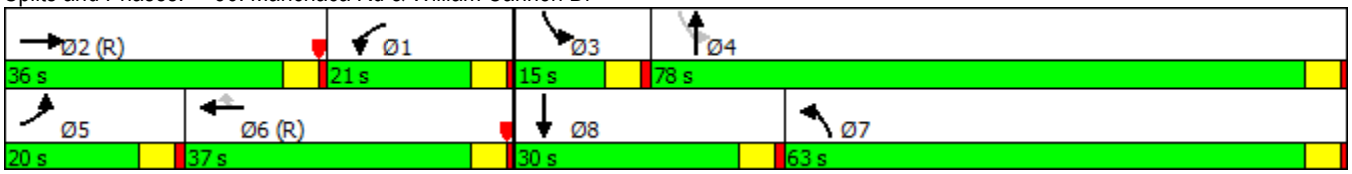
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	383	95	105	794	245	599	1240	74	114	271	65
Future Volume (vph)	114	383	95	105	794	245	599	1240	74	114	271	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		250	0		0	200		0
Storage Lanes	1		0	1		1	2		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00		0.98		1.00				
Frt		0.970				0.850		0.992			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4910	0	1770	5085	1583	3433	3507	0	1770	3437	0
Flt Permitted	0.950			0.950			0.950			0.055		
Satd. Flow (perm)	1768	4910	0	1762	5085	1557	3433	3507	0	102	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36				147		6			17	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3162			1619			1822			706	
Travel Time (s)		53.9			27.6			41.4			16.0	
Confl. Peds. (#/hr)	2		5	5		2			5	5		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	154	519	129	142	1076	332	812	1680	100	154	367	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	648	0	142	1076	332	812	1780	0	154	455	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

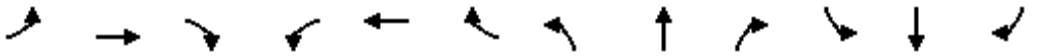
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6				4		
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	12.0	12.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	25.0		10.0	25.0	25.0	10.0	31.0		10.0	31.0	
Total Split (s)	20.0	36.0		21.0	37.0	37.0	63.0	78.0		15.0	30.0	
Total Split (%)	13.3%	24.0%		14.0%	24.7%	24.7%	42.0%	52.0%		10.0%	20.0%	
Maximum Green (s)	15.0	31.0		16.0	32.0	32.0	58.0	73.0		10.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0			15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		5			2	2		5			0	
Act Effct Green (s)	14.7	24.9		22.1	32.3	32.3	60.0	73.0		83.0	23.0	
Actuated g/C Ratio	0.10	0.17		0.15	0.22	0.22	0.40	0.49		0.55	0.15	
v/c Ratio	0.89	0.77		0.54	0.98	0.74	0.59	1.04		0.92	0.84	
Control Delay	113.7	66.0		64.0	78.7	41.0	37.9	70.9		88.0	74.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	113.7	66.0		64.0	78.7	41.0	37.9	70.9		88.0	74.0	
LOS	F	E		E	E	D	D	E		F	E	
Approach Delay		75.2			69.3			60.5			77.5	
Approach LOS		E			E			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 144 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 67.0 Intersection LOS: E
Intersection Capacity Utilization 98.1% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 36: Manchaca Rd & William Cannon Dr





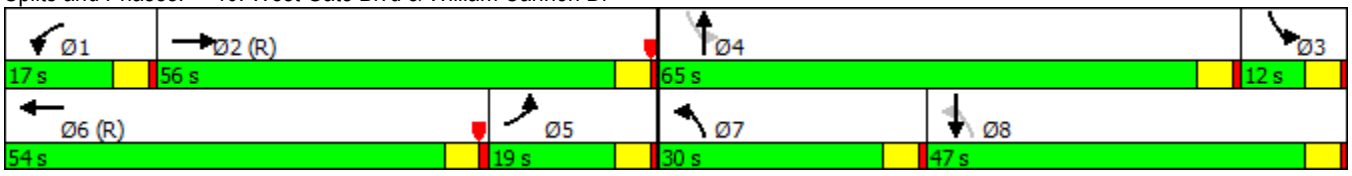
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	447	38	45	1031	319	336	964	59	82	134	124
Future Volume (vph)	98	447	38	45	1031	319	336	964	59	82	134	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		1.00	1.00			0.99	
Frt		0.988			0.965			0.991			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5013	0	1770	4886	0	1770	3503	0	1770	3260	0
Flt Permitted	0.950			0.950			0.465			0.067		
Satd. Flow (perm)	1769	5013	0	1756	4886	0	865	3503	0	125	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			55			5			156	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2648			3162			1479			1281	
Travel Time (s)		45.1			53.9			33.6			29.1	
Confl. Peds. (#/hr)	3		8	8		3	2		6	6		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	126	575	49	58	1326	410	432	1239	76	105	172	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	624	0	58	1736	0	432	1315	0	105	331	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

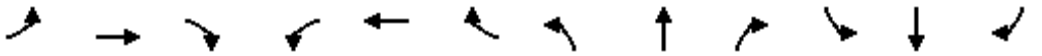
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	31.0		10.0	31.0	
Total Split (s)	19.0	56.0		17.0	54.0		30.0	65.0		12.0	47.0	
Total Split (%)	12.7%	37.3%		11.3%	36.0%		20.0%	43.3%		8.0%	31.3%	
Maximum Green (s)	14.0	51.0		12.0	49.0		25.0	60.0		7.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		8			3			6			2	
Act Effct Green (s)	13.4	56.1		9.8	50.3		66.4	59.4		66.4	41.7	
Actuated g/C Ratio	0.09	0.37		0.07	0.34		0.44	0.40		0.44	0.28	
v/c Ratio	0.80	0.33		0.50	1.04		0.81	0.95		0.80	0.32	
Control Delay	83.0	31.8		99.9	62.3		42.0	57.8		91.9	22.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	83.0	31.8		99.9	62.3		42.0	57.8		91.9	22.9	
LOS	F	C		F	E		D	E		F	C	
Approach Delay		40.4			63.5			53.8			39.5	
Approach LOS		D			E			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 78 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 54.1 Intersection LOS: D
Intersection Capacity Utilization 99.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 40: West Gate Blvd & William Cannon Dr





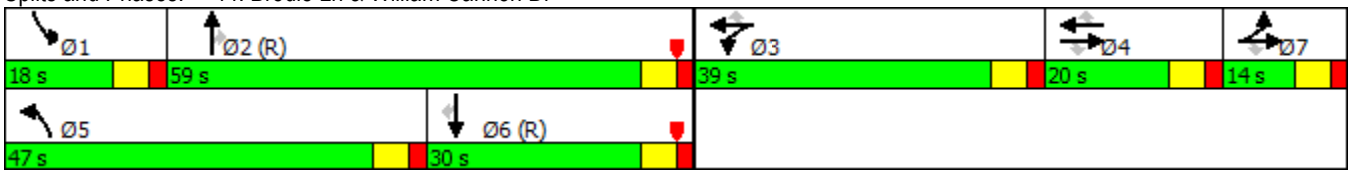
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	369	118	225	1159	320	410	1152	171	60	196	51
Future Volume (vph)	84	369	118	225	1159	320	410	1152	171	60	196	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		400	200		200	200		200
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99		0.98	0.99		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3409	3539	1549	3409	5085	1556	3424	3539	1556	3429	3539	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			206			153			196
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1646			635			2117			1861	
Travel Time (s)		28.1			10.8			48.1			42.3	
Confl. Peds. (#/hr)	6		6	6		6	3		4	4		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	108	474	152	289	1490	411	527	1481	220	77	252	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	474	152	289	1490	411	527	1481	220	77	252	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4 7		3	3 4		5	2		1	6	
Permitted Phases			4 7			3 4			2			6
Detector Phase	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0			10.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	11.0			11.0			16.0	42.0	42.0	10.0	41.0	41.0
Total Split (s)	14.0			39.0			47.0	59.0	59.0	18.0	30.0	30.0
Total Split (%)	9.3%			26.0%			31.3%	39.3%	39.3%	12.0%	20.0%	20.0%
Maximum Green (s)	8.0			33.0			41.0	53.0	53.0	12.0	24.0	24.0
Yellow Time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0			2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0			6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0			3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None			None			Min	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								30.0	30.0		30.0	30.0
Pedestrian Calls (#/hr)								4	4		3	3
Act Effct Green (s)	7.9	27.9	27.9	33.0	53.0	53.0	28.4	56.4	56.4	8.7	36.7	36.7
Actuated g/C Ratio	0.05	0.19	0.19	0.22	0.35	0.35	0.19	0.38	0.38	0.06	0.24	0.24
v/c Ratio	0.60	0.72	0.37	0.38	0.83	0.60	0.81	1.11	0.32	0.39	0.29	0.12
Control Delay	62.8	43.4	7.1	60.6	36.2	15.4	68.4	105.0	12.0	73.2	48.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	43.4	7.1	60.6	36.2	15.4	68.4	105.0	12.0	73.2	48.3	0.5
LOS	E	D	A	E	D	B	E	F	B	E	D	A
Approach Delay		38.8			35.5			87.1			45.2	
Approach LOS		D			D			F			D	

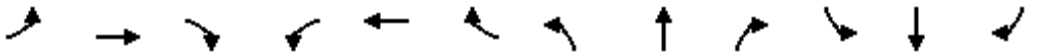
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 96 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Red			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 57.3		Intersection LOS: E	
Intersection Capacity Utilization 96.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 44: Brodie Ln & William Cannon Dr



Lane Group	Ø4
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	14.0
Total Split (s)	20.0
Total Split (%)	13%
Maximum Green (s)	14.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
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



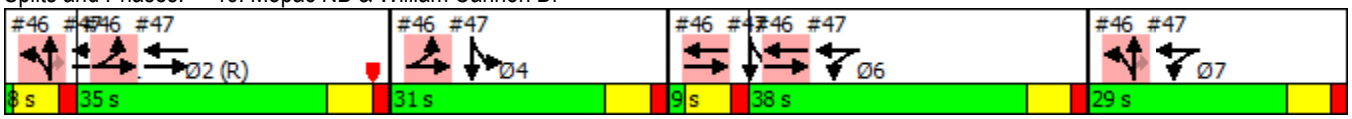
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	652	489	0	0	737	917	146	492	92	0	0	0
Future Volume (vph)	652	489	0	0	737	917	146	492	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		400	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99						
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	3539	0	0	3539	1583	1610	3387	1583	0	0	0
Flt Permitted	0.950						0.950	0.999				
Satd. Flow (perm)	3432	3539	0	0	3539	1563	1610	3387	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						364			182			
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		452			1200			1350			1198	
Travel Time (s)		6.8			20.5			30.7			27.2	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	865	649	0	0	977	1216	194	653	122	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	865	649	0	0	977	1216	175	672	122	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						Free			1 7			
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?												
Act Effct Green (s)	59.0	106.0			40.0	150.0	30.0	30.0	30.0			
Actuated g/C Ratio	0.39	0.71			0.27	1.00	0.20	0.20	0.20			
v/c Ratio	0.64	0.26			1.04	0.78	0.54	0.99	0.26			

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	8.0	19.0	16.0	8.0	21.0	14.0
Total Split (s)	8.0	35.0	31.0	9.0	38.0	29.0
Total Split (%)	5%	23%	21%	6%	25%	19%
Maximum Green (s)	1.0	28.0	24.0	2.0	31.0	22.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	5.0	0.3			81.1	20.0	61.1	92.0	2.1			
Queue Delay	2.9	0.7			8.5	0.0	0.0	0.0	0.0			
Total Delay	8.0	1.0			89.6	20.0	61.1	92.0	2.1			
LOS	A	A			F	B	E	F	A			
Approach Delay		5.0			51.0			75.1				
Approach LOS		A			D			E				

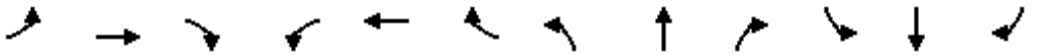
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 46: Mopac NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



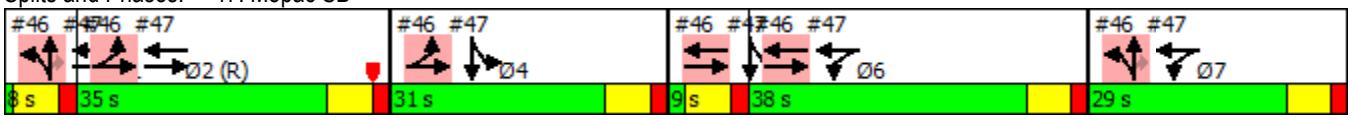
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	859	64	156	727	0	0	0	0	282	142	280
Future Volume (vph)	0	859	64	156	727	0	0	0	0	282	142	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		150	0		0	850		770
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.990										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5029	0	1770	3539	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5029	0	1769	3539	0	0	0	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7										368
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		488			452			1498			1203	
Travel Time (s)		7.4			6.8			34.0			27.3	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1127	84	205	954	0	0	0	0	370	186	368
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1211	0	205	954	0	0	0	0	370	186	368
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases												Free
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?												
Act Effct Green (s)		36.0		60.0	103.0					33.0	33.0	150.0
Actuated g/C Ratio		0.24		0.40	0.69					0.22	0.22	1.00
v/c Ratio		1.00		0.29	0.39					0.49	0.24	0.23

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	8.0	19.0	16.0	8.0	21.0	14.0
Total Split (s)	8.0	35.0	31.0	9.0	38.0	29.0
Total Split (%)	5%	23%	21%	6%	25%	19%
Maximum Green (s)	1.0	28.0	24.0	2.0	31.0	22.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		71.8		3.7	0.9					53.7	49.1	0.3
Queue Delay		4.0		0.0	2.6					0.0	0.0	0.0
Total Delay		75.8		3.7	3.6					53.7	49.1	0.3
LOS		E		A	A					D	D	A
Approach Delay		75.8			3.6						31.5	
Approach LOS		E			A						C	

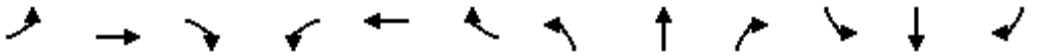
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 38.0		Intersection LOS: D	
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 47: Mopac SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



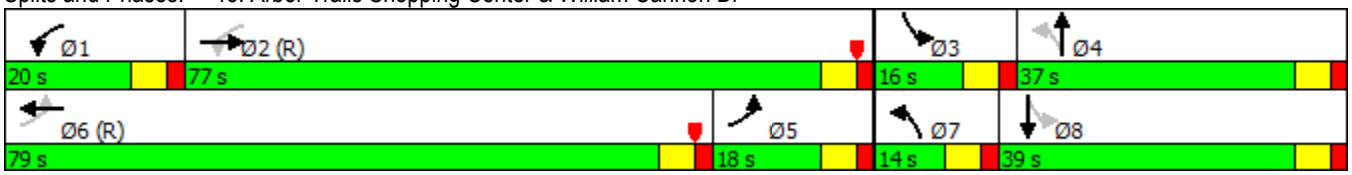
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	917	17	57	873	43	24	4	19	48	2	11
Future Volume (vph)	35	917	17	57	873	43	24	4	19	48	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.994			0.880			0.880	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5075	0	1770	5055	0	1770	1639	0	1770	1639	0
Flt Permitted	0.195			0.190			0.748			0.654		
Satd. Flow (perm)	363	5075	0	354	5055	0	1393	1639	0	1218	1639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			20			12	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		917			399			444			175	
Travel Time (s)		13.9			6.0			10.1			4.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	37	1216	18	60	1158	45	25	5	20	51	3	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	1234	0	60	1203	0	25	25	0	51	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	

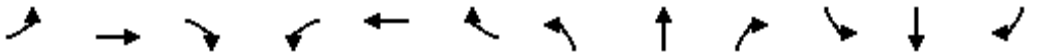
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	20.0		8.0	20.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	14.0	26.0		14.0	26.0		11.0	35.0		11.0	35.0	
Total Split (s)	18.0	77.0		20.0	79.0		14.0	37.0		16.0	39.0	
Total Split (%)	12.0%	51.3%		13.3%	52.7%		9.3%	24.7%		10.7%	26.0%	
Maximum Green (s)	12.0	71.0		14.0	73.0		8.0	31.0		10.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		Min	Min		Min	Min	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		12.0			12.0			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	106.3	99.7		106.3	96.5		19.3	12.0		22.5	13.6	
Actuated g/C Ratio	0.71	0.66		0.71	0.64		0.13	0.08		0.15	0.09	
v/c Ratio	0.10	0.37		0.18	0.37		0.13	0.17		0.24	0.09	
Control Delay	5.7	9.4		3.2	3.3		52.0	31.5		54.1	33.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.7	9.4		3.2	3.3		52.0	31.5		54.1	33.0	
LOS	A	A		A	A		D	C		D	C	
Approach Delay		9.3			3.3			41.7			49.3	
Approach LOS		A			A			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 134 (89%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 54.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 48: Arbor Trails Shopping Center & William Cannon Dr



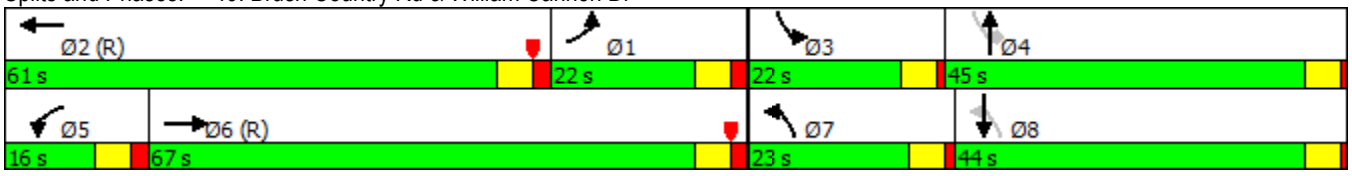


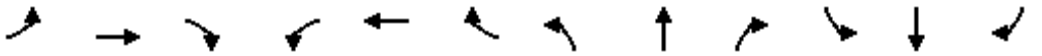
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	509	12	47	710	163	91	149	343	126	37	80
Future Volume (vph)	157	509	12	47	710	163	91	149	343	126	37	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	350		0	0		200	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	75			75			75			100		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00		1.00		0.98	1.00	0.99	
Frt		0.997			0.977				0.850		0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	4951	0	1770	1863	1583	1770	1667	0
Flt Permitted	0.950			0.950			0.529			0.325		
Satd. Flow (perm)	1768	5070	0	1770	4951	0	981	1863	1556	603	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			27				301		56	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2600			917			1448			909	
Travel Time (s)		39.4			13.9			32.9			20.7	
Confl. Peds. (#/hr)	1					1	4		4	4		4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	173	705	13	52	983	179	100	206	377	138	51	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	718	0	52	1162	0	100	206	377	138	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							8		4	4		
Detector Phase	1	6		5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	31.0		11.0	31.0		10.0	38.0	38.0	10.0	38.0	
Total Split (s)	22.0	67.0		16.0	61.0		23.0	45.0	45.0	22.0	44.0	
Total Split (%)	14.7%	44.7%		10.7%	40.7%		15.3%	30.0%	30.0%	14.7%	29.3%	
Maximum Green (s)	16.0	61.0		10.0	55.0		18.0	40.0	40.0	17.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		18.0			18.0			28.0	28.0		28.0	
Pedestrian Calls (#/hr)		0			1			4	4		4	
Act Effct Green (s)	21.0	83.2		9.8	69.6		37.4	23.4	23.4	37.4	25.8	
Actuated g/C Ratio	0.14	0.55		0.07	0.46		0.25	0.16	0.16	0.25	0.17	
v/c Ratio	0.70	0.26		0.45	0.50		0.33	0.71	0.76	0.53	0.42	
Control Delay	74.6	16.4		105.2	28.0		41.5	72.6	23.0	47.7	34.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	74.6	16.4		105.2	28.0		41.5	72.6	23.0	47.7	34.9	
LOS	E	B		F	C		D	E	C	D	C	
Approach Delay		27.7			31.3			40.7			41.3	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 71 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 49: Brush Country Rd & William Cannon Dr



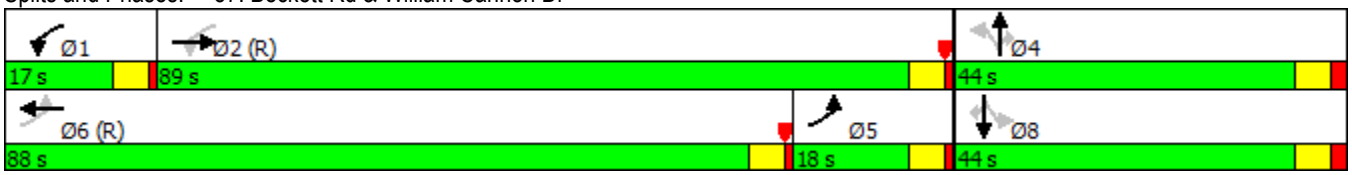


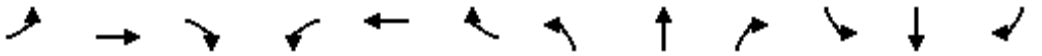
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	341	12	84	631	1	56	166	318	3	10	12
Future Volume (vph)	69	341	12	84	631	1	56	166	318	3	10	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996							0.850			0.850
Flt Protected	0.950			0.950				0.990			0.991	
Satd. Flow (prot)	1770	5065	0	1770	5085	0	0	1844	1583	0	1846	1583
Flt Permitted	0.297			0.469				0.924			0.945	
Satd. Flow (perm)	553	5065	0	874	5085	0	0	1721	1583	0	1760	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4							338			87
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		3559			1694			1530			698	
Travel Time (s)		53.9			25.7			34.8			15.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	73	457	13	89	846	1	60	223	338	3	13	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	470	0	89	847	0	0	283	338	0	16	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	25.0		10.0	25.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	18.0	89.0		17.0	88.0		44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	12.0%	59.3%		11.3%	58.7%		29.3%	29.3%	29.3%	29.3%	29.3%	29.3%
Maximum Green (s)	13.0	84.0		12.0	83.0		38.0	38.0	38.0	38.0	38.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		12.0			12.0		24.0	24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	103.2	95.3		103.2	92.2			30.8	30.8		30.8	30.8
Actuated g/C Ratio	0.69	0.64		0.69	0.61			0.21	0.21		0.21	0.21
v/c Ratio	0.16	0.15		0.14	0.27			0.80	0.57		0.04	0.03
Control Delay	6.1	8.8		5.3	10.0			72.9	8.2		44.1	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.1	8.8		5.3	10.0			72.9	8.2		44.1	0.2
LOS	A	A		A	B			E	A		D	A
Approach Delay		8.4			9.6			37.7			24.4	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 63 (42%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 57: Beckett Rd & William Cannon Dr





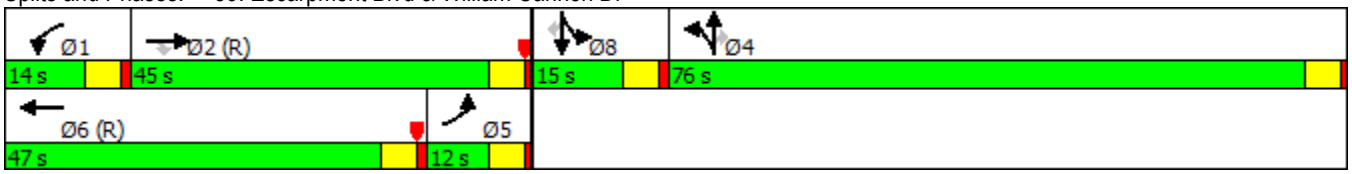
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	149	104	86	555	10	989	72	252	10	14	18
Future Volume (vph)	14	149	104	86	555	10	989	72	252	10	14	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	450		0	150		150	0		0
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00		1.00	0.99	0.99	1.00		0.99
Frt			0.850		0.997			0.914	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	5068	0	3433	1605	1504	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1768	3539	1583	3433	5068	0	3428	1605	1484	1768	1863	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			193		2			61	290			124
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		736			3559			1472			418	
Travel Time (s)		11.2			53.9			33.5			9.5	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	26	276	193	159	1028	19	1832	133	467	19	26	33
Shared Lane Traffic (%)									38%			
Lane Group Flow (vph)	26	276	193	159	1047	0	1832	310	290	19	26	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

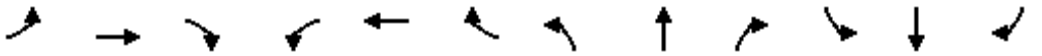
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			8
Detector Phase	5	2	2	1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0		7.0	7.0	7.0	6.0	6.0	6.0
Minimum Split (s)	10.0	30.0	30.0	10.0	30.0		32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	12.0	45.0	45.0	14.0	47.0		76.0	76.0	76.0	15.0	15.0	15.0
Total Split (%)	8.0%	30.0%	30.0%	9.3%	31.3%		50.7%	50.7%	50.7%	10.0%	10.0%	10.0%
Maximum Green (s)	7.0	40.0	40.0	9.0	42.0		71.0	71.0	71.0	10.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		20.0	20.0		20.0		22.0	22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		0	0		1		1	1	1	1	1	1
Act Effct Green (s)	6.8	33.4	33.4	9.0	40.0		82.1	82.1	82.1	7.7	7.7	7.7
Actuated g/C Ratio	0.05	0.22	0.22	0.06	0.27		0.55	0.55	0.55	0.05	0.05	0.05
v/c Ratio	0.33	0.35	0.38	0.78	0.77		0.98	0.34	0.31	0.21	0.27	0.17
Control Delay	66.0	34.2	6.4	72.5	43.0		49.3	18.1	3.2	72.9	75.0	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	34.2	6.4	72.5	43.0		49.3	18.1	3.2	72.9	75.0	1.8
LOS	E	C	A	E	D		D	B	A	E	E	A
Approach Delay		25.0			46.9			39.8			43.5	
Approach LOS		C			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 41 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 175
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 40.2 Intersection LOS: D
Intersection Capacity Utilization 94.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 59: Escarpment Blvd & William Cannon Dr



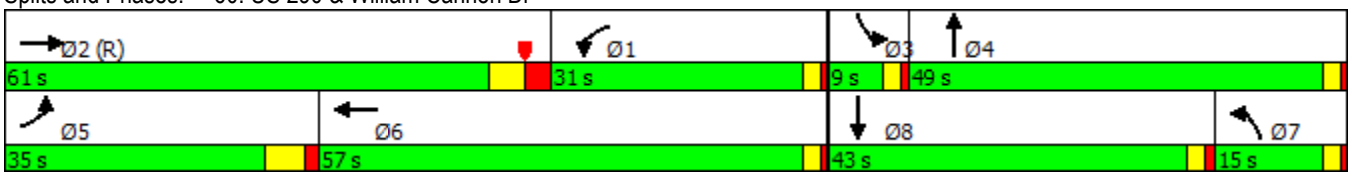


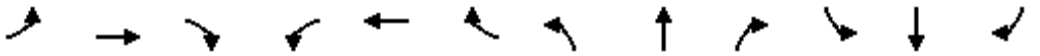
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	140	52	256	581	657	104	450	54	33	125	249
Future Volume (vph)	287	140	52	256	581	657	104	450	54	33	125	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		340	0		320	0		650	650		1000
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			200		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor	1.00					0.99						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3431	3539	1583	3433	3539	1563	3433	3539	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			479			160			452
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1080			800			1465			1442	
Travel Time (s)		16.4			12.1			22.2			21.8	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	521	254	94	464	1054	1192	189	816	98	60	227	452
Shared Lane Traffic (%)												
Lane Group Flow (vph)	521	254	94	464	1054	1192	189	816	98	60	227	452
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			Free			Free			Free			Free
Minimum Split (s)	11.0	14.0		8.0	21.0		8.0	43.0		8.0	43.0	
Total Split (s)	35.0	61.0		31.0	57.0		15.0	49.0		9.0	43.0	
Total Split (%)	23.3%	40.7%		20.7%	38.0%		10.0%	32.7%		6.0%	28.7%	
Maximum Green (s)	29.0	54.0		28.0	54.0		12.0	46.0		6.0	40.0	
Yellow Time (s)	4.5	4.0		2.0	2.0		2.0	2.0		2.0	2.0	
All-Red Time (s)	1.5	3.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								33.0			33.0	
Pedestrian Calls (#/hr)								0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	29.0	54.0	150.0	28.0	54.0	150.0	12.0	46.0	150.0	6.0	40.0	150.0
Actuated g/C Ratio	0.19	0.36	1.00	0.19	0.36	1.00	0.08	0.31	1.00	0.04	0.27	1.00
v/c Ratio	0.79	0.20	0.06	0.72	0.83	0.76	0.69	0.75	0.06	0.44	0.17	0.29
Control Delay	67.8	37.8	0.1	59.1	45.3	6.0	80.9	52.1	0.1	80.6	42.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	37.8	0.1	59.1	45.3	6.0	80.9	52.1	0.1	80.6	42.6	0.5
LOS	E	D	A	E	D	A	F	D	A	F	D	A
Approach Delay		51.7			30.4			52.4			19.9	
Approach LOS		D			C			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 39 (26%), Referenced to phase 2:EBT, Start of Red			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 36.8		Intersection LOS: D	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 60: US 290 & William Cannon Dr





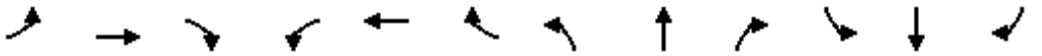
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	61	379	10	3	1	142	345	90	13	264	14
Future Volume (vph)	45	61	379	10	3	1	142	345	90	13	264	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		550	350		150	180		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	75			75			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.969			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3429	0	1770	3511	0
Flt Permitted	0.754			0.536			0.420			0.299		
Satd. Flow (perm)	1405	1863	1583	998	1863	1583	782	3429	0	557	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			530			65		44			6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1007			1012			661			1776	
Travel Time (s)		22.9			23.0			10.0			26.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	86	117	725	19	6	2	272	660	172	25	505	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	117	725	19	6	2	272	832	0	25	532	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		4	4		8	6			2		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	21.0	21.0	8.0	21.0	21.0	8.0	21.0		8.0	21.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	25.0	100.0		15.0	90.0	
Total Split (%)	10.0%	13.3%	13.3%	10.0%	13.3%	13.3%	16.7%	66.7%		10.0%	60.0%	
Maximum Green (s)	12.0	17.0	17.0	12.0	17.0	17.0	22.0	97.0		12.0	87.0	
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	30.8	25.6	25.6	30.2	10.2	10.2	109.0	106.4		110.2	96.6	
Actuated g/C Ratio	0.21	0.17	0.17	0.20	0.07	0.07	0.73	0.71		0.73	0.64	
v/c Ratio	0.25	0.37	1.02	0.08	0.05	0.01	0.42	0.34		0.05	0.24	
Control Delay	51.1	60.7	55.4	48.0	61.7	0.0	4.5	3.7		5.3	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	51.1	60.7	55.4	48.0	61.7	0.0	4.5	3.7		5.3	10.8	
LOS	D	E	E	D	E	A	A	A		A	B	
Approach Delay		55.7			47.5			3.9			10.5	
Approach LOS		E			D			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 72 (48%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 62: William Cannon Dr & Rialto Blvd



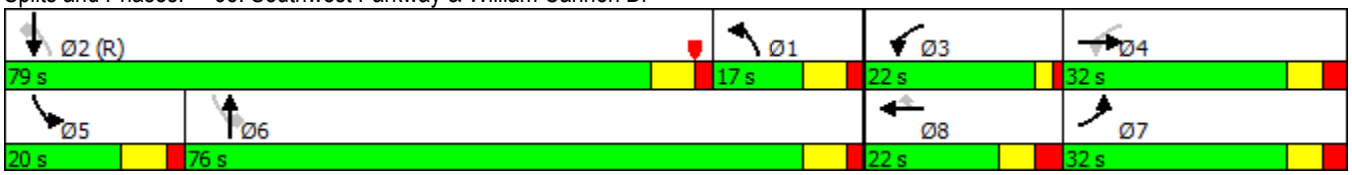


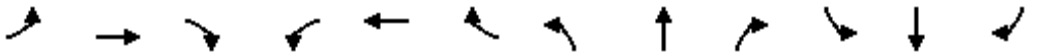
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	100	54	400	100	125	52	819	250	100	1459	289
Future Volume (vph)	307	100	54	400	100	125	52	819	250	100	1459	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		300	150		0	140		250	140		350
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	80			80			80			80		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.927				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3281	0	1770	3539	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.605			0.056			0.107		
Satd. Flow (perm)	3433	3281	0	1127	3539	1583	104	5085	1583	199	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98				182			232			374
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1776			496			839			714	
Travel Time (s)		26.9			7.5			10.4			8.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	176%	100%	176%	100%	100%	100%	176%	176%	100%	100%	176%	176%
Adj. Flow (vph)	557	103	98	412	103	129	94	1486	258	103	2647	524
Shared Lane Traffic (%)												
Lane Group Flow (vph)	557	201	0	412	103	129	94	1486	258	103	2647	524
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		8	2		6	6		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	49.0		8.0	49.0	49.0	12.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	32.0	32.0		22.0	22.0	22.0	17.0	76.0	76.0	20.0	79.0	79.0
Total Split (%)	21.3%	21.3%		14.7%	14.7%	14.7%	11.3%	50.7%	50.7%	13.3%	52.7%	52.7%
Maximum Green (s)	25.0	25.0		19.0	15.0	15.0	10.0	69.0	69.0	13.0	72.0	72.0
Yellow Time (s)	4.0	4.0		2.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0		1.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		3.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		3.0	2.0	2.0	1.5	4.0	4.0	1.5	4.0	4.0
Recall Mode	None	Max		None	Max	Max	None	Max	Max	None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0			35.0	35.0		32.0	32.0		32.0	32.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	25.0	25.0		48.0	15.0	15.0	82.0	74.1	74.1	82.0	72.0	72.0
Actuated g/C Ratio	0.17	0.17		0.32	0.10	0.10	0.55	0.49	0.49	0.55	0.48	0.48
v/c Ratio	0.97	0.32		0.93	0.29	0.40	0.56	0.59	0.29	0.54	1.08	0.55
Control Delay	79.3	19.7		74.1	65.0	5.4	58.2	28.6	4.5	24.5	83.4	9.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	19.7		74.1	65.0	5.4	58.2	28.6	4.5	24.5	83.4	9.4
LOS	E	B		E	E	A	E	C	A	C	F	A
Approach Delay		63.5			58.9			26.7			69.7	
Approach LOS		E			E			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 105 (70%), Referenced to phase 2:NBSB, Start of Red			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 55.8		Intersection LOS: E	
Intersection Capacity Utilization 103.5%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 63: Southwest Parkway & William Cannon Dr



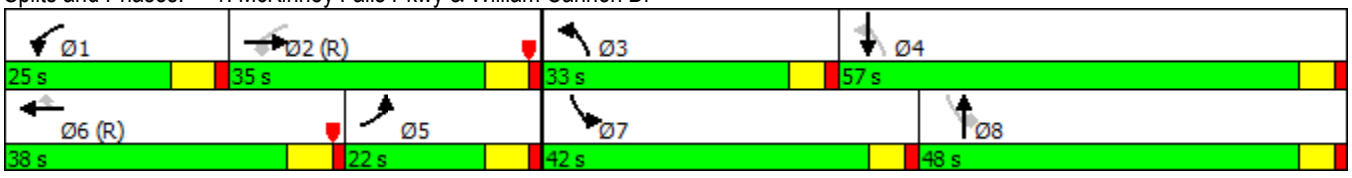


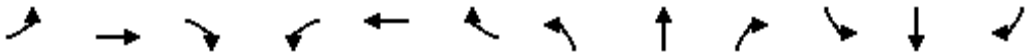
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	650	550	200	650	150	400	300	100	400	900	600
Future Volume (vph)	350	650	550	200	650	150	400	300	100	400	900	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		200	200		200	260		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	100			100			95			145		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	3539	1583	1770	3327	0
Flt Permitted	0.950			0.137			0.078			0.483		
Satd. Flow (perm)	3433	3539	1583	255	3539	1583	145	3539	1583	900	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			363			145			200		116	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		816			854			1445			886	
Travel Time (s)		12.4			12.9			32.8			20.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	407	756	640	233	756	174	465	349	116	465	1047	698
Shared Lane Traffic (%)												
Lane Group Flow (vph)	407	756	640	233	756	174	465	349	116	465	1745	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2	2		6	4		8	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	10.5	29.5	29.5	8.5	29.5	
Total Split (s)	22.0	35.0	35.0	25.0	38.0	38.0	33.0	48.0	48.0	42.0	57.0	
Total Split (%)	14.7%	23.3%	23.3%	16.7%	25.3%	25.3%	22.0%	32.0%	32.0%	28.0%	38.0%	
Maximum Green (s)	15.5	28.5	28.5	18.5	31.5	31.5	27.5	42.5	42.5	36.5	51.5	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.5	2.5	3.0	1.5	1.5	3.0	1.5	1.5	1.5	1.5	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		12.0	12.0		12.0	12.0		7.0	7.0		7.0	
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		17.0	17.0		17.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	15.5	29.1	29.1	47.0	31.5	31.5	79.0	51.5	51.5	79.0	51.5	
Actuated g/C Ratio	0.10	0.19	0.19	0.31	0.21	0.21	0.53	0.34	0.34	0.53	0.34	
v/c Ratio	1.15	1.10	1.07	0.90	1.02	0.39	1.24	0.29	0.17	0.73	1.43	
Control Delay	135.1	103.0	81.5	75.7	95.0	14.2	170.0	38.0	0.6	27.4	233.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	135.1	103.0	81.5	75.7	95.0	14.2	170.0	38.0	0.6	27.4	233.8	
LOS	F	F	F	E	F	B	F	D	A	C	F	
Approach Delay		102.6			79.1			99.3			190.4	
Approach LOS		F			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 120 (80%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.43			
Intersection Signal Delay: 129.4		Intersection LOS: F	
Intersection Capacity Utilization 115.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: McKinney Falls Pkwy & William Cannon Dr

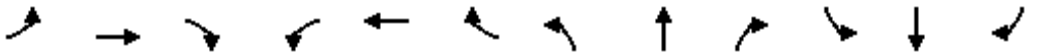




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1546	5	5	1639	2	7	1	1	1	1	4
Future Volume (Veh/h)	1	1546	5	5	1639	2	7	1	1	1	1	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	1680	9	9	1782	3	12	2	2	2	2	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		835			816							
pX, platoon unblocked	0.80			0.79			0.89	0.89	0.79	0.89	0.89	0.80
vC, conflicting volume	1785			1689			2606	3492	844	2648	3494	892
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1481			1336			1540	2538	263	1589	2542	365
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			81	91	100	97	91	99
cM capacity (veh/h)	360			404			63	23	579	58	23	506

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	2	1120	569	9	1188	597	16	11
Volume Left	2	0	0	9	0	0	12	2
Volume Right	0	0	9	0	0	3	2	7
cSH	360	1700	1700	404	1700	1700	57	82
Volume to Capacity	0.01	0.66	0.33	0.02	0.70	0.35	0.28	0.13
Queue Length 95th (ft)	0	0	0	2	0	0	25	11
Control Delay (s)	15.0	0.0	0.0	14.1	0.0	0.0	91.2	55.9
Lane LOS	C			B			F	F
Approach Delay (s)	0.0			0.1			91.2	55.9
Approach LOS							F	F

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	55.4%	ICU Level of Service		B
Analysis Period (min)	15			

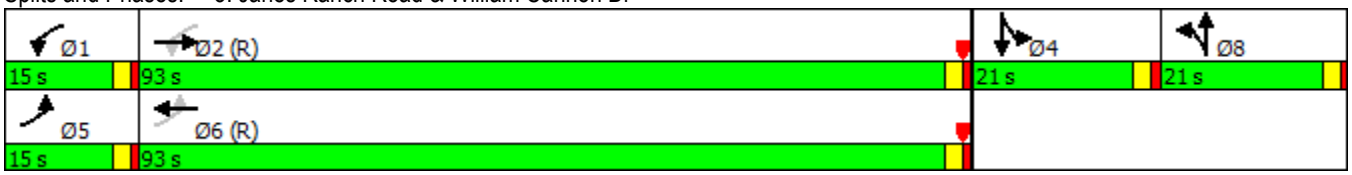


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1529	25	17	1626	2	20	1	4	13	3	4
Future Volume (vph)	2	1529	25	17	1626	2	20	1	4	13	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.979			0.973	
Flt Protected	0.950			0.950				0.962			0.968	
Satd. Flow (prot)	1770	3525	0	1770	3539	0	0	1754	0	0	1754	0
Flt Permitted	0.100			0.106				0.962			0.968	
Satd. Flow (perm)	186	3525	0	197	3539	0	0	1754	0	0	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						5			7	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		703			835			876			966	
Travel Time (s)		10.7			12.7			19.9			22.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	3	1680	43	30	1787	3	35	2	7	23	5	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1723	0	30	1790	0	0	44	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2								
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	93.0		15.0	93.0		21.0	21.0		21.0	21.0	
Total Split (%)	10.0%	62.0%		10.0%	62.0%		14.0%	14.0%		14.0%	14.0%	
Maximum Green (s)	12.0	90.0		12.0	90.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	127.0	122.7		125.8	126.5			8.8			8.0	
Actuated g/C Ratio	0.85	0.82		0.84	0.84			0.06			0.05	
v/c Ratio	0.01	0.60		0.13	0.60			0.41			0.35	
Control Delay	2.0	12.8		0.4	1.2			71.7			66.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	2.0	12.8		0.4	1.2			71.7			66.6	
LOS	A	B		A	A			E			E	
Approach Delay		12.8			1.2			71.7			66.6	
Approach LOS		B			A			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 146 (97%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Janes Ranch Road & William Cannon Dr





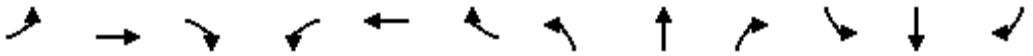
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	0	1585	456	29	1347	214	18
Future Volume (vph)	0	1585	456	29	1347	214	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		100	240		0	0
Storage Lanes	1		1	1		2	0
Taper Length (ft)	90			75		75	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.97	0.95
Frt			0.850			0.988	
Flt Protected				0.950		0.956	
Satd. Flow (prot)	1863	3539	1583	1770	3539	3413	0
Flt Permitted				0.103		0.956	
Satd. Flow (perm)	1863	3539	1583	192	3539	3413	0
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			311			5	
Link Speed (mph)		45			45	30	
Link Distance (ft)		1053			1576	1224	
Travel Time (s)		16.0			23.9	27.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	158%	100%	158%	158%	100%	158%	158%
Adj. Flow (vph)	0	1634	743	47	1389	349	29
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1634	743	47	1389	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		16			15	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
Turning Speed (mph)	9		9	15		15	9
Number of Detectors	1	2	1	1	2	1	
Detector Template	Left	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	20	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94		
Detector 2 Size(ft)		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)		0.0			0.0		
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	5	2		1	6		

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases	2		2	6		8	
Detector Phase	5	2	2	1	6	8	
Switch Phase							
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0	5.0	
Minimum Split (s)	8.0	31.0	31.0	11.0	31.0	29.0	
Total Split (s)	12.0	106.0	106.0	15.0	109.0	29.0	
Total Split (%)	8.0%	70.7%	70.7%	10.0%	72.7%	19.3%	
Maximum Green (s)	9.0	100.0	100.0	9.0	103.0	26.0	
Yellow Time (s)	2.0	4.5	4.5	4.5	4.5	2.0	
All-Red Time (s)	1.0	1.5	1.5	1.5	1.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0	6.0	6.0	6.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	2.0	2.0	1.5	2.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	
Walk Time (s)		5.0	5.0			5.0	
Flash Dont Walk (s)		14.0	14.0			21.0	
Pedestrian Calls (#/hr)		0	0			0	
Act Effct Green (s)		110.6	110.6	119.6	119.6	21.4	
Actuated g/C Ratio		0.74	0.74	0.80	0.80	0.14	
v/c Ratio		0.63	0.60	0.23	0.49	0.77	
Control Delay		5.5	2.3	6.2	6.3	71.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		5.5	2.3	6.2	6.3	71.8	
LOS		A	A	A	A	E	
Approach Delay		4.5			6.3	71.8	
Approach LOS		A			A	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 84 (56%), Referenced to phase 2:EBTU and 6:WBTL, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Salt Spring Dr & William Cannon Dr





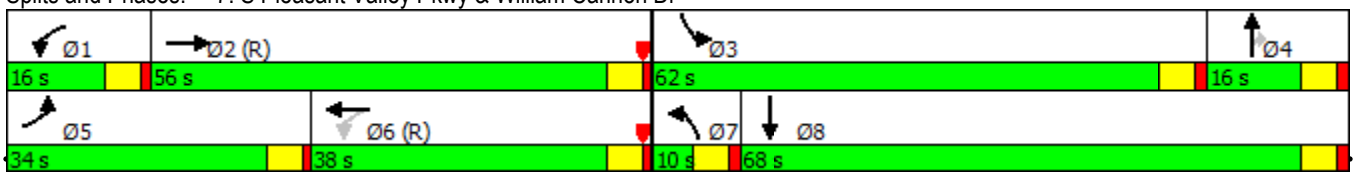
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	1201	33	117	1041	519	41	50	132	1000	174	844
Future Volume (vph)	354	1201	33	117	1041	519	41	50	132	1000	174	844
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	380		0	105		0	120		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	75			75			75			80		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00			1.00				0.98	
Frt		0.994				0.850			0.850		0.876	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	3539	1583	1770	1863	1583	1770	3054	0
Flt Permitted	0.950			0.122			0.950			0.950		
Satd. Flow (perm)	1770	5050	0	227	3539	1583	1769	1863	1583	1770	3054	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				250			167		430	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2427			3630			972			811	
Travel Time (s)		36.8			55.0			22.1			18.4	
Confl. Peds. (#/hr)			7	7			5					5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	158%	100%	158%	100%	100%	100%	158%	158%	100%	100%	158%	158%
Adj. Flow (vph)	583	1251	54	122	1084	541	67	82	138	1042	286	1389
Shared Lane Traffic (%)												
Lane Group Flow (vph)	583	1305	0	122	1084	541	67	82	138	1042	1675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases				6		Free			4			
Detector Phase	5	2		1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	10.0		3.0	10.0	10.0	3.0	3.0	
Minimum Split (s)	10.0	30.0		10.0	23.0		10.0	16.0	16.0	10.0	10.0	
Total Split (s)	34.0	56.0		16.0	38.0		10.0	16.0	16.0	62.0	68.0	
Total Split (%)	22.7%	37.3%		10.7%	25.3%		6.7%	10.7%	10.7%	41.3%	45.3%	
Maximum Green (s)	29.0	51.0		11.0	33.0		4.5	10.5	10.5	56.5	62.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	3.0		1.5	4.5		2.0	2.0	2.0	2.0	2.0	
Recall Mode	Max	C-Max		Max	C-Max		None	Max	Max	None	Max	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									29.0	
Pedestrian Calls (#/hr)		7									5	
Act Effct Green (s)	29.0	51.0		44.0	33.0	150.0	4.5	10.5	10.5	56.5	62.5	
Actuated g/C Ratio	0.19	0.34		0.29	0.22	1.00	0.03	0.07	0.07	0.38	0.42	
v/c Ratio	1.70	0.76		0.68	1.39	0.34	1.26	0.63	0.52	1.56	1.54dr	
Control Delay	363.1	19.9		55.6	217.6	0.5	264.6	89.2	11.5	294.3	86.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	363.1	19.9		55.6	217.6	0.5	264.6	89.2	11.5	294.3	86.2	
LOS	F	B		E	F	A	F	F	B	F	F	
Approach Delay		125.8			139.0			92.8			166.0	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:EBT and 6:WBTL, Start of Red			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.70			
Intersection Signal Delay: 144.3		Intersection LOS: F	
Intersection Capacity Utilization 134.7%		ICU Level of Service H	
Analysis Period (min) 15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: S Pleasant Valley Pkwy & William Cannon Dr





Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	48	1619	112	66	2033	20	75	2	38	14	3
Future Volume (vph)	14	48	1619	112	66	2033	20	75	2	38	14	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125		0	95		0	0		0	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		100			100			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						1.00			0.99	0.97		0.98
Frt			0.985			0.998				0.850		0.907
Flt Protected		0.950			0.950				0.953			0.987
Satd. Flow (prot)	0	1770	5009	0	1770	5071	0	0	1775	1583	0	1642
Flt Permitted		0.048			0.067				0.662			0.908
Satd. Flow (perm)	0	89	5009	0	125	5071	0	0	1223	1531	0	1504
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			18			2				65		61
Link Speed (mph)			40			45			30			30
Link Distance (ft)			2994			2119			618			229
Travel Time (s)			51.0			32.1			14.0			5.2
Confl. Peds. (#/hr)		6					6	9		19	19	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	158%	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	23	77	1652	181	106	2074	32	121	3	61	23	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	1833	0	106	2106	0	0	124	61	0	89
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	38
Future Volume (vph)	38
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
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. Peds. (#/hr)	9
Peak Hour Factor	0.98
Growth Factor	158%
Adj. Flow (vph)	61
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	6	6			2			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	24.0		4.0	24.0		12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	11.0	11.0	30.0		11.0	30.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	21.0	21.0	83.0		21.0	83.0		46.0	46.0	46.0	46.0	46.0
Total Split (%)	14.0%	14.0%	55.3%		14.0%	55.3%		30.7%	30.7%	30.7%	30.7%	30.7%
Maximum Green (s)	15.0	15.0	77.0		15.0	77.0		40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	2.0		1.5	2.0		2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	C-Max		None	C-Max		Max	Max	Max	Max	Max
Walk Time (s)			5.0			5.0						
Flash Dont Walk (s)			11.0			11.0						
Pedestrian Calls (#/hr)			0			6						
Act Effct Green (s)		92.0	83.2		92.0	83.4			40.0	40.0		40.0
Actuated g/C Ratio		0.61	0.55		0.61	0.56			0.27	0.27		0.27
v/c Ratio		0.66	0.66		0.62	0.75			0.38	0.13		0.20
Control Delay		54.9	7.0		30.8	22.2			49.1	8.9		17.2
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		54.9	7.0		30.8	22.2			49.1	8.9		17.2
LOS		D	A		C	C			D	A		B
Approach Delay			9.5			22.6			35.8			17.2
Approach LOS			A			C			D			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 51 (34%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

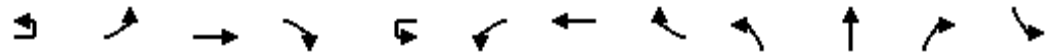
Splits and Phases: 15: Stonleigh Pl & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	19	83	1779	370	6	94	1682	77	259	142	140	114
Future Volume (vph)	19	83	1779	370	6	94	1682	77	259	142	140	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	125		0	100
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		75				75			150			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97			1.00			0.95		0.98	0.99
Frt			0.963				0.990				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1770	4762	0	0	1770	5034	0	1770	1863	1583	1770
Flt Permitted		0.950				0.950			0.485			0.447
Satd. Flow (perm)	0	1770	4762	0	0	1764	5034	0	857	1863	1550	828
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			72				10				124	
Link Speed (mph)			40				40			30		
Link Distance (ft)			778				2994			762		
Travel Time (s)			13.3				51.0			17.3		
Confl. Peds. (#/hr)				35		35			53		7	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	158%	158%	100%	158%	158%	158%	100%	158%	158%	158%	158%	158%
Adj. Flow (vph)	31	135	1834	603	10	153	1734	125	422	231	228	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	2437	0	0	163	1859	0	422	231	228	186
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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2	1	1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100		20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		



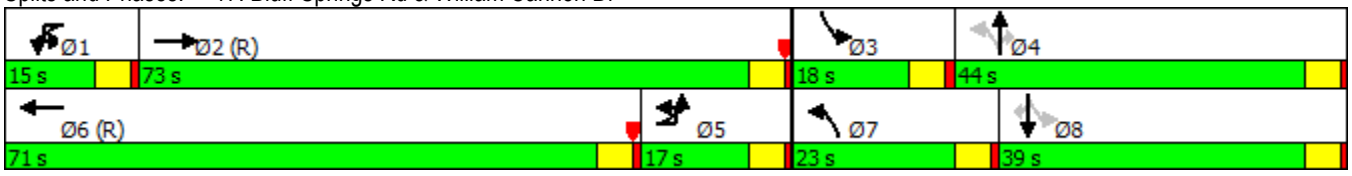
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	75	98
Future Volume (vph)	75	98
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.92
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1455
Right Turn on Red		Yes
Satd. Flow (RTOR)		124
Link Speed (mph)	30	
Link Distance (ft)	760	
Travel Time (s)	17.3	
Confl. Peds. (#/hr)		53
Peak Hour Factor	0.97	0.97
Growth Factor	158%	158%
Adj. Flow (vph)	122	160
Shared Lane Traffic (%)		
Lane Group Flow (vph)	122	160
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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

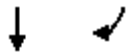
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA	Perm	pm+pt
Protected Phases	5	5	2		1	1	6		7	4		3
Permitted Phases									4		4	8
Detector Phase	5	5	2		1	1	6		7	4	4	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	12.0		8.0	8.0	12.0		8.0	15.0	15.0	8.0
Minimum Split (s)	15.0	15.0	33.0		13.0	13.0	28.0		13.0	39.0	39.0	13.0
Total Split (s)	17.0	17.0	73.0		15.0	15.0	71.0		23.0	44.0	44.0	18.0
Total Split (%)	11.3%	11.3%	48.7%		10.0%	10.0%	47.3%		15.3%	29.3%	29.3%	12.0%
Maximum Green (s)	12.0	12.0	68.0		10.0	10.0	66.0		18.0	39.0	39.0	13.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Min		Min	Min	C-Min		None	Min	Min	Min
Walk Time (s)			7.0				7.0			7.0	7.0	
Flash Dont Walk (s)			21.0				16.0			27.0	27.0	
Pedestrian Calls (#/hr)			17				0			7	7	
Act Effct Green (s)		17.1	68.3			17.1	68.4		49.5	31.7	31.7	39.4
Actuated g/C Ratio		0.11	0.46			0.11	0.46		0.33	0.21	0.21	0.26
v/c Ratio		0.83	1.10			0.81	0.81		1.08	0.59	0.54	0.62
Control Delay		70.7	74.6			76.3	24.5		110.0	58.3	26.7	47.1
Queue Delay		0.0	0.1			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		70.7	74.6			76.3	24.5		110.0	58.3	26.7	47.1
LOS		E	E			E	C		F	E	C	D
Approach Delay			74.4				28.7			74.9		
Approach LOS			E				C			E		

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 117 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 56.2 Intersection LOS: E
Intersection Capacity Utilization 121.9% ICU Level of Service H
Analysis Period (min) 15

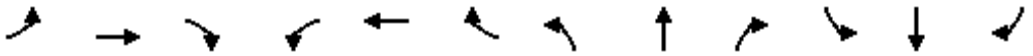
Splits and Phases: 17: Bluff Springs Rd & William Cannon Dr





Lane Group	SBT	SBR
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	39.0	39.0
Total Split (s)	39.0	39.0
Total Split (%)	26.0%	26.0%
Maximum Green (s)	34.0	34.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	27.0	27.0
Pedestrian Calls (#/hr)	26	26
Act Effct Green (s)	26.5	26.5
Actuated g/C Ratio	0.18	0.18
v/c Ratio	0.37	0.45
Control Delay	55.6	17.4
Queue Delay	0.0	0.0
Total Delay	55.6	17.4
LOS	E	B
Approach Delay	39.2	
Approach LOS	D	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	581	2283	0	0	1535	767	236	263	50	0	0	0
Future Volume (vph)	581	2283	0	0	1535	767	236	263	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		200	0		0	0		0
Storage Lanes	2		0	1		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99			0.99			
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1770	3539	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3431	3539	0	0	6408	1561	1770	3539	1563	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						349			240			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		286			778			543			438	
Travel Time (s)		4.9			13.3			12.3			10.0	
Confl. Peds. (#/hr)	8		14	14		8			2	2		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	100%	158%	158%	100%	100%	126%	158%	158%	158%	158%	158%
Adj. Flow (vph)	747	2330	0	0	1566	783	303	424	81	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	747	2330	0	0	1566	783	303	424	81	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						Free			Free			
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?												
Act Effct Green (s)	81.0	117.0			30.0	150.0	21.0	21.0	150.0			
Actuated g/C Ratio	0.54	0.78			0.20	1.00	0.14	0.14	1.00			
v/c Ratio	0.40	0.84			1.22	0.50	1.23	0.86	0.05			

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	7.0	21.0	11.0	8.0	11.0	21.0
Total Split (s)	7.0	46.0	41.0	9.0	27.0	20.0
Total Split (%)	5%	31%	27%	6%	18%	13%
Maximum Green (s)	1.0	40.0	35.0	3.0	21.0	14.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	8.2	9.4			147.0	1.6	183.9	80.1	0.1			
Queue Delay	9.0	47.0			0.7	0.0	0.0	0.0	0.0			
Total Delay	17.1	56.5			147.7	1.6	183.9	80.1	0.1			
LOS	B	E			F	A	F	F	A			
Approach Delay		46.9			99.0			111.0				
Approach LOS		D			F			F				

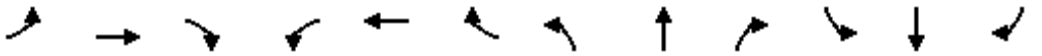
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 74.8		Intersection LOS: E	
Intersection Capacity Utilization 117.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18: IH 35 NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1885	272	681	1151	0	0	0	0	1130	434	665
Future Volume (vph)	0	1885	272	681	1151	0	0	0	0	1130	434	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		270	0		0	0		0	300		590
Storage Lanes	0		0	2		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00								0.99
Frt		0.972										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6204	0	3433	3539	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6204	0	3431	3539	0	0	0	0	3433	3539	1563
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38										420
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		747			286			214			648	
Travel Time (s)		12.7			4.9			4.9			14.7	
Confl. Peds. (#/hr)	10		10	10		10	2					2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	100%	158%	100%	100%	158%	158%	158%	158%	100%	158%	126%
Adj. Flow (vph)	0	1943	443	702	1187	0	0	0	0	1165	707	864
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2386	0	702	1187	0	0	0	0	1165	707	864
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases												Free
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?												
Act Effct Green (s)		47.0		41.0	94.0					44.0	44.0	150.0
Actuated g/C Ratio		0.31		0.27	0.63					0.29	0.29	1.00
v/c Ratio		1.21		0.75	0.54					1.16	0.68	0.55

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	7.0	21.0	11.0	8.0	11.0	21.0
Total Split (s)	7.0	46.0	41.0	9.0	27.0	20.0
Total Split (%)	5%	31%	27%	6%	18%	13%
Maximum Green (s)	1.0	40.0	35.0	3.0	21.0	14.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		133.8		14.7	9.9					128.5	50.8	1.4
Queue Delay		0.2		52.0	51.5					0.0	0.0	0.0
Total Delay		134.0		66.7	61.3					128.5	50.8	1.4
LOS		F		E	E					F	D	A
Approach Delay		134.0			63.3						68.3	
Approach LOS		F			E						E	

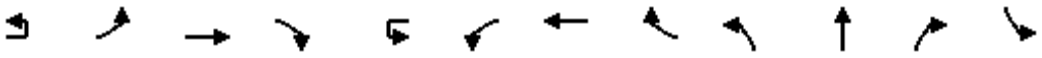
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 89.3		Intersection LOS: F	
Intersection Capacity Utilization 117.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: William Cannon Dr & IH 35 SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



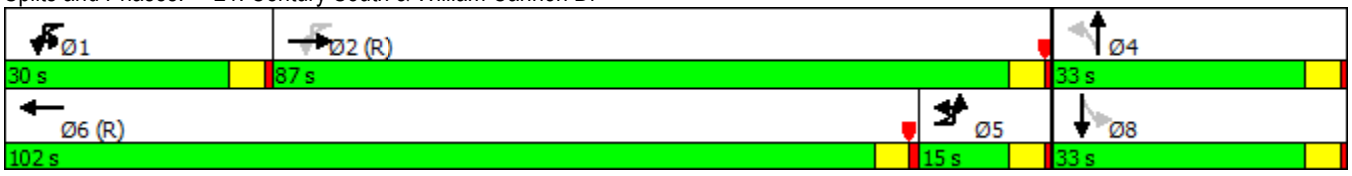
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	27	1475	85	33	184	1207	34	75	8	75	38
Future Volume (vph)	11	27	1475	85	33	184	1207	34	75	8	75	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	1		0	0
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95
Ped Bike Factor		0.99	1.00			1.00	1.00		0.99	0.98		
Frt			0.993				0.997			0.868		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	5047	0	0	1770	5067	0	1770	1591	0	0
Flt Permitted		0.950				0.052			0.694			
Satd. Flow (perm)	0	1756	5047	0	0	97	5067	0	1280	1591	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			7				4			80		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1501				747			555		
Travel Time (s)			25.6				12.7			12.6		
Confl. Peds. (#/hr)		10		2		2		10	7		4	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%
Adj. Flow (vph)	12	29	1977	90	35	196	1618	36	80	11	80	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	2067	0	0	231	1654	0	80	91	0	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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		

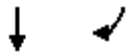
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	16	29
Future Volume (vph)	16	29
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	0.99	
Frt	0.949	
Flt Protected	0.979	
Satd. Flow (prot)	3263	0
Flt Permitted	0.793	
Satd. Flow (perm)	2636	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	31	
Link Speed (mph)	30	
Link Distance (ft)	198	
Travel Time (s)	4.5	
Confl. Peds. (#/hr)		7
Peak Hour Factor	0.94	0.94
Growth Factor	126%	100%
Adj. Flow (vph)	21	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	92	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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA		D.P+P	D.P+P	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases					2	2			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		21.0	21.0		21.0
Minimum Split (s)	10.0	10.0	25.0		10.0	10.0	25.0		33.0	33.0		33.0
Total Split (s)	15.0	15.0	87.0		30.0	30.0	102.0		33.0	33.0		33.0
Total Split (%)	10.0%	10.0%	58.0%		20.0%	20.0%	68.0%		22.0%	22.0%		22.0%
Maximum Green (s)	10.0	10.0	82.0		25.0	25.0	97.0		28.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		Min	Min	C-Min		Min	Min		None
Walk Time (s)									5.0	5.0		5.0
Flash Dont Walk (s)									23.0	23.0		23.0
Pedestrian Calls (#/hr)									4	4		7
Act Effct Green (s)		19.9	91.8			112.6	97.2		22.4	22.4		
Actuated g/C Ratio		0.13	0.61			0.75	0.65		0.15	0.15		
v/c Ratio		0.18	0.67			0.76	0.50		0.42	0.30		
Control Delay		34.3	10.0			65.4	15.4		64.5	16.5		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		34.3	10.0			65.4	15.5		64.5	16.5		
LOS		C	A			E	B		E	B		
Approach Delay			10.5				21.6			38.9		
Approach LOS			B				C			D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 41 (27%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 21: Century South & William Cannon Dr





Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	21.0	
Minimum Split (s)	33.0	
Total Split (s)	33.0	
Total Split (%)	22.0%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	5.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	7	
Act Effct Green (s)	22.4	
Actuated g/C Ratio	0.15	
v/c Ratio	0.22	
Control Delay	37.7	
Queue Delay	0.0	
Total Delay	37.7	
LOS	D	
Approach Delay	37.7	
Approach LOS	D	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	1437	58	34	26	1142	34	54	37	117	100	23
Future Volume (vph)	26	1437	58	34	26	1142	34	54	37	117	100	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0		250		0	0		70	0	
Storage Lanes	1		0		1		0	0		1	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00	1.00			0.99	0.98		0.99
Frt		0.994				0.996				0.850		0.980
Flt Protected	0.950				0.950				0.971			0.967
Satd. Flow (prot)	1770	5043	0	0	1770	5052	0	0	1809	1583	0	1758
Flt Permitted	0.950				0.950				0.971			0.967
Satd. Flow (perm)	1756	5043	0	0	1765	5052	0	0	1797	1546	0	1746
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		5				4				141		5
Link Speed (mph)		40				40			30			30
Link Distance (ft)		425				1501			564			234
Travel Time (s)		7.2				25.6			12.8			5.3
Confl. Peds. (#/hr)	14		8		8		14	9		7	7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	36	1968	79	47	36	1564	47	74	51	160	137	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	2047	0	0	83	1611	0	0	125	160	0	199
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



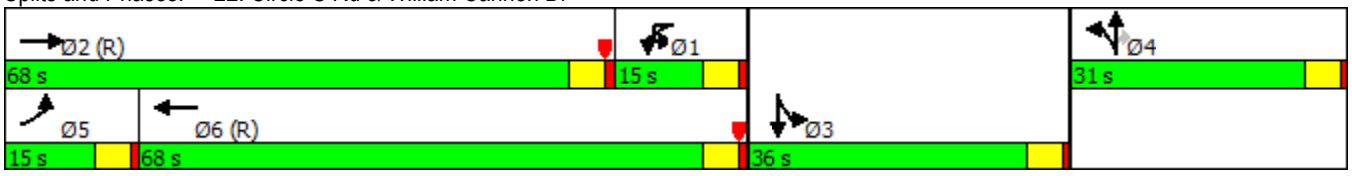
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Peak Hour Factor	0.92
Growth Factor	126%
Adj. Flow (vph)	30
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases										4		
Detector Phase	5	2		1	1	6		4	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		7.0	7.0	7.0	8.0	8.0
Minimum Split (s)	10.0	23.0		10.0	10.0	23.0		32.0	32.0	32.0	32.0	32.0
Total Split (s)	15.0	68.0		15.0	15.0	68.0		31.0	31.0	31.0	36.0	36.0
Total Split (%)	10.0%	45.3%		10.0%	10.0%	45.3%		20.7%	20.7%	20.7%	24.0%	24.0%
Maximum Green (s)	10.0	63.0		10.0	10.0	63.0		26.0	26.0	26.0	31.0	31.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0	5.0		5.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	None	C-Min		Min	Min	Min	None	None
Walk Time (s)		5.0				5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		10.0				10.0		22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		8				10		7	7	7	9	9
Act Effct Green (s)	8.3	81.8			9.6	85.2			16.8	16.8		21.8
Actuated g/C Ratio	0.06	0.55			0.06	0.57			0.11	0.11		0.15
v/c Ratio	0.37	0.74			0.73	0.56			0.62	0.54		0.77
Control Delay	92.0	11.3			81.6	11.8			75.6	18.8		78.5
Queue Delay	0.0	0.4			0.0	0.0			0.0	0.0		0.0
Total Delay	92.0	11.7			81.6	11.8			75.6	18.8		78.5
LOS	F	B			F	B			E	B		E
Approach Delay		13.1				15.3			43.7			78.5
Approach LOS		B				B			D			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 28 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 83.5% ICU Level of Service E
Analysis Period (min) 15

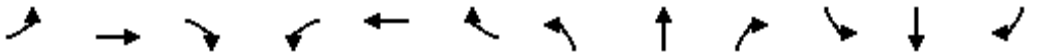
Splits and Phases: 22: Circle S Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



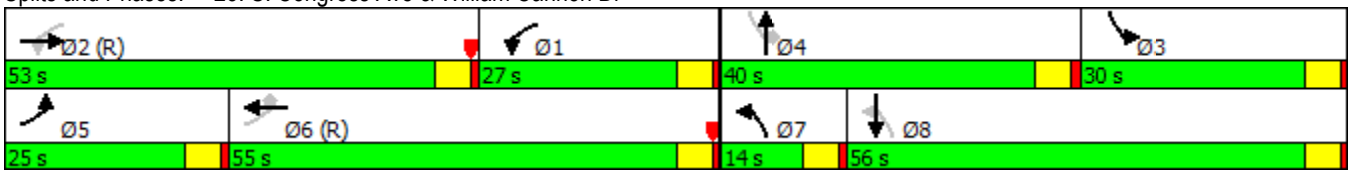
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	970	161	225	878	124	87	298	194	273	797	125
Future Volume (vph)	155	970	161	225	878	124	87	298	194	273	797	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		200	380		190	380		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		1.00				0.97			0.99	1.00	1.00	
Frt		0.979				0.850			0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4955	0	1770	5085	1583	1770	3539	1583	1770	3456	0
Flt Permitted	0.130			0.084			0.078			0.382		
Satd. Flow (perm)	242	4955	0	156	5085	1541	145	3539	1560	711	3456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				125			252		13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1115			425			1302			965	
Travel Time (s)		19.0			7.2			29.6			21.9	
Confl. Peds. (#/hr)	7		10	10		7	12		2	2		12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	201	1260	209	292	1140	161	113	387	252	355	1035	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	1469	0	292	1140	161	113	387	252	355	1197	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

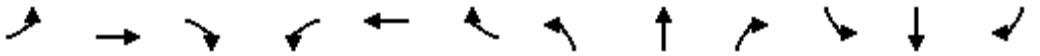
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2		6	8		4	4		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	5.0	8.0	8.0	8.0	12.0	
Minimum Split (s)	10.0	31.0		10.0	26.0	26.0	10.0	37.0	37.0	13.0	43.0	
Total Split (s)	25.0	53.0		27.0	55.0	55.0	14.0	40.0	40.0	30.0	56.0	
Total Split (%)	16.7%	35.3%		18.0%	36.7%	36.7%	9.3%	26.7%	26.7%	20.0%	37.3%	
Maximum Green (s)	20.0	48.0		22.0	50.0	50.0	9.0	35.0	35.0	25.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max	Max	Min	Min	
Walk Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Flash Dont Walk (s)		15.0			15.0	15.0		26.0	26.0		32.0	
Pedestrian Calls (#/hr)		10			7	7		2	2		10	
Act Effct Green (s)	69.4	47.6		69.4	53.7	53.7	60.6	35.6	35.6	60.6	51.0	
Actuated g/C Ratio	0.46	0.32		0.46	0.36	0.36	0.40	0.24	0.24	0.40	0.34	
v/c Ratio	0.74	0.93		0.95	0.63	0.26	0.70	0.46	0.45	0.77	1.01	
Control Delay	47.2	53.2		70.9	20.0	5.0	52.5	51.3	7.8	56.0	77.1	
Queue Delay	0.0	4.4		0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.2	57.7		70.9	20.5	5.0	52.5	51.3	7.9	56.0	77.1	
LOS	D	E		E	C	A	D	D	A	E	E	
Approach Delay		56.4			28.1			36.9			72.3	
Approach LOS		E			C			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 50.1 Intersection LOS: D
Intersection Capacity Utilization 106.4% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 23: S. Congress Ave & William Cannon Dr





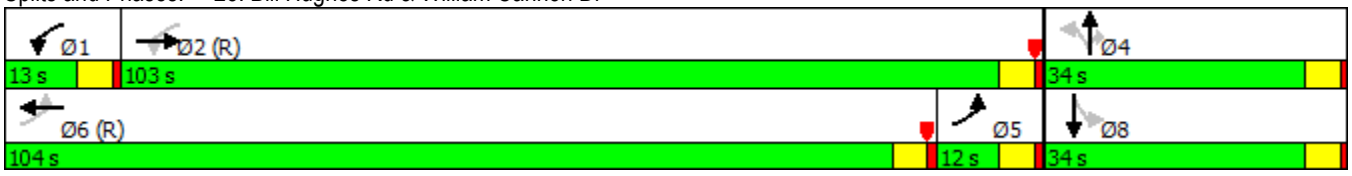
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1271	33	34	1077	23	33	1	36	67	11	3
Future Volume (vph)	4	1271	33	34	1077	23	33	1	36	67	11	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00			0.99			1.00	
Frt		0.996			0.997				0.850		0.995	
Flt Protected	0.950			0.950				0.953			0.960	
Satd. Flow (prot)	1770	5059	0	1770	5065	0	0	1775	1583	0	1777	0
Flt Permitted	0.141			0.097				0.735			0.730	
Satd. Flow (perm)	262	5059	0	181	5065	0	0	1352	1583	0	1352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4				87		1	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1020			1091			865			483	
Travel Time (s)		17.4			18.6			19.7			11.0	
Confl. Peds. (#/hr)	9		7	7		9	14					14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	6	1760	46	47	1491	32	46	1	50	93	15	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	1806	0	47	1523	0	0	47	50	0	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	16.0		4.0	16.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		42.0	42.0	42.0	42.0	42.0	
Total Split (s)	12.0	103.0		13.0	104.0		34.0	34.0	34.0	34.0	34.0	
Total Split (%)	8.0%	68.7%		8.7%	69.3%		22.7%	22.7%	22.7%	22.7%	22.7%	
Maximum Green (s)	7.0	98.0		8.0	99.0		29.0	29.0	29.0	29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0		14.0	14.0	14.0	14.0	14.0	
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		7			9		0	0	0	10	10	
Act Effct Green (s)	119.3	111.0		116.3	116.2			19.7	19.7		19.7	
Actuated g/C Ratio	0.80	0.74		0.78	0.77			0.13	0.13		0.13	
v/c Ratio	0.02	0.48		0.23	0.39			0.27	0.18		0.63	
Control Delay	3.8	12.0		7.5	3.1			58.7	2.6		74.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	3.8	12.0		7.5	3.1			58.7	2.6		74.8	
LOS	A	B		A	A			E	A		E	
Approach Delay		11.9			3.2			29.8			74.8	
Approach LOS		B			A			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 149 (99%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 66.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 28: Bill Hughes Rd & William Cannon Dr



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	149	1022	146	5	192	830	91	133	420	90	215	985
Future Volume (vph)	149	1022	146	5	192	830	91	133	420	90	215	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0		350		0	200		0	200	
Storage Lanes	1		0		1		0	1		0	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		0.99				1.00		1.00	1.00		1.00	1.00
Frt		0.981				0.985			0.974			0.986
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	4962	0	0	1770	4984	0	1770	3436	0	1770	3475
Flt Permitted	0.099				0.091			0.950			0.950	
Satd. Flow (perm)	184	4962	0	0	170	4984	0	1761	3436	0	1765	3475
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		17				12			16			8
Link Speed (mph)		40				40			30			30
Link Distance (ft)		1182				1020			1438			1411
Travel Time (s)		20.1				17.4			32.7			32.1
Confl. Peds. (#/hr)	17		14		14		17	25		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	198	1355	194	7	255	1101	121	176	557	119	285	1306
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	1549	0	0	262	1222	0	176	676	0	285	1443
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												
Headway Factor	1.00	1.00	1.00	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	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



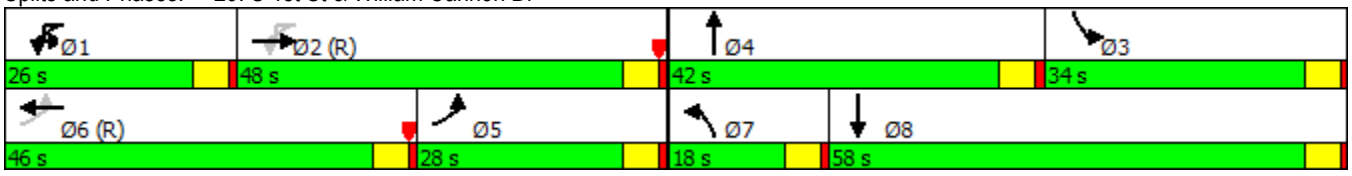
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	103
Future Volume (vph)	103
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	25
Peak Hour Factor	0.95
Growth Factor	126%
Adj. Flow (vph)	137
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		Prot	NA		Prot	NA
Protected Phases	5	2		1	1	6		7	4		3	8
Permitted Phases	6			2	2							
Detector Phase	5	2		1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	8.0	12.0		6.0	6.0	12.0		5.0	8.0		9.0	10.0
Minimum Split (s)	13.0	25.0		11.0	11.0	25.0		10.0	38.0		14.0	38.0
Total Split (s)	28.0	48.0		26.0	26.0	46.0		18.0	42.0		34.0	58.0
Total Split (%)	18.7%	32.0%		17.3%	17.3%	30.7%		12.0%	28.0%		22.7%	38.7%
Maximum Green (s)	23.0	43.0		21.0	21.0	41.0		13.0	37.0		29.0	53.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lead		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	Min
Walk Time (s)		5.0				5.0			12.0			12.0
Flash Dont Walk (s)		15.0				15.0			21.0			21.0
Pedestrian Calls (#/hr)		10				10			5			12
Act Effct Green (s)	64.0	43.9			64.0	40.4		13.0	33.9		32.1	53.0
Actuated g/C Ratio	0.43	0.29			0.43	0.27		0.09	0.23		0.21	0.35
v/c Ratio	0.60	1.06			0.91	0.91		1.15	0.86		0.75	1.17
Control Delay	46.4	83.2			80.4	36.7		176.5	65.9		69.3	128.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	46.4	83.2			80.4	36.7		176.5	65.9		69.3	128.2
LOS	D	F			F	D		F	E		E	F
Approach Delay		79.0				44.4			88.8			118.5
Approach LOS		E				D			F			F

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 83 (55%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 83.3 Intersection LOS: F
Intersection Capacity Utilization 107.5% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 29: S 1st St & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	33	1249	135	117	904	29	37	35	71	12	60
Future Volume (vph)	5	33	1249	135	117	904	29	37	35	71	12	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		0	0		200	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00			1.00				0.98		1.00
Frt			0.988			0.996				0.850		
Flt Protected		0.950			0.950				0.978			0.993
Satd. Flow (prot)	0	1770	5011	0	1770	5061	0	0	1822	1583	0	1850
Flt Permitted		0.184			0.103				0.737			0.946
Satd. Flow (perm)	0	342	5011	0	192	5061	0	0	1373	1559	0	1761
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			15			5				87		
Link Speed (mph)			40			40			30			30
Link Distance (ft)			804			1182			758			714
Travel Time (s)			13.7			20.1			17.2			16.2
Confl. Peds. (#/hr)		4		4	4		4			2	2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	5	35	1692	145	126	1225	31	40	47	76	13	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	1837	0	126	1256	0	0	87	76	0	94
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0



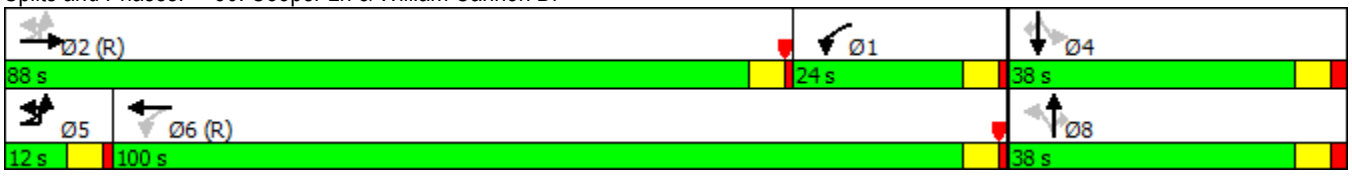
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	87
Future Volume (vph)	87
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	94
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.93
Growth Factor	100%
Adj. Flow (vph)	94
Shared Lane Traffic (%)	
Lane Group Flow (vph)	94
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	2	2			6			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0		5.0	12.0		10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	10.0	26.0		10.0	26.0		34.0	34.0	34.0	34.0	34.0
Total Split (s)	12.0	12.0	88.0		24.0	100.0		38.0	38.0	38.0	38.0	38.0
Total Split (%)	8.0%	8.0%	58.7%		16.0%	66.7%		25.3%	25.3%	25.3%	25.3%	25.3%
Maximum Green (s)	7.0	7.0	83.0		19.0	95.0		32.0	32.0	32.0	32.0	32.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)			5.0			5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)			16.0			16.0		23.0	23.0	23.0	23.0	23.0
Pedestrian Calls (#/hr)			4			4		2	2	2	0	0
Act Effct Green (s)		109.7	109.7		113.7	113.7			15.9	15.9		15.9
Actuated g/C Ratio		0.73	0.73		0.76	0.76			0.11	0.11		0.11
v/c Ratio		0.13	0.50		0.54	0.33			0.60	0.31		0.51
Control Delay		3.9	4.3		18.8	3.4			79.4	11.0		71.1
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		3.9	4.3		18.8	3.4			79.4	11.0		71.1
LOS		A	A		B	A			E	B		E
Approach Delay			4.3			4.8			47.5			42.6
Approach LOS			A			A			D			D

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 127 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 65.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 30: Cooper Ln & William Cannon Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	34.0
Total Split (s)	38.0
Total Split (%)	25.3%
Maximum Green (s)	32.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.9
Actuated g/C Ratio	0.11
v/c Ratio	0.37
Control Delay	14.2
Queue Delay	0.0
Total Delay	14.2
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	18	72	1180	2	4	978	56	0	0	0	158	1
Future Volume (vph)	18	72	1180	2	4	978	56	0	0	0	158	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00						1.00
Frt						0.994						
Flt Protected		0.950			0.950							0.953
Satd. Flow (prot)	0	1770	5085	0	1770	5049	0	0	1863	0	0	1775
Flt Permitted		0.179			0.140							0.728
Satd. Flow (perm)	0	333	5085	0	260	5049	0	0	1863	0	0	1353
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)						10						
Link Speed (mph)			40			40			30			30
Link Distance (ft)			1709			804			340			809
Travel Time (s)			29.1			13.7			7.7			18.4
Confl. Peds. (#/hr)		1		5	5		1	2		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
Growth Factor	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	19	75	1549	2	4	1284	58	0	0	0	165	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	1551	0	4	1342	0	0	0	0	0	166
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

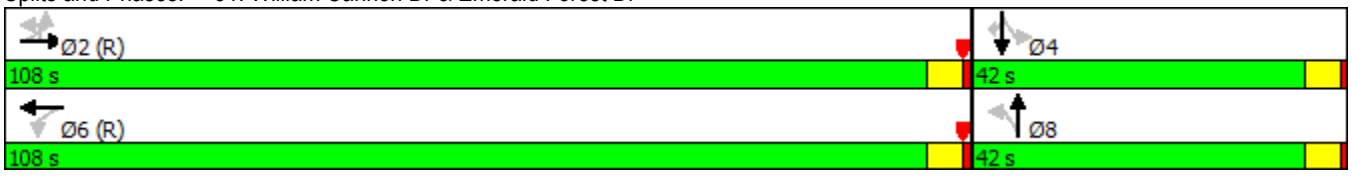


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	207
Future Volume (vph)	207
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1558
Right Turn on Red	Yes
Satd. Flow (RTOR)	87
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Peak Hour Factor	0.96
Growth Factor	100%
Adj. Flow (vph)	216
Shared Lane Traffic (%)	
Lane Group Flow (vph)	216
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Perm	Perm	NA		Perm	NA					Perm	NA
Protected Phases			2			6			8			4
Permitted Phases	2	2			6			8			4	
Detector Phase	2	2	2		6	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0		12.0	12.0		1.0	1.0		12.0	12.0
Minimum Split (s)	17.0	17.0	17.0		23.0	23.0		28.0	28.0		28.0	28.0
Total Split (s)	108.0	108.0	108.0		108.0	108.0		42.0	42.0		42.0	42.0
Total Split (%)	72.0%	72.0%	72.0%		72.0%	72.0%		28.0%	28.0%		28.0%	28.0%
Maximum Green (s)	103.0	103.0	103.0		103.0	103.0		37.0	37.0		37.0	37.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0			5.0			5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		C-Min	C-Min		None	None		None	None
Walk Time (s)					6.0	6.0		6.0	6.0		6.0	6.0
Flash Dont Walk (s)					11.0	11.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)					5	5		1	1		2	2
Act Effct Green (s)		116.1	116.1		116.1	116.1						23.9
Actuated g/C Ratio		0.77	0.77		0.77	0.77						0.16
v/c Ratio		0.37	0.39		0.02	0.34						0.77
Control Delay		15.6	9.4		2.5	4.0						82.5
Queue Delay		0.0	0.0		0.0	0.0						0.0
Total Delay		15.6	9.4		2.5	4.0						82.5
LOS		B	A		A	A						F
Approach Delay			9.8			4.0						61.1
Approach LOS			A			A						E

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 25 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 31: William Cannon Dr & Emerald Forest Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	28.0
Total Split (s)	42.0
Total Split (%)	28.0%
Maximum Green (s)	37.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	6.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	23.9
Actuated g/C Ratio	0.16
v/c Ratio	0.67
Control Delay	44.6
Queue Delay	0.0
Total Delay	44.6
LOS	D
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	73	1236	37	9	65	954	34	34	28	59	19	45
Future Volume (vph)	73	1236	37	9	65	954	34	34	28	59	19	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	0		200	0	
Storage Lanes	1		0		1		0	0		1	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					1.00			1.00	0.99		1.00
Frt		0.996				0.996				0.850		
Flt Protected	0.950				0.950				0.976			0.988
Satd. Flow (prot)	1770	5065	0	0	1770	5061	0	0	1818	1583	0	1840
Flt Permitted	0.190				0.124				0.740			0.905
Satd. Flow (perm)	354	5065	0	0	231	5061	0	0	1377	1562	0	1685
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		3				4				87		
Link Speed (mph)		40				40			30			30
Link Distance (ft)		1089				1709			975			662
Travel Time (s)		18.6				29.1			22.2			15.0
Confl. Peds. (#/hr)	3						3	1		1	1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	74	1589	38	9	66	1227	35	35	36	60	19	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1627	0	0	75	1262	0	0	71	60	0	77
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



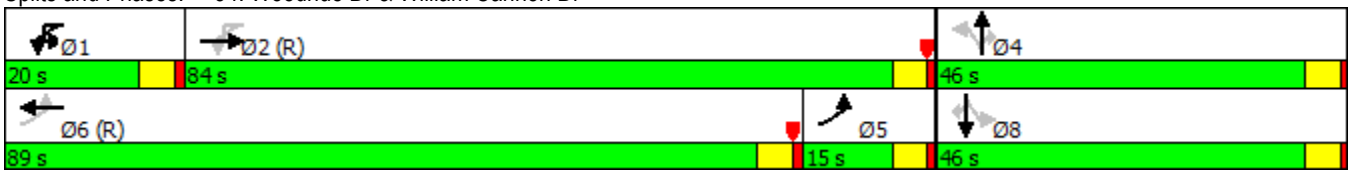
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	109
Future Volume (vph)	109
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1562
Right Turn on Red	Yes
Satd. Flow (RTOR)	111
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.98
Growth Factor	100%
Adj. Flow (vph)	111
Shared Lane Traffic (%)	
Lane Group Flow (vph)	111
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	2		1	1	6			4			8
Permitted Phases	6			2	2			4		4	8	
Detector Phase	5	2		1	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		7.0	7.0	10.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		12.0	12.0	24.0		30.0	30.0	30.0	30.0	30.0
Total Split (s)	15.0	84.0		20.0	20.0	89.0		46.0	46.0	46.0	46.0	46.0
Total Split (%)	10.0%	56.0%		13.3%	13.3%	59.3%		30.7%	30.7%	30.7%	30.7%	30.7%
Maximum Green (s)	10.0	79.0		15.0	15.0	84.0		41.0	41.0	41.0	41.0	41.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0	5.0		5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		Min	Min	C-Min		None	None	None	None	None
Walk Time (s)		5.0				5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		14.0				14.0		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		0				3		1	1	1	1	1
Act Effct Green (s)	122.3	112.3			121.3	108.5			13.7	13.7		13.7
Actuated g/C Ratio	0.82	0.75			0.81	0.72			0.09	0.09		0.09
v/c Ratio	0.17	0.43			0.27	0.34			0.56	0.27		0.50
Control Delay	4.5	10.1			5.3	8.1			80.5	6.9		74.2
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay	4.5	10.1			5.3	8.1			80.5	6.9		74.2
LOS	A	B			A	A			F	A		E
Approach Delay		9.9				8.0			46.8			39.6
Approach LOS		A				A			D			D

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 63 (42%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15

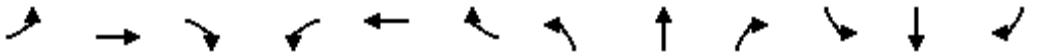
Splits and Phases: 34: Woodhue Dr & William Cannon Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	46.0
Total Split (%)	30.7%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	13.7
Actuated g/C Ratio	0.09
v/c Ratio	0.46
Control Delay	15.6
Queue Delay	0.0
Total Delay	15.6
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary



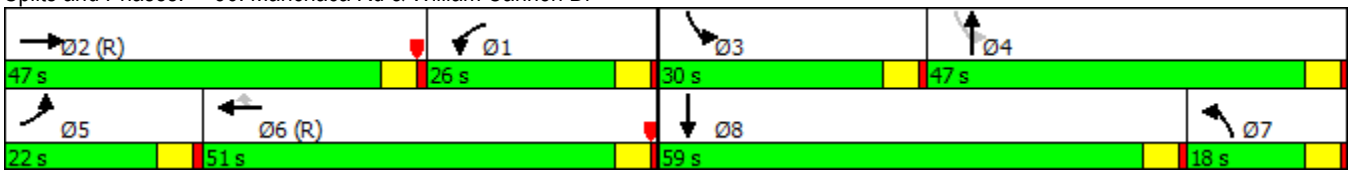
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	910	329	221	588	186	238	544	126	243	1034	97
Future Volume (vph)	106	910	329	221	588	186	238	544	126	243	1034	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		250	230		0	200		0
Storage Lanes	1		0	1		1	2		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.98		0.99		0.98	1.00	1.00			1.00	
Frt		0.960				0.850		0.972			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4806	0	1770	5085	1583	3433	3425	0	1770	3486	0
Flt Permitted	0.950			0.950			0.950			0.093		
Satd. Flow (perm)	1767	4806	0	1761	5085	1557	3427	3425	0	173	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60				242		19			7	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3162			1619			1822			706	
Travel Time (s)		53.9			27.6			41.4			16.0	
Confl. Peds. (#/hr)	2		21	21		2	8		7	7		8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	138	1182	427	287	764	242	309	707	164	316	1343	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	1609	0	287	764	242	309	871	0	316	1469	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								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	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

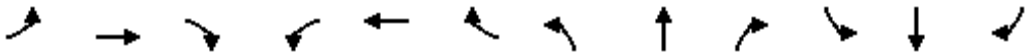
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6				4		
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		8.0	12.0	12.0	5.0	10.0		7.0	10.0	
Minimum Split (s)	10.0	25.0		13.0	25.0	25.0	10.0	31.0		12.0	31.0	
Total Split (s)	22.0	47.0		26.0	51.0	51.0	18.0	47.0		30.0	59.0	
Total Split (%)	14.7%	31.3%		17.3%	34.0%	34.0%	12.0%	31.3%		20.0%	39.3%	
Maximum Green (s)	17.0	42.0		21.0	46.0	46.0	13.0	42.0		25.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0			15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		10			2	2		7			8	
Act Effct Green (s)	15.3	42.0		21.0	47.7	47.7	13.0	42.8		67.0	54.0	
Actuated g/C Ratio	0.10	0.28		0.14	0.32	0.32	0.09	0.29		0.45	0.36	
v/c Ratio	0.77	1.16		1.16	0.47	0.37	1.04	0.88		0.95	1.17	
Control Delay	83.4	100.9		149.6	27.8	5.7	127.6	61.3		81.4	126.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	83.4	100.9		149.6	27.8	5.7	127.6	61.3		81.4	126.3	
LOS	F	F		F	C	A	F	E		F	F	
Approach Delay		99.6			50.7			78.7			118.4	
Approach LOS		F			D			E			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 7 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 90.5 Intersection LOS: F
Intersection Capacity Utilization 112.6% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 36: Manchaca Rd & William Cannon Dr





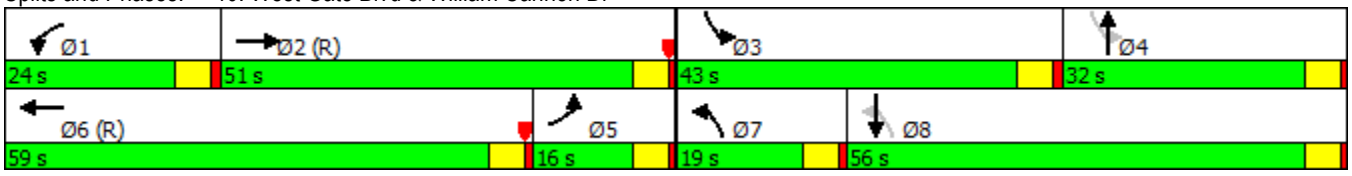
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1067	189	107	773	101	159	264	67	251	797	138
Future Volume (vph)	117	1067	189	107	773	101	159	264	67	251	797	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt		0.977			0.983			0.970			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4953	0	1770	4991	0	1770	3424	0	1770	3450	0
Flt Permitted	0.950			0.950			0.078			0.371		
Satd. Flow (perm)	1769	4953	0	1768	4991	0	145	3424	0	691	3450	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			17			18			14	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2648			3162			1479			1281	
Travel Time (s)		45.1			53.9			33.6			29.1	
Confl. Peds. (#/hr)	1		4	4		1	6		1	1		6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	152	1386	246	139	1004	131	207	343	87	326	1035	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1632	0	139	1135	0	207	430	0	326	1214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

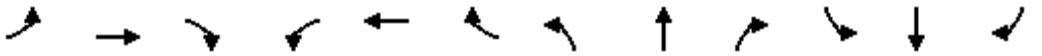
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	31.0		10.0	31.0	
Total Split (s)	16.0	51.0		24.0	59.0		19.0	32.0		43.0	56.0	
Total Split (%)	10.7%	34.0%		16.0%	39.3%		12.7%	21.3%		28.7%	37.3%	
Maximum Green (s)	11.0	46.0		19.0	54.0		14.0	27.0		38.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		4			1			1			6	
Act Effct Green (s)	22.1	48.9		16.1	42.9		65.0	41.0		65.0	51.0	
Actuated g/C Ratio	0.15	0.33		0.11	0.29		0.43	0.27		0.43	0.34	
v/c Ratio	0.58	1.00		0.74	0.79		0.97	0.45		0.69	1.03	
Control Delay	57.9	55.6		79.5	27.0		94.0	46.3		34.8	80.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	57.9	55.6		79.5	27.0		94.0	46.3		34.8	80.8	
LOS	E	E		E	C		F	D		C	F	
Approach Delay		55.8			32.7			61.8			71.1	
Approach LOS		E			C			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 87 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 55.4 Intersection LOS: E
Intersection Capacity Utilization 100.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 40: West Gate Blvd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1028	469	263	792	150	220	437	266	351	978	199
Future Volume (vph)	161	1028	469	263	792	150	220	437	266	351	978	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		400	200		200	200		200
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3407	3539	1557	3417	5085	1558	3431	3539	1556	3420	3539	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225			193			196			153
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1646			562			2117			1861	
Travel Time (s)		28.1			9.6			48.1			42.3	
Confl. Peds. (#/hr)	5		5	5		5	3		4	4		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	207	1322	603	338	1018	193	283	562	342	451	1257	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1322	603	338	1018	193	283	562	342	451	1257	256
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

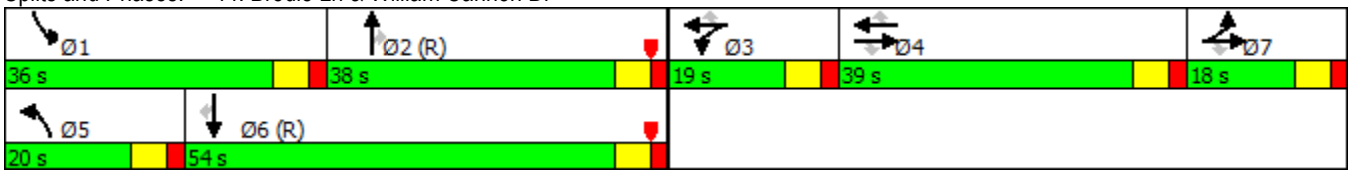
Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4 7		3	3 4		5	2		1	6	
Permitted Phases			4 7			3 4			2			6
Detector Phase	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	12.0			8.0			12.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	18.0			14.0			18.0	41.0	41.0	14.0	41.0	41.0
Total Split (s)	18.0			19.0			20.0	38.0	38.0	36.0	54.0	54.0
Total Split (%)	12.0%			12.7%			13.3%	25.3%	25.3%	24.0%	36.0%	36.0%
Maximum Green (s)	12.0			13.0			14.0	32.0	32.0	30.0	48.0	48.0
Yellow Time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0			2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0			6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0			3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None			None			Min	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								30.0	30.0		30.0	30.0
Pedestrian Calls (#/hr)								4	4		3	3
Act Effct Green (s)	12.0	51.0	51.0	13.0	52.0	52.0	14.0	37.2	37.2	24.8	48.0	48.0
Actuated g/C Ratio	0.08	0.34	0.34	0.09	0.35	0.35	0.09	0.25	0.25	0.17	0.32	0.32
v/c Ratio	0.76	1.10	0.89	1.14	0.58	0.29	0.88	0.64	0.64	0.80	1.11	0.43
Control Delay	68.1	89.6	29.6	164.8	19.6	1.9	94.7	55.1	27.7	70.9	109.0	17.8
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	68.1	89.6	29.6	164.8	19.6	1.9	94.7	55.1	27.7	70.9	109.0	17.8
LOS	E	F	C	F	B	A	F	E	C	E	F	B
Approach Delay		70.5			49.1			56.6			88.3	
Approach LOS		E			D			E			F	

Intersection Summary

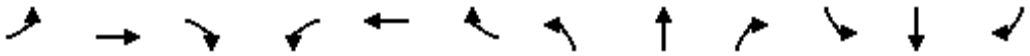
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 98 (65%), Referenced to phase 2:NBT and 6:SBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 68.4 Intersection LOS: E
Intersection Capacity Utilization 109.3% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 44: Brodie Ln & William Cannon Dr



Lane Group	Ø4
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	39.0
Total Split (%)	26%
Maximum Green (s)	33.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	1603	0	0	828	463	181	172	270	0	0	0
Future Volume (vph)	460	1603	0	0	828	463	181	172	270	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		400	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99						
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.986				
Satd. Flow (prot)	3433	3539	0	0	3539	1583	1610	3343	1583	0	0	0
Flt Permitted	0.950						0.950	0.986				
Satd. Flow (perm)	3432	3539	0	0	3539	1563	1610	3343	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						284			182			
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		452			1200			1350			1198	
Travel Time (s)		6.8			20.5			30.7			27.2	
Confl. Peds. (#/hr)	3		3	3		3						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	591	2061	0	0	1065	595	233	221	347	0	0	0
Shared Lane Traffic (%)							37%					
Lane Group Flow (vph)	591	2061	0	0	1065	595	147	307	347	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						Free			1 7			
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?												
Act Effct Green (s)	74.0	118.0			37.0	150.0	18.0	18.0	18.0			
Actuated g/C Ratio	0.49	0.79			0.25	1.00	0.12	0.12	0.12			
v/c Ratio	0.35	0.74			1.22	0.38	0.76	0.77	0.99			

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	8.0	19.0	14.0	8.0	21.0	14.0
Total Split (s)	8.0	45.0	36.0	9.0	35.0	17.0
Total Split (%)	5%	30%	24%	6%	23%	11%
Maximum Green (s)	1.0	38.0	29.0	2.0	28.0	10.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	12.9	3.5			160.4	1.0	88.4	77.2	76.5			
Queue Delay	1.0	47.6			0.2	0.0	0.0	0.0	0.0			
Total Delay	13.9	51.1			160.6	1.0	88.4	77.2	76.5			
LOS	B	D			F	A	F	E	E			
Approach Delay		42.8			103.4			79.0				
Approach LOS		D			F			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 125			
Control Type: Pretimed			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 68.2		Intersection LOS: E	
Intersection Capacity Utilization 125.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 46: Mopac NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1196	100	282	727	0	0	0	0	867	436	701
Future Volume (vph)	0	1196	100	282	727	0	0	0	0	867	436	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		150	0		0	850		770
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.988										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5019	0	1770	3539	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5019	0	1769	3539	0	0	0	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9										434
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		488			452			1498			1203	
Travel Time (s)		7.4			6.8			34.0			27.3	
Confl. Peds. (#/hr)	1		2	2		1						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1522	127	359	925	0	0	0	0	1103	555	892
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1649	0	359	925	0	0	0	0	1103	555	892
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases												Free
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?												
Act Effct Green (s)		46.0		45.0	98.0					38.0	38.0	150.0
Actuated g/C Ratio		0.31		0.30	0.65					0.25	0.25	1.00
v/c Ratio		1.07		0.68	0.40					1.27	0.62	0.56

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	8.0	19.0	14.0	8.0	21.0	14.0
Total Split (s)	8.0	45.0	36.0	9.0	35.0	17.0
Total Split (%)	5%	30%	24%	6%	23%	11%
Maximum Green (s)	1.0	38.0	29.0	2.0	28.0	10.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		76.4		16.8	1.0					175.0	53.1	1.5
Queue Delay		13.7		8.9	6.7					0.0	0.0	0.0
Total Delay		90.2		25.7	7.7					175.0	53.1	1.5
LOS		F		C	A					F	D	A
Approach Delay		90.2			12.8						87.8	
Approach LOS		F			B						F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 125			
Control Type: Pretimed			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 70.9		Intersection LOS: E	
Intersection Capacity Utilization 125.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 47: William Cannon Dr & Mopac SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	61	900	113	200	720	200	209	14	183	124	16
Future Volume (vph)	16	61	900	113	200	720	200	209	14	183	124	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Frt			0.986			0.973			0.863			0.903
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	5014	0	1770	4948	0	1770	1608	0	1770	1682
Flt Permitted		0.163			0.138			0.479			0.427	
Satd. Flow (perm)	0	304	5014	0	257	4948	0	892	1608	0	795	1682
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			14			54			193			38
Link Speed (mph)			45			45			30			30
Link Distance (ft)			917			402			444			175
Travel Time (s)			13.9			6.1			10.1			4.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	17	64	1194	119	211	955	211	220	19	193	131	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	1313	0	211	1166	0	220	212	0	131	59
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	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												
Headway Factor	1.00	1.00	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	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		7	4		3	8



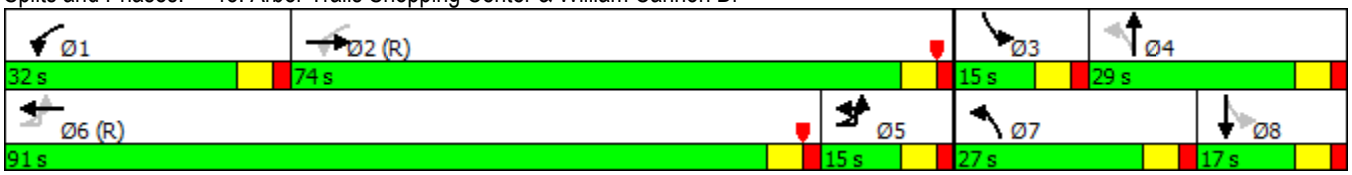
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	36
Future Volume (vph)	36
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Growth Factor	100%
Adj. Flow (vph)	38
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	6	6			2			4			8	
Detector Phase	5	5	2		1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	8.0	8.0	20.0		8.0	20.0		5.0	12.0		5.0	12.0
Minimum Split (s)	14.0	14.0	26.0		14.0	26.0		11.0	35.0		11.0	35.0
Total Split (s)	15.0	15.0	74.0		32.0	91.0		27.0	29.0		15.0	17.0
Total Split (%)	10.0%	10.0%	49.3%		21.3%	60.7%		18.0%	19.3%		10.0%	11.3%
Maximum Green (s)	9.0	9.0	68.0		26.0	85.0		21.0	23.0		9.0	11.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		Min	Min		Min	Min
Walk Time (s)			5.0			5.0			5.0			5.0
Flash Dont Walk (s)			12.0			12.0			24.0			24.0
Pedestrian Calls (#/hr)			0			0			0			0
Act Effct Green (s)		92.0	73.3		92.0	67.5		39.9	19.6		26.4	12.0
Actuated g/C Ratio		0.61	0.49		0.61	0.45		0.27	0.13		0.18	0.08
v/c Ratio		0.19	0.53		0.61	0.52		0.60	0.56		0.56	0.35
Control Delay		6.4	11.4		34.4	19.8		52.6	16.2		52.9	34.9
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		6.4	11.4		34.4	19.8		52.6	16.2		52.9	34.9
LOS		A	B		C	B		D	B		D	C
Approach Delay			11.1			22.0			34.8			47.3
Approach LOS			B			C			C			D

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 96 (64%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 20.6 Intersection LOS: C
Intersection Capacity Utilization 77.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 48: Arbor Trails Shopping Center & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	109	761	73	19	217	1181	179	54	57	194	142	130
Future Volume (vph)	109	761	73	19	217	1181	179	54	57	194	142	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		350		0	0		200	200	
Storage Lanes	1		0		1		0	1		1	1	
Taper Length (ft)	75				75			75			100	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00		0.98	0.99	0.99
Frt		0.989				0.984				0.850		0.927
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	5020	0	0	1770	5004	0	1770	1863	1583	1770	1710
Flt Permitted	0.950				0.950			0.136			0.685	
Satd. Flow (perm)	1770	5020	0	0	1767	5004	0	252	1863	1554	1268	1710
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8				18				209		29
Link Speed (mph)		45				45			30			30
Link Distance (ft)		2600				917			1448			909
Travel Time (s)		39.4				13.9			32.9			20.7
Confl. Peds. (#/hr)			2		2			6		5	5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	117	1031	78	20	233	1600	192	58	77	209	153	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1109	0	0	253	1792	0	58	77	209	153	343
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												
Headway Factor	1.00	1.00	1.00	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	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



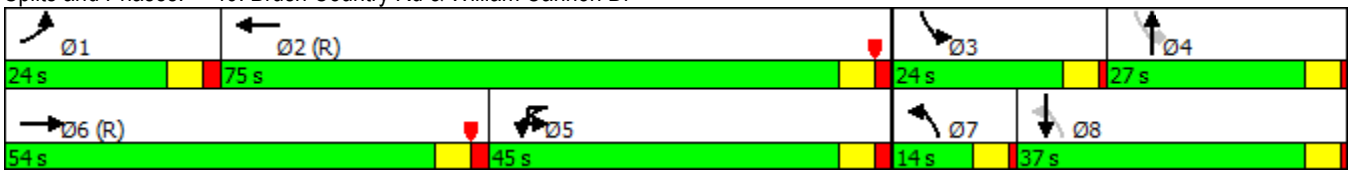
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Peak Hour Factor	0.93
Growth Factor	100%
Adj. Flow (vph)	167
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		D.P+P	NA	Perm	D.P+P	NA
Protected Phases	1	6		5	5	2		7	4		3	8
Permitted Phases								8		4	4	
Detector Phase	1	6		5	5	2		7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	5.0	25.0		5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	31.0		11.0	11.0	31.0		10.0	38.0	38.0	10.0	38.0
Total Split (s)	24.0	54.0		45.0	45.0	75.0		14.0	27.0	27.0	24.0	37.0
Total Split (%)	16.0%	36.0%		30.0%	30.0%	50.0%		9.3%	18.0%	18.0%	16.0%	24.7%
Maximum Green (s)	18.0	48.0		39.0	39.0	69.0		9.0	22.0	22.0	19.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	None	C-Max		None	None	None	None	None
Walk Time (s)		5.0				5.0			5.0	5.0		5.0
Flash Dont Walk (s)		18.0				18.0			28.0	28.0		28.0
Pedestrian Calls (#/hr)		2				0			5	5		6
Act Effct Green (s)	14.6	44.6			46.8	76.8		37.6	21.3	21.3	36.6	30.6
Actuated g/C Ratio	0.10	0.30			0.31	0.51		0.25	0.14	0.14	0.24	0.20
v/c Ratio	0.68	0.74			0.46	0.70		0.40	0.29	0.52	0.42	0.92
Control Delay	59.1	35.6			48.7	33.0		46.5	59.6	11.9	45.5	84.0
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	35.6			48.7	33.0		46.5	59.6	11.9	45.5	84.0
LOS	E	D			D	C		D	E	B	D	F
Approach Delay		37.8				34.9			28.4			72.1
Approach LOS		D				C			C			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 56 (37%), Referenced to phase 2:WBT and 6:EBT, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 39.7 Intersection LOS: D
Intersection Capacity Utilization 81.3% ICU Level of Service D
Analysis Period (min) 15

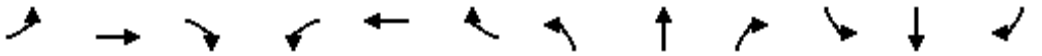
Splits and Phases: 49: Brush Country Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



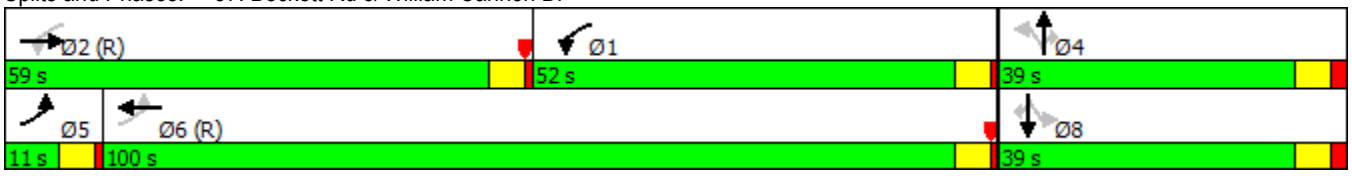
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	780	78	339	778	8	24	77	130	14	68	33
Future Volume (vph)	39	780	78	339	778	8	24	77	130	14	68	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99		1.00	
Frt		0.989			0.999				0.850			0.850
Flt Protected	0.950			0.950				0.990			0.993	
Satd. Flow (prot)	1770	5029	0	1770	5080	0	0	1844	1583	0	1850	1583
Flt Permitted	0.256			0.206				0.908			0.944	
Satd. Flow (perm)	477	5029	0	384	5080	0	0	1691	1562	0	1758	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			1				134			87
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		3542			1694			1530			698	
Travel Time (s)		53.7			25.7			34.8			15.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	40	1013	80	349	1011	8	25	100	134	14	88	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1093	0	349	1019	0	0	125	134	0	102	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	10.0	25.0		10.0	25.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	11.0	59.0		52.0	100.0		39.0	39.0	39.0	39.0	39.0	39.0
Total Split (%)	7.3%	39.3%		34.7%	66.7%		26.0%	26.0%	26.0%	26.0%	26.0%	26.0%
Maximum Green (s)	6.0	54.0		47.0	95.0		33.0	33.0	33.0	33.0	33.0	33.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		12.0			12.0		24.0	24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0		1	1	1	0	0	0
Act Effct Green (s)	116.2	83.3		115.2	111.1			18.8	18.8		18.8	18.8
Actuated g/C Ratio	0.77	0.56		0.77	0.74			0.13	0.13		0.13	0.13
v/c Ratio	0.09	0.39		0.59	0.27			0.59	0.43		0.47	0.12
Control Delay	4.6	14.4		19.0	2.6			72.7	12.5		66.8	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.6	14.4		19.0	2.6			72.7	12.5		66.8	0.9
LOS	A	B		B	A			E	B		E	A
Approach Delay		14.1			6.8			41.5			50.3	
Approach LOS		B			A			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 10 (7%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 66.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 57: Beckett Rd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	49	536	442	43	325	531	37	327	50	217	51	71
Future Volume (vph)	49	536	442	43	325	531	37	327	50	217	51	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		450		0	150		150	0	
Storage Lanes	1		1		2		0	1		1	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.95	1.00	0.91	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00
Ped Bike Factor									0.99	0.98	1.00	
Frt			0.850			0.990			0.905	0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	3433	5034	0	3433	1586	1504	1770	1863
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1770	3539	1583	0	3433	5034	0	3433	1586	1481	1765	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			457			9			51	241		
Link Speed (mph)		45				45			30			30
Link Distance (ft)		739				3542			1472			420
Travel Time (s)		11.2				53.7			33.5			9.5
Confl. Peds. (#/hr)										2	2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	91	993	819	80	602	984	69	606	93	402	94	132
Shared Lane Traffic (%)										40%		
Lane Group Flow (vph)	91	993	819	0	682	1053	0	606	254	241	94	132
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)		24				24			24			24
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



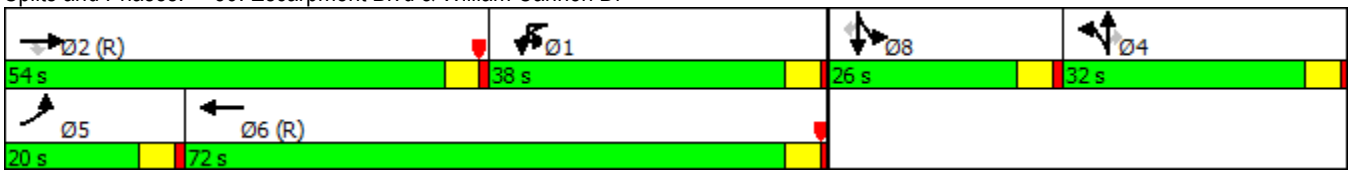
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	124
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.95
Growth Factor	176%
Adj. Flow (vph)	31
Shared Lane Traffic (%)	
Lane Group Flow (vph)	31
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		4	4		8	8
Permitted Phases			2							4		
Detector Phase	5	2	2	1	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	35.0	35.0	10.0	10.0	25.0		7.0	7.0	7.0	6.0	6.0
Minimum Split (s)	10.0	40.0	40.0	15.0	15.0	30.0		32.0	32.0	32.0	32.0	32.0
Total Split (s)	20.0	54.0	54.0	38.0	38.0	72.0		32.0	32.0	32.0	26.0	26.0
Total Split (%)	13.3%	36.0%	36.0%	25.3%	25.3%	48.0%		21.3%	21.3%	21.3%	17.3%	17.3%
Maximum Green (s)	15.0	49.0	49.0	33.0	33.0	67.0		27.0	27.0	27.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		Min	Min	Min	None	None
Walk Time (s)		5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		20.0	20.0			20.0		22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		0	0			0		2	2	2	0	0
Act Effct Green (s)	12.4	51.1	51.1		32.2	70.9		30.9	30.9	30.9	15.8	15.8
Actuated g/C Ratio	0.08	0.34	0.34		0.21	0.47		0.21	0.21	0.21	0.11	0.11
v/c Ratio	0.62	0.82	0.97		0.93	0.44		0.86	0.69	0.49	0.51	0.68
Control Delay	76.4	25.4	34.2		74.0	21.7		70.1	54.9	9.4	72.1	81.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	76.4	25.4	34.2		74.0	21.7		70.1	54.9	9.4	72.1	81.1
LOS	E	C	C		E	C		E	D	A	E	F
Approach Delay		31.6				42.3			53.3			68.1
Approach LOS		C				D			D			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 47 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 42.0 Intersection LOS: D
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15

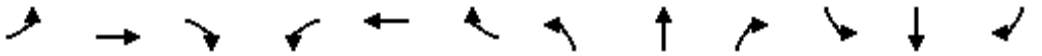
Splits and Phases: 59: Escarpment Blvd & William Cannon Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	32.0
Total Split (s)	26.0
Total Split (%)	17.3%
Maximum Green (s)	21.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	22.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.8
Actuated g/C Ratio	0.11
v/c Ratio	0.11
Control Delay	0.8
Queue Delay	0.0
Total Delay	0.8
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary



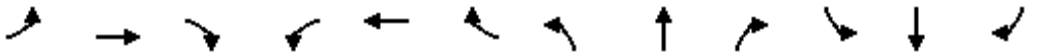
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	491	683	194	347	218	325	50	300	221	194	610	28
Future Volume (vph)	491	683	194	347	218	325	50	300	221	194	610	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		340	0		320	0		650	650		1000
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			200		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1563	3432	3539	1583	3433	3539	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			255			491			401			255
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1081			780			1280			1186	
Travel Time (s)		16.4			11.8			19.4			18.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	891	1239	352	630	396	590	91	544	401	352	1107	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	891	1239	352	630	396	590	91	544	401	352	1107	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	24.0		46.0	24.0		8.0	24.0		12.0	46.0	
Total Split (s)	57.0	50.0		46.0	39.0		8.0	31.0		23.0	46.0	
Total Split (%)	38.0%	33.3%		30.7%	26.0%		5.3%	20.7%		15.3%	30.7%	
Maximum Green (s)	50.0	44.0		40.0	33.0		5.0	25.0		16.0	40.0	
Yellow Time (s)	4.0	4.5		4.5	4.5		2.0	4.5		4.0	4.5	
All-Red Time (s)	3.0	1.5		1.5	1.5		1.0	1.5		3.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.0		6.0	6.0		3.0	6.0		7.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)				7.0							7.0	
Flash Dont Walk (s)				33.0							33.0	
Pedestrian Calls (#/hr)				0							0	
Act Effct Green (s)	50.0	51.4	150.0	32.9	33.3	150.0	6.5	24.7	150.0	16.0	38.2	150.0
Actuated g/C Ratio	0.33	0.34	1.00	0.22	0.22	1.00	0.04	0.16	1.00	0.11	0.25	1.00
v/c Ratio	0.78	1.02	0.23	0.84	0.50	0.37	0.61	0.93	0.25	0.96	0.86	0.03
Control Delay	44.5	73.9	0.3	59.1	47.0	1.2	87.5	85.6	0.4	104.1	60.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	73.9	0.3	59.1	47.0	1.2	87.5	85.6	0.4	104.1	60.7	0.0
LOS	D	E	A	E	D	A	F	F	A	F	E	A
Approach Delay		52.9			35.0			52.8			68.7	
Approach LOS		D			C			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 102 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 52.1		Intersection LOS: D	
Intersection Capacity Utilization 95.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 60: US290 & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	20	149	163	56	53	132	311	12	2	409	40
Future Volume (vph)	36	20	149	163	56	53	132	311	12	2	409	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	350		150	180		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	75			75			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.994			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3518	0	1770	3493	0
Flt Permitted	0.580			0.732			0.260			0.383		
Satd. Flow (perm)	1080	1863	1583	1364	1863	1583	484	3518	0	713	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			272			101		4			9	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		851			1019			508			1919	
Travel Time (s)		19.3			23.2			7.7			29.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	69	38	285	312	107	101	253	595	23	4	782	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	38	285	312	107	101	253	618	0	4	859	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	

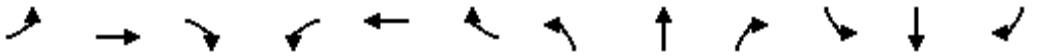
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		4	4		8	6			2		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	21.0	21.0	8.0	21.0	21.0	8.0	21.0		8.0	21.0	
Total Split (s)	34.0	27.0	27.0	32.0	25.0	25.0	18.0	76.0		15.0	73.0	
Total Split (%)	22.7%	18.0%	18.0%	21.3%	16.7%	16.7%	12.0%	50.7%		10.0%	48.7%	
Maximum Green (s)	31.0	24.0	24.0	29.0	22.0	22.0	15.0	73.0		12.0	70.0	
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	37.9	10.4	10.4	37.3	29.4	29.4	100.7	101.9		103.1	87.1	
Actuated g/C Ratio	0.25	0.07	0.07	0.25	0.20	0.20	0.67	0.68		0.69	0.58	
v/c Ratio	0.22	0.30	0.79	0.76	0.29	0.26	0.57	0.26		0.01	0.42	
Control Delay	41.1	69.9	24.3	60.2	53.3	9.9	18.5	4.4		8.2	16.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	69.9	24.3	60.2	53.3	9.9	18.5	4.4		8.2	16.4	
LOS	D	E	C	E	D	A	B	A		A	B	
Approach Delay		31.6			49.0			8.5			16.3	
Approach LOS		C			D			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 86 (57%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 22.4 Intersection LOS: C
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 62: William Cannon Dr & Rialto Blvd



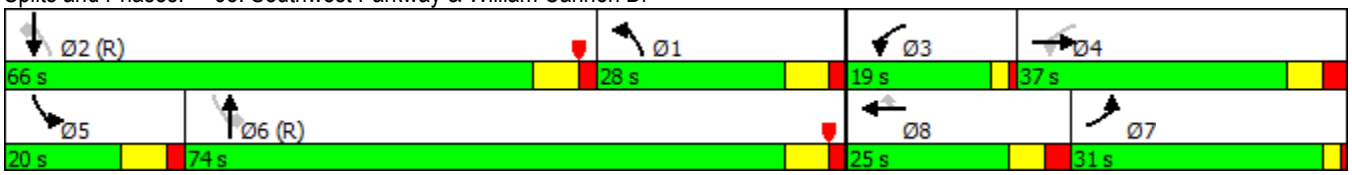


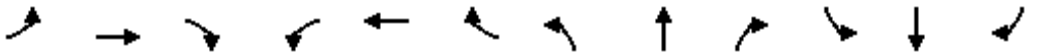
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	200	45	250	200	50	112	1357	350	200	1088	369
Future Volume (vph)	270	200	45	250	200	50	112	1357	350	200	1088	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		300	150		0	140		250	140		350
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	80			80			80			80		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.957				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3387	0	1770	3539	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.495			0.068			0.060		
Satd. Flow (perm)	3433	3387	0	922	3539	1583	127	5085	1583	112	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36				182			191			534
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1919			518			845			770	
Travel Time (s)		29.1			7.8			10.5			9.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	176%	100%	176%	100%	100%	100%	176%	176%	100%	100%	176%	176%
Adj. Flow (vph)	495	208	83	260	208	52	205	2488	365	208	1995	677
Shared Lane Traffic (%)												
Lane Group Flow (vph)	495	291	0	260	208	52	205	2488	365	208	1995	677
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		8	2		6	6		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	49.0		8.0	49.0	49.0	25.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	31.0	37.0		19.0	25.0	25.0	28.0	74.0	74.0	20.0	66.0	66.0
Total Split (%)	20.7%	24.7%		12.7%	16.7%	16.7%	18.7%	49.3%	49.3%	13.3%	44.0%	44.0%
Maximum Green (s)	28.0	30.0		16.0	18.0	18.0	21.0	67.0	67.0	13.0	59.0	59.0
Yellow Time (s)	2.0	4.0		2.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	3.0		1.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0		3.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0			35.0	35.0		32.0	32.0		32.0	32.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	28.0	30.2		50.0	18.0	18.0	80.0	67.0	67.0	80.0	59.0	59.0
Actuated g/C Ratio	0.19	0.20		0.33	0.12	0.12	0.53	0.45	0.45	0.53	0.39	0.39
v/c Ratio	0.77	0.41		0.66	0.49	0.15	0.69	1.10	0.45	1.02	1.00	0.72
Control Delay	43.9	24.2		46.5	66.1	0.9	63.5	89.9	14.8	110.9	64.6	12.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	24.2		46.5	66.1	0.9	63.5	89.9	14.8	110.9	64.6	12.3
LOS	D	C		D	E	A	E	F	B	F	E	B
Approach Delay		36.6			49.8			79.2			55.6	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 136 (91%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 63.1		Intersection LOS: E	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 63: Southwest Parkway & William Cannon Dr



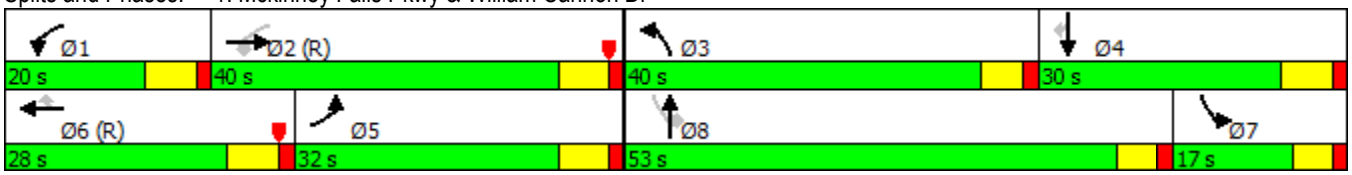


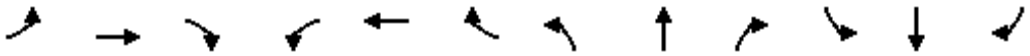
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	600	600	200	150	600	400	600	1200	100	100	100	600
Future Volume (vph)	600	600	200	150	600	400	600	1200	100	100	100	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		200	200		200	260		620
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	140			100			145			145		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.314			0.950			0.084		
Satd. Flow (perm)	3433	5085	1583	585	5085	1583	3433	3539	1583	156	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			211			176			193			392
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		822			913			1310			971	
Travel Time (s)		12.5			13.8			29.8			22.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Adj. Flow (vph)	632	632	211	158	632	421	632	1263	105	105	105	652
Shared Lane Traffic (%)												
Lane Group Flow (vph)	632	632	211	158	632	421	632	1263	105	105	105	652
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	D.P+P	NA	Perm	Prot	NA	Perm	D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2	2		6			8	8		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.0	40.0	11.5	28.0	28.0	10.5	36.5	36.5	11.5	30.0	30.0
Total Split (s)	32.0	40.0	40.0	20.0	28.0	28.0	40.0	53.0	53.0	17.0	30.0	30.0
Total Split (%)	24.6%	30.8%	30.8%	15.4%	21.5%	21.5%	30.8%	40.8%	40.8%	13.1%	23.1%	23.1%
Maximum Green (s)	25.5	33.5	33.5	13.5	21.5	21.5	34.5	47.5	47.5	11.5	23.5	23.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	5.5	5.5	5.5	5.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min	Min
Walk Time (s)		12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	25.4	34.9	34.9	46.9	21.5	21.5	28.9	47.6	47.6	59.1	29.2	29.2
Actuated g/C Ratio	0.20	0.27	0.27	0.36	0.17	0.17	0.22	0.37	0.37	0.45	0.22	0.22
v/c Ratio	0.94	0.46	0.37	0.49	0.75	1.03	0.83	0.97	0.15	0.49	0.13	0.99
Control Delay	61.7	27.1	8.4	30.7	58.1	83.8	57.8	60.2	0.5	48.2	42.5	53.1
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	61.7	27.1	8.4	30.7	58.1	83.8	57.8	60.2	0.5	48.2	42.5	53.1
LOS	E	C	A	C	E	F	E	E	A	D	D	D
Approach Delay		39.3			63.5			56.3			51.2	
Approach LOS		D			E			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 82 (63%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 52.6		Intersection LOS: D	
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Mckinney Falls Pkwy & William Cannon Dr

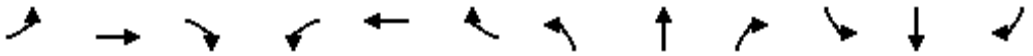




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1274	3	1	1728	22	10	1	2	39	3	16
Future Volume (Veh/h)	3	1274	3	1	1728	22	10	1	2	39	3	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	5	1431	5	2	1942	39	18	2	4	69	5	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		840			822							
pX, platoon unblocked	0.89			0.91			0.93	0.93	0.91	0.93	0.93	0.89
vC, conflicting volume	1981			1436			2125	3428	480	2458	3412	667
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1668			1147			1330	2727	100	1686	2709	191
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			77	89	100	0	74	96
cM capacity (veh/h)	339			553			80	18	855	51	19	728

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	5	572	572	291	2	777	777	427	24	102
Volume Left	5	0	0	0	2	0	0	0	18	69
Volume Right	0	0	0	5	0	0	0	39	4	28
cSH	339	1700	1700	1700	553	1700	1700	1700	71	62
Volume to Capacity	0.01	0.34	0.34	0.17	0.00	0.46	0.46	0.25	0.34	1.65
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	32	229
Control Delay (s)	15.8	0.0	0.0	0.0	11.5	0.0	0.0	0.0	80.0	461.9
Lane LOS	C				B				F	F
Approach Delay (s)	0.1				0.0				80.0	461.9
Approach LOS									F	F

Intersection Summary				
Average Delay	13.8			
Intersection Capacity Utilization	46.4%	ICU Level of Service		A
Analysis Period (min)	15			

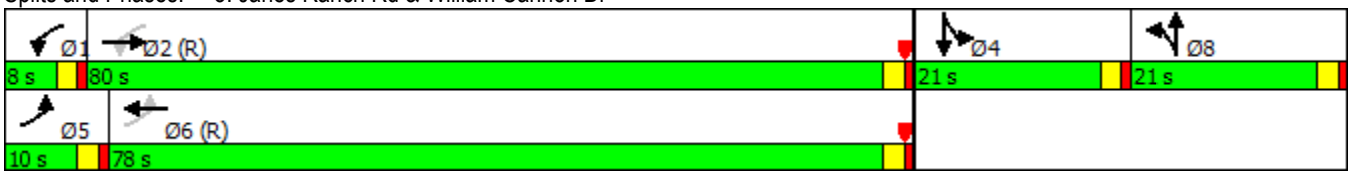


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1260	11	3	1651	88	41	2	8	11	1	1
Future Volume (vph)	32	1260	11	3	1651	88	41	2	8	11	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.988			0.978			0.989	
Flt Protected	0.950			0.950				0.962			0.960	
Satd. Flow (prot)	1770	5075	0	1770	5024	0	0	1753	0	0	1769	0
Flt Permitted	0.069			0.151				0.962			0.960	
Satd. Flow (perm)	129	5075	0	281	5024	0	0	1753	0	0	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			18			6			2	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		682			840			696			974	
Travel Time (s)		10.3			12.7			15.8			22.1	
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
Growth Factor	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	58	1448	20	5	1898	160	74	4	15	20	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1468	0	5	2058	0	0	93	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2								
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	10.0	80.0		8.0	78.0		21.0	21.0		21.0	21.0	
Total Split (%)	7.7%	61.5%		6.2%	60.0%		16.2%	16.2%		16.2%	16.2%	
Maximum Green (s)	7.0	77.0		5.0	75.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	103.1	103.8		104.9	97.5			11.8			7.2	
Actuated g/C Ratio	0.79	0.80		0.81	0.75			0.09			0.06	
v/c Ratio	0.31	0.36		0.02	0.55			0.57			0.24	
Control Delay	7.9	6.2		1.5	5.5			65.6			60.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	7.9	6.2		1.5	5.5			65.6			60.4	
LOS	A	A		A	A			E			E	
Approach Delay		6.3			5.5			65.6			60.4	
Approach LOS		A			A			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 115 (88%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Janes Ranch Rd & William Cannon Dr





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	46	900	152	19	2200	525	23
Future Volume (vph)	46	900	152	19	2200	525	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		100	235		0	0
Storage Lanes	1		1	1		2	0
Taper Length (ft)	95			75		75	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.97	0.95
Frt			0.850			0.994	
Flt Protected	0.950			0.950		0.954	
Satd. Flow (prot)	1770	5085	1583	1770	5085	3427	0
Flt Permitted	0.055			0.255		0.954	
Satd. Flow (perm)	102	5085	1583	475	5085	3427	0
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			214			4	
Link Speed (mph)		45			45	30	
Link Distance (ft)		362			2318	1112	
Travel Time (s)		5.5			35.1	25.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	158%	100%	158%	158%	100%	158%	158%
Adj. Flow (vph)	77	957	255	32	2340	882	39
Shared Lane Traffic (%)							
Lane Group Flow (vph)	77	957	255	32	2340	921	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		12			12	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
Turning Speed (mph)	9		9	15		15	9
Number of Detectors	1	2	1	1	2	1	
Detector Template	Left	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	20	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94		
Detector 2 Size(ft)		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)		0.0			0.0		
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	5	2		1	6		

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases	2		2	6		8	
Detector Phase	5	2	2	1	6	8	
Switch Phase							
Minimum Initial (s)	5.0	45.0	45.0	5.0	45.0	5.0	
Minimum Split (s)	8.0	51.0	51.0	11.0	51.0	29.0	
Total Split (s)	10.0	75.0	75.0	11.0	76.0	44.0	
Total Split (%)	7.7%	57.7%	57.7%	8.5%	58.5%	33.8%	
Maximum Green (s)	7.0	69.0	69.0	5.0	70.0	41.0	
Yellow Time (s)	2.0	4.5	4.5	4.5	4.5	2.0	
All-Red Time (s)	1.0	1.5	1.5	1.5	1.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0	6.0	6.0	6.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	2.0	2.0	1.5	2.0	3.0	
Recall Mode	None	C-Max	C-Max	None	Max	None	
Walk Time (s)		5.0	5.0			5.0	
Flash Dont Walk (s)		14.0	14.0			21.0	
Pedestrian Calls (#/hr)		0	0			0	
Act Effct Green (s)	82.8	75.6	75.6	78.1	74.1	38.8	
Actuated g/C Ratio	0.64	0.58	0.58	0.60	0.57	0.30	
v/c Ratio	0.51	0.32	0.25	0.10	0.81	0.90	
Control Delay	26.7	8.7	2.8	4.2	18.6	55.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.7	8.7	2.8	4.2	18.6	55.6	
LOS	C	A	A	A	B	E	
Approach Delay		8.6			18.4	55.6	
Approach LOS		A			B	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 33 (25%), Referenced to phase 2:EBTU, Start of Red			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Salt Springs Dr & William Cannon Dr

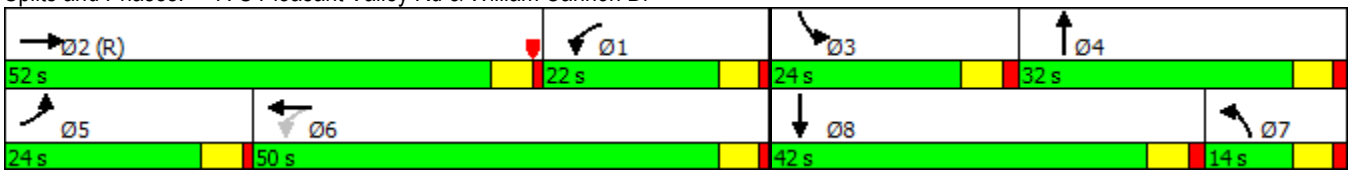


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	416	863	170	176	1486	1499	93	315	113	429	102	393
Future Volume (vph)	416	863	170	176	1486	1499	93	315	113	429	102	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	380		0	100		0	170		350
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	75			65			60			100		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00					0.99
Frt		0.964				0.850		0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4883	0	1770	3539	1583	1770	3440	0	3433	3539	1583
Flt Permitted	0.950			0.205			0.950			0.950		
Satd. Flow (perm)	3433	4883	0	382	3539	1583	1768	3440	0	3433	3539	1564
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68				584		19				558
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		4576			642			1040			505	
Travel Time (s)		69.3			9.7			23.6			11.5	
Confl. Peds. (#/hr)			3	3			1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	158%	100%	158%	100%	100%	100%	158%	158%	100%	100%	158%	158%
Adj. Flow (vph)	722	948	295	193	1633	1647	161	547	124	471	177	682
Shared Lane Traffic (%)												
Lane Group Flow (vph)	722	1243	0	193	1633	1647	161	671	0	471	177	682
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Free	Prot	NA		Prot	NA	Free
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases				6		Free						Free
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	10.0		3.0	10.0		3.0	3.0	
Minimum Split (s)	13.0	30.0		8.0	23.0		8.5	24.0		13.0	42.0	
Total Split (s)	24.0	52.0		22.0	50.0		14.0	32.0		24.0	42.0	
Total Split (%)	18.5%	40.0%		16.9%	38.5%		10.8%	24.6%		18.5%	32.3%	
Maximum Green (s)	19.0	47.0		17.0	45.0		8.5	26.5		18.5	36.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	3.0		1.5	4.5		1.7	2.0		1.7	2.0	
Recall Mode	None	C-Min		None	Min		None	None		None	None	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									29.0	
Pedestrian Calls (#/hr)		3									1	
Act Effct Green (s)	19.4	40.9		45.0	45.0	130.0	29.3	26.1		18.5	15.3	130.0
Actuated g/C Ratio	0.15	0.31		0.35	0.35	1.00	0.23	0.20		0.14	0.12	1.00
v/c Ratio	1.41	0.79		0.51	1.33	1.04	0.40	0.95		0.97	0.43	0.44
Control Delay	233.8	21.5		46.4	188.6	44.6	48.4	73.7		88.3	54.4	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	233.8	21.5		46.4	188.6	44.6	48.4	73.7		88.3	54.4	0.9
LOS	F	C		D	F	D	D	E		F	D	A
Approach Delay		99.5			112.4			68.8			39.0	
Approach LOS		F			F			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 107 (82%), Referenced to phase 2:EBT, Start of Red			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay: 91.4		Intersection LOS: F	
Intersection Capacity Utilization 106.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 7: S Pleasant Valley Rd & William Cannon Dr





Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	17	1342	52	33	2108	27	114	6	67	32	8
Future Volume (vph)	14	17	1342	52	33	2108	27	114	6	67	32	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	95		0	0		0	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		60			90			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00			1.00			0.99	0.98		0.98
Frt			0.991			0.997				0.850		0.921
Flt Protected		0.950			0.950				0.955			0.984
Satd. Flow (prot)	0	1770	5033	0	1770	5064	0	0	1779	1583	0	1665
Flt Permitted		0.050			0.125				0.560			0.687
Satd. Flow (perm)	0	93	5033	0	233	5064	0	0	1035	1546	0	1159
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			11			3				113		35
Link Speed (mph)			40			45			30			30
Link Distance (ft)			2994			4576			787			220
Travel Time (s)			51.0			69.3			17.9			5.0
Confl. Peds. (#/hr)		10		1	1		10	12		12	12	
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
Growth Factor	158%	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	24	29	1443	88	56	2267	46	194	10	114	54	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	1531	0	56	2313	0	0	204	114	0	165
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	Left	Left	Right	Left	Left
Median Width(ft)			24			24			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	57
Future Volume (vph)	57
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
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. Peds. (#/hr)	12
Peak Hour Factor	0.93
Growth Factor	158%
Adj. Flow (vph)	97
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	6	6			2			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	24.0		5.0	24.0		12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	8.0	8.0	30.0		8.0	30.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	9.0	9.0	76.0		9.0	76.0		45.0	45.0	45.0	45.0	45.0
Total Split (%)	6.9%	6.9%	58.5%		6.9%	58.5%		34.6%	34.6%	34.6%	34.6%	34.6%
Maximum Green (s)	6.0	6.0	70.0		6.0	70.0		39.0	39.0	39.0	39.0	39.0
Yellow Time (s)	2.0	2.0	4.0		2.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		3.0	6.0		3.0	6.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None
Walk Time (s)			5.0			5.0						
Flash Dont Walk (s)			12.0			12.0						
Pedestrian Calls (#/hr)			1			10						
Act Effct Green (s)		89.3	81.0		89.3	81.1			29.3	29.3		29.3
Actuated g/C Ratio		0.69	0.62		0.69	0.62			0.23	0.23		0.23
v/c Ratio		0.37	0.49		0.24	0.73			0.88	0.26		0.57
Control Delay		30.3	11.4		2.8	8.0			81.4	7.7		41.5
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		30.3	11.4		2.8	8.0			81.4	7.7		41.5
LOS		C	B		A	A			F	A		D
Approach Delay			12.1			7.9			55.0			41.5
Approach LOS			B			A			D			D

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 69 (53%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 70.5% ICU Level of Service C
Analysis Period (min) 15

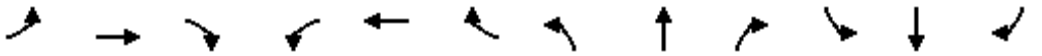
Splits and Phases: 15: Stonleigh Pl & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



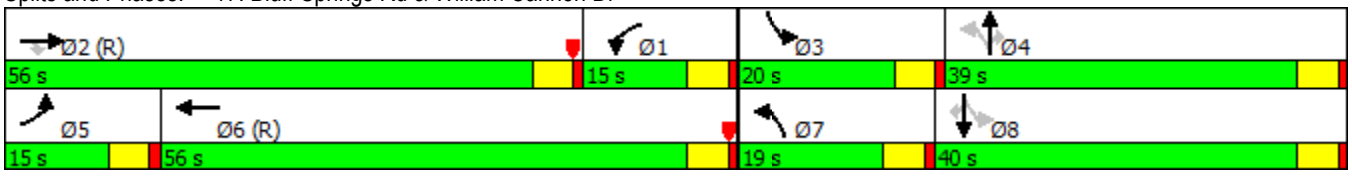
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	906	140	20	1859	90	295	472	66	96	62	181
Future Volume (vph)	68	906	140	20	1859	90	295	472	66	96	62	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		320	200		0	125		0	100		0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	75			75			150			75		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97	1.00	1.00		0.98		0.96			0.97
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5020	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.651			0.114		
Satd. Flow (perm)	1769	5085	1541	1766	5020	0	1190	1863	1523	212	1863	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			226		11				143			180
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		778			2994			762			760	
Travel Time (s)		13.3			51.0			17.3			17.3	
Confl. Peds. (#/hr)	2		3	3		2	19		23	23		19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	110	924	226	32	1897	145	476	761	106	155	100	292
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	924	226	32	2042	0	476	761	106	155	100	292
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

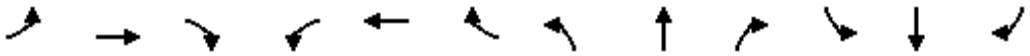
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2				4		4	8		8
Detector Phase	5	2	2	1	6		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	12.0	12.0	8.0	12.0		8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	15.0	33.0	33.0	13.0	28.0		13.0	39.0	39.0	13.0	39.0	39.0
Total Split (s)	15.0	56.0	56.0	15.0	56.0		19.0	39.0	39.0	20.0	40.0	40.0
Total Split (%)	11.5%	43.1%	43.1%	11.5%	43.1%		14.6%	30.0%	30.0%	15.4%	30.8%	30.8%
Maximum Green (s)	10.0	51.0	51.0	10.0	51.0		14.0	34.0	34.0	15.0	35.0	35.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	C-Min	C-Min	Min	C-Min		None	Min	Min	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		21.0	21.0		16.0			27.0	27.0		27.0	27.0
Pedestrian Calls (#/hr)		3	3		2			11	11		10	10
Act Effct Green (s)	10.0	33.4	33.4	27.6	51.0		50.5	36.6	36.6	47.4	35.0	35.0
Actuated g/C Ratio	0.08	0.26	0.26	0.21	0.39		0.39	0.28	0.28	0.36	0.27	0.27
v/c Ratio	0.81	0.71	0.40	0.09	1.03		0.91	1.45	0.20	0.69	0.20	0.54
Control Delay	76.5	53.7	19.1	33.6	54.1		57.4	249.2	3.0	43.0	38.0	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.5	53.7	19.1	33.6	54.1		57.4	249.2	3.0	43.0	38.0	19.1
LOS	E	D	B	C	D		E	F	A	D	D	B
Approach Delay		49.5			53.7			161.8			29.3	
Approach LOS		D			D			F			C	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 121 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 170
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 77.9 Intersection LOS: E
Intersection Capacity Utilization 111.8% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 17: Bluff Springs Rd & William Cannon Dr





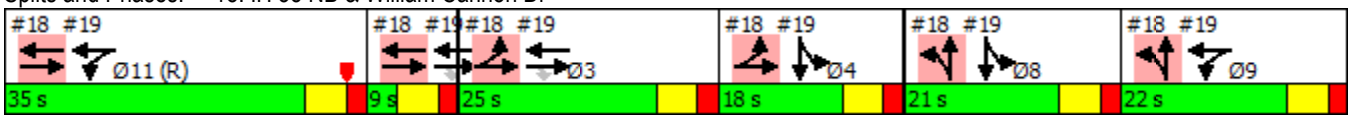
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	745	1400	0	0	1806	842	108	607	15	0	0	0
Future Volume (vph)	745	1400	0	0	1806	842	108	607	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		200	0		0	0		0
Storage Lanes	2		0	1		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99			0.99			
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1770	3539	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3431	3539	0	0	6408	1562	1770	3539	1562	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						378			277			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		265			778			169			361	
Travel Time (s)		4.5			13.3			3.8			8.2	
Confl. Peds. (#/hr)	6		11	11		6			5	5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	100%	158%	158%	100%	100%	126%	158%	158%	158%	158%	158%
Adj. Flow (vph)	968	1443	0	0	1862	868	140	989	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	968	1443	0	0	1862	868	140	989	24	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	4 3 4 11 2 3				11 2		8 9	8 9				
Permitted Phases						Free			Free			
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?												
Act Effct Green (s)	37.0	81.0			38.0	130.0	37.0	37.0	130.0			
Actuated g/C Ratio	0.28	0.62			0.29	1.00	0.28	0.28	1.00			
v/c Ratio	0.99	0.65			0.99	0.56	0.28	0.98	0.02			

Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	2	3	4	8	9	11
Permitted Phases						
Minimum Split (s)	9.0	20.0	10.0	18.0	25.0	30.0
Total Split (s)	9.0	25.0	18.0	21.0	22.0	35.0
Total Split (%)	7%	19%	14%	16%	17%	27%
Maximum Green (s)	3.0	19.0	12.0	15.0	16.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	36.9	15.4			44.2	2.4	38.0	70.6	0.0			
Queue Delay	39.1	48.8			2.2	0.0	0.0	0.0	0.0			
Total Delay	76.0	64.2			46.5	2.4	38.0	70.6	0.0			
LOS	E	E			D	A	D	E	A			
Approach Delay		68.9			32.4			65.1				
Approach LOS		E			C			E				

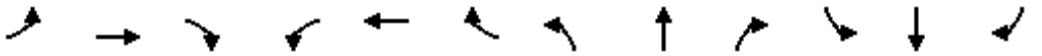
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 2 (2%), Referenced to phase 11:EBWB, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 52.4		Intersection LOS: D	
Intersection Capacity Utilization 109.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18: IH 35 NB & William Cannon Dr



Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



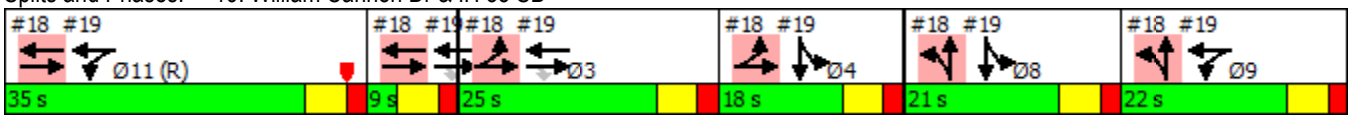
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1574	140	617	1325	0	0	0	0	765	153	620
Future Volume (vph)	0	1574	140	617	1325	0	0	0	0	765	153	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	300		590
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.97	1.00								
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6408	1543	3429	3539	0	0	0	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176									357
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		771			265			194			652	
Travel Time (s)		13.1			4.5			4.4			14.8	
Confl. Peds. (#/hr)	7		10	10		7						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	158%	100%	126%	100%	100%	158%	158%	158%	158%	100%	158%	126%
Adj. Flow (vph)	0	1657	186	649	1395	0	0	0	0	805	254	822
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1657	186	649	1395	0	0	0	0	805	254	822
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Prot	NA					Split	NA	Free
Protected Phases		2 3		9 11	9 11 2 3					4 8	4 8	
Permitted Phases			2 3									Free
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?												
Act Effct Green (s)		28.0	28.0	51.0	85.0					33.0	33.0	130.0
Actuated g/C Ratio		0.22	0.22	0.39	0.65					0.25	0.25	1.00
v/c Ratio		1.20	0.40	0.48	0.60					0.92	0.28	0.52

Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	2	3	4	8	9	11
Permitted Phases						
Minimum Split (s)	9.0	20.0	10.0	18.0	25.0	30.0
Total Split (s)	9.0	25.0	18.0	21.0	22.0	35.0
Total Split (%)	7%	19%	14%	16%	17%	27%
Maximum Green (s)	3.0	19.0	12.0	15.0	16.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		131.5	5.6	25.1	6.4					64.3	40.0	1.2
Queue Delay		1.2	0.0	2.4	5.9					12.2	0.0	0.0
Total Delay		132.6	5.6	27.5	12.3					76.6	40.0	1.2
LOS		F	A	C	B					E	D	A
Approach Delay		119.8			17.1						38.7	
Approach LOS		F			B						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 2 (2%), Referenced to phase 11:EBWB, Start of Red			
Natural Cycle: 135			
Control Type: Pretimed			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 57.0		Intersection LOS: E	
Intersection Capacity Utilization 109.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: William Cannon Dr & IH 35 SB



Lane Group	Ø2	Ø3	Ø4	Ø8	Ø9	Ø11
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	24	1218	30	41	82	1269	14	29	1	26	32
Future Volume (vph)	15	24	1218	30	41	82	1269	14	29	1	26	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	1		0	0
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95
Ped Bike Factor		1.00					1.00		1.00			
Frt			0.997				0.999			0.855		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	5070	0	0	1770	5079	0	1770	1593	0	0
Flt Permitted		0.950				0.106			0.726			
Satd. Flow (perm)	0	1768	5070	0	0	197	5079	0	1347	1593	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			3				2			27		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1501				771			555		
Travel Time (s)			25.6				13.1			12.6		
Confl. Peds. (#/hr)		1						1	3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%
Adj. Flow (vph)	15	25	1582	31	42	85	1648	14	30	1	27	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	1613	0	0	127	1662	0	30	28	0	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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		

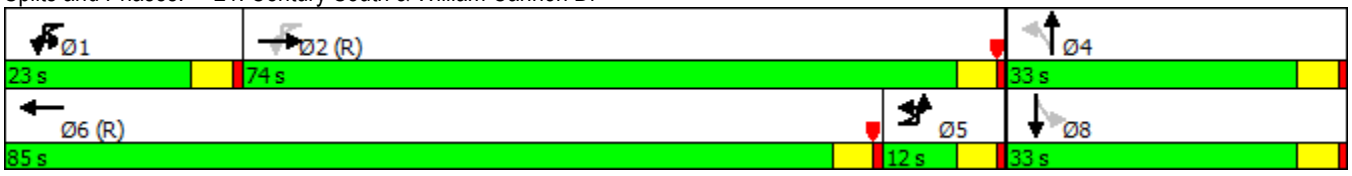


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	11
Future Volume (vph)	1	11
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.963	
Flt Protected	0.965	
Satd. Flow (prot)	3276	0
Flt Permitted	0.797	
Satd. Flow (perm)	2706	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	11	
Link Speed (mph)	30	
Link Distance (ft)	198	
Travel Time (s)	4.5	
Confl. Peds. (#/hr)		3
Peak Hour Factor	0.97	0.97
Growth Factor	126%	100%
Adj. Flow (vph)	1	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	45	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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA		D.P+P	D.P+P	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases					2	2			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		10.0	10.0		10.0
Minimum Split (s)	10.0	10.0	25.0		10.0	10.0	25.0		33.0	33.0		33.0
Total Split (s)	12.0	12.0	74.0		23.0	23.0	85.0		33.0	33.0		33.0
Total Split (%)	9.2%	9.2%	56.9%		17.7%	17.7%	65.4%		25.4%	25.4%		25.4%
Maximum Green (s)	7.0	7.0	69.0		18.0	18.0	80.0		28.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Walk Time (s)									5.0	5.0		5.0
Flash Dont Walk (s)									23.0	23.0		23.0
Pedestrian Calls (#/hr)									0	0		3
Act Effct Green (s)		6.7	77.8			87.0	82.4		28.0	28.0		
Actuated g/C Ratio		0.05	0.60			0.67	0.63		0.22	0.22		
v/c Ratio		0.44	0.53			0.52	0.52		0.10	0.08		
Control Delay		75.0	16.4			21.0	4.8		42.2	15.3		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		75.0	16.4			21.0	4.8		42.2	15.3		
LOS		E	B			C	A		D	B		
Approach Delay			17.8				5.9			29.2		
Approach LOS			B				A			C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 73.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: Century South & William Cannon Dr





Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	33.0	
Total Split (s)	33.0	
Total Split (%)	25.4%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Max	
Walk Time (s)	5.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	3	
Act Effct Green (s)	28.0	
Actuated g/C Ratio	0.22	
v/c Ratio	0.08	
Control Delay	33.1	
Queue Delay	0.0	
Total Delay	33.1	
LOS	C	
Approach Delay	33.1	
Approach LOS	C	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	44	1001	18	40	54	1100	62	36	51	141	45	15
Future Volume (vph)	44	1001	18	40	54	1100	62	36	51	141	45	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0		250		0	0		70	0	
Storage Lanes	1		0		1		0	0		1	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00	1.00			0.99	0.97		0.99
Frt		0.997				0.992				0.850		0.965
Flt Protected	0.950				0.950				0.980			0.973
Satd. Flow (prot)	1770	5067	0	0	1770	5022	0	0	1825	1583	0	1734
Flt Permitted	0.950				0.950				0.980			0.973
Satd. Flow (perm)	1757	5067	0	0	1767	5022	0	0	1811	1544	0	1723
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		2				8				173		10
Link Speed (mph)		25				40			30			30
Link Distance (ft)		425				1501			564			234
Travel Time (s)		11.6				25.6			12.8			5.3
Confl. Peds. (#/hr)	13		2		2		13	13		8	8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	60	1356	24	54	73	1490	84	49	69	191	61	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1380	0	0	127	1574	0	0	118	191	0	109
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)		24				24			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



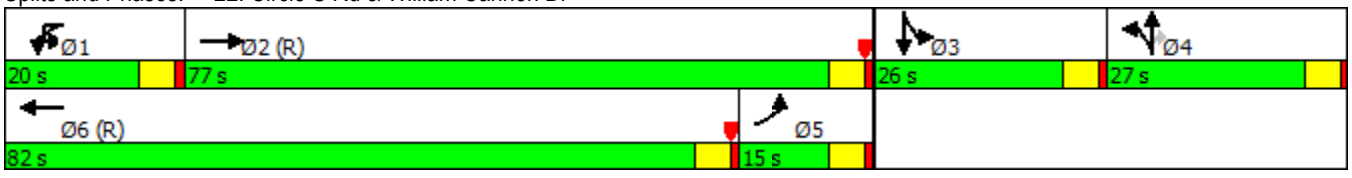
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	21
Future Volume (vph)	21
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	13
Peak Hour Factor	0.93
Growth Factor	126%
Adj. Flow (vph)	28
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases										4		
Detector Phase	5	2		1	1	6		4	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		7.0	7.0	7.0	8.0	8.0
Minimum Split (s)	10.0	23.0		10.0	10.0	23.0		32.0	32.0	32.0	32.0	32.0
Total Split (s)	15.0	77.0		20.0	20.0	82.0		27.0	27.0	27.0	26.0	26.0
Total Split (%)	10.0%	51.3%		13.3%	13.3%	54.7%		18.0%	18.0%	18.0%	17.3%	17.3%
Maximum Green (s)	10.0	72.0		15.0	15.0	77.0		22.0	22.0	22.0	21.0	21.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0	5.0		5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None	None	None	None
Walk Time (s)		5.0				5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		10.0				10.0		22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		2				10		8	8	8	10	10
Act Effct Green (s)	9.3	84.6			15.0	92.5			15.3	15.3		15.2
Actuated g/C Ratio	0.06	0.56			0.10	0.62			0.10	0.10		0.10
v/c Ratio	0.55	0.48			0.72	0.51			0.63	0.61		0.59
Control Delay	55.8	9.3			87.4	18.7			79.2	19.7		70.5
Queue Delay	0.0	0.2			0.0	0.3			0.0	0.0		0.0
Total Delay	55.8	9.4			87.4	18.9			79.2	19.7		70.5
LOS	E	A			F	B			E	B		E
Approach Delay		11.3				24.1			42.5			70.5
Approach LOS		B				C			D			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 149 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15

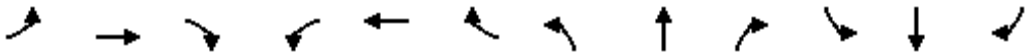
Splits and Phases: 22: Circle S Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



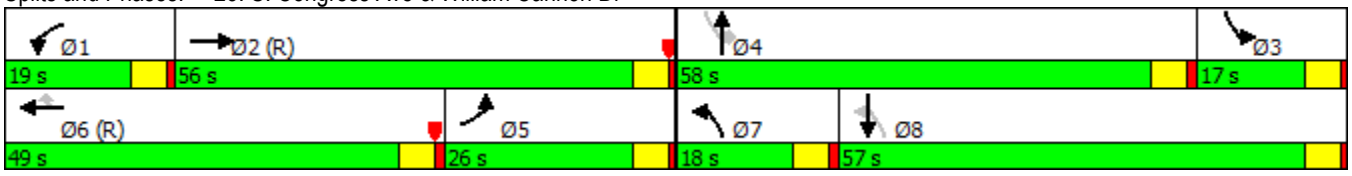
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	793	51	96	944	199	167	870	206	92	160	71
Future Volume (vph)	182	793	51	96	944	199	167	870	206	92	160	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		200	385		100	375		0
Storage Lanes	2		0	2		1	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99		0.96	1.00		0.97		1.00	
Frt		0.991				0.850			0.850		0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5026	0	3433	5085	1583	1770	3539	1583	1770	3362	0
Flt Permitted	0.950			0.950			0.503			0.069		
Satd. Flow (perm)	3409	5026	0	3394	5085	1524	936	3539	1538	129	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				176			124		51	
Link Speed (mph)		40			25			30			30	
Link Distance (ft)		1115			425			1302			965	
Travel Time (s)		19.0			11.6			29.6			21.9	
Confl. Peds. (#/hr)	12		16	16		12	2		12	12		2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	252	1098	71	133	1307	276	231	1205	285	127	222	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	1169	0	133	1307	276	231	1205	285	127	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

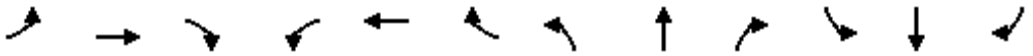
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	8		4	4		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	10.0	26.0		10.0	26.0	26.0	13.0	37.0	37.0	13.0	43.0	
Total Split (s)	26.0	56.0		19.0	49.0	49.0	18.0	58.0	58.0	17.0	57.0	
Total Split (%)	17.3%	37.3%		12.7%	32.7%	32.7%	12.0%	38.7%	38.7%	11.3%	38.0%	
Maximum Green (s)	21.0	51.0		14.0	44.0	44.0	13.0	53.0	53.0	12.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max	Max	Max	Max	
Walk Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Flash Dont Walk (s)		15.0			15.0	15.0		26.0	26.0		32.0	
Pedestrian Calls (#/hr)		10			10	10		10	10		2	
Act Effct Green (s)	16.3	49.2		11.1	44.0	44.0	69.7	57.7	57.7	69.7	52.0	
Actuated g/C Ratio	0.11	0.33		0.07	0.29	0.29	0.46	0.38	0.38	0.46	0.35	
v/c Ratio	0.68	0.71		0.52	0.88	0.48	0.43	0.89	0.43	0.66	0.27	
Control Delay	55.4	28.9		67.8	42.4	7.9	25.8	52.4	21.3	69.4	30.1	
Queue Delay	0.0	0.0		0.0	5.7	0.8	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.4	28.9		67.8	48.1	8.7	25.8	52.4	21.3	69.4	30.1	
LOS	E	C		E	D	A	C	D	C	E	C	
Approach Delay		33.6			43.3			43.7			41.2	
Approach LOS		C			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 136 (91%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 40.6 Intersection LOS: D
Intersection Capacity Utilization 89.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 23: S. Congress Ave & William Cannon Dr





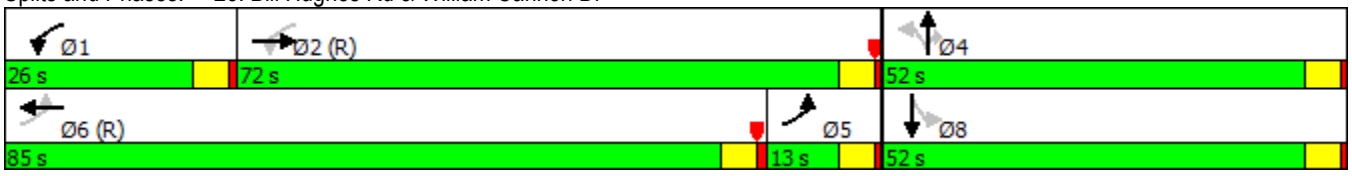
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	759	69	100	965	41	76	2	127	38	18	7
Future Volume (vph)	7	759	69	100	965	41	76	2	127	38	18	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.94			0.99	
Frt		0.990			0.995				0.850		0.986	
Flt Protected	0.950			0.950				0.954			0.973	
Satd. Flow (prot)	1770	5026	0	1770	5050	0	0	1777	1583	0	1772	0
Flt Permitted	0.182			0.235				0.687			0.807	
Satd. Flow (perm)	338	5026	0	438	5050	0	0	1203	1583	0	1470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			5				131		4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1020			1091			865			483	
Travel Time (s)		27.8			29.8			19.7			11.0	
Confl. Peds. (#/hr)	11		1	1		11	58					58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	7	986	71	103	1254	42	78	3	131	39	23	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1057	0	103	1296	0	0	81	131	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

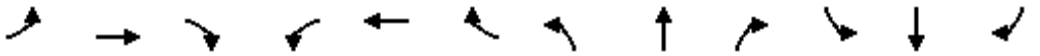
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	10.0	26.0		10.0	26.0		42.0	42.0	42.0	42.0	42.0	
Total Split (s)	13.0	72.0		26.0	85.0		52.0	52.0	52.0	52.0	52.0	
Total Split (%)	8.7%	48.0%		17.3%	56.7%		34.7%	34.7%	34.7%	34.7%	34.7%	
Maximum Green (s)	8.0	67.0		21.0	80.0		47.0	47.0	47.0	47.0	47.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0		14.0	14.0	14.0	14.0	14.0	
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		1			10		0	0	0	20	20	
Act Effct Green (s)	112.6	99.1		108.6	111.2			26.4	26.4		26.4	
Actuated g/C Ratio	0.75	0.66		0.72	0.74			0.18	0.18		0.18	
v/c Ratio	0.02	0.32		0.26	0.35			0.38	0.34		0.26	
Control Delay	5.7	7.2		4.1	4.6			56.2	9.2		48.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	5.7	7.2		4.1	4.6			56.2	9.2		48.6	
LOS	A	A		A	A			E	A		D	
Approach Delay		7.2			4.5			27.2			48.6	
Approach LOS		A			A			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 28: Bill Hughes Rd & William Cannon Dr





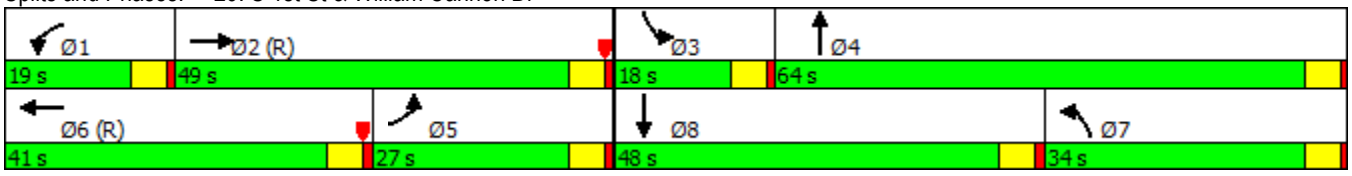
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	684	47	61	762	135	169	1057	53	90	170	77
Future Volume (vph)	194	684	47	61	762	135	169	1057	53	90	170	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	350		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.99	1.00		1.00	0.99	
Frt		0.990			0.977			0.993			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5021	0	1770	4922	0	1770	3507	0	1770	3343	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1751	5021	0	1756	4922	0	1751	3507	0	1762	3343	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			22			4			49	
Link Speed (mph)		40			25			30			30	
Link Distance (ft)		1182			1020			1438			1411	
Travel Time (s)		20.1			27.8			32.7			32.1	
Confl. Peds. (#/hr)	23		13	13		23	12		22	22		12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	252	888	61	79	990	175	220	1373	69	117	221	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	949	0	79	1165	0	220	1442	0	117	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

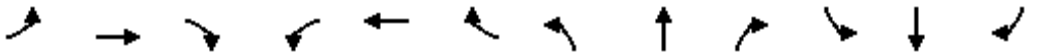
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases												
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	12.0		6.0	12.0		5.0	8.0		5.0	10.0	
Minimum Split (s)	13.0	25.0		11.0	25.0		10.0	38.0		10.0	38.0	
Total Split (s)	27.0	49.0		19.0	41.0		34.0	64.0		18.0	48.0	
Total Split (%)	18.0%	32.7%		12.7%	27.3%		22.7%	42.7%		12.0%	32.0%	
Maximum Green (s)	22.0	44.0		14.0	36.0		29.0	59.0		13.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	Max	
Walk Time (s)		5.0			5.0			12.0			12.0	
Flash Dont Walk (s)		15.0			15.0			21.0			21.0	
Pedestrian Calls (#/hr)		10			11			11			10	
Act Effct Green (s)	22.0	46.5		11.5	36.0		29.0	59.6		12.4	43.0	
Actuated g/C Ratio	0.15	0.31		0.08	0.24		0.19	0.40		0.08	0.29	
v/c Ratio	0.97	0.61		0.59	0.97		0.64	1.03		0.80	0.32	
Control Delay	102.0	37.9		111.9	50.2		65.4	77.2		102.3	36.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	102.0	37.9		111.9	50.2		65.4	77.2		102.3	36.4	
LOS	F	D		F	D		E	E		F	D	
Approach Delay		51.3			54.1			75.6			54.0	
Approach LOS		D			D			E			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 53 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 61.2 Intersection LOS: E
Intersection Capacity Utilization 98.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 29: S 1st St & William Cannon Dr





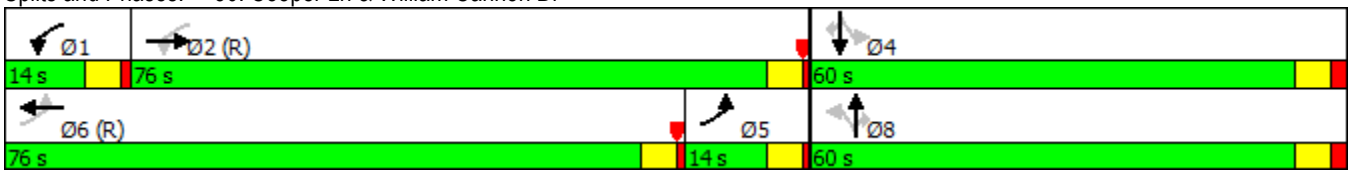
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	727	23	43	954	24	127	70	198	3	21	43
Future Volume (vph)	36	727	23	43	954	24	127	70	198	3	21	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			1.00				0.98
Frt		0.996			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.995	
Satd. Flow (prot)	1770	5061	0	1770	5065	0	0	1809	1583	0	1853	1583
Flt Permitted	0.173			0.253				0.801			0.972	
Satd. Flow (perm)	322	5061	0	470	5065	0	0	1485	1583	0	1811	1552
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3				191			87
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		804			1182			758			597	
Travel Time (s)		13.7			20.1			17.2			13.6	
Confl. Peds. (#/hr)	8		4	4		8	5					5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	38	974	24	46	1279	26	135	94	211	3	28	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	998	0	46	1305	0	0	229	211	0	31	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

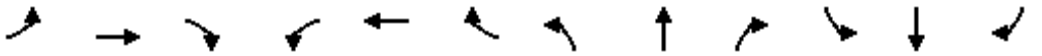
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	6			2			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	26.0		10.0	26.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	14.0	76.0		14.0	76.0		60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	9.3%	50.7%		9.3%	50.7%		40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Green (s)	9.0	71.0		9.0	71.0		54.0	54.0	54.0	54.0	54.0	54.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	23.0
Pedestrian Calls (#/hr)		4			8		0	0	0	5	5	5
Act Effct Green (s)	105.9	100.2		105.7	101.1			29.3	29.3		29.3	29.3
Actuated g/C Ratio	0.71	0.67		0.70	0.67			0.20	0.20		0.20	0.20
v/c Ratio	0.13	0.30		0.12	0.38			0.79	0.46		0.09	0.12
Control Delay	6.4	7.0		2.6	2.6			75.9	11.4		46.4	1.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.4	7.0		2.6	2.6			75.9	11.4		46.4	1.0
LOS	A	A		A	A			E	B		D	A
Approach Delay		7.0			2.6			44.9			19.3	
Approach LOS		A			A			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 131 (87%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 60.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 30: Cooper Ln & William Cannon Dr





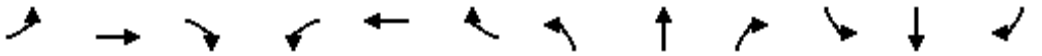
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	720	0	0	979	125	0	0	0	62	0	82
Future Volume (vph)	191	720	0	0	979	125	0	0	0	62	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00						0.98	0.98
Frt					0.986							0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	5085	0	1863	5004	0	0	1863	0	0	1770	1583
Flt Permitted	0.172										0.950	
Satd. Flow (perm)	320	5085	0	1863	5004	0	0	1863	0	0	1743	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					55							85
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1709			804			171			809	
Travel Time (s)		29.1			13.7			3.9			18.4	
Confl. Peds. (#/hr)	4		4	4		4	3		4	4		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	199	945	0	0	1285	130	0	0	0	65	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	945	0	0	1415	0	0	0	0	0	65	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		1.0	1.0		12.0	12.0	12.0
Minimum Split (s)	17.0	17.0		17.0	17.0		6.0	6.0		17.0	17.0	17.0
Total Split (s)	133.0	133.0		133.0	133.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	88.7%	88.7%		88.7%	88.7%		11.3%	11.3%		11.3%	11.3%	11.3%
Maximum Green (s)	128.0	128.0		128.0	128.0		12.0	12.0		12.0	12.0	12.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Act Effct Green (s)	127.9	127.9			127.9						12.1	12.1
Actuated g/C Ratio	0.85	0.85			0.85						0.08	0.08
v/c Ratio	0.73	0.22			0.33						0.46	0.42
Control Delay	35.2	1.7			4.2						77.2	19.0
Queue Delay	0.0	0.0			0.0						0.0	0.0
Total Delay	35.2	1.7			4.2						77.2	19.0
LOS	D	A			A						E	B
Approach Delay		7.6			4.2						44.2	
Approach LOS		A			A						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 4 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 31: William Cannon Dr & Emerald Forest Dr





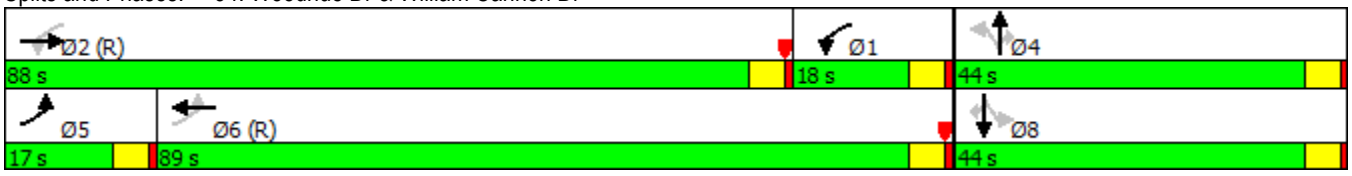
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	675	18	64	1044	25	63	43	71	30	24	93
Future Volume (vph)	53	675	18	64	1044	25	63	43	71	30	24	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		200
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00			1.00				0.98
Frt		0.997			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.974			0.976	
Satd. Flow (prot)	1770	5070	0	1770	5068	0	0	1814	1583	0	1818	1583
Flt Permitted	0.167			0.286				0.799			0.656	
Satd. Flow (perm)	311	5070	0	533	5068	0	0	1483	1583	0	1222	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3				87			96
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1089			1709			975			662	
Travel Time (s)		18.6			29.1			22.2			15.0	
Confl. Peds. (#/hr)	1					1	4					4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	55	877	19	66	1356	26	65	56	73	31	31	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	896	0	66	1382	0	0	121	73	0	62	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

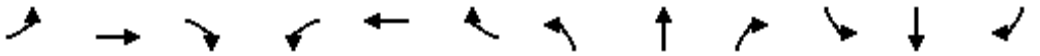
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		7.0	10.0		5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	10.0	24.0		12.0	24.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	17.0	88.0		18.0	89.0		44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	11.3%	58.7%		12.0%	59.3%		29.3%	29.3%	29.3%	29.3%	29.3%	29.3%
Maximum Green (s)	12.0	83.0		13.0	84.0		39.0	39.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		Min	C-Min		Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		14.0			14.0		20.0	20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			1		0	0	0	4	4	4
Act Effct Green (s)	118.5	99.8		117.5	112.8			17.5	17.5		17.5	17.5
Actuated g/C Ratio	0.79	0.67		0.78	0.75			0.12	0.12		0.12	0.12
v/c Ratio	0.18	0.27		0.12	0.36			0.70	0.28		0.44	0.36
Control Delay	3.5	4.8		5.1	7.9			83.6	9.7		69.5	13.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	3.5	4.8		5.1	7.9			83.6	9.7		69.5	13.8
LOS	A	A		A	A			F	A		E	B
Approach Delay		4.7			7.8			55.8			35.6	
Approach LOS		A			A			E			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 137 (91%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 55.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 34: Woodhue Dr & William Cannon Dr





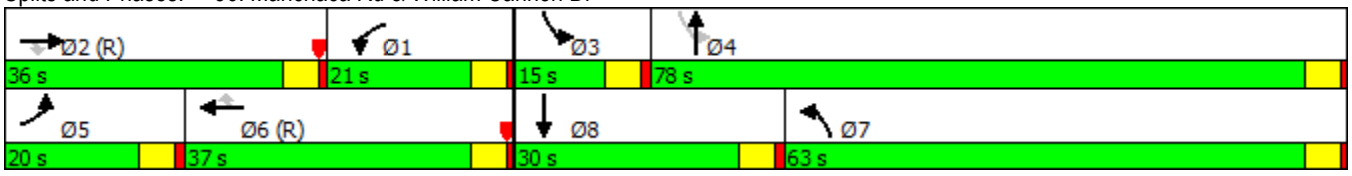
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	383	95	105	794	245	599	1240	74	114	271	65
Future Volume (vph)	114	383	95	105	794	245	599	1240	74	114	271	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		250	0		0	200		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.98	0.99		0.98		1.00				
Frt			0.850			0.850		0.992			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	3433	3507	0	1770	3437	0
Flt Permitted	0.950			0.950			0.950			0.055		
Satd. Flow (perm)	1768	5085	1547	1760	5085	1557	3433	3507	0	102	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			129			147		6			17	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3162			1619			1822			706	
Travel Time (s)		53.9			27.6			41.4			16.0	
Confl. Peds. (#/hr)	2		5	5		2			5	5		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	154	519	129	142	1076	332	812	1680	100	154	367	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	519	129	142	1076	332	812	1780	0	154	455	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

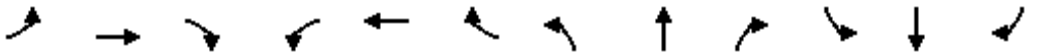
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6				4		
Detector Phase	5	2	2	1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	12.0	12.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	10.0	31.0		10.0	31.0	
Total Split (s)	20.0	36.0	36.0	21.0	37.0	37.0	63.0	78.0		15.0	30.0	
Total Split (%)	13.3%	24.0%	24.0%	14.0%	24.7%	24.7%	42.0%	52.0%		10.0%	20.0%	
Maximum Green (s)	15.0	31.0	31.0	16.0	32.0	32.0	58.0	73.0		10.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		5	5		2	2		5			0	
Act Effct Green (s)	14.7	21.6	21.6	25.4	32.3	32.3	60.0	73.0		83.0	23.0	
Actuated g/C Ratio	0.10	0.14	0.14	0.17	0.22	0.22	0.40	0.49		0.55	0.15	
v/c Ratio	0.89	0.71	0.39	0.47	0.98	0.74	0.59	1.04		0.92	0.84	
Control Delay	116.5	50.7	6.5	58.2	78.7	41.0	37.9	70.9		88.0	74.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	116.5	50.7	6.5	58.2	78.7	41.0	37.9	70.9		88.0	74.0	
LOS	F	D	A	E	E	D	D	E		F	E	
Approach Delay		56.3			68.7			60.5			77.5	
Approach LOS		E			E			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 144 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 64.1 Intersection LOS: E
Intersection Capacity Utilization 98.1% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 36: Manchaca Rd & William Cannon Dr





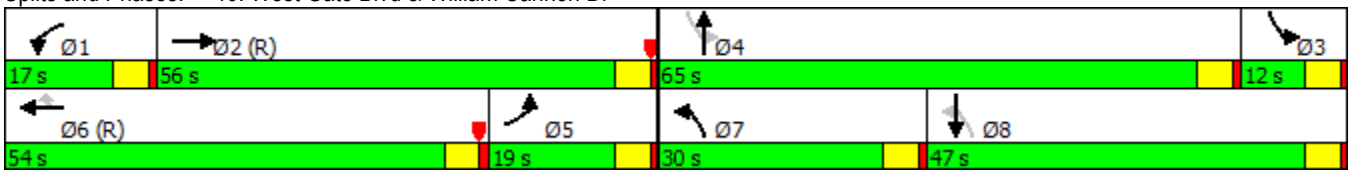
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	447	38	45	1031	319	336	964	59	82	134	124
Future Volume (vph)	98	447	38	45	1031	319	336	964	59	82	134	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		150	200		0	300		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99		0.98	1.00	1.00			0.99	
Frt		0.988				0.850		0.991			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5013	0	1770	5085	1583	1770	3503	0	1770	3260	0
Flt Permitted	0.950			0.950			0.465			0.067		
Satd. Flow (perm)	1768	5013	0	1756	5085	1554	865	3503	0	125	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				146		5			156	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2648			3162			1479			1281	
Travel Time (s)		45.1			53.9			33.6			29.1	
Confl. Peds. (#/hr)	3		8	8		3	2		6	6		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	126	575	49	58	1326	410	432	1239	76	105	172	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	624	0	58	1326	410	432	1315	0	105	331	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

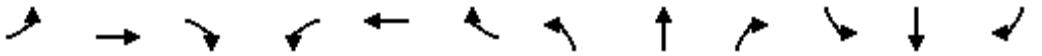
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0	25.0	10.0	31.0		10.0	31.0	
Total Split (s)	19.0	56.0		17.0	54.0	54.0	30.0	65.0		12.0	47.0	
Total Split (%)	12.7%	37.3%		11.3%	36.0%	36.0%	20.0%	43.3%		8.0%	31.3%	
Maximum Green (s)	14.0	51.0		12.0	49.0	49.0	25.0	60.0		7.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0			15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		8			3	3		6			2	
Act Effct Green (s)	13.4	56.1		9.8	50.2	50.2	66.4	59.5		66.4	41.8	
Actuated g/C Ratio	0.09	0.37		0.07	0.33	0.33	0.44	0.40		0.44	0.28	
v/c Ratio	0.80	0.33		0.50	0.78	0.66	0.81	0.95		0.80	0.32	
Control Delay	74.6	21.8		99.5	34.1	20.7	42.0	57.7		91.9	22.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	74.6	21.8		99.5	34.1	20.7	42.0	57.7		91.9	22.9	
LOS	E	C		F	C	C	D	E		F	C	
Approach Delay		30.7			33.1			53.8			39.5	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 78 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 41.0 Intersection LOS: D
Intersection Capacity Utilization 90.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 40: West Gate Blvd & William Cannon Dr





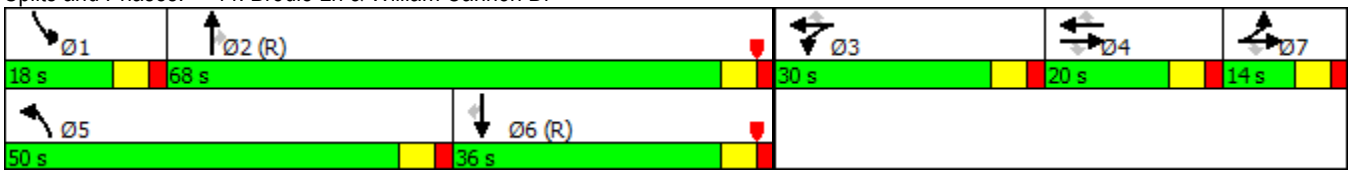
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	369	118	225	1159	320	410	1152	171	60	196	51
Future Volume (vph)	84	369	118	225	1159	320	410	1152	171	60	196	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		400	300		200	200		200	200		200
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99		0.98	0.99		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3409	5085	1549	3400	5085	1555	3424	3539	1556	3431	3539	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			186			153			196
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1646			635			2117			1861	
Travel Time (s)		28.1			10.8			48.1			42.3	
Confl. Peds. (#/hr)	6		6	6		6	3		4	4		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	108	474	152	289	1490	411	527	1481	220	77	252	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	474	152	289	1490	411	527	1481	220	77	252	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4 7		3	3 4		5	2		1	6	
Permitted Phases			4 7			3 4			2			6
Detector Phase	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0			10.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	11.0			11.0			16.0	42.0	42.0	10.0	41.0	41.0
Total Split (s)	14.0			30.0			50.0	68.0	68.0	18.0	36.0	36.0
Total Split (%)	9.3%			20.0%			33.3%	45.3%	45.3%	12.0%	24.0%	24.0%
Maximum Green (s)	8.0			24.0			44.0	62.0	62.0	12.0	30.0	30.0
Yellow Time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0			2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0			6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0			3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None			None			Min	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								30.0	30.0		30.0	30.0
Pedestrian Calls (#/hr)								4	4		3	3
Act Effct Green (s)	7.9	27.9	27.9	24.0	44.0	44.0	28.5	65.4	65.4	8.7	45.6	45.6
Actuated g/C Ratio	0.05	0.19	0.19	0.16	0.29	0.29	0.19	0.44	0.44	0.06	0.30	0.30
v/c Ratio	0.60	0.50	0.37	0.53	1.00	0.70	0.81	0.96	0.29	0.39	0.23	0.11
Control Delay	62.8	36.7	6.3	78.3	62.9	24.5	68.0	56.3	9.8	73.2	40.9	0.4
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	62.8	36.7	6.3	78.3	62.9	24.5	68.0	56.3	9.8	73.2	40.9	0.4
LOS	E	D	A	E	E	C	E	E	A	E	D	A
Approach Delay		34.3			57.7			54.4			40.4	
Approach LOS		C			E			D			D	

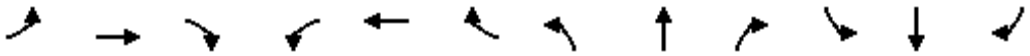
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 96 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Red			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 52.1		Intersection LOS: D	
Intersection Capacity Utilization 96.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 44: Brodie Ln & William Cannon Dr



Lane Group	Ø4
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	14.0
Total Split (s)	20.0
Total Split (%)	13%
Maximum Green (s)	14.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
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



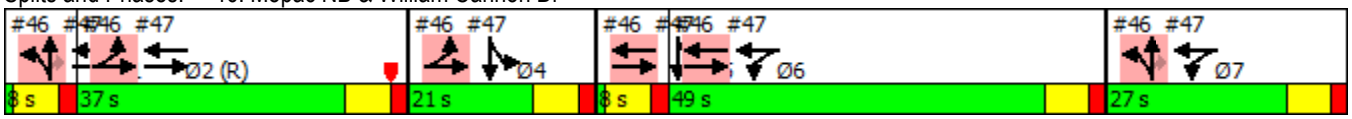
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	652	489	0	0	737	917	146	492	92	0	0	0
Future Volume (vph)	652	489	0	0	737	917	146	492	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		150	0		400	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99						
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3387	1583	0	0	0
Flt Permitted	0.950						0.950	0.999				
Satd. Flow (perm)	3431	3539	0	0	5085	1563	1610	3387	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						450			182			
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		452			1200			1350			1198	
Travel Time (s)		6.8			20.5			30.7			27.2	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	865	649	0	0	977	1216	194	653	122	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	865	649	0	0	977	1216	175	672	122	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						Free			1 7			
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?												
Act Effct Green (s)	51.0	108.0			50.0	150.0	28.0	28.0	28.0			
Actuated g/C Ratio	0.34	0.72			0.33	1.00	0.19	0.19	0.19			
v/c Ratio	0.74	0.25			0.58	0.78	0.58	1.06	0.28			

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	8.0	19.0	16.0	8.0	21.0	14.0
Total Split (s)	8.0	37.0	21.0	8.0	49.0	27.0
Total Split (%)	5%	25%	14%	5%	33%	18%
Maximum Green (s)	1.0	30.0	14.0	1.0	42.0	20.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.2	0.2			38.0	23.1	64.5	110.6	2.3			
Queue Delay	8.4	0.9			0.0	0.0	0.0	0.0	0.0			
Total Delay	26.6	1.2			38.0	23.1	64.5	110.6	2.3			
LOS	C	A			D	C	E	F	A			
Approach Delay		15.7			29.7			88.6				
Approach LOS		B			C			F				

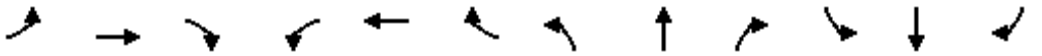
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 37.4		Intersection LOS: D	
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 46: Mopac NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



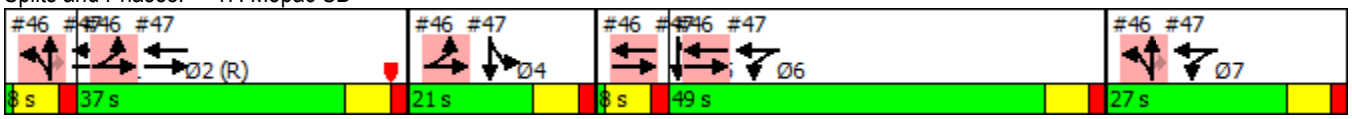
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	859	64	156	727	0	0	0	0	282	142	280
Future Volume (vph)	0	859	64	156	727	0	0	0	0	282	142	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		150	0		0	850		770
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.990										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5029	0	1770	5085	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5029	0	1769	5085	0	0	0	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8										334
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		488			452			1498			1203	
Travel Time (s)		7.4			6.8			34.0			27.3	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1127	84	205	954	0	0	0	0	370	186	368
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1211	0	205	954	0	0	0	0	370	186	368
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases												Free
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?												
Act Effct Green (s)		38.0		69.0	114.0					22.0	22.0	150.0
Actuated g/C Ratio		0.25		0.46	0.76					0.15	0.15	1.00
v/c Ratio		0.95		0.25	0.25					0.74	0.36	0.23

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	8.0	19.0	16.0	8.0	21.0	14.0
Total Split (s)	8.0	37.0	21.0	8.0	49.0	27.0
Total Split (%)	5%	25%	14%	5%	33%	18%
Maximum Green (s)	1.0	30.0	14.0	1.0	42.0	20.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		59.6		4.5	0.2					70.8	59.9	0.3
Queue Delay		5.3		0.0	0.3					0.0	0.0	0.0
Total Delay		64.9		4.5	0.5					70.8	59.9	0.3
LOS		E		A	A					E	E	A
Approach Delay		64.9			1.2						40.6	
Approach LOS		E			A						D	

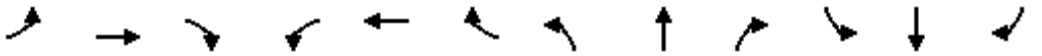
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 35.7		Intersection LOS: D	
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 47: Mopac SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



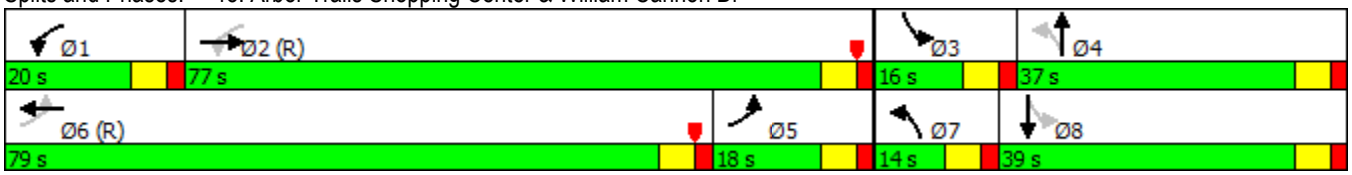
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	917	17	57	873	43	24	4	19	48	2	11
Future Volume (vph)	35	917	17	57	873	43	24	4	19	48	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.994			0.880			0.880	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5075	0	1770	5055	0	1770	1639	0	1770	1639	0
Flt Permitted	0.195			0.190			0.748			0.654		
Satd. Flow (perm)	363	5075	0	354	5055	0	1393	1639	0	1218	1639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			20			12	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		917			399			444			175	
Travel Time (s)		13.9			6.0			10.1			4.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	37	1216	18	60	1158	45	25	5	20	51	3	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	1234	0	60	1203	0	25	25	0	51	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	

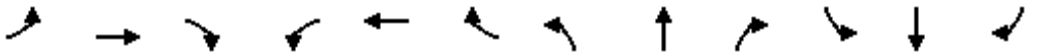
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	20.0		8.0	20.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	14.0	26.0		14.0	26.0		11.0	35.0		11.0	35.0	
Total Split (s)	18.0	77.0		20.0	79.0		14.0	37.0		16.0	39.0	
Total Split (%)	12.0%	51.3%		13.3%	52.7%		9.3%	24.7%		10.7%	26.0%	
Maximum Green (s)	12.0	71.0		14.0	73.0		8.0	31.0		10.0	33.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		Min	Min		Min	Min	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		12.0			12.0			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	106.3	99.7		106.3	96.5		19.3	12.0		22.5	13.6	
Actuated g/C Ratio	0.71	0.66		0.71	0.64		0.13	0.08		0.15	0.09	
v/c Ratio	0.10	0.37		0.18	0.37		0.13	0.17		0.24	0.09	
Control Delay	5.7	9.4		3.6	4.3		52.0	31.5		54.1	33.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.7	9.4		3.6	4.3		52.0	31.5		54.1	33.0	
LOS	A	A		A	A		D	C		D	C	
Approach Delay		9.3			4.3			41.7			49.3	
Approach LOS		A			A			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 134 (89%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 54.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 48: Arbor Trails Shopping Center & William Cannon Dr



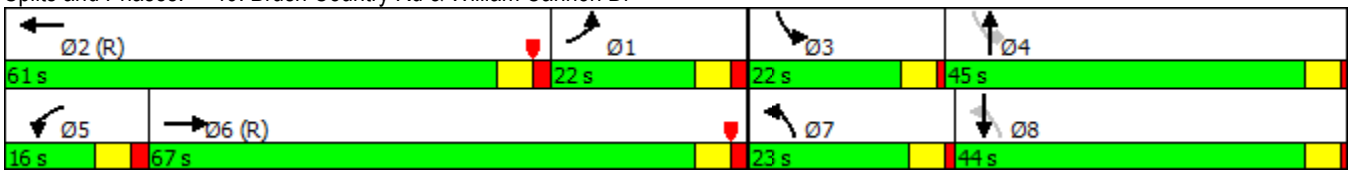


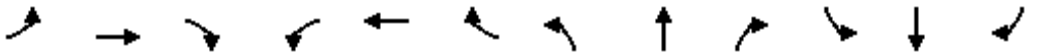
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	509	12	47	710	163	91	149	343	126	37	80
Future Volume (vph)	157	509	12	47	710	163	91	149	343	126	37	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	350		0	0		200	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	75			75			75			100		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00		1.00		0.98	1.00	0.99	
Frt		0.997			0.977				0.850		0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	4951	0	1770	1863	1583	1770	1667	0
Flt Permitted	0.950			0.950			0.529			0.325		
Satd. Flow (perm)	1768	5070	0	1770	4951	0	981	1863	1556	603	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			27				301		56	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2600			917			1448			909	
Travel Time (s)		39.4			13.9			32.9			20.7	
Confl. Peds. (#/hr)	1					1	4		4	4		4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	173	705	13	52	983	179	100	206	377	138	51	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	718	0	52	1162	0	100	206	377	138	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							8		4	4		
Detector Phase	1	6		5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	31.0		11.0	31.0		10.0	38.0	38.0	10.0	38.0	
Total Split (s)	22.0	67.0		16.0	61.0		23.0	45.0	45.0	22.0	44.0	
Total Split (%)	14.7%	44.7%		10.7%	40.7%		15.3%	30.0%	30.0%	14.7%	29.3%	
Maximum Green (s)	16.0	61.0		10.0	55.0		18.0	40.0	40.0	17.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		18.0			18.0			28.0	28.0		28.0	
Pedestrian Calls (#/hr)		0			1			4	4		4	
Act Effct Green (s)	21.0	83.2		9.8	69.6		37.4	23.4	23.4	37.4	25.8	
Actuated g/C Ratio	0.14	0.55		0.07	0.46		0.25	0.16	0.16	0.25	0.17	
v/c Ratio	0.70	0.26		0.45	0.50		0.33	0.71	0.76	0.53	0.42	
Control Delay	74.6	16.4		109.4	22.9		41.5	72.6	23.0	47.7	34.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	74.6	16.4		109.4	22.9		41.5	72.6	23.0	47.7	34.9	
LOS	E	B		F	C		D	E	C	D	C	
Approach Delay		27.7			26.6			40.7			41.3	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 71 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 31.4		Intersection LOS: C	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 49: Brush Country Rd & William Cannon Dr



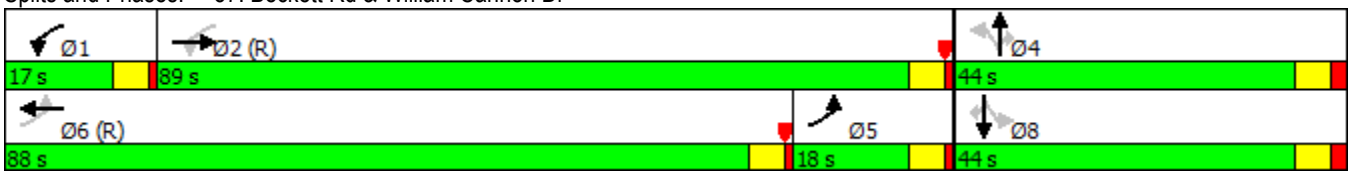


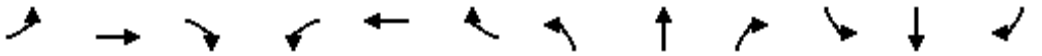
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	341	12	84	631	1	56	166	318	3	10	12
Future Volume (vph)	69	341	12	84	631	1	56	166	318	3	10	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996							0.850			0.850
Flt Protected	0.950			0.950				0.990			0.991	
Satd. Flow (prot)	1770	5065	0	1770	5085	0	0	1844	1583	0	1846	1583
Flt Permitted	0.297			0.469				0.924			0.945	
Satd. Flow (perm)	553	5065	0	874	5085	0	0	1721	1583	0	1760	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4							338			87
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		3559			1694			1530			698	
Travel Time (s)		53.9			25.7			34.8			15.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	73	457	13	89	846	1	60	223	338	3	13	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	470	0	89	847	0	0	283	338	0	16	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	25.0		10.0	25.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	18.0	89.0		17.0	88.0		44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	12.0%	59.3%		11.3%	58.7%		29.3%	29.3%	29.3%	29.3%	29.3%	29.3%
Maximum Green (s)	13.0	84.0		12.0	83.0		38.0	38.0	38.0	38.0	38.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		12.0			12.0		24.0	24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	103.2	95.3		103.2	92.2			30.8	30.8		30.8	30.8
Actuated g/C Ratio	0.69	0.64		0.69	0.61			0.21	0.21		0.21	0.21
v/c Ratio	0.16	0.15		0.14	0.27			0.80	0.57		0.04	0.03
Control Delay	6.1	8.8		4.6	8.4			72.9	8.2		44.1	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.1	8.8		4.6	8.4			72.9	8.2		44.1	0.2
LOS	A	A		A	A			E	A		D	A
Approach Delay		8.4			8.0			37.7			24.4	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 63 (42%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 57: Beckett Rd & William Cannon Dr





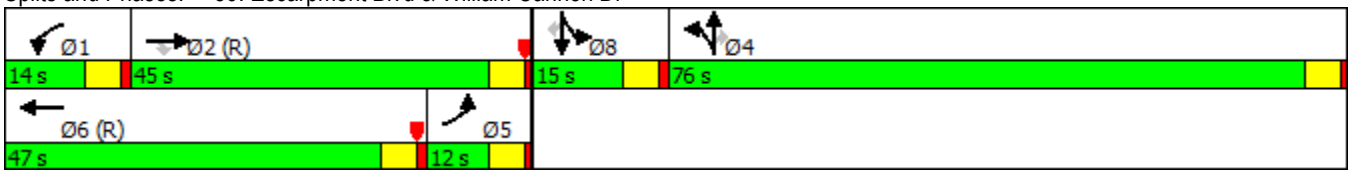
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	149	104	86	555	10	989	72	252	10	14	18
Future Volume (vph)	14	149	104	86	555	10	989	72	252	10	14	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	450		0	150		150	0		0
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00		1.00	0.99	0.99	1.00		0.99
Frt			0.850		0.997			0.914	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	5068	0	3433	1605	1504	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1768	3539	1583	3433	5068	0	3428	1605	1484	1768	1863	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			193		2			61	290			124
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		736			3559			1472			418	
Travel Time (s)		11.2			53.9			33.5			9.5	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	26	276	193	159	1028	19	1832	133	467	19	26	33
Shared Lane Traffic (%)									38%			
Lane Group Flow (vph)	26	276	193	159	1047	0	1832	310	290	19	26	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

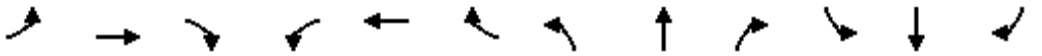
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			8
Detector Phase	5	2	2	1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0		7.0	7.0	7.0	6.0	6.0	6.0
Minimum Split (s)	10.0	30.0	30.0	10.0	30.0		32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	12.0	45.0	45.0	14.0	47.0		76.0	76.0	76.0	15.0	15.0	15.0
Total Split (%)	8.0%	30.0%	30.0%	9.3%	31.3%		50.7%	50.7%	50.7%	10.0%	10.0%	10.0%
Maximum Green (s)	7.0	40.0	40.0	9.0	42.0		71.0	71.0	71.0	10.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		20.0	20.0		20.0		22.0	22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		0	0		1		1	1	1	1	1	1
Act Effct Green (s)	6.8	33.4	33.4	9.0	40.0		82.1	82.1	82.1	7.7	7.7	7.7
Actuated g/C Ratio	0.05	0.22	0.22	0.06	0.27		0.55	0.55	0.55	0.05	0.05	0.05
v/c Ratio	0.33	0.35	0.38	0.78	0.77		0.98	0.34	0.31	0.21	0.27	0.17
Control Delay	66.0	34.3	6.4	70.2	44.1		49.3	18.1	3.2	72.9	75.0	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	34.3	6.4	70.2	44.1		49.3	18.1	3.2	72.9	75.0	1.8
LOS	E	C	A	E	D		D	B	A	E	E	A
Approach Delay		25.1			47.5			39.8			43.5	
Approach LOS		C			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 41 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 175
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 40.4 Intersection LOS: D
Intersection Capacity Utilization 94.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 59: Escarpment Blvd & William Cannon Dr





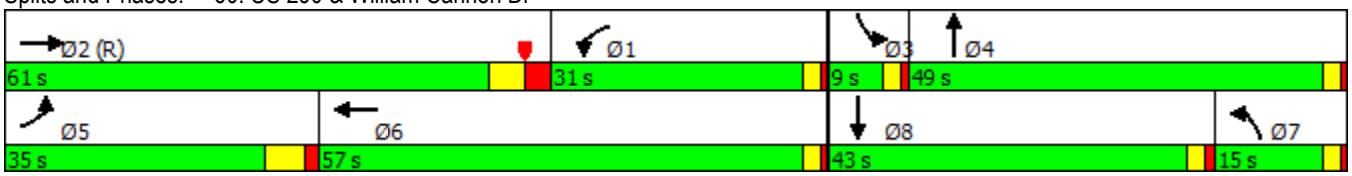
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	140	52	256	581	657	104	450	54	33	125	249
Future Volume (vph)	287	140	52	256	581	657	104	450	54	33	125	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		340	0		320	0		650	650		1000
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			200		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor	1.00					0.99						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3431	3539	1583	3433	3539	1563	3433	3539	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			479			160			452
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		959			800			1465			1442	
Travel Time (s)		14.5			12.1			22.2			21.8	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	521	254	94	464	1054	1192	189	816	98	60	227	452
Shared Lane Traffic (%)												
Lane Group Flow (vph)	521	254	94	464	1054	1192	189	816	98	60	227	452
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			Free			Free			Free			Free
Minimum Split (s)	11.0	14.0		8.0	21.0		8.0	43.0		8.0	43.0	
Total Split (s)	35.0	61.0		31.0	57.0		15.0	49.0		9.0	43.0	
Total Split (%)	23.3%	40.7%		20.7%	38.0%		10.0%	32.7%		6.0%	28.7%	
Maximum Green (s)	29.0	54.0		28.0	54.0		12.0	46.0		6.0	40.0	
Yellow Time (s)	4.5	4.0		2.0	2.0		2.0	2.0		2.0	2.0	
All-Red Time (s)	1.5	3.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								33.0			33.0	
Pedestrian Calls (#/hr)								0			0	

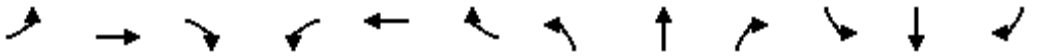
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	29.0	54.0	150.0	28.0	54.0	150.0	12.0	46.0	150.0	6.0	40.0	150.0
Actuated g/C Ratio	0.19	0.36	1.00	0.19	0.36	1.00	0.08	0.31	1.00	0.04	0.27	1.00
v/c Ratio	0.79	0.20	0.06	0.72	0.83	0.76	0.69	0.75	0.06	0.44	0.17	0.29
Control Delay	68.5	38.0	0.1	59.1	45.3	6.0	80.9	52.1	0.1	80.6	42.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.5	38.0	0.1	59.1	45.3	6.0	80.9	52.1	0.1	80.6	42.6	0.5
LOS	E	D	A	E	D	A	F	D	A	F	D	A
Approach Delay		52.2			30.4			52.4			19.9	
Approach LOS		D			C			D			B	

Intersection Summary

Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 39 (26%), Referenced to phase 2:EBT, Start of Red			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 36.9		Intersection LOS: D	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 60: US 290 & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	61	379	10	3	1	142	345	90	13	264	14
Future Volume (vph)	45	61	379	10	3	1	142	345	90	13	264	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		550	350		150	180		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	75			75			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.969			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	4928	0	1770	5045	0
Flt Permitted	0.754			0.536			0.427			0.306		
Satd. Flow (perm)	1405	1863	1583	998	1863	1583	795	4928	0	570	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			530			65		88			9	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1007			1012			661			1776	
Travel Time (s)		22.9			23.0			10.0			26.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	86	117	725	19	6	2	272	660	172	25	505	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	117	725	19	6	2	272	832	0	25	532	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		4	4		8	6			2		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	21.0	21.0	8.0	21.0	21.0	8.0	21.0		8.0	21.0	
Total Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	25.0	100.0		15.0	90.0	
Total Split (%)	10.0%	13.3%	13.3%	10.0%	13.3%	13.3%	16.7%	66.7%		10.0%	60.0%	
Maximum Green (s)	12.0	17.0	17.0	12.0	17.0	17.0	22.0	97.0		12.0	87.0	
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	30.8	25.6	25.6	30.2	10.2	10.2	109.0	106.4		110.2	96.6	
Actuated g/C Ratio	0.21	0.17	0.17	0.20	0.07	0.07	0.73	0.71		0.73	0.64	
v/c Ratio	0.25	0.37	1.02	0.08	0.05	0.01	0.41	0.24		0.05	0.16	
Control Delay	51.1	60.7	55.4	48.0	61.7	0.0	4.3	2.6		5.7	11.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	51.1	60.7	55.4	48.0	61.7	0.0	4.3	2.6		5.7	11.1	
LOS	D	E	E	D	E	A	A	A		A	B	
Approach Delay		55.7			47.5			3.0			10.8	
Approach LOS		E			D			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 72 (48%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 62: William Cannon Dr & Rialto Blvd

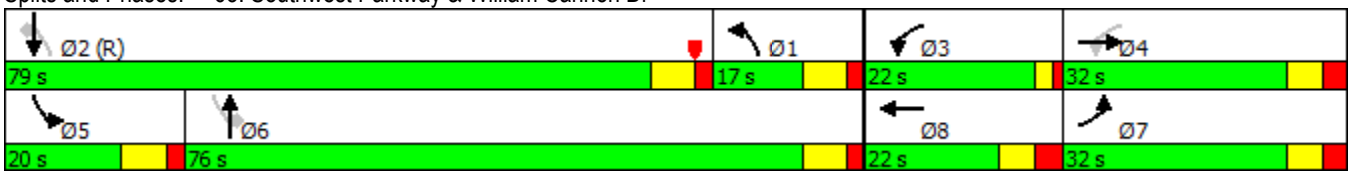


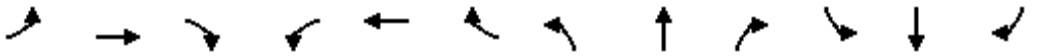
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	100	54	400	100	125	52	819	250	100	1459	289
Future Volume (vph)	307	100	54	400	100	125	52	819	250	100	1459	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		300	150		0	140		250	140		350
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	80			80			80			80		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.927			0.917				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4714	0	1770	4663	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.620			0.056			0.107		
Satd. Flow (perm)	3433	4714	0	1155	4663	0	104	5085	1583	199	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			129				232			374
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1776			496			839			714	
Travel Time (s)		26.9			7.5			10.4			8.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	176%	100%	176%	100%	100%	100%	176%	176%	100%	100%	176%	176%
Adj. Flow (vph)	557	103	98	412	103	129	94	1486	258	103	2647	524
Shared Lane Traffic (%)												
Lane Group Flow (vph)	557	201	0	412	232	0	94	1486	258	103	2647	524
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4			2		6	6		2
Detector Phase	7	4		3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	49.0		8.0	49.0		12.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	32.0	32.0		22.0	22.0		17.0	76.0	76.0	20.0	79.0	79.0
Total Split (%)	21.3%	21.3%		14.7%	14.7%		11.3%	50.7%	50.7%	13.3%	52.7%	52.7%
Maximum Green (s)	25.0	25.0		19.0	15.0		10.0	69.0	69.0	13.0	72.0	72.0
Yellow Time (s)	4.0	4.0		2.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0		1.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		3.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		3.0	2.0		1.5	4.0	4.0	1.5	4.0	4.0
Recall Mode	None	Max		None	Max		None	Max	Max	None	C-Max	C-Max
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0			35.0			32.0	32.0		32.0	32.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	25.0	25.0		48.0	15.0		82.0	74.1	74.1	82.0	72.0	72.0
Actuated g/C Ratio	0.17	0.17		0.32	0.10		0.55	0.49	0.49	0.55	0.48	0.48
v/c Ratio	0.97	0.23		0.92	0.40		0.56	0.59	0.29	0.54	1.08	0.55
Control Delay	80.2	19.2		72.2	29.9		58.2	28.6	4.5	24.5	83.4	9.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.2	19.2		72.2	29.9		58.2	28.6	4.5	24.5	83.4	9.4
LOS	F	B		E	C		E	C	A	C	F	A
Approach Delay		64.0			56.9			26.7			69.7	
Approach LOS		E			E			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 105 (70%), Referenced to phase 2:NBSB, Start of Red			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 55.6		Intersection LOS: E	
Intersection Capacity Utilization 101.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 63: Southwest Parkway & William Cannon Dr



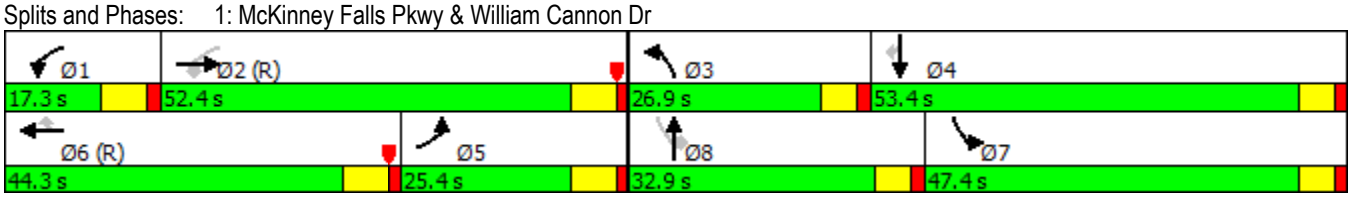


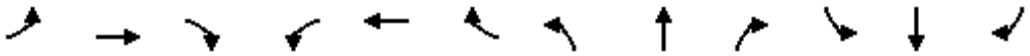
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	650	550	200	650	150	400	300	100	400	900	600
Future Volume (vph)	350	650	550	200	650	150	400	300	100	400	900	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		200	200		200	260		620
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	100			100			95			145		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.257			0.950			0.376		
Satd. Flow (perm)	3433	5085	1583	479	5085	1583	3433	3539	1583	700	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			342			174			160			300
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		816			854			1445			886	
Travel Time (s)		12.4			12.9			32.8			20.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	407	756	640	233	756	174	465	349	116	465	1047	698
Shared Lane Traffic (%)												
Lane Group Flow (vph)	407	756	640	233	756	174	465	349	116	465	1047	698
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	D.P+P	NA	Perm	Prot	NA	Perm	D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2	2		6			8	8		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	10.5	29.5	29.5	8.5	29.5	29.5
Total Split (s)	25.4	52.4	52.4	17.3	44.3	44.3	26.9	32.9	32.9	47.4	53.4	53.4
Total Split (%)	16.9%	34.9%	34.9%	11.5%	29.5%	29.5%	17.9%	21.9%	21.9%	31.6%	35.6%	35.6%
Maximum Green (s)	18.9	45.9	45.9	10.8	37.8	37.8	21.4	27.4	27.4	41.9	47.9	47.9
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.5	2.5	3.0	1.5	1.5	3.0	1.5	1.5	1.5	1.5	1.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	18.9	45.9	45.9	56.7	37.8	37.8	21.4	27.4	27.4	69.3	47.9	47.9
Actuated g/C Ratio	0.13	0.31	0.31	0.38	0.25	0.25	0.14	0.18	0.18	0.46	0.32	0.32
v/c Ratio	0.94	0.49	0.89	0.85	0.59	0.33	0.95	0.54	0.28	0.75	0.93	0.98
Control Delay	84.7	34.7	29.8	60.5	51.5	7.6	93.3	59.1	3.8	47.8	63.5	58.8
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	84.7	34.7	29.8	60.5	51.5	7.6	93.3	59.1	3.8	47.8	63.5	58.8
LOS	F	C	C	E	D	A	F	E	A	D	E	E
Approach Delay		44.2			46.7			69.3			58.7	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 120 (80%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 53.8		Intersection LOS: D	
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: McKinney Falls Pkwy & William Cannon Dr

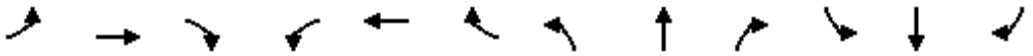




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1546	5	5	1639	2	7	1	1	1	1	4
Future Volume (Veh/h)	1	1546	5	5	1639	2	7	1	1	1	1	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	1680	9	9	1782	3	12	2	2	2	2	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		835			816							
pX, platoon unblocked	0.88			0.90			0.93	0.93	0.90	0.93	0.93	0.88
vC, conflicting volume	1785			1689			2308	3492	564	2368	3494	596
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1416			1370			1409	2679	118	1473	2682	65
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			85	90	100	97	90	99
cM capacity (veh/h)	420			446			82	20	819	74	20	867

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	2	672	672	345	9	713	713	359	16	11
Volume Left	2	0	0	0	9	0	0	0	12	2
Volume Right	0	0	0	9	0	0	0	3	2	7
cSH	420	1700	1700	1700	446	1700	1700	1700	64	80
Volume to Capacity	0.00	0.40	0.40	0.20	0.02	0.42	0.42	0.21	0.25	0.14
Queue Length 95th (ft)	0	0	0	0	2	0	0	0	22	11
Control Delay (s)	13.6	0.0	0.0	0.0	13.2	0.0	0.0	0.0	78.8	56.8
Lane LOS	B				B				F	F
Approach Delay (s)	0.0				0.1				78.8	56.8
Approach LOS									F	F

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	41.7%	ICU Level of Service	A	
Analysis Period (min)	15			



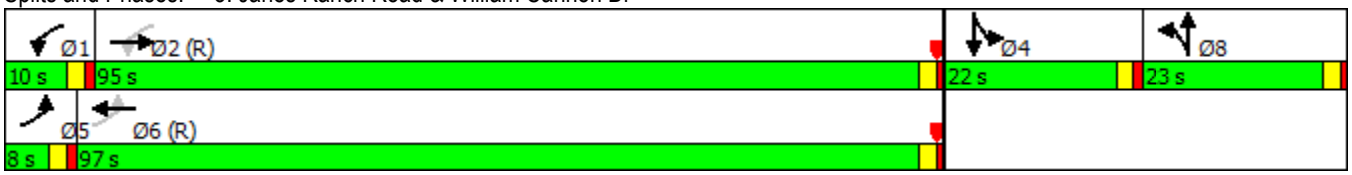
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1529	25	17	1626	2	20	1	4	13	3	4
Future Volume (vph)	2	1529	25	17	1626	2	20	1	4	13	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.979			0.973	
Flt Protected	0.950			0.950				0.962			0.968	
Satd. Flow (prot)	1770	5065	0	1770	5085	0	0	1754	0	0	1754	0
Flt Permitted	0.106			0.113				0.962			0.968	
Satd. Flow (perm)	197	5065	0	210	5085	0	0	1754	0	0	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						5			7	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		703			835			876			966	
Travel Time (s)		10.7			12.7			19.9			22.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	3	1680	43	30	1787	3	35	2	7	23	5	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1723	0	30	1790	0	0	44	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2								
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	8.0	95.0		10.0	97.0		23.0	23.0		22.0	22.0	
Total Split (%)	5.3%	63.3%		6.7%	64.7%		15.3%	15.3%		14.7%	14.7%	
Maximum Green (s)	5.0	92.0		7.0	94.0		20.0	20.0		19.0	19.0	
Yellow Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	127.0	122.7		125.8	126.5			8.8			8.0	
Actuated g/C Ratio	0.85	0.82		0.84	0.84			0.06			0.05	
v/c Ratio	0.01	0.42		0.13	0.42			0.41			0.35	
Control Delay	1.0	1.3		1.6	1.3			71.7			66.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	1.0	1.3		1.6	1.3			71.7			66.6	
LOS	A	A		A	A			E			E	
Approach Delay		1.3			1.3			71.7			66.6	
Approach LOS		A			A			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 136 (91%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 2.8 Intersection LOS: A
Intersection Capacity Utilization 42.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Janes Ranch Road & William Cannon Dr





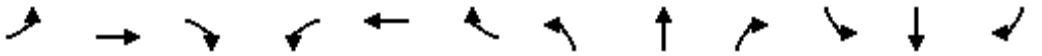
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	0	1585	456	29	1347	214	18
Future Volume (vph)	0	1585	456	29	1347	214	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		100	240		0	0
Storage Lanes	1		1	1		2	0
Taper Length (ft)	90			75		75	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.97	0.95
Frt			0.850			0.988	
Flt Protected				0.950		0.956	
Satd. Flow (prot)	1863	5085	1583	1770	5085	3413	0
Flt Permitted				0.116		0.956	
Satd. Flow (perm)	1863	5085	1583	216	5085	3413	0
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			447			5	
Link Speed (mph)		45			45	30	
Link Distance (ft)		1053			1576	1224	
Travel Time (s)		16.0			23.9	27.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	158%	100%	158%	158%	100%	158%	158%
Adj. Flow (vph)	0	1634	743	47	1389	349	29
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1634	743	47	1389	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		16			15	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
Turning Speed (mph)	9		9	15		15	9
Number of Detectors	1	2	1	1	2	1	
Detector Template	Left	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	20	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94		
Detector 2 Size(ft)		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)		0.0			0.0		
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	5	2		1	6		

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases	2		2	6		8	
Detector Phase	5	2	2	1	6	8	
Switch Phase							
Minimum Initial (s)	5.0	25.0	25.0	5.0	25.0	5.0	
Minimum Split (s)	8.0	31.0	31.0	11.0	31.0	10.0	
Total Split (s)	8.0	106.0	106.0	13.0	111.0	31.0	
Total Split (%)	5.3%	70.7%	70.7%	8.7%	74.0%	20.7%	
Maximum Green (s)	5.0	100.0	100.0	7.0	105.0	28.0	
Yellow Time (s)	2.0	4.5	4.5	4.5	4.5	2.0	
All-Red Time (s)	1.0	1.5	1.5	1.5	1.5	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0	6.0	6.0	6.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	2.0	2.0	1.5	2.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	
Walk Time (s)		5.0	5.0			5.0	
Flash Dont Walk (s)		14.0	14.0			21.0	
Pedestrian Calls (#/hr)		0	0			0	
Act Effct Green (s)		110.4	110.4	119.4	119.4	21.6	
Actuated g/C Ratio		0.74	0.74	0.80	0.80	0.14	
v/c Ratio		0.44	0.58	0.21	0.34	0.76	
Control Delay		14.2	11.5	5.6	6.2	71.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		14.2	11.5	5.6	6.2	71.1	
LOS		B	B	A	A	E	
Approach Delay		13.3			6.2	71.1	
Approach LOS		B			A	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 121 (81%), Referenced to phase 2:EBTU and 6:WBTL, Start of Red			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Salt Spring Dr & William Cannon Dr





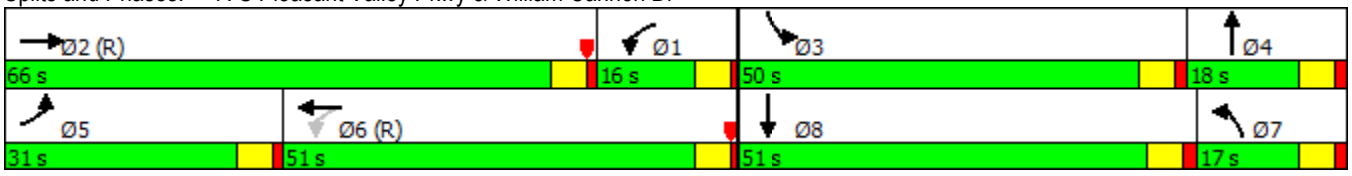
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	1201	33	117	1041	519	41	50	132	1000	174	844
Future Volume (vph)	354	1201	33	117	1041	519	41	50	132	1000	174	844
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	380		0	105		0	120		350
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			80		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00					0.99
Frt		0.994				0.850		0.906				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5050	0	1770	3539	1583	1770	3207	0	3433	3539	1583
Flt Permitted	0.950			0.199			0.950			0.950		
Satd. Flow (perm)	3433	5050	0	370	3539	1583	1762	3207	0	3433	3539	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				250		119				661
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2427			3630			972			521	
Travel Time (s)		36.8			55.0			22.1			11.8	
Confl. Peds. (#/hr)			7	7			5					5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	158%	100%	158%	100%	100%	100%	158%	158%	100%	100%	158%	158%
Adj. Flow (vph)	583	1251	54	122	1084	541	67	82	138	1042	286	1389
Shared Lane Traffic (%)												
Lane Group Flow (vph)	583	1305	0	122	1084	541	67	220	0	1042	286	1389
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Free	Prot	NA		Prot	NA	Free
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases				6		Free						Free
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	10.0		3.0	10.0		3.0	3.0	
Minimum Split (s)	10.0	30.0		10.0	23.0		10.0	16.0		10.0	10.0	
Total Split (s)	31.0	66.0		16.0	51.0		17.0	18.0		50.0	51.0	
Total Split (%)	20.7%	44.0%		10.7%	34.0%		11.3%	12.0%		33.3%	34.0%	
Maximum Green (s)	26.0	61.0		11.0	46.0		11.5	12.5		44.5	45.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		1.5	4.5		1.7	2.0		1.7	2.0	
Recall Mode	Max	C-Max		Max	C-Max		None	Max		None	Max	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									29.0	
Pedestrian Calls (#/hr)		7									5	
Act Effct Green (s)	26.0	61.0		46.0	46.0	150.0	10.3	12.5		44.5	48.9	150.0
Actuated g/C Ratio	0.17	0.41		0.31	0.31	1.00	0.07	0.08		0.30	0.33	1.00
v/c Ratio	0.98	0.63		0.56	1.00	0.34	0.55	0.59		1.02	0.25	0.89
Control Delay	71.8	14.9		51.5	67.5	0.7	84.5	36.8		85.5	38.9	8.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	71.8	14.9		51.5	67.5	0.7	84.5	36.8		85.5	38.9	8.5
LOS	E	B		D	E	A	F	D		F	D	A
Approach Delay		32.5			45.7			48.0			41.2	
Approach LOS		C			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 104 (69%), Referenced to phase 2:EBT and 6:WBTL, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 40.2 Intersection LOS: D
Intersection Capacity Utilization 99.1% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: S Pleasant Valley Pkwy & William Cannon Dr





Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	48	1619	112	66	2033	20	75	2	38	14	3
Future Volume (vph)	14	48	1619	112	66	2033	20	75	2	38	14	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125		0	95		0	0		0	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		100			100			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						1.00			0.99	0.97		0.98
Frt			0.985			0.998				0.850		0.907
Flt Protected		0.950			0.950				0.953			0.987
Satd. Flow (prot)	0	1770	5009	0	1770	5071	0	0	1775	1583	0	1642
Flt Permitted		0.048			0.067				0.662			0.908
Satd. Flow (perm)	0	89	5009	0	125	5071	0	0	1223	1531	0	1504
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			18			2				65		61
Link Speed (mph)			40			45			30			30
Link Distance (ft)			2994			2119			618			229
Travel Time (s)			51.0			32.1			14.0			5.2
Confl. Peds. (#/hr)		6					6	9		19	19	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	158%	158%	100%	158%	158%	100%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	23	77	1652	181	106	2074	32	121	3	61	23	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	1833	0	106	2106	0	0	124	61	0	89
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	38
Future Volume (vph)	38
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
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. Peds. (#/hr)	9
Peak Hour Factor	0.98
Growth Factor	158%
Adj. Flow (vph)	61
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	6	6			2			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	24.0		4.0	24.0		12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	11.0	11.0	30.0		11.0	30.0		24.0	24.0	24.0	24.0	24.0
Total Split (s)	21.0	21.0	83.0		21.0	83.0		46.0	46.0	46.0	46.0	46.0
Total Split (%)	14.0%	14.0%	55.3%		14.0%	55.3%		30.7%	30.7%	30.7%	30.7%	30.7%
Maximum Green (s)	15.0	15.0	77.0		15.0	77.0		40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	2.0		1.5	2.0		2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	C-Max		None	C-Max		Max	Max	Max	Max	Max
Walk Time (s)			5.0			5.0						
Flash Dont Walk (s)			11.0			11.0						
Pedestrian Calls (#/hr)			0			6						
Act Effct Green (s)		92.0	83.2		92.0	83.4			40.0	40.0		40.0
Actuated g/C Ratio		0.61	0.55		0.61	0.56			0.27	0.27		0.27
v/c Ratio		0.66	0.66		0.62	0.75			0.38	0.13		0.20
Control Delay		61.6	19.2		32.6	12.2			49.1	8.9		17.2
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		61.6	19.2		32.6	12.2			49.1	8.9		17.2
LOS		E	B		C	B			D	A		B
Approach Delay			21.4			13.2			35.8			17.2
Approach LOS			C			B			D			B

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 44 (29%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 73.8% ICU Level of Service D
Analysis Period (min) 15

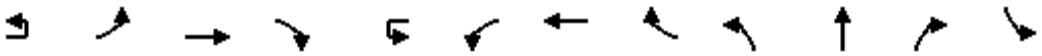
Splits and Phases: 15: Stonleigh Pl & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	19	83	1779	370	6	94	1682	77	259	142	140	114
Future Volume (vph)	19	83	1779	370	6	94	1682	77	259	142	140	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		320		200		0	125		0	100
Storage Lanes		1		1		1		0	1		1	1
Taper Length (ft)		75				75			150			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor				0.89		0.99			0.95		0.98	0.99
Frt				0.850			0.990				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1770	5085	1583	0	1770	5034	0	1770	1863	1583	1770
Flt Permitted		0.950				0.950			0.485			0.447
Satd. Flow (perm)	0	1770	5085	1406	0	1757	5034	0	857	1863	1550	828
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				434			10				124	
Link Speed (mph)			40				40			30		
Link Distance (ft)			778				2994			762		
Travel Time (s)			13.3				51.0			17.3		
Confl. Peds. (#/hr)				35		35			53		7	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	158%	158%	100%	158%	158%	158%	100%	158%	158%	158%	158%	158%
Adj. Flow (vph)	31	135	1834	603	10	153	1734	125	422	231	228	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	1834	603	0	163	1859	0	422	231	228	186
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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		



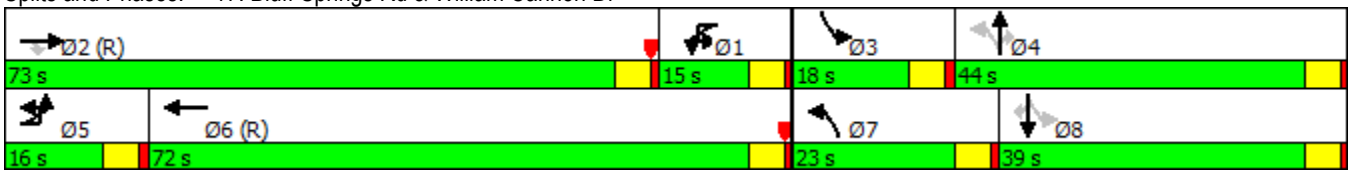
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	75	98
Future Volume (vph)	75	98
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.92
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1455
Right Turn on Red		Yes
Satd. Flow (RTOR)		124
Link Speed (mph)	30	
Link Distance (ft)	760	
Travel Time (s)	17.3	
Confl. Peds. (#/hr)		53
Peak Hour Factor	0.97	0.97
Growth Factor	158%	158%
Adj. Flow (vph)	122	160
Shared Lane Traffic (%)		
Lane Group Flow (vph)	122	160
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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

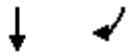
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA		pm+pt	NA	Perm	pm+pt
Protected Phases	5	5	2		1	1	6		7	4		3
Permitted Phases				2					4		4	8
Detector Phase	5	5	2	2	1	1	6		7	4	4	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	12.0	12.0	8.0	8.0	12.0		8.0	15.0	15.0	8.0
Minimum Split (s)	15.0	15.0	33.0	33.0	13.0	13.0	28.0		13.0	39.0	39.0	13.0
Total Split (s)	16.0	16.0	73.0	73.0	15.0	15.0	72.0		23.0	44.0	44.0	18.0
Total Split (%)	10.7%	10.7%	48.7%	48.7%	10.0%	10.0%	48.0%		15.3%	29.3%	29.3%	12.0%
Maximum Green (s)	11.0	11.0	68.0	68.0	10.0	10.0	67.0		18.0	39.0	39.0	13.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Min	C-Min	Min	Min	C-Min		None	Min	Min	Min
Walk Time (s)			7.0	7.0			7.0			7.0	7.0	
Flash Dont Walk (s)			21.0	21.0			16.0			27.0	27.0	
Pedestrian Calls (#/hr)			17	17			0			7	7	
Act Effct Green (s)		17.8	72.7	72.7		12.8	67.7		49.5	31.7	31.7	39.4
Actuated g/C Ratio		0.12	0.48	0.48		0.09	0.45		0.33	0.21	0.21	0.26
v/c Ratio		0.79	0.74	0.67		1.09	0.82		1.08	0.59	0.54	0.62
Control Delay		88.3	21.4	5.7		148.2	41.5		110.0	58.3	26.7	47.1
Queue Delay		0.0	0.3	0.5		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		88.3	21.7	6.3		148.2	41.5		110.0	58.3	26.7	47.1
LOS		F	C	A		F	D		F	E	C	D
Approach Delay			22.3				50.1			74.9		
Approach LOS			C				D			E		

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 117 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 40.8 Intersection LOS: D
Intersection Capacity Utilization 109.3% ICU Level of Service H
Analysis Period (min) 15

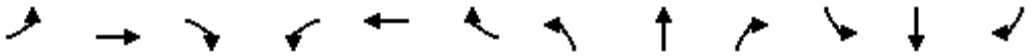
Splits and Phases: 17: Bluff Springs Rd & William Cannon Dr





Lane Group	SBT	SBR
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	39.0	39.0
Total Split (s)	39.0	39.0
Total Split (%)	26.0%	26.0%
Maximum Green (s)	34.0	34.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	27.0	27.0
Pedestrian Calls (#/hr)	26	26
Act Effct Green (s)	26.5	26.5
Actuated g/C Ratio	0.18	0.18
v/c Ratio	0.37	0.45
Control Delay	55.6	17.4
Queue Delay	0.0	0.0
Total Delay	55.6	17.4
LOS	E	B
Approach Delay	39.2	
Approach LOS	D	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	581	2283	0	0	1535	767	236	263	50	0	0	0
Future Volume (vph)	581	2283	0	0	1535	767	236	263	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		200	0		0	0		0
Storage Lanes	2		0	1		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99			0.99			
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6408	1583	1770	3539	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3431	3539	0	0	6408	1561	1770	3539	1563	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						371			240			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		286			778			543			438	
Travel Time (s)		4.9			13.3			12.3			10.0	
Confl. Peds. (#/hr)	8		14	14		8			2	2		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	100%	158%	158%	100%	100%	126%	158%	158%	158%	158%	158%
Adj. Flow (vph)	747	2330	0	0	1566	783	303	424	81	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	747	2330	0	0	1566	783	303	424	81	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						Free			Free			
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?												
Act Effct Green (s)	77.0	117.0			34.0	150.0	21.0	21.0	150.0			
Actuated g/C Ratio	0.51	0.78			0.23	1.00	0.14	0.14	1.00			
v/c Ratio	0.42	0.84			1.08	0.50	1.23	0.86	0.05			

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	7.0	21.0	11.0	8.0	11.0	21.0
Total Split (s)	7.0	46.0	37.0	8.0	32.0	20.0
Total Split (%)	5%	31%	25%	5%	21%	13%
Maximum Green (s)	1.0	40.0	31.0	2.0	26.0	14.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	9.1	11.2			78.0	1.6	183.9	80.1	0.1			
Queue Delay	5.3	47.2			9.3	0.0	0.0	0.0	0.0			
Total Delay	14.4	58.4			87.4	1.6	183.9	80.1	0.1			
LOS	B	E			F	A	F	F	A			
Approach Delay		47.7			58.8			111.0				
Approach LOS		D			E			F				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 140			
Control Type: Pretimed			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 60.1		Intersection LOS: E	
Intersection Capacity Utilization 110.4%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 18: IH 35 NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1885	272	681	1151	0	0	0	0	1130	434	665
Future Volume (vph)	0	1885	272	681	1151	0	0	0	0	1130	434	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	300		590
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.98	1.00								0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6408	1549	3429	3539	0	0	0	0	3433	3539	1563
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153									384
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		747			286			214			648	
Travel Time (s)		12.7			4.9			4.9			14.7	
Confl. Peds. (#/hr)	10		10	10		10	2					2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	100%	158%	100%	100%	158%	158%	158%	158%	100%	158%	126%
Adj. Flow (vph)	0	1943	443	702	1187	0	0	0	0	1165	707	864
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1943	443	702	1187	0	0	0	0	1165	707	864
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Prot	NA					Split	NA	Free
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases			1 2									Free
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?												
Act Effct Green (s)		47.0	47.0	46.0	99.0					39.0	39.0	150.0
Actuated g/C Ratio		0.31	0.31	0.31	0.66					0.26	0.26	1.00
v/c Ratio		0.97	0.75	0.67	0.51					1.31	0.77	0.55

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	7.0	21.0	11.0	8.0	11.0	21.0
Total Split (s)	7.0	46.0	37.0	8.0	32.0	20.0
Total Split (%)	5%	31%	25%	5%	21%	13%
Maximum Green (s)	1.0	40.0	31.0	2.0	26.0	14.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		49.6	24.7	12.0	7.1					189.1	57.9	1.4
Queue Delay		18.8	0.0	42.0	50.7					0.0	0.0	0.0
Total Delay		68.4	24.7	54.0	57.8					189.1	57.9	1.4
LOS		E	C	D	E					F	E	A
Approach Delay		60.3			56.4						95.9	
Approach LOS		E			E						F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 140			
Control Type: Pretimed			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 73.1		Intersection LOS: E	
Intersection Capacity Utilization 110.4%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: William Cannon Dr & IH 35 SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

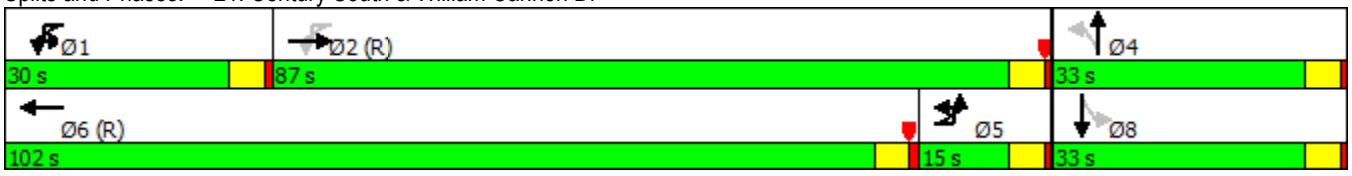
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	27	1475	85	33	184	1207	34	75	8	75	38
Future Volume (vph)	11	27	1475	85	33	184	1207	34	75	8	75	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	1		0	0
Taper Length (ft)		75				75			75			75
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95
Ped Bike Factor		0.99	1.00			1.00	1.00		0.99	0.98		
Frt			0.993				0.997			0.868		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	5047	0	0	1770	5067	0	1770	1591	0	0
Flt Permitted		0.950				0.052			0.694			
Satd. Flow (perm)	0	1756	5047	0	0	97	5067	0	1280	1591	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			7				4			80		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1501				747			555		
Travel Time (s)			25.6				12.7			12.6		
Confl. Peds. (#/hr)		10		2		2		10	7		4	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%
Adj. Flow (vph)	12	29	1977	90	35	196	1618	36	80	11	80	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	2067	0	0	231	1654	0	80	91	0	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	Left	Left	Right	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)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		

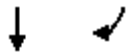
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	16	29
Future Volume (vph)	16	29
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	0.99	
Frt	0.949	
Flt Protected	0.979	
Satd. Flow (prot)	3263	0
Flt Permitted	0.793	
Satd. Flow (perm)	2636	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	31	
Link Speed (mph)	30	
Link Distance (ft)	198	
Travel Time (s)	4.5	
Confl. Peds. (#/hr)		7
Peak Hour Factor	0.94	0.94
Growth Factor	126%	100%
Adj. Flow (vph)	21	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	92	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		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA		D.P+P	D.P+P	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases					2	2			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		21.0	21.0		21.0
Minimum Split (s)	10.0	10.0	25.0		10.0	10.0	25.0		33.0	33.0		33.0
Total Split (s)	15.0	15.0	87.0		30.0	30.0	102.0		33.0	33.0		33.0
Total Split (%)	10.0%	10.0%	58.0%		20.0%	20.0%	68.0%		22.0%	22.0%		22.0%
Maximum Green (s)	10.0	10.0	82.0		25.0	25.0	97.0		28.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		Min	Min	C-Min		Min	Min		None
Walk Time (s)									5.0	5.0		5.0
Flash Dont Walk (s)									23.0	23.0		23.0
Pedestrian Calls (#/hr)									4	4		7
Act Effct Green (s)		19.9	91.8			112.6	97.2		22.4	22.4		
Actuated g/C Ratio		0.13	0.61			0.75	0.65		0.15	0.15		
v/c Ratio		0.18	0.67			0.76	0.50		0.42	0.30		
Control Delay		34.1	10.3			68.1	12.9		64.5	16.5		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		34.1	10.3			68.1	12.9		64.5	16.5		
LOS		C	B			E	B		E	B		
Approach Delay			10.7				19.7			38.9		
Approach LOS			B				B			D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 41 (27%), Referenced to phase 2:EBWB and 6:WBT, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 21: Century South & William Cannon Dr





Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	21.0	
Minimum Split (s)	33.0	
Total Split (s)	33.0	
Total Split (%)	22.0%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	5.0	
Flash Dont Walk (s)	23.0	
Pedestrian Calls (#/hr)	7	
Act Effct Green (s)	22.4	
Actuated g/C Ratio	0.15	
v/c Ratio	0.22	
Control Delay	37.7	
Queue Delay	0.0	
Total Delay	37.7	
LOS	D	
Approach Delay	37.7	
Approach LOS	D	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	1437	58	34	26	1142	34	54	37	117	100	23
Future Volume (vph)	26	1437	58	34	26	1142	34	54	37	117	100	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0		250		0	0		80	0	
Storage Lanes	1		0		1		0	0		1	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00			1.00	1.00			0.99	0.98		0.99
Frt		0.994				0.996				0.850		0.980
Flt Protected	0.950				0.950				0.971			0.967
Satd. Flow (prot)	1770	5043	0	0	1770	5052	0	0	1809	1583	0	1758
Flt Permitted	0.950				0.950				0.971			0.967
Satd. Flow (perm)	1756	5043	0	0	1765	5052	0	0	1797	1546	0	1746
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		5				4				157		5
Link Speed (mph)		40				40			30			30
Link Distance (ft)		425				1501			564			234
Travel Time (s)		7.2				25.6			12.8			5.3
Confl. Peds. (#/hr)	14		8		8		14	9		7	7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	36	1968	79	47	36	1564	47	74	51	160	137	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	2047	0	0	83	1611	0	0	125	160	0	199
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)		24				24			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



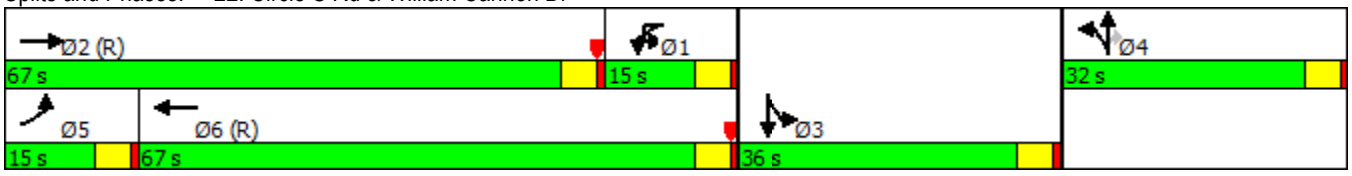
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Peak Hour Factor	0.92
Growth Factor	126%
Adj. Flow (vph)	30
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases										4		
Detector Phase	5	2		1	1	6		4	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		7.0	7.0	7.0	8.0	8.0
Minimum Split (s)	10.0	23.0		10.0	10.0	23.0		32.0	32.0	32.0	32.0	32.0
Total Split (s)	15.0	67.0		15.0	15.0	67.0		32.0	32.0	32.0	36.0	36.0
Total Split (%)	10.0%	44.7%		10.0%	10.0%	44.7%		21.3%	21.3%	21.3%	24.0%	24.0%
Maximum Green (s)	10.0	62.0		10.0	10.0	62.0		27.0	27.0	27.0	31.0	31.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0	5.0		5.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	None	C-Min		Min	Min	Min	None	None
Walk Time (s)		5.0				5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		10.0				10.0		22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		8				10		7	7	7	9	9
Act Effct Green (s)	8.5	81.8			9.6	85.0			16.8	16.8		21.8
Actuated g/C Ratio	0.06	0.55			0.06	0.57			0.11	0.11		0.15
v/c Ratio	0.36	0.74			0.73	0.56			0.62	0.51		0.77
Control Delay	91.0	11.5			79.7	10.4			75.6	14.3		78.5
Queue Delay	0.0	0.5			0.0	0.0			0.0	0.0		0.0
Total Delay	91.0	12.0			79.7	10.4			75.6	14.3		78.5
LOS	F	B			E	B			E	B		E
Approach Delay		13.3				13.8			41.2			78.5
Approach LOS		B				B			D			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 28 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 83.5% ICU Level of Service E
Analysis Period (min) 15

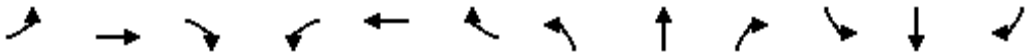
Splits and Phases: 22: Circle S Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



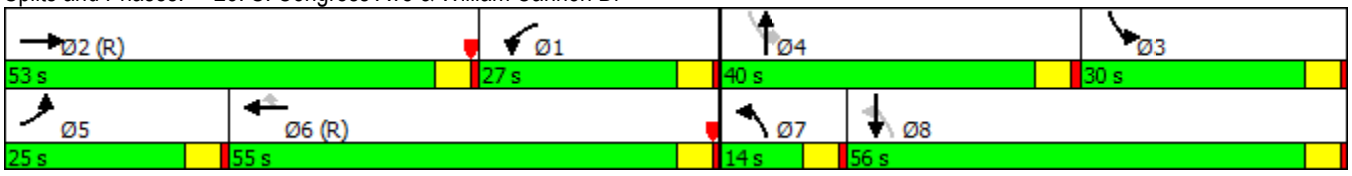
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	970	161	225	878	124	87	298	194	273	797	125
Future Volume (vph)	155	970	161	225	878	124	87	298	194	273	797	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		200	380		190	380		0
Storage Lanes	2		0	2		1	1		1	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		1.00		0.97			0.99	1.00	1.00	
Frt		0.979				0.850			0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4955	0	3433	5085	1583	1770	3539	1583	1770	3456	0
Flt Permitted	0.950			0.950			0.078			0.402		
Satd. Flow (perm)	3415	4955	0	3417	5085	1541	145	3539	1560	748	3456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				125			252		13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1115			425			1302			965	
Travel Time (s)		19.0			7.2			29.6			21.9	
Confl. Peds. (#/hr)	7		10	10		7	12		2	2		12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	201	1260	209	292	1140	161	113	387	252	355	1035	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	1469	0	292	1140	161	113	387	252	355	1197	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

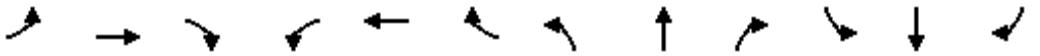
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	8		4	4		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	5.0	8.0	8.0	8.0	12.0	
Minimum Split (s)	10.0	31.0		10.0	26.0	26.0	10.0	37.0	37.0	13.0	43.0	
Total Split (s)	25.0	53.0		27.0	55.0	55.0	14.0	40.0	40.0	30.0	56.0	
Total Split (%)	16.7%	35.3%		18.0%	36.7%	36.7%	9.3%	26.7%	26.7%	20.0%	37.3%	
Maximum Green (s)	20.0	48.0		22.0	50.0	50.0	9.0	35.0	35.0	25.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max	Max	Min	Min	
Walk Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Flash Dont Walk (s)		15.0			15.0	15.0		26.0	26.0		32.0	
Pedestrian Calls (#/hr)		10			7	7		2	2		10	
Act Effct Green (s)	14.1	47.6		17.9	51.4	51.4	64.5	39.5	39.5	64.5	51.0	
Actuated g/C Ratio	0.09	0.32		0.12	0.34	0.34	0.43	0.26	0.26	0.43	0.34	
v/c Ratio	0.62	0.93		0.71	0.65	0.26	0.54	0.42	0.42	0.72	1.01	
Control Delay	72.9	50.9		45.6	19.8	4.1	38.4	48.1	7.4	50.0	77.1	
Queue Delay	0.0	4.4		0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.9	55.3		45.6	20.5	4.1	38.4	48.1	7.4	50.0	77.1	
LOS	E	E		D	C	A	D	D	A	D	E	
Approach Delay		57.4			23.4			33.0			70.9	
Approach LOS		E			C			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 98.8% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 23: S. Congress Ave & William Cannon Dr



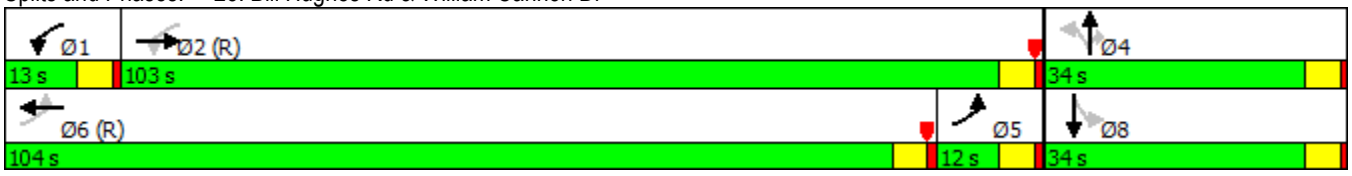


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1271	33	34	1077	23	33	1	36	67	11	3
Future Volume (vph)	4	1271	33	34	1077	23	33	1	36	67	11	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00			0.99			1.00	
Frt		0.996			0.997				0.850		0.995	
Flt Protected	0.950			0.950				0.953			0.960	
Satd. Flow (prot)	1770	5059	0	1770	5065	0	0	1775	1583	0	1777	0
Flt Permitted	0.141			0.097				0.735			0.730	
Satd. Flow (perm)	262	5059	0	181	5065	0	0	1352	1583	0	1352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4				87		1	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1020			1091			865			483	
Travel Time (s)		17.4			18.6			19.7			11.0	
Confl. Peds. (#/hr)	9		7	7		9	14					14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	6	1760	46	47	1491	32	46	1	50	93	15	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	1806	0	47	1523	0	0	47	50	0	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	16.0		4.0	16.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		42.0	42.0	42.0	42.0	42.0	
Total Split (s)	12.0	103.0		13.0	104.0		34.0	34.0	34.0	34.0	34.0	
Total Split (%)	8.0%	68.7%		8.7%	69.3%		22.7%	22.7%	22.7%	22.7%	22.7%	
Maximum Green (s)	7.0	98.0		8.0	99.0		29.0	29.0	29.0	29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		5.0			5.0		14.0	14.0	14.0	14.0	14.0	
Flash Dont Walk (s)		16.0			16.0		23.0	23.0	23.0	23.0	23.0	
Pedestrian Calls (#/hr)		7			9		0	0	0	10	10	
Act Effct Green (s)	119.3	111.0		116.3	116.2			19.7	19.7		19.7	
Actuated g/C Ratio	0.80	0.74		0.78	0.77			0.13	0.13		0.13	
v/c Ratio	0.02	0.48		0.23	0.39			0.27	0.18		0.63	
Control Delay	3.4	9.8		6.9	3.2			58.7	2.6		74.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	3.4	9.8		6.9	3.2			58.7	2.6		74.8	
LOS	A	A		A	A			E	A		E	
Approach Delay		9.8			3.3			29.8			74.8	
Approach LOS		A			A			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 149 (99%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 28: Bill Hughes Rd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	149	1022	146	5	192	830	91	133	420	90	215	985
Future Volume (vph)	149	1022	146	5	192	830	91	133	420	90	215	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0		350		0	200		0	200	
Storage Lanes	1		0		1		0	1		0	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		0.99				1.00		1.00	1.00		1.00	1.00
Frt		0.981				0.985			0.974			0.986
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	4962	0	0	1770	4984	0	1770	3436	0	1770	3475
Flt Permitted	0.099				0.080			0.950			0.950	
Satd. Flow (perm)	184	4962	0	0	149	4984	0	1761	3436	0	1765	3475
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		19				12			16			8
Link Speed (mph)		40				40			30			30
Link Distance (ft)		1182				1020			1438			1411
Travel Time (s)		20.1				17.4			32.7			32.1
Confl. Peds. (#/hr)	17		14		14		17	25		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	198	1355	194	7	255	1101	121	176	557	119	285	1306
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	1549	0	0	262	1222	0	176	676	0	285	1443
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												
Headway Factor	1.00	1.00	1.00	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	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



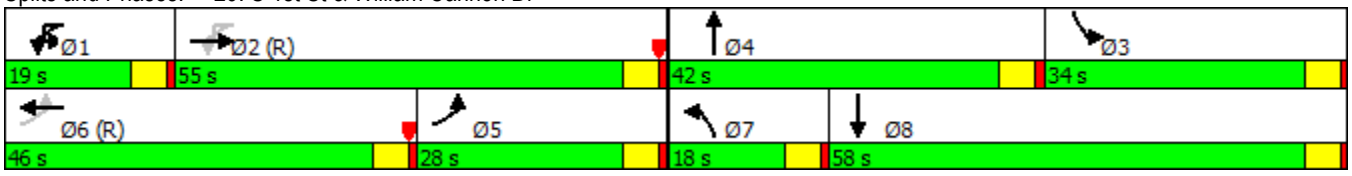
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	103
Future Volume (vph)	103
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	25
Peak Hour Factor	0.95
Growth Factor	126%
Adj. Flow (vph)	137
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		Prot	NA		Prot	NA
Protected Phases	5	2		1	1	6		7	4		3	8
Permitted Phases	6			2	2							
Detector Phase	5	2		1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	8.0	12.0		6.0	6.0	12.0		5.0	8.0		9.0	10.0
Minimum Split (s)	13.0	25.0		11.0	11.0	25.0		10.0	38.0		14.0	38.0
Total Split (s)	28.0	55.0		19.0	19.0	46.0		18.0	42.0		34.0	58.0
Total Split (%)	18.7%	36.7%		12.7%	12.7%	30.7%		12.0%	28.0%		22.7%	38.7%
Maximum Green (s)	23.0	50.0		14.0	14.0	41.0		13.0	37.0		29.0	53.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lead		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	Min
Walk Time (s)		5.0				5.0			12.0			12.0
Flash Dont Walk (s)		15.0				15.0			21.0			21.0
Pedestrian Calls (#/hr)		10				10			5			12
Act Effct Green (s)	63.9	49.9			63.9	40.4		13.1	33.9		32.3	53.0
Actuated g/C Ratio	0.43	0.33			0.43	0.27		0.09	0.23		0.22	0.35
v/c Ratio	0.61	0.93			1.22	0.91		1.14	0.86		0.75	1.17
Control Delay	46.1	49.2			179.3	36.8		172.6	65.9		69.0	128.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	46.1	49.2			179.3	36.8		172.6	65.9		69.0	128.2
LOS	D	D			F	D		F	E		E	F
Approach Delay		48.9				62.0			87.9			118.4
Approach LOS		D				E			F			F

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 83 (55%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 78.6 Intersection LOS: E
Intersection Capacity Utilization 107.5% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 29: S 1st St & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	33	1249	135	117	904	29	37	35	71	12	60
Future Volume (vph)	5	33	1249	135	117	904	29	37	35	71	12	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		0	0		200	0	
Storage Lanes		1		0	1		0	0		1	0	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00			1.00				0.98		1.00
Frt			0.988			0.996				0.850		
Flt Protected		0.950			0.950				0.978			0.993
Satd. Flow (prot)	0	1770	5011	0	1770	5061	0	0	1822	1583	0	1850
Flt Permitted		0.184			0.103				0.737			0.946
Satd. Flow (perm)	0	342	5011	0	192	5061	0	0	1373	1559	0	1761
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			15			5				87		
Link Speed (mph)			40			40			30			30
Link Distance (ft)			804			1182			758			714
Travel Time (s)			13.7			20.1			17.2			16.2
Confl. Peds. (#/hr)		4		4	4		4			2	2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	5	35	1692	145	126	1225	31	40	47	76	13	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	1837	0	126	1256	0	0	87	76	0	94
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0



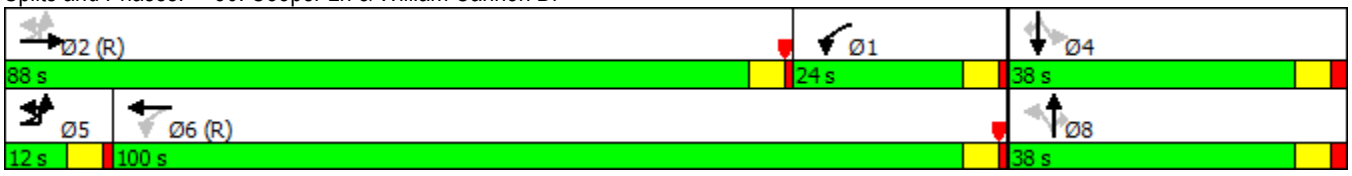
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	87
Future Volume (vph)	87
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	94
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.93
Growth Factor	100%
Adj. Flow (vph)	94
Shared Lane Traffic (%)	
Lane Group Flow (vph)	94
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			8			4
Permitted Phases	2	2			6			8		8	4	
Detector Phase	5	5	2		1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0		5.0	12.0		10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	10.0	26.0		10.0	26.0		34.0	34.0	34.0	34.0	34.0
Total Split (s)	12.0	12.0	88.0		24.0	100.0		38.0	38.0	38.0	38.0	38.0
Total Split (%)	8.0%	8.0%	58.7%		16.0%	66.7%		25.3%	25.3%	25.3%	25.3%	25.3%
Maximum Green (s)	7.0	7.0	83.0		19.0	95.0		32.0	32.0	32.0	32.0	32.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0			6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None
Walk Time (s)			5.0			5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)			16.0			16.0		23.0	23.0	23.0	23.0	23.0
Pedestrian Calls (#/hr)			4			4		2	2	2	0	0
Act Effct Green (s)		109.7	109.7		113.7	113.7			15.9	15.9		15.9
Actuated g/C Ratio		0.73	0.73		0.76	0.76			0.11	0.11		0.11
v/c Ratio		0.13	0.50		0.54	0.33			0.60	0.31		0.51
Control Delay		3.9	4.2		18.8	3.4			79.4	11.0		71.1
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		3.9	4.3		18.8	3.4			79.4	11.0		71.1
LOS		A	A		B	A			E	B		E
Approach Delay			4.3			4.8			47.5			42.6
Approach LOS			A			A			D			D

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 127 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 8.4 — Intersection LOS: A
Intersection Capacity Utilization 65.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 30: Cooper Ln & William Cannon Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	34.0
Total Split (s)	38.0
Total Split (%)	25.3%
Maximum Green (s)	32.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.9
Actuated g/C Ratio	0.11
v/c Ratio	0.37
Control Delay	14.2
Queue Delay	0.0
Total Delay	14.2
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	18	72	1180	2	4	978	56	0	0	0	158	1
Future Volume (vph)	18	72	1180	2	4	978	56	0	0	0	158	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	0		0	0	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00						1.00
Frt						0.994						
Flt Protected		0.950			0.950							0.953
Satd. Flow (prot)	0	1770	5085	0	1770	5049	0	0	1863	0	0	1775
Flt Permitted		0.179			0.140							0.728
Satd. Flow (perm)	0	333	5085	0	260	5049	0	0	1863	0	0	1353
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)						10						
Link Speed (mph)			40			40			30			30
Link Distance (ft)			1709			804			340			809
Travel Time (s)			29.1			13.7			7.7			18.4
Confl. Peds. (#/hr)		1		5	5		1	2		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
Growth Factor	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	19	75	1549	2	4	1284	58	0	0	0	165	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	1551	0	4	1342	0	0	0	0	0	166
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	Left	Left	Right	Left	Left
Median Width(ft)			12			12			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0

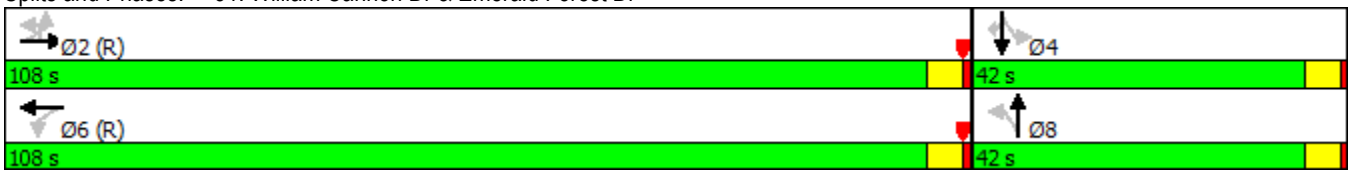


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	207
Future Volume (vph)	207
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1558
Right Turn on Red	Yes
Satd. Flow (RTOR)	87
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Peak Hour Factor	0.96
Growth Factor	100%
Adj. Flow (vph)	216
Shared Lane Traffic (%)	
Lane Group Flow (vph)	216
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Perm	Perm	NA		Perm	NA					Perm	NA
Protected Phases			2			6			8			4
Permitted Phases	2	2			6			8			4	
Detector Phase	2	2	2		6	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0		12.0	12.0		1.0	1.0		12.0	12.0
Minimum Split (s)	17.0	17.0	17.0		23.0	23.0		28.0	28.0		28.0	28.0
Total Split (s)	108.0	108.0	108.0		108.0	108.0		42.0	42.0		42.0	42.0
Total Split (%)	72.0%	72.0%	72.0%		72.0%	72.0%		28.0%	28.0%		28.0%	28.0%
Maximum Green (s)	103.0	103.0	103.0		103.0	103.0		37.0	37.0		37.0	37.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0			5.0			5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		C-Min	C-Min		None	None		None	None
Walk Time (s)					6.0	6.0		6.0	6.0		6.0	6.0
Flash Dont Walk (s)					11.0	11.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)					5	5		1	1		2	2
Act Effct Green (s)		116.1	116.1		116.1	116.1						23.9
Actuated g/C Ratio		0.77	0.77		0.77	0.77						0.16
v/c Ratio		0.37	0.39		0.02	0.34						0.77
Control Delay		15.1	9.1		2.5	3.8						82.5
Queue Delay		0.0	0.0		0.0	0.0						0.0
Total Delay		15.1	9.1		2.5	3.8						82.5
LOS		B	A		A	A						F
Approach Delay			9.5			3.8						61.1
Approach LOS			A			A						E

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 25 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 31: William Cannon Dr & Emerald Forest Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	28.0
Total Split (s)	42.0
Total Split (%)	28.0%
Maximum Green (s)	37.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	6.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	23.9
Actuated g/C Ratio	0.16
v/c Ratio	0.67
Control Delay	44.6
Queue Delay	0.0
Total Delay	44.6
LOS	D
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	73	1236	37	9	65	954	34	34	28	59	19	45
Future Volume (vph)	73	1236	37	9	65	954	34	34	28	59	19	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		200		0	0		200	0	
Storage Lanes	1		0		1		0	0		1	0	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					1.00			1.00	0.99		1.00
Frt		0.996				0.996				0.850		
Flt Protected	0.950				0.950				0.976			0.988
Satd. Flow (prot)	1770	5065	0	0	1770	5061	0	0	1818	1583	0	1840
Flt Permitted	0.190				0.124				0.740			0.905
Satd. Flow (perm)	354	5065	0	0	231	5061	0	0	1377	1562	0	1685
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		3				4				87		
Link Speed (mph)		40				40			30			30
Link Distance (ft)		1089				1709			975			662
Travel Time (s)		18.6				29.1			22.2			15.0
Confl. Peds. (#/hr)	3						3	1		1	1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	74	1589	38	9	66	1227	35	35	36	60	19	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1627	0	0	75	1262	0	0	71	60	0	77
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			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



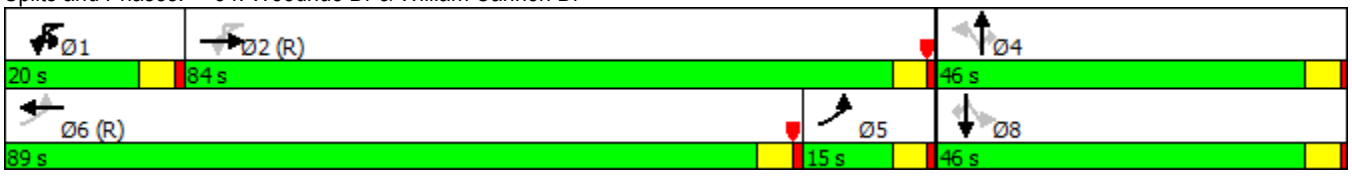
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	109
Future Volume (vph)	109
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1562
Right Turn on Red	Yes
Satd. Flow (RTOR)	111
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.98
Growth Factor	100%
Adj. Flow (vph)	111
Shared Lane Traffic (%)	
Lane Group Flow (vph)	111
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	2		1	1	6			4			8
Permitted Phases	6			2	2			4		4	8	
Detector Phase	5	2		1	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		7.0	7.0	10.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		12.0	12.0	24.0		30.0	30.0	30.0	30.0	30.0
Total Split (s)	15.0	84.0		20.0	20.0	89.0		46.0	46.0	46.0	46.0	46.0
Total Split (%)	10.0%	56.0%		13.3%	13.3%	59.3%		30.7%	30.7%	30.7%	30.7%	30.7%
Maximum Green (s)	10.0	79.0		15.0	15.0	84.0		41.0	41.0	41.0	41.0	41.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0	5.0		5.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		Min	Min	C-Min		None	None	None	None	None
Walk Time (s)		5.0				5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		14.0				14.0		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		0				3		1	1	1	1	1
Act Effct Green (s)	122.3	112.3			121.3	108.5			13.7	13.7		13.7
Actuated g/C Ratio	0.82	0.75			0.81	0.72			0.09	0.09		0.09
v/c Ratio	0.17	0.43			0.27	0.34			0.56	0.27		0.50
Control Delay	5.5	11.8			5.3	8.1			80.5	6.9		74.2
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay	5.5	11.8			5.3	8.1			80.5	6.9		74.2
LOS	A	B			A	A			F	A		E
Approach Delay		11.5				8.0			46.8			39.6
Approach LOS		B				A			D			D

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 63 (42%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15

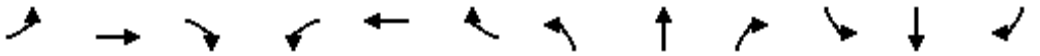
Splits and Phases: 34: Woodhue Dr & William Cannon Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	30.0
Total Split (s)	46.0
Total Split (%)	30.7%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	1
Act Effct Green (s)	13.7
Actuated g/C Ratio	0.09
v/c Ratio	0.46
Control Delay	15.6
Queue Delay	0.0
Total Delay	15.6
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary

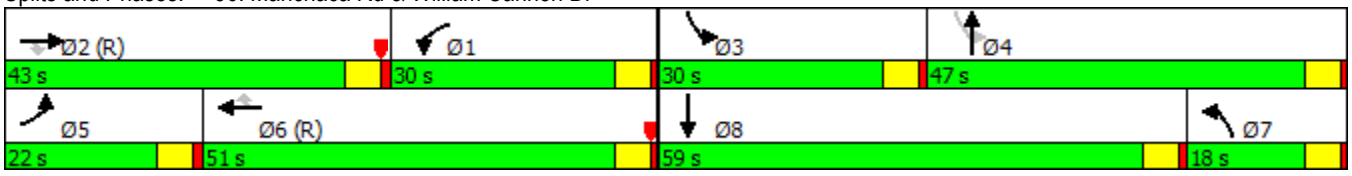


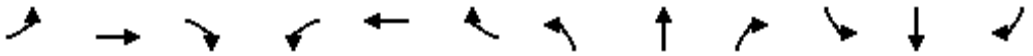
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	910	329	221	588	186	238	544	126	243	1034	97
Future Volume (vph)	106	910	329	221	588	186	238	544	126	243	1034	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		250	230		0	200		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.94	0.99		0.98	1.00	1.00			1.00	
Frt			0.850			0.850		0.972			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	3433	3425	0	1770	3486	0
Flt Permitted	0.950			0.950			0.950			0.093		
Satd. Flow (perm)	1767	5085	1491	1753	5085	1557	3427	3425	0	173	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			198			242		19			7	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3162			1619			1822			706	
Travel Time (s)		53.9			27.6			41.4			16.0	
Confl. Peds. (#/hr)	2		21	21		2	8		7	7		8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	138	1182	427	287	764	242	309	707	164	316	1343	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	1182	427	287	764	242	309	871	0	316	1469	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								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	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6				4		
Detector Phase	5	2	2	1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	8.0	12.0	12.0	5.0	10.0		7.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	13.0	25.0	25.0	10.0	31.0		12.0	31.0	
Total Split (s)	22.0	43.0	43.0	30.0	51.0	51.0	18.0	47.0		30.0	59.0	
Total Split (%)	14.7%	28.7%	28.7%	20.0%	34.0%	34.0%	12.0%	31.3%		20.0%	39.3%	
Maximum Green (s)	17.0	38.0	38.0	25.0	46.0	46.0	13.0	42.0		25.0	54.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		10	10		2	2		7			8	
Act Effct Green (s)	15.3	38.0	38.0	25.0	47.7	47.7	13.0	42.8		67.0	54.0	
Actuated g/C Ratio	0.10	0.25	0.25	0.17	0.32	0.32	0.09	0.29		0.45	0.36	
v/c Ratio	0.77	0.92	0.81	0.97	0.47	0.37	1.04	0.88		0.95	1.17	
Control Delay	78.2	33.4	12.6	88.9	25.7	5.8	127.6	61.3		81.4	126.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	78.2	33.4	12.6	88.9	25.7	5.8	127.6	61.3		81.4	126.3	
LOS	E	C	B	F	C	A	F	E		F	F	
Approach Delay		31.9			36.0			78.7			118.4	
Approach LOS		C			D			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 7 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 67.7		Intersection LOS: E	
Intersection Capacity Utilization 102.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 36: Manchaca Rd & William Cannon Dr





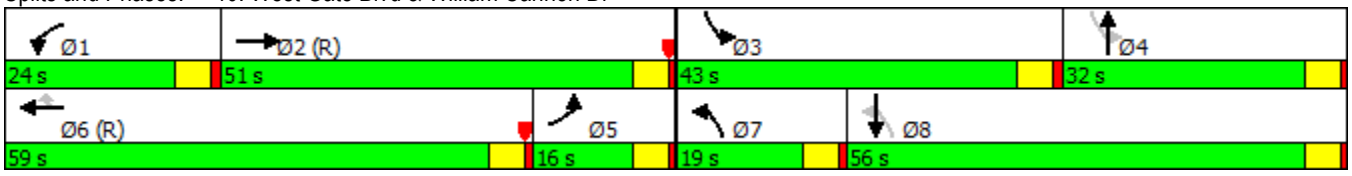
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1067	189	107	773	101	159	264	67	251	797	138
Future Volume (vph)	117	1067	189	107	773	101	159	264	67	251	797	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		150	200		0	300		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00		0.99		1.00		1.00	1.00	
Frt		0.977				0.850		0.970			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4953	0	1770	5085	1583	1770	3424	0	1770	3450	0
Flt Permitted	0.950			0.950			0.078			0.371		
Satd. Flow (perm)	1769	4953	0	1768	5085	1561	145	3424	0	691	3450	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				124		18			14	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2648			3162			1479			1281	
Travel Time (s)		45.1			53.9			33.6			29.1	
Confl. Peds. (#/hr)	1		4	4		1	6		1	1		6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	152	1386	246	139	1004	131	207	343	87	326	1035	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1632	0	139	1004	131	207	430	0	326	1214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

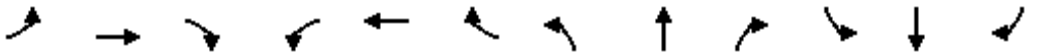
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0	25.0	10.0	31.0		10.0	31.0	
Total Split (s)	16.0	51.0		24.0	59.0	59.0	19.0	32.0		43.0	56.0	
Total Split (%)	10.7%	34.0%		16.0%	39.3%	39.3%	12.7%	21.3%		28.7%	37.3%	
Maximum Green (s)	11.0	46.0		19.0	54.0	54.0	14.0	27.0		38.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		15.0			15.0	15.0		21.0			21.0	
Pedestrian Calls (#/hr)		4			1	1		1			6	
Act Effct Green (s)	26.0	48.9		16.1	39.0	39.0	65.0	41.0		65.0	51.0	
Actuated g/C Ratio	0.17	0.33		0.11	0.26	0.26	0.43	0.27		0.43	0.34	
v/c Ratio	0.50	1.00		0.74	0.76	0.26	0.97	0.45		0.69	1.03	
Control Delay	42.4	47.2		91.2	26.0	4.1	94.0	46.3		34.8	80.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	42.4	47.2		91.2	26.0	4.1	94.0	46.3		34.8	80.8	
LOS	D	D		F	C	A	F	D		C	F	
Approach Delay		46.8			30.9			61.8			71.1	
Approach LOS		D			C			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 87 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 51.9 Intersection LOS: D
Intersection Capacity Utilization 100.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 40: West Gate Blvd & William Cannon Dr





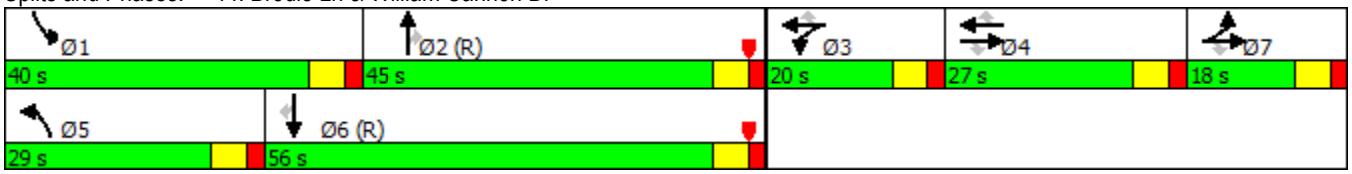
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1028	469	263	792	150	220	437	266	351	978	199
Future Volume (vph)	161	1028	469	263	792	150	220	437	266	351	978	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		400	300		200	200		200	200		200
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3407	5085	1555	3418	5085	1556	3431	3539	1556	3425	3539	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			314			154			233			153
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1646			562			2117			1861	
Travel Time (s)		28.1			9.6			48.1			42.3	
Confl. Peds. (#/hr)	5		5	5		5	3		4	4		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	207	1322	603	338	1018	193	283	562	342	451	1257	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1322	603	338	1018	193	283	562	342	451	1257	256
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4 7		3	3 4		5	2		1	6	
Permitted Phases			4 7			3 4			2			6
Detector Phase	7	4 7	4 7	3	3 4	3 4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	12.0			8.0			12.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	18.0			14.0			18.0	41.0	41.0	14.0	41.0	41.0
Total Split (s)	18.0			20.0			29.0	45.0	45.0	40.0	56.0	56.0
Total Split (%)	12.0%			13.3%			19.3%	30.0%	30.0%	26.7%	37.3%	37.3%
Maximum Green (s)	12.0			14.0			23.0	39.0	39.0	34.0	50.0	50.0
Yellow Time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0			2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0			6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0			3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None			None			Min	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								30.0	30.0		30.0	30.0
Pedestrian Calls (#/hr)								4	4		3	3
Act Effct Green (s)	12.0	39.0	39.0	14.0	41.0	41.0	17.6	48.1	48.1	24.9	55.4	55.4
Actuated g/C Ratio	0.08	0.26	0.26	0.09	0.27	0.27	0.12	0.32	0.32	0.17	0.37	0.37
v/c Ratio	0.76	1.00	0.95	1.06	0.73	0.36	0.70	0.50	0.52	0.79	0.96	0.38
Control Delay	73.0	68.4	38.0	145.3	38.4	9.4	73.1	43.8	16.5	70.3	63.5	15.7
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	73.0	68.4	38.0	145.3	38.4	9.4	73.1	43.8	16.5	70.3	63.5	15.7
LOS	E	E	D	F	D	A	E	D	B	E	E	B
Approach Delay		60.2			58.1			42.9			58.8	
Approach LOS		E			E			D			E	

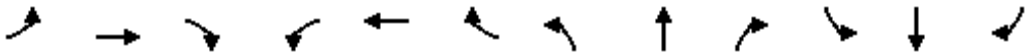
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 98 (65%), Referenced to phase 2:NBT and 6:SBT, Start of Red			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 56.3		Intersection LOS: E	
Intersection Capacity Utilization 98.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 44: Brodie Ln & William Cannon Dr



Lane Group	Ø4
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	27.0
Total Split (%)	18%
Maximum Green (s)	21.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	1603	0	0	828	463	181	172	270	0	0	0
Future Volume (vph)	460	1603	0	0	828	463	181	172	270	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		150	0		400	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.99						
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.986				
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3343	1583	0	0	0
Flt Permitted	0.950						0.950	0.986				
Satd. Flow (perm)	3432	3539	0	0	5085	1563	1610	3343	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						284			182			
Link Speed (mph)		45			40			30			30	
Link Distance (ft)		452			1200			1350			1198	
Travel Time (s)		6.8			20.5			30.7			27.2	
Confl. Peds. (#/hr)	3		3	3		3						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	591	2061	0	0	1065	595	233	221	347	0	0	0
Shared Lane Traffic (%)							37%					
Lane Group Flow (vph)	591	2061	0	0	1065	595	147	307	347	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						Free			1 7			
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?												
Act Effct Green (s)	83.0	118.0			28.0	150.0	18.0	18.0	18.0			
Actuated g/C Ratio	0.55	0.79			0.19	1.00	0.12	0.12	0.12			
v/c Ratio	0.31	0.74			1.12	0.38	0.76	0.77	0.99			

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	8.0	19.0	14.0	8.0	21.0	14.0
Total Split (s)	8.0	45.0	45.0	8.0	27.0	17.0
Total Split (%)	5%	30%	30%	5%	18%	11%
Maximum Green (s)	1.0	38.0	38.0	1.0	20.0	10.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	8.2	3.0			121.7	1.8	88.4	77.2	76.5			
Queue Delay	0.8	46.6			0.2	0.0	0.0	0.0	0.0			
Total Delay	9.0	49.5			121.9	1.8	88.4	77.2	76.5			
LOS	A	D			F	A	F	E	E			
Approach Delay		40.5			78.9			79.0				
Approach LOS		D			E			E				

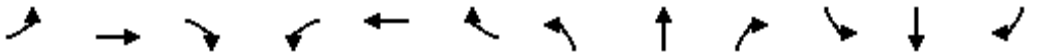
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 115			
Control Type: Pretimed			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 59.0		Intersection LOS: E	
Intersection Capacity Utilization 116.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 46: Mopac NB & William Cannon Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1196	100	282	727	0	0	0	0	867	436	701
Future Volume (vph)	0	1196	100	282	727	0	0	0	0	867	436	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		150	0		0	850		770
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.988										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5019	0	1770	5085	0	0	0	0	3433	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5019	0	1769	5085	0	0	0	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9										485
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		488			452			1498			1203	
Travel Time (s)		7.4			6.8			34.0			27.3	
Confl. Peds. (#/hr)	1		2	2		1						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1522	127	359	925	0	0	0	0	1103	555	892
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1649	0	359	925	0	0	0	0	1103	555	892
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases												Free
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?												
Act Effct Green (s)		46.0		37.0	90.0					46.0	46.0	150.0
Actuated g/C Ratio		0.31		0.25	0.60					0.31	0.31	1.00
v/c Ratio		1.07		0.82	0.30					1.05	0.51	0.56

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Growth Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Minimum Split (s)	8.0	19.0	14.0	8.0	21.0	14.0
Total Split (s)	8.0	45.0	45.0	8.0	27.0	17.0
Total Split (%)	5%	30%	30%	5%	18%	11%
Maximum Green (s)	1.0	38.0	38.0	1.0	20.0	10.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		76.4		21.2	0.3					90.9	44.8	1.5
Queue Delay		13.7		26.8	1.3					0.0	0.0	0.0
Total Delay		90.2		48.0	1.6					90.9	44.8	1.5
LOS		F		D	A					F	D	A
Approach Delay		90.2			14.6						49.6	
Approach LOS		F			B						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBTL, Start of Red			
Natural Cycle: 115			
Control Type: Pretimed			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 53.6		Intersection LOS: D	
Intersection Capacity Utilization 116.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 47: William Cannon Dr & Mopac SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	61	900	113	200	720	200	209	14	183	124	16
Future Volume (vph)	16	61	900	113	200	720	200	209	14	183	124	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		0	200		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		75			75			75			75	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Frt			0.986			0.973			0.863			0.903
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	5014	0	1770	4948	0	1770	1608	0	1770	1682
Flt Permitted		0.163			0.138			0.479			0.427	
Satd. Flow (perm)	0	304	5014	0	257	4948	0	892	1608	0	795	1682
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			14			54			193			38
Link Speed (mph)			45			45			30			30
Link Distance (ft)			917			402			444			175
Travel Time (s)			13.9			6.1			10.1			4.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	17	64	1194	119	211	955	211	220	19	193	131	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	1313	0	211	1166	0	220	212	0	131	59
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	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												
Headway Factor	1.00	1.00	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	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		7	4		3	8

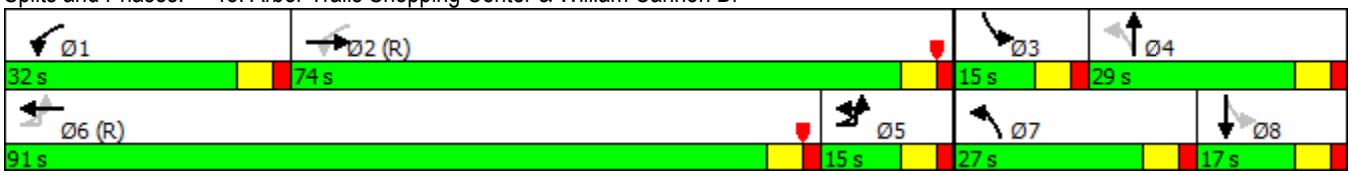


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	36
Future Volume (vph)	36
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Growth Factor	100%
Adj. Flow (vph)	38
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	6	6			2			4			8	
Detector Phase	5	5	2		1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	8.0	8.0	20.0		8.0	20.0		5.0	12.0		5.0	12.0
Minimum Split (s)	14.0	14.0	26.0		14.0	26.0		11.0	35.0		11.0	35.0
Total Split (s)	15.0	15.0	74.0		32.0	91.0		27.0	29.0		15.0	17.0
Total Split (%)	10.0%	10.0%	49.3%		21.3%	60.7%		18.0%	19.3%		10.0%	11.3%
Maximum Green (s)	9.0	9.0	68.0		26.0	85.0		21.0	23.0		9.0	11.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Min		None	C-Min		Min	Min		Min	Min
Walk Time (s)			5.0			5.0			5.0			5.0
Flash Dont Walk (s)			12.0			12.0			24.0			24.0
Pedestrian Calls (#/hr)			0			0			0			0
Act Effct Green (s)		92.0	73.3		92.0	67.5		39.9	19.6		26.4	12.0
Actuated g/C Ratio		0.61	0.49		0.61	0.45		0.27	0.13		0.18	0.08
v/c Ratio		0.19	0.53		0.61	0.52		0.60	0.56		0.56	0.35
Control Delay		6.4	11.4		38.0	19.5		52.6	16.2		52.9	34.9
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		6.4	11.4		38.0	19.5		52.6	16.2		52.9	34.9
LOS		A	B		D	B		D	B		D	C
Approach Delay			11.1			22.3			34.8			47.3
Approach LOS			B			C			C			D

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 96 (64%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 48: Arbor Trails Shopping Center & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	109	761	73	19	217	1181	179	54	57	194	142	130
Future Volume (vph)	109	761	73	19	217	1181	179	54	57	194	142	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		350		0	0		200	200	
Storage Lanes	1		0		1		0	1		1	1	
Taper Length (ft)	75				75			75			100	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00		0.98	0.99	0.99
Frt		0.989				0.984				0.850		0.927
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	5020	0	0	1770	5004	0	1770	1863	1583	1770	1710
Flt Permitted	0.950				0.950			0.136			0.685	
Satd. Flow (perm)	1770	5020	0	0	1767	5004	0	252	1863	1554	1268	1710
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8				18				209		29
Link Speed (mph)		45				45			30			30
Link Distance (ft)		2600				917			1448			909
Travel Time (s)		39.4				13.9			32.9			20.7
Confl. Peds. (#/hr)			2		2			6		5	5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	126%	100%	100%	100%	126%	100%	100%	126%	100%	100%	126%
Adj. Flow (vph)	117	1031	78	20	233	1600	192	58	77	209	153	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1109	0	0	253	1792	0	58	77	209	153	343
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												
Headway Factor	1.00	1.00	1.00	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	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0



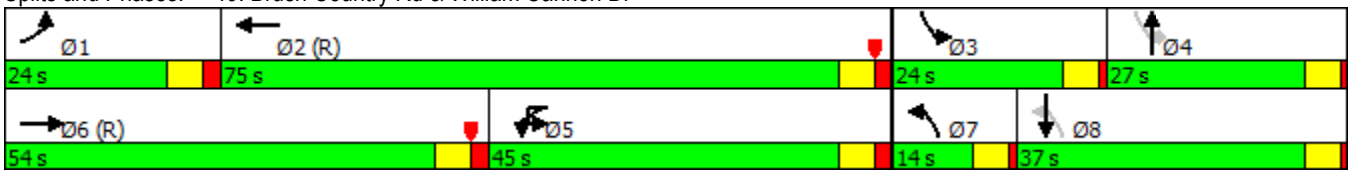
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Peak Hour Factor	0.93
Growth Factor	100%
Adj. Flow (vph)	167
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
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA		Prot	Prot	NA		D.P+P	NA	Perm	D.P+P	NA
Protected Phases	1	6		5	5	2		7	4		3	8
Permitted Phases								8		4	4	
Detector Phase	1	6		5	5	2		7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	5.0	25.0		5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	31.0		11.0	11.0	31.0		10.0	38.0	38.0	10.0	38.0
Total Split (s)	24.0	54.0		45.0	45.0	75.0		14.0	27.0	27.0	24.0	37.0
Total Split (%)	16.0%	36.0%		30.0%	30.0%	50.0%		9.3%	18.0%	18.0%	16.0%	24.7%
Maximum Green (s)	18.0	48.0		39.0	39.0	69.0		9.0	22.0	22.0	19.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	None	C-Max		None	None	None	None	None
Walk Time (s)		5.0				5.0			5.0	5.0		5.0
Flash Dont Walk (s)		18.0				18.0			28.0	28.0		28.0
Pedestrian Calls (#/hr)		2				0			5	5		6
Act Effct Green (s)	14.6	44.6			46.8	76.8		37.6	21.3	21.3	36.6	30.6
Actuated g/C Ratio	0.10	0.30			0.31	0.51		0.25	0.14	0.14	0.24	0.20
v/c Ratio	0.68	0.74			0.46	0.70		0.40	0.29	0.52	0.42	0.92
Control Delay	59.1	35.6			48.2	32.5		46.5	59.6	11.9	45.5	84.0
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	35.6			48.2	32.5		46.5	59.6	11.9	45.5	84.0
LOS	E	D			D	C		D	E	B	D	F
Approach Delay		37.8				34.4			28.4			72.1
Approach LOS		D				C			C			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 56 (37%), Referenced to phase 2:WBT and 6:EBT, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 39.5 Intersection LOS: D
Intersection Capacity Utilization 81.3% ICU Level of Service D
Analysis Period (min) 15

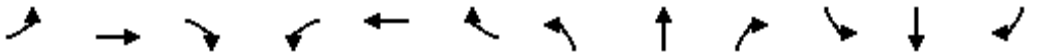
Splits and Phases: 49: Brush Country Rd & William Cannon Dr





Lane Group	SBR
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?	
Vehicle Extension (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



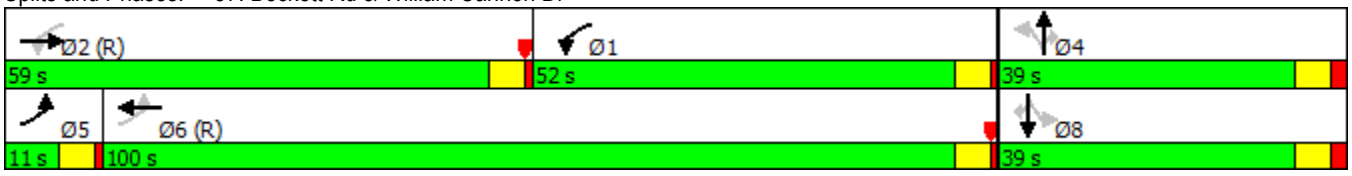
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	780	78	339	778	8	24	77	130	14	68	33
Future Volume (vph)	39	780	78	339	778	8	24	77	130	14	68	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99		1.00	
Frt		0.989			0.999				0.850			0.850
Flt Protected	0.950			0.950				0.990			0.993	
Satd. Flow (prot)	1770	5029	0	1770	5080	0	0	1844	1583	0	1850	1583
Flt Permitted	0.256			0.206				0.908			0.944	
Satd. Flow (perm)	477	5029	0	384	5080	0	0	1691	1562	0	1758	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			1				134			87
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		3542			1694			1530			698	
Travel Time (s)		53.7			25.7			34.8			15.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	126%	100%	100%	126%	100%	100%	126%	100%	100%	126%	100%
Adj. Flow (vph)	40	1013	80	349	1011	8	25	100	134	14	88	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1093	0	349	1019	0	0	125	134	0	102	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	10.0	25.0		10.0	25.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	11.0	59.0		52.0	100.0		39.0	39.0	39.0	39.0	39.0	39.0
Total Split (%)	7.3%	39.3%		34.7%	66.7%		26.0%	26.0%	26.0%	26.0%	26.0%	26.0%
Maximum Green (s)	6.0	54.0		47.0	95.0		33.0	33.0	33.0	33.0	33.0	33.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		12.0			12.0		24.0	24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0		1	1	1	0	0	0
Act Effct Green (s)	116.2	83.3		115.2	111.1			18.8	18.8		18.8	18.8
Actuated g/C Ratio	0.77	0.56		0.77	0.74			0.13	0.13		0.13	0.13
v/c Ratio	0.09	0.39		0.59	0.27			0.59	0.43		0.47	0.12
Control Delay	4.6	14.4		18.9	2.6			72.7	12.5		66.8	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.6	14.4		18.9	2.6			72.7	12.5		66.8	0.9
LOS	A	B		B	A			E	B		E	A
Approach Delay		14.1			6.7			41.5			50.3	
Approach LOS		B			A			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 10 (7%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 66.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 57: Beckett Rd & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	49	536	442	43	325	531	37	327	50	217	51	71
Future Volume (vph)	49	536	442	43	325	531	37	327	50	217	51	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		450		0	150		150	0	
Storage Lanes	1		1		2		0	1		1	1	
Taper Length (ft)	75				75			75			75	
Lane Util. Factor	1.00	0.95	1.00	0.91	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00
Ped Bike Factor									0.99	0.98	1.00	
Frt			0.850			0.990			0.905	0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	3433	5034	0	3433	1586	1504	1770	1863
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1770	3539	1583	0	3433	5034	0	3433	1586	1481	1765	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			457			9			51	241		
Link Speed (mph)		45				45			30			30
Link Distance (ft)		739				3542			1472			420
Travel Time (s)		11.2				53.7			33.5			9.5
Confl. Peds. (#/hr)										2	2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	91	993	819	80	602	984	69	606	93	402	94	132
Shared Lane Traffic (%)										40%		
Lane Group Flow (vph)	91	993	819	0	682	1053	0	606	254	241	94	132
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)		24				24			24			24
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0

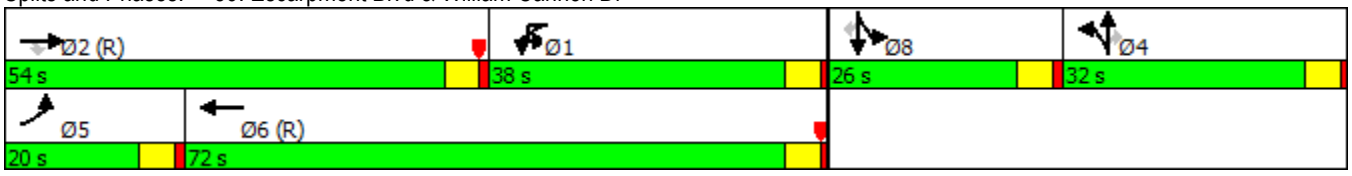


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	124
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.95
Growth Factor	176%
Adj. Flow (vph)	31
Shared Lane Traffic (%)	
Lane Group Flow (vph)	31
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		4	4		8	8
Permitted Phases			2							4		
Detector Phase	5	2	2	1	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	35.0	35.0	10.0	10.0	25.0		7.0	7.0	7.0	6.0	6.0
Minimum Split (s)	10.0	40.0	40.0	15.0	15.0	30.0		32.0	32.0	32.0	32.0	32.0
Total Split (s)	20.0	54.0	54.0	38.0	38.0	72.0		32.0	32.0	32.0	26.0	26.0
Total Split (%)	13.3%	36.0%	36.0%	25.3%	25.3%	48.0%		21.3%	21.3%	21.3%	17.3%	17.3%
Maximum Green (s)	15.0	49.0	49.0	33.0	33.0	67.0		27.0	27.0	27.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	None	C-Min		Min	Min	Min	None	None
Walk Time (s)		5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		20.0	20.0			20.0		22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		0	0			0		2	2	2	0	0
Act Effct Green (s)	12.4	51.1	51.1		32.2	70.9		30.9	30.9	30.9	15.8	15.8
Actuated g/C Ratio	0.08	0.34	0.34		0.21	0.47		0.21	0.21	0.21	0.11	0.11
v/c Ratio	0.62	0.82	0.97		0.93	0.44		0.86	0.69	0.49	0.51	0.68
Control Delay	75.8	26.2	34.8		74.0	21.7		70.1	54.9	9.4	72.1	81.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	75.8	26.2	34.8		74.0	21.7		70.1	54.9	9.4	72.1	81.1
LOS	E	C	C		E	C		E	D	A	E	F
Approach Delay		32.3				42.2			53.3			68.1
Approach LOS		C				D			D			E

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 47 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Red			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 42.2		Intersection LOS: D	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 59: Escarpment Blvd & William Cannon Dr





Lane Group	SBR
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	32.0
Total Split (s)	26.0
Total Split (%)	17.3%
Maximum Green (s)	21.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	22.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.8
Actuated g/C Ratio	0.11
v/c Ratio	0.11
Control Delay	0.8
Queue Delay	0.0
Total Delay	0.8
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	491	683	194	347	218	325	50	300	221	194	610	28
Future Volume (vph)	491	683	194	347	218	325	50	300	221	194	610	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		340	0		320	0		650	650		1000
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	75			75			75			200		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1563	3432	3539	1583	3433	3539	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			211			467			401			211
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		961			780			1280			1186	
Travel Time (s)		14.6			11.8			19.4			18.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	891	1239	352	630	396	590	91	544	401	352	1107	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	891	1239	352	630	396	590	91	544	401	352	1107	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

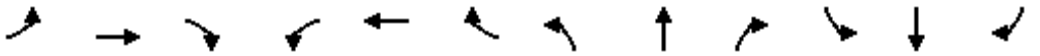
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			Free			Free			Free			Free
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	24.0		46.0	24.0		8.0	24.0		12.0	46.0	
Total Split (s)	57.0	57.0		39.0	39.0		8.0	31.0		23.0	46.0	
Total Split (%)	38.0%	38.0%		26.0%	26.0%		5.3%	20.7%		15.3%	30.7%	
Maximum Green (s)	50.0	51.0		33.0	33.0		5.0	25.0		16.0	40.0	
Yellow Time (s)	4.0	4.5		4.5	4.5		2.0	4.5		4.0	4.5	
All-Red Time (s)	3.0	1.5		1.5	1.5		1.0	1.5		3.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.0		6.0	6.0		3.0	6.0		7.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)				7.0							7.0	
Flash Dont Walk (s)				33.0							33.0	
Pedestrian Calls (#/hr)				0							0	
Act Effct Green (s)	50.0	53.3	150.0	31.0	33.3	150.0	6.5	24.7	150.0	16.0	38.2	150.0
Actuated g/C Ratio	0.33	0.36	1.00	0.21	0.22	1.00	0.04	0.16	1.00	0.11	0.25	1.00
v/c Ratio	0.78	0.99	0.23	0.89	0.50	0.37	0.61	0.93	0.25	0.96	0.86	0.03
Control Delay	45.3	65.2	0.3	63.9	47.0	1.2	87.5	85.6	0.4	104.1	60.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	65.2	0.3	63.9	47.0	1.2	87.5	85.6	0.4	104.1	60.7	0.0
LOS	D	E	A	E	D	A	F	F	A	F	E	A
Approach Delay		48.9			36.9			52.8			68.7	
Approach LOS		D			D			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 102 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 51.1 Intersection LOS: D
Intersection Capacity Utilization 95.8% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 60: US290 & William Cannon Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	20	149	163	56	53	132	311	12	2	409	40
Future Volume (vph)	36	20	149	163	56	53	132	311	12	2	409	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		550	350		150	180		0	140		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	75			75			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.994			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5055	0	1770	5019	0
Flt Permitted	0.580			0.732			0.279			0.389		
Satd. Flow (perm)	1080	1863	1583	1364	1863	1583	520	5055	0	725	5019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			272			101		5			15	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		851			1019			508			1919	
Travel Time (s)		19.3			23.2			7.7			29.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	69	38	285	312	107	101	253	595	23	4	782	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	38	285	312	107	101	253	618	0	4	859	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		4	4		8	6			2		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	21.0	21.0	8.0	21.0	21.0	8.0	21.0		8.0	21.0	
Total Split (s)	34.0	27.0	27.0	32.0	25.0	25.0	18.0	76.0		15.0	73.0	
Total Split (%)	22.7%	18.0%	18.0%	21.3%	16.7%	16.7%	12.0%	50.7%		10.0%	48.7%	
Maximum Green (s)	31.0	24.0	24.0	29.0	22.0	22.0	15.0	73.0		12.0	70.0	
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	37.9	10.4	10.4	37.3	29.4	29.4	100.7	101.9		103.1	87.1	
Actuated g/C Ratio	0.25	0.07	0.07	0.25	0.20	0.20	0.67	0.68		0.69	0.58	
v/c Ratio	0.22	0.30	0.79	0.76	0.29	0.26	0.55	0.18		0.01	0.29	
Control Delay	41.1	69.9	24.3	60.2	53.3	9.9	16.1	4.1		9.0	14.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	69.9	24.3	60.2	53.3	9.9	16.1	4.1		9.0	14.9	
LOS	D	E	C	E	D	A	B	A		A	B	
Approach Delay		31.6			49.0			7.6			14.9	
Approach LOS		C			D			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 86 (57%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 62: William Cannon Dr & Rialto Blvd

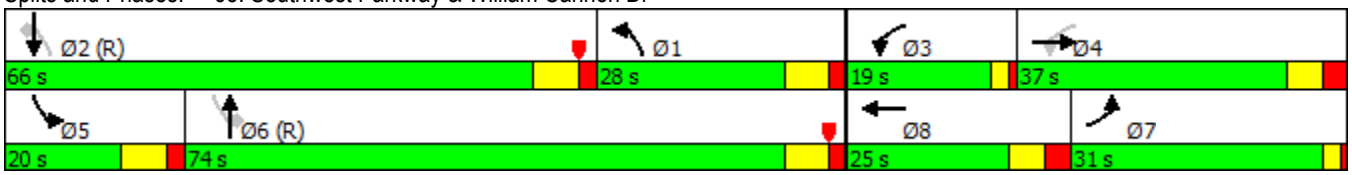


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	200	45	250	200	50	112	1357	350	200	1088	369
Future Volume (vph)	270	200	45	250	200	50	112	1357	350	200	1088	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		300	150		0	140		250	140		350
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	80			80			80			80		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.957			0.970				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4867	0	1770	4933	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.557			0.068			0.060		
Satd. Flow (perm)	3433	4867	0	1038	4933	0	127	5085	1583	112	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61			33				191			534
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1919			518			845			770	
Travel Time (s)		29.1			7.8			10.5			9.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	176%	100%	176%	100%	100%	100%	176%	176%	100%	100%	176%	176%
Adj. Flow (vph)	495	208	83	260	208	52	205	2488	365	208	1995	677
Shared Lane Traffic (%)												
Lane Group Flow (vph)	495	291	0	260	260	0	205	2488	365	208	1995	677
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4			2		6	6		2
Detector Phase	7	4		3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	49.0		8.0	49.0		25.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	31.0	37.0		19.0	25.0		28.0	74.0	74.0	20.0	66.0	66.0
Total Split (%)	20.7%	24.7%		12.7%	16.7%		18.7%	49.3%	49.3%	13.3%	44.0%	44.0%
Maximum Green (s)	28.0	30.0		16.0	18.0		21.0	67.0	67.0	13.0	59.0	59.0
Yellow Time (s)	2.0	4.0		2.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	3.0		1.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0		3.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max		Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0			35.0			32.0	32.0		32.0	32.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	28.0	30.2		50.0	18.0		80.0	67.0	67.0	80.0	59.0	59.0
Actuated g/C Ratio	0.19	0.20		0.33	0.12		0.53	0.45	0.45	0.53	0.39	0.39
v/c Ratio	0.77	0.28		0.61	0.42		0.69	1.10	0.45	1.02	1.00	0.72
Control Delay	44.2	18.4		44.7	55.5		63.5	89.9	14.8	110.9	64.6	12.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	18.4		44.7	55.5		63.5	89.9	14.8	110.9	64.6	12.3
LOS	D	B		D	E		E	F	B	F	E	B
Approach Delay		34.7			50.1			79.2			55.6	
Approach LOS		C			D			E			E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 150		
Actuated Cycle Length: 150		
Offset: 136 (91%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red		
Natural Cycle: 150		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.10		
Intersection Signal Delay: 62.9	Intersection LOS: E	
Intersection Capacity Utilization 97.5%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 63: Southwest Parkway & William Cannon Dr



austin MOTION | THE CORRIDOR PROGRAM

WILLIAM CANNON DRIVE CORRIDOR APPENDIX D - HEALTH IMPACT ANALYSIS

January 2018

FINAL

TABLE OF CONTENTS

EXECUTIVE SUMMARY

Program Goals 4

CHAPTER 1 - INTRODUCTION

Health Impact Analysis Purpose and Goal 8
Health Impact Analysis Components 8
Overview of the William Cannon Drive Corridor 9

CHAPTER 2 - SCREENING

Background 10
Purpose of the Health Impact Analysis 10
Health Impact Analysis Justification 10

CHAPTER 3 - SCOPING

Objectives 12
Study Area 12
Potential Health Impacts and Pathways 13
Assessment Methods and Data Sources 14
Transit Facilities 14

CHAPTER 4 – PRELIMINARY ASSESSMENT

Current and Unmet Opportunity for Health 16
Current Travel Behaviors with Corridor and Potential for Active Travel 16
Current Commuter Behaviors and Input from Community 17
Participation 20

CHAPTER 5 –RECOMMENDATIONS

Overall Assessment	22
Improvements to Bicycle Facilities	22
Improvements to Sidewalks	23
Improvements to Greenspace and Streescapes	23
Improvements to Roadway Crossings	24

HIA EXECUTIVE SUMMARY

PROGRAM GOALS

The goal of the Corridor Mobility Plan is to develop recommendations to enhance safety, access, and mobility in order to design a roadway that serves all users – whether you drive, bike, walk, or take transit. Corridor Mobility Plans are planning documents that provide a basis for further analysis and development of potential projects. This Health Impact Analysis was to be included in the analysis and report to keep the public health a major priority during the planning and development process for the William Cannon Drive Corridor Mobility Plan.

With the rapid growth of the city and increased traffic, mobility in the city is in great need of improvement to handle the existing growth as well as extensive planning for the future growth. With this rapid growth and expansion in mind, the overall health of the city and the community who live along these major corridors must be addressed and analyzed to be the most beneficial for all who use these corridors. It is widely accepted that exercise has great health benefits. Access for pedestrians and bicyclist to parks, schools and shopping near residential areas can greatly improve the overall health of a community. Future designs and planning must have the community's health a top priority when designing mobility infrastructure for our rapidly growing area.

The planners and engineers visited the corridor for a visual inspection and to make notes on what they found. The site observations found varying conditions throughout the corridor. In general the corridor was not very user friendly for bicyclist or pedestrians. Following is a summary of what was found in an initial assessment of the corridor as observed by the planners and engineering.

Physical Environment Assessment		
Type of Traveler	Condition	Potential Health Impact
Pedestrians and Transit Riders	Varying pedestrian facilities along the roadway - lack of shade, encroaching vegetation, narrow sidewalks, sidewalks at back of curb	Disincentive for walking leading to reduced physical activity
	Few bus shelters and insufficient benches and lighting	Disincentive for taking the public transit
	Long block lengths without mid-block crossings	Risk of injury while running across street at mid-block
Access Challenged	Poor ADA compliance for curb ramps and sidewalk conditions	Disincentive for wheel chair use
Bicyclists	Low percentage of safe bicycle facilities	Disincentive for cycling
	Mix of high and low stress facilities	Risk of injury, especially when transitioning between the two
Pedestrians and Bicyclists	Debris at base of some curb ramps and bicycle lanes	Risk of injury, tripping hazard

In recent years the City of Austin and Travis County have worked diligently in providing guidelines and design references for future developments. They have provided these documents because of the increased understanding of health benefits and negative health impacts that can be a result of how the future transportation infrastructure is designed and constructed. By including safe accessible sidewalks and bikeways in our future designs, it can have a great influence on the physical health in the surrounding communities. The William Cannon Drive Corridor is very well developed in most areas along the corridor. However, there is still opportunities and right-of-way in some places where innovative design and planning, along with guidance from previous studies provided by the City of Austin and Travis County, can greatly improve efficiency and health for everyone using the corridor.

S&B Infrastructure (S&BI) and their team of sub-consultants, Civil Land Group, LLC (CLP), Eleanor McKinney Landscape Architect, Inc. (EML), and Concept, Development and Planning, LLC (CDP) have developed several recommends for project along the corridor which will promote a healthier choice. The surveys have shown with community feedback that if given a safe alternative route more of them would choose to walk or ride a bike for short distances. The plans showing the roadway configuration change the character of the existing corridor on the east side by increasing the lanes from two to four. In addition separate cross-sections and roadway configurations for different situations and existing constraints along the William Cannon Drive Corridor have been developed. Some areas lend themselves to recommendations listed in the Austin Street Design Guidelines (Draft) very easily, while others were constrained by right-of-way width, existing intersection with limitations, or existing commercial locations. All recommendations are consistent with public health and wellness being at the top of the priority list, along with maximizing vehicle capacity and travel through the corridor. Recommendations include adding over five-mile shared use paths, adding bicycle lanes both on-street and buffered. Also recommended were tree/green zones to add trees



Fitness Center at Brush Country



Garden Terrace Housing

and vegetation along the corridor to create a healthier environment. By adding the trees and buffered zone it would create a safer environment to cycle and walk along the corridor. In addition there are several other benefits to adding trees such as creating shade year round, reducing the heat sink affect and trees have been found to help remove pollution particulates from the atmosphere. In addition the studies have shown that trees can help reduce the CO2, SO2, NOx and other pollutants out of the environment while releasing oxygen. The following table shows some of the recommendations and how it they would create general and health benefits.

General Recommendations	
Recommendations	Impact on health concerns and health benefits
Installing additional travel lanes and turn lanes	General Benefit: Provides reduce travel times in motorized vehicles.
	Health Benefit: Reduces the amount of ambient pollutants released by idling vehicles, reduces air pollution.
Synchronized Traffic Signals	General Benefit: Provides reduce travel time in motorized vehicles.
	Health Benefit: Reduces the amount of ambient pollutants released by idling vehicles, reduces air pollution.
Installing Shared Use Paths	General Benefit: Promotes accessibility and enhanced safety to both cyclist and pedestrians
	Health Benefit: Encourages a healthier lifestyle by walking and cycling.
Adding trees along sidewalks and shared use paths	General Benefit: Provides shade year round, reduces the heat sink effect and reduces traffic noise into neighborhoods which are along the corridor.
	Health Benefit: Trees reduce ambient pollutants such as CO2, SO2 and NOX which reduces the concentration of pollutants humans inhale.
Installing landscaping (Grass)	General Benefit: Provides better aesthetic and promotes pedestrians and cyclist to develop a healthier lifestyle
	Health Benefit: Used as a strip filter with runoff from SUP and sidewalks to reduce pollution before it's conveyed into our creeks and streams.
Install Crosswalk, ADA and Pedestrian Curb Ramp Improvements	General Benefit: Provides accessible street crossings for those that are access challenged. Increases safe crossings for all users.
	Health Benefit: Promotes an increases active transportation and lifestyle
Provide Corridor Streetscape Improvements/Aesthetics	General Benefit: Creates a more attractive corridor which can support social cohesion and economic vitality
	Health Benefit: Street trees provide shade which can lessen adverse effects from heat gain
Restripe Crosswalks with High Visibility Markings/Add Pedestrian Count Down Signals	General Benefit: Clearly indicates a pedestrian network facility
	Health Benefit: Pedestrians feel safer and more protected, therefore more likely to increase walking/transit trips
Enhance Bus Stops w/ shelters, benches, lighting,	General Benefit: Increases safety and comfort
	Health Benefit: Provides a shelter against the elements while waiting for public transit. Promotes a healthier lifestyle by walking.
Install Pedestrian Hybrid Beacons	General Benefit: Offers safe corridor and roadway crossing.

	Health Benefit: Promotes a safer crossing which may encourage more walking and biking instead of driving to a venue.
Install protected left turns w/ yellow flashing arrow	General Benefit: Reduced Vehicular Crashes and decreases travel times.
	Health Concern: Increased risk of injury for pedestrians and bicyclists. Reduces vehicle idling times at intersections which reduces air pollution.

The long-term recommendations include acquiring additional ROW, in an effort to add additional future shared use paths and adding sidewalks to complete gaps in the existing network sidewalk system. All of these recommendations will help enhance the overall health and safety of bicyclist and pedestrian traffic.

CHAPTER 1 – INTRODUCTION

HEALTH IMPACT ANALYSIS PURPOSE AND GOAL

Health is affected by where and how we live, work, play and learn. Understanding these factors, and how they influence health, is critical to efforts aimed to improve the health of the community. Identifying the health issues of an area and their larger context, and then developing a plan to address them, are key steps in the larger health planning process. [1]



A Health Impact Assessment (Health Impact Analysis) is defined by the Centers for Disease Control and Prevention (CDC) as a tool that can help communities, decision makers, and practitioners make choices that improve public health through community design. The goal of a Health Impact Analysis (HIA) is to provide recommendations during the planning and decision-making process that will promote health and reduce health inequities.

Utilizing a process that analyzes the impacts to public health of our existing transportation/mobilization infrastructure and looking to the future to evaluate the potential health effects of our capital improvement plans, projects, and policies, should always be executed by prioritizing positive health effects and minimizing the negative health effects.

HEALTH IMPACT ANALYSIS COMPONENTS

1. Screening to determine whether an Health Impact Analysis is warranted and feasible
2. Scoping to incorporate the Health Impact Analysis with the overall future planning of the corridor, and identifying public health risks and benefits to consider.
3. Assessment of the existing corridor as related to health issues and analysis of potential health impacts of the decision.
4. Recommendations that provide maximum positive health impact in conjunction with the City of Austin's future roadway development guidelines
5. Reporting of findings and recommendations to decision-makers, the public, and other stakeholders, in a form that can be integrated with other decision-making factors



[1] The 2012 Austin/Travis County Community Health Assessment December 2012

OVERVIEW OF THE WILLIAM CANNON DRIVE CORRIDOR STUDY HIA PROCESS

This HIA was performed at the direction of the City of Austin to emphasize public health early in the planning process. It was also performed in conjunction with developing the William Cannon Corridor Mobility Plan, utilizing the same information, analysis, and recommendations throughout the process. The Team began with research of existing City of Austin and Travis County documentation and reports to be used as guides in our recommendation process. With this information in hand, the Team began conducting site visits, existing infrastructure research, and transit schedules.

The HIA process first begun with determining what data was needed to develop a good assessment of the health impact assessment. The following steps were taken during the process:

- Identify baseline information needed to develop the HIA
- Identify key components to the HIA and determine an what the final plans was going to need contain
- Site visits to assess the existing conditions
- Field observations of how the corridor users were using the corridor
- Public outreach meeting to obtain data and information from stakeholders
- Online surveys from the city website designed to obtain input from users
- Work hand in hand with the planners and engineers to identify challenges along the corridor
- Identify healthy routines and exercise that would improve health such as walking and cycling
- Begin to develop recommendations on what would help the mobility in the corridor and be beneficial to the HIA
- Determine how the recommendations could help the health of the users along the corridor
- Suggest recommendations that would be a win-win situation for the mobility and health of the users
- Develop concrete recommendation and become an advocate for those recommendations to improve mobility and health.
- Develop recommendations that also advocate the ImagineAustin Plan, Vision Zero and the Pedestrian Safety Action Plans.
- All along the way documenting the progress and developing the HIA.

CHAPTER 2 – SCREENING

BACKGROUND

S&B Infrastructure, Ltd. (S&BI) has been contracted by the City of Austin to provide a Health Impact Analysis (HIA) on all proposed recommendations developed in the final transportation plan for William Cannon Drive, including traffic corridor project analysis, planning, and recommendations. The City of Austin requires that the Austin Street Design Guide, ImagineAustin Plan, as well as several other recent design references, be utilized as guides in the preparation of the final transportation plan. Generally speaking, public health, as associated with corridor pedestrians and bicyclists, has already been addressed in the City of Austin reference documents. The purpose of this HIA is to ensure that all recommendations maximize benefits to the entire community, not only the vehicular traffic.



Pedestrians in Action

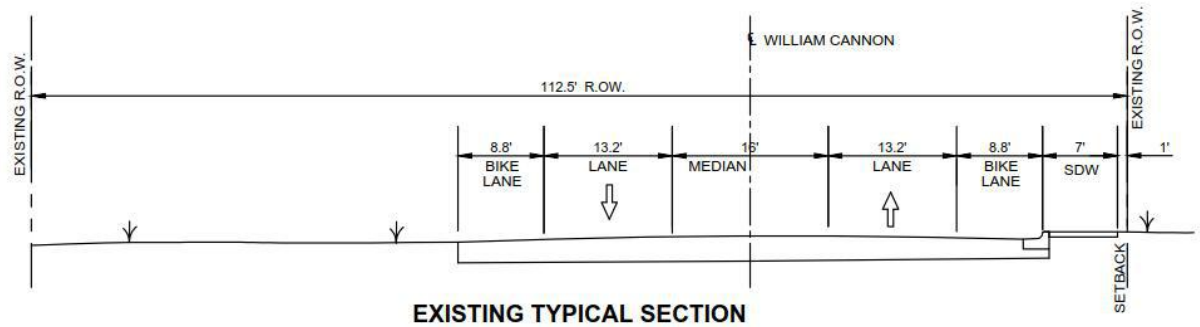
PURPOSE OF THE HEALTH IMPACT ANALYSIS

1. To consider health impacts and recommendations throughout the existing Corridor that complement the William Cannon Drive Final Transportation Plan and technical design memorandum
2. To work in conjunction with the latest visions for future Austin developments, such as Austin Street Design Guide, Austin Bicycle Master Plan, Austin Sidewalk Master Plan, Pedestrian Safety Action Plan, and the Travis County Community Health Assessment

HEALTH IMPACT ANALYSIS JUSTIFICATION

The City of Austin has a reputation for being one of the healthiest cities in the United States. However, with the rapid growth in recent years, the City of Austin is now ranked in some areas as needing improvement, such as 13th in the nation in traffic congestion. The William Cannon Drive Corridor is one of many corridors around Austin that has been negatively affected by the rapid growth and traffic congestion, zoning issues, large intersections, and commercial zones where public health and alternative modes of travel were not considered in their initial designs and construction. New goals for roadway cross-sections and capacities are recommended for the Corridor. The HIA will serve as a guide to implement design criteria that will be more bicyclist- and pedestrian-friendly for the future of the Corridor.

The William Cannon Drive Corridor's growth has been so rapid that the numbers of vehicles, bicycles, and pedestrians have been pushing the limits of capacity for several years. Access to the existing green areas, future bicycle facilities, and trail systems must be improved to provide incentives for use to the surrounding community. There are areas on the extreme eastern and western ends of the Corridor that are still in the early stages of development. The Corridor Mobility Plan recommended designs to provide the opportunity to implement practices that can greatly improve the quality and



EXISTING TYPICAL SECTION
BETWEEN McKINNEY FALLS PARKWAY & SPRINGFIELD DRIVE
(112.5' WIDTH RIGHT-OF-WAY)

potential use of modes of travel. In general, the Corridor is also very limited in attractive commercial and social destinations. Any existing "destinations" are limited to only the major intersections. These major intersections are separated by several miles of residential areas and access, in most circumstances. Due to the lack of attractive destinations, existing infrastructure, and severely congested roadways, bicyclist and pedestrian travel issues have taken a back seat to the effort to reduce traffic congestion in the area. Most often at commercial entrances and intersections, bike lanes and sidewalks in the corridor are inconsistent and non-connecting.

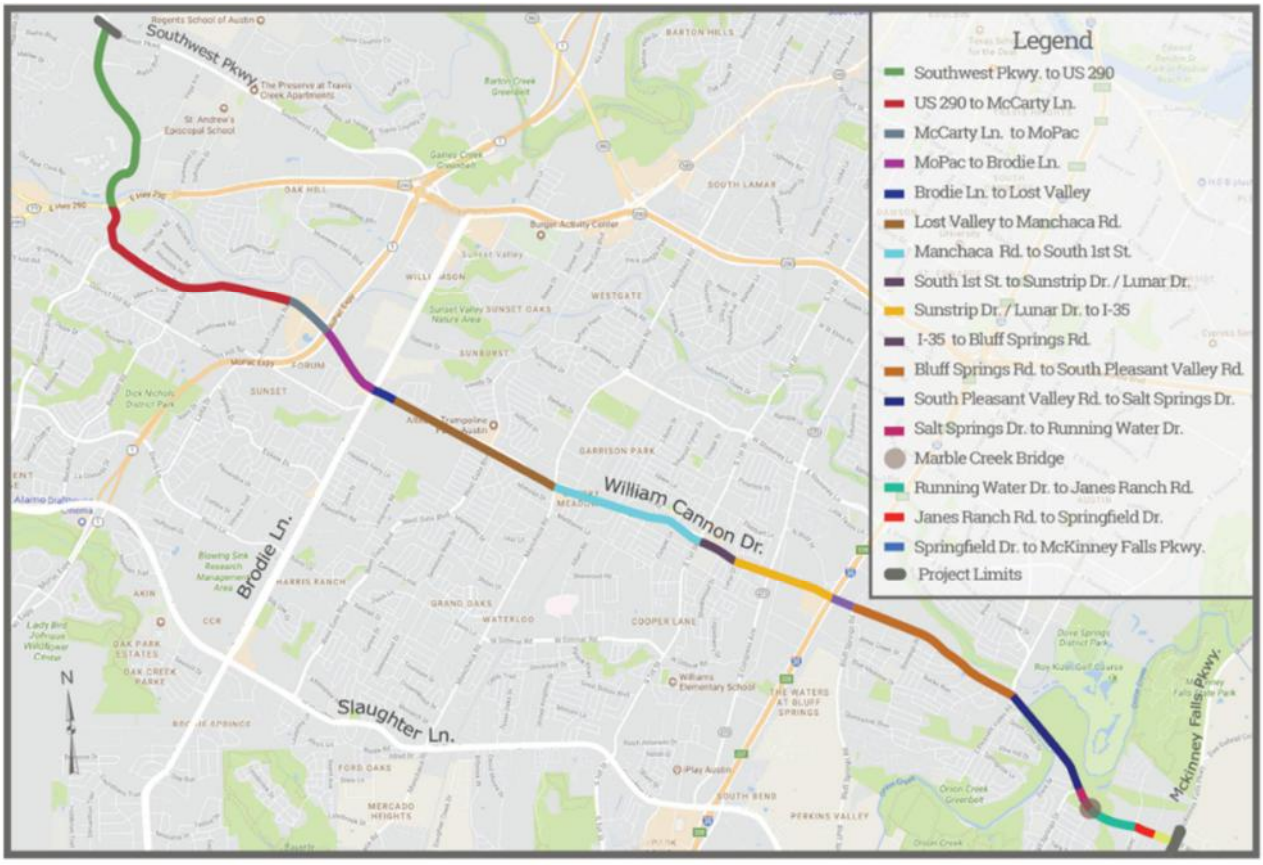
CHAPTER 3 – SCOPING

OBJECTIVES

1. Identify and describe the existing Corridor and characteristics
2. Identify potential health impacts of Corridor improvements
3. Establish assessment methods and data sources

STUDY AREA

The William Cannon Drive Corridor extends 11.75 miles from east to west, beginning in the east at McKinney Falls Parkway and running west to Southwest Parkway. The Corridor currently consists of several different cross-sections, ranging from two-lane roadways, progressing into four-lane roadways, and finally into a six-lane roadway. Most of the roadway has sidewalks on at least one side. The Corridor has sidewalks on both sides through the more mature neighborhoods. The study area designated for the HIA includes William Cannon Drive and extends one-quarter mile on either side of the William Cannon Drive Right of Way. The corridor passes through areas that are undeveloped, others with established neighborhoods, commercial zones, professional offices, manufacturing, and future development areas.



William Cannon Driver Study Area

The major crossings in the Corridor are I-35, MoPac (Loop 1), US 290, Southwest Parkway, and South Congress Avenue.

The future classification from the 2035 Austin Metropolitan Area Transportation Plan for William Cannon Drive is a MAD6. William Cannon Drive has 26 signalized intersections, and 37 non-signalized intersections. The speed limits along the Corridor vary from 40 mph to 45 mph (there are a few exceptions around school zones, and along blind curves leading to intersections where the speed limits are temporarily reduced to 20 mph or 35 mph).

William Cannon Drive Corridor is designated as an activity corridor in the ImagineAustin Comprehensive Plan. Based on this designation, the ImagineAustin Plan requires that design must be done with emphasis on encouraging walking and biking in the area. With ImagingAustin in mind the planners and engineers developed recommendations that included shared use paths and adding protected bicycle lanes in other areas. Also recommended were tree zones to add trees and vegetation along the corridor to create a healthier environment. In adding the buffered zones and trees it would create a safer environment for cyclist and pedestrians along the corridor. In addition there are several other benefits to adding trees such as creating shade year round, reducing the heat sink affect and trees have been found to help remove pollution particulates from the atmosphere.

POTENTIAL HEALTH IMPACTS AND PATHWAYS

The ultimate goal is to analyze our existing conditions and available right-of-way, in conjunction with our Austin Street Design Guide recommendations, and maximize the health benefits to the local communities with the proposed modifications. As stated in the 2012 ImagineAustin Comprehensive Plan, we are encouraged to develop mixed-use areas, have affordable housing, be pedestrian- and bike-friendly, and be linked by transit to jobs and other centers, so residents can chose to avoid the costs of car ownership. Healthy communities depend on easy, safe access to walking, biking, and recreation, as well as a quality healthcare system, quality schools, proactive police, and other community services. A very large percentage of the traffic utilizing the Corridor travels to and from downtown Austin for work on most days. Most traffic currently on William Cannon Drive is by motor vehicle.

It is widely known that regular exercise, such as walking and bicycling are extremely beneficial to your physical health and well-being. Providing ample opportunity, aesthetic surroundings, landscaping, and places for community entertainment, will instill the incentive for the surrounding community to get out and enjoy pedestrian- and bicycle-friendly community activities and locations. The more green spaces included on the newly developed Corridor, with access to existing green spaces, trail systems, and natural landscaping along the corridor, will provide health benefits of a different nature.

"When the value of a new park is estimated, it's important that policymakers don't just look at improvements in real estate value or gains in stormwater credits, but also the real, quantifiable community health benefits." [2]

Moving forward, new designs need to ensure the maximum safety possible for human-powered travelers. The mere perception of increased danger or multiple injury incidents on a corridor, may discourage those in the community from utilizing the sidewalks, bike paths, and mixed-use paths provided.

Another possible negative impact of increased vehicle capacity will be the increased emissions within the Corridor. Proper landscaping and green areas along the pathway can reduce the harmful effects, due to the increased consumption of carbon dioxide from surrounding plant life.

[2] American Society of Landscape Architects, The Dirt, Uniting the Built & Natural Environments. What we still Don't Know about the Health Benefits of Nature.

ASSESSMENT METHODS AND DATA SOURCES

The preliminary assessment of the William Cannon Drive Corridor consisted of reviewing current traffic conditions, zoning issues, existing destinations, trail systems, schools, and problem areas, all in relation to recommendations provided by the Austin Street Design Guide. As the assessment progressed, the Team was constantly looking for and identifying areas where recommendations could be most effectively utilized, as well as areas where limitations were inevitable. Several days were spent in the field taking measurements, photographs, and travel time analysis during peak hours, in an effort to better evaluate current conditions.

TRANSIT FACILITIES

Capital Metro Bus Route 333 is the major East-West carrier along William Cannon Drive, and transfers riders to the major North-South routes at the transit centers. The major transit centers are located at Bluff Springs Drive, South Congress Avenue, Manchaca Road, South Central Flyer, and the South MoPac Flyer. Capitol Metro's Connections 2025 Plan includes bus service from Salt Springs Drive, on the east side, to Brush Country Road, on the west side, in 15-minute intervals. Table 1 summarizes the public transit bus routes along the Corridor. Figure 1 shows the current transit route map for the Corridor.



Bluff Springs Transfer Center

Table 6: Summary of the Capitol Metro Transit Routes along the corridor

William Cannon Drive	
Route #	Description
METRO BUS	
1	South Congress Avenue/Metric
3	Burnet/Manchaca Road
7	Duval/Dove Springs
10	South 1st Street/Red River
103	Manchaca Flyer
110	South Central Flyer
111	South MoPac Flyer
127	Dove Springs Flyer
201	Southpark Meadows
238	West Gate Boulevard
333	William Cannon Drive
METRO EXPRESS	
970	AMD/Lantana Campus



CAPITAL METRO for William Cannon Drive

CHAPTER 4 – PRELIMINARY ASSESSMENT

This preliminary assessment was developed in conjunction with the Final Transportation Plan and the Existing Conditions Technical Memorandum. Site investigations, aerial images, and the public who use the corridor most provided the most informative data.

CURRENT AND UNMET OPPORTUNITIES FOR HEALTH

The William Cannon Drive Corridor is currently very limited in the availability of infrastructure catering to walking and bicycle traffic. One of the main limiting factors within the William Cannon Drive Corridor is the lack of destinations for the majority of its length. Distances between destinations are far too great for most traveling via foot traffic or bicycle. The William Cannon Drive Corridor Plan and HIA will propose recommendations consistent with guidance from the Austin Street Design Guide (ASDG), to the extent possible. The ASDG was developed placing a high priority on public health, and the use of non-vehicular traffic. This HIA will provide recommendations consistent with the ASDG, and will strive to enhance other opportunities specific to the William Cannon Drive Corridor, including access to existing trail systems and parks. Another recommendation is for the City of Austin to investigate the current zoning along the Corridor, to ensure that the limited undeveloped areas still available will be used to provide the surrounding communities with attractive social destinations. Approximately 7 of the 11 ¾ miles of the William Cannon Corridor consists of long stretches of residential roadway, with very limited access to commercial destinations. Most commercial destinations are at the major intersections, which are widely separated from each other. This does not typically lend itself to being a walkable urban area.



William Cannon and Stonleigh – Pedestrian Walkway

CURRENT TRAVEL BEHAVIORS WITHIN CORRIDOR AND POTENTIAL FOR ACTIVE TRAVEL

The William Cannon Drive Corridor is currently lacking several key components to be considered an active community with destinations and access to the surrounding public. The majority of the Corridor's use is vehicle traffic only, mainly

traveling to downtown locations on a regular basis. Current bicycle pathways are very limited, often non-continuous, and sometimes very dangerous, especially at major intersections. Many bicyclist in the community recommended adding bicycle-friendly pathways in the Corridor connecting to other bike paths leading to other areas within the City. Bicyclist and pedestrians are not provided with safe access to cross major intersections. Other intersections are also very dangerous, due to the very congested roadway and proximity to major access points and driveways for commercial businesses.

CURRENT COMMUTE BEHAVIORS AND INPUT FROM COMMUNITY

The public engagement effort targeted diverse audiences. The project team reached out to those who are directly and indirectly affected by the Corridor, and conducted extensive public outreach to identify and encourage participation by interested participants. Engagement activities were specifically targeted to defined individual and groups of stakeholders along William Cannon Drive, such as adjacent property owners, neighborhood groups, business groups, businesses, schools, churches, elected officials, and those that regularly travel along the road.

The team also coordinated with other agencies, including Travis County, TxDOT, CTRMA, Capital Metro, and AISD. Public input received in previous and current City planning efforts, such as the South Austin Combined Neighborhood Plan, the Austin Strategic Mobility Plan, and other concurrent Mobility Plans were incorporated, as well.

All of those interested were added to a project database that was regularly updated to receive information and updates on the Mobility Plans.

SUMMARY OF PROMOTION

A wide variety of efforts were employed to promote the public meetings and opportunities for input.

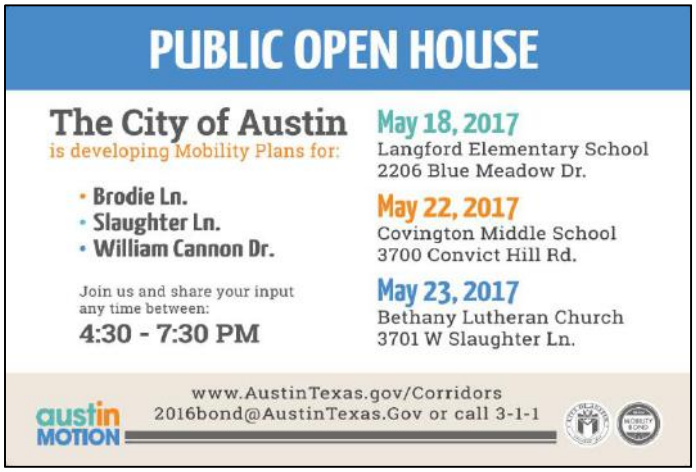
Direct Mail

A postcard in English and Spanish was mailed to more than 2700 addresses of property owners along the Corridors, promoting the public meetings and opportunities for input.





Twenty 24”x36” signs promoting the public meetings were placed along the Corridors.



Online

A webpage www.AustinTexas.gov/BSWCorridors was created that included project information, public meeting details, and links to a survey and an online mapping tool (wikimaps).

Information was also posted on the following calendars and webpages:

- City of Austin calendar - www.austintexas.gov/fullcalendar
- Austin Transportation Department website - www.austintexas.gov/department/transportation
- 2016 Bond website - www.austintexas.gov/2016bond



Social Media

Social media was used to promote the public engagement process, encourage participation, and to distribute the survey.

NextDoor: Posted Monday, May 11

Twitter: One tweet per day from May 5 through June 18 directing people to the public meetings, survey, or one or the other (4,100 followers)

Facebook: One Facebook post every other day beginning May 5 (820 followers)

Facebook Ads: Facebook ads targeting those that live in the Corridor ran from June 9 – Jun 12 promoting the online survey in Spanish

Ad Results:
16,376 impressions
221 clicks to survey link

Media

Coordination

The Team worked to keep the media updated and engaged in the public engagement program. Media releases introduced the public engagement process and promoted the public meetings and opportunities for input.

In addition to the releases, community postings were made on the following calendars:

- Austin360 (Statesman)
- Austin Chronicle
- KXAN
- Spectrum News

E-mail Campaign

Email updates were periodically sent to stakeholders to share information about the project and opportunities to get involved. Updates were sent to the below lists:

Database	Subscribers	Dates Sent
2016 Bond Newsletter	3,400	May 17, June 9
Austin Mobility Newsletter	4,400	May 1, May 22, June 12
Brodie, Slaughter, William Cannon Stakeholder Database	250	May 15

Local Business Outreach

The project Team made business visits to more than 25 businesses along the Corridors.

Community Outreach

The Team coordinated with business and community groups including:

- SANA, South Austin Neighborhood Alliance
- SAVA, South Austin Business Alliance
- GAVA, Go Austin, Vamos Austin

Coordination with Elected Officials

Council Members:

- Notification of public meetings was sent to Council Members to share through their communications networks
- Distribution of project handouts to Council offices for distribution (District 2, District 5, District 8)
- Attended City Council Town Hall meetings (District 8 and District 2)

County Commissioners:

- Invitations for the public meetings were sent to County Commissioners

Spanish Speaking Community

Efforts were made to engage the Spanish-speaking community by producing postcards, social media posts, and surveys in Spanish, and soliciting survey input at community venues and events including:

- McKinney Falls State Park
- Wash Tub #9
- LavaWash Laundry
- Dove Springs Recreation Center Spanish language movie screening of Aladdin

PARTICIPATION

PUBLIC MEETINGS

Three public meetings were held:

May 18, 2017 4:30-7:30 PM	May 22, 2017 4:30-7:30 PM	May 23, 2017 4:30-7:30 PM
Langford Elementary School 2206 Blue Meadow Drive	Covington Middle School 3700 Convict Hill Road	Bethany Lutheran Church 3701 West Slaughter Lane
Attendees: 9	Attendees: 41	Attendees: 25











POP-UP MEETING

A "pop-up" meeting was held to provide an additional opportunity for the public to meet with team members and provide their input.

June 15, 2017
3:00-7:00 PM
Pleasant Hill Library
211 E William Cannon Drive
Attendees: 11

CHAPTER 5 –RECOMMENDATIONS

OVERALL ASSESSMENT

The Corridor team has worked to develop recommendations to enhance safety, access, and mobility, in order to design a roadway that benefits the overall health of the community utilizing the corridor. These recommendations will drastically improve the overall opportunities for the community to enjoy a healthier and much safer transit, while at the same time decrease vehicle congestion. Short term improvement recommendations will connect the entire Corridor via bicycle and mixed-use paths, whereas the existing Corridor conditions are not connected in several locations.

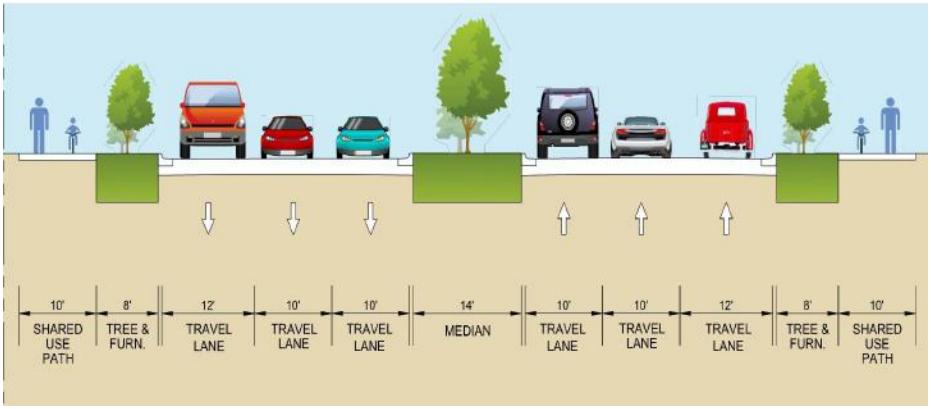


Easton Park Bicycle Lane

This study provided recommendations based on two different scenarios: short term and long term outlooks. Key components of the study include fully connecting bicycle and sidewalk facilities, adding shared-use paths, adding green landscaping for the entire length of the Corridor, and safer intersection crossings for bicycles and pedestrians.

IMPROVEMENTS TO BICYCLE FACILITIES

One of the main goals and recommendations of the study included having a fully connected, and buffered bicycle facility throughout the Corridor. It was preferred to have these facilities on both sides of the roadway, but because the William Cannon Drive Corridor has been in place for many years and is almost fully developed on both sides of the roadway, right-of-way was limited in several areas. Due to



Proposed Long-Term William Cannon Drive Cross Section

the limited right-of-way, shared-use paths on one side of the corridor were included in several sections of the project area. Over five-miles of shared-use paths are recommended in the short-term. Using recommendations provided by the Austin Street Design Guide for limited right-of-way scenarios, most of the Corridor will utilize 8- or 9-feet wide shared-use paths.

Current conditions for bicycle lanes are very limited and poorly marked in most areas of the corridor. The bicycle lanes that do exist are unprotected, and in some areas paint has been worn away completely. During the development of the Final Transportation Plan associated with these recommendations, and in meetings with the City of Austin and the Corridor Program Office, non-buffered on-street bicycle lanes on pavement were recommended for a 2.15 mile stretch between MoPac and US 290. Non-buffered on-street bicycle lanes exist between Salt Springs Drive and Bluff Springs Drive. It is recommended that the City of Austin include protected bicycle facilities in the area between MoPac and US 290, during final design of any future development in this area.

The CAMPO plan includes the TxDOT improvements that are currently being constructed, including a replacement of the frontage road bridges to accommodate bicycle and pedestrians. The William Cannon Drive Bridge over I-35 will be replaced and turn-around lanes will be added to the northbound and southbound frontage roads.

IMPROVEMENTS TO SIDEWALKS

The majority of the William Cannon Drive Corridor has sidewalks on at least one side of the roadway, though most are in need of maintenance. Mixed-use paths were recommended along most of the Corridor to provide the safest sidewalk network system possible within the limited right-of-way. The proposed mixed-use paths are recommended to be protected from traffic throughout with a landscaping barrier. The green landscaping will also provide the health benefits of the natural environment. The new pedestrian infrastructure should provide additional sidewalks along cross-streets, to provide better connectivity to the neighboring communities and destinations.



William Cannon and Rockridge – Sidewalk in need of repair

IMPROVEMENTS TO GREENSPACE AND STREETSCAPES

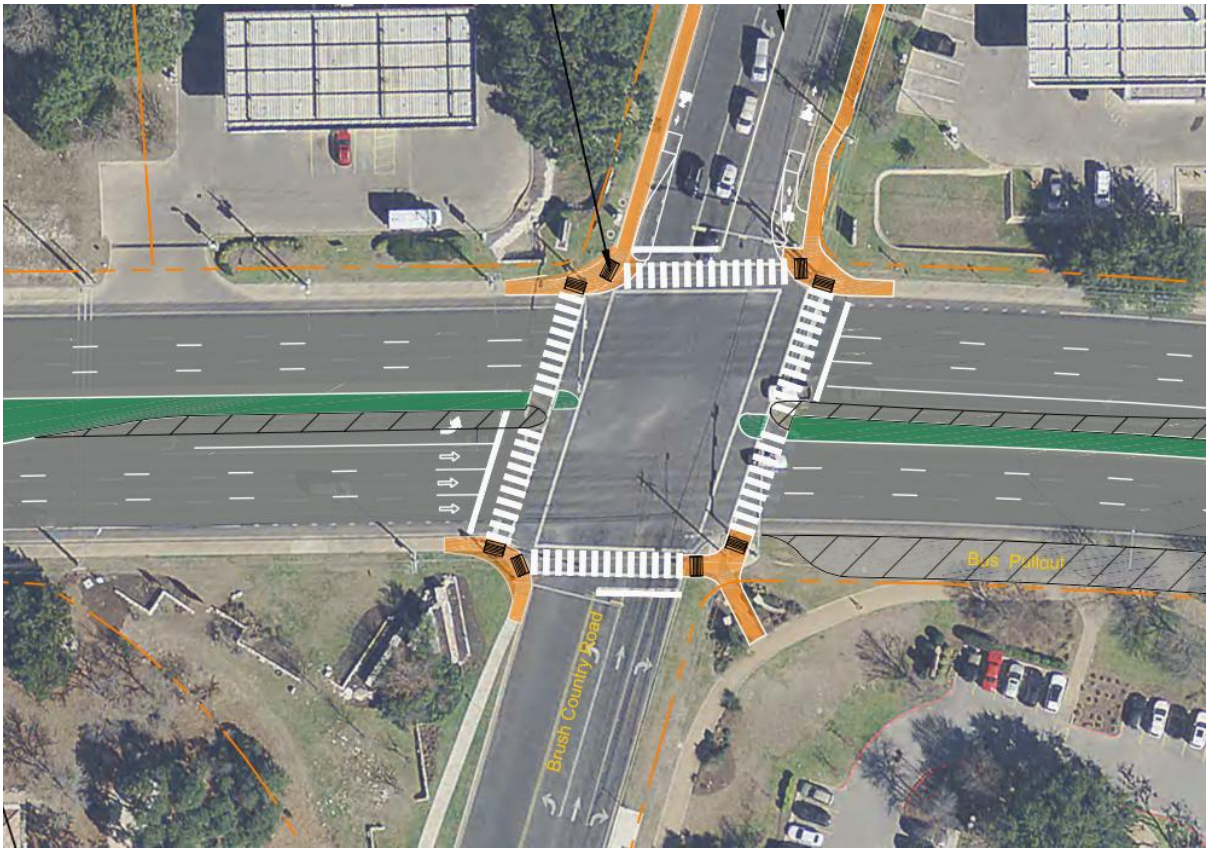
The designs proposed utilized the recommendations provided by the Austin Street Design Guide, to the extent possible. Medians should include greenspace with trees and grass all along the Corridor, except where drainage infrastructure currently exists within the median. All bicycle lane buffer zones should include

greenspace, not only for added protection and safety, but also to provide such benefits as increased oxygen and to decrease some of the potentially harmful gasses being released by the motor vehicle traffic. The recommendation of adding trees and greenspace to the corridor will also reduce the chance of heat-related illness for those utilizing the Corridor.

IMPROVEMENTS TO ROADWAY CROSSINGS

This HIA recommends several upgrades to roadway crossings, especially those where social destinations are abundant, near major intersections, and where bicyclist need access to existing and future major bicycle pathways. All signaled crossings should be upgraded with cross-walk zebra striping (Continental style crosswalks striping). New Americans with Disabilities Act (ADA) compliant ramps are recommended to replace some of the existing ramps not in compliance with ADA standards.

Brush Country Road and William Cannon Drive Intersection



WILLIAM CANNON DRIVE CORRIDOR APPENDIX E-BASIS OF ESTIMATE AND COST ESTIMATES

July 2018

FINAL

TABLE OF CONTENTS

GENERAL PROJECT DATA

Project Limits	2
Cost Estimates Base Year and Price Escalation	2
Collected Date for Unit Cost	3

CONSTRUCTION

Preparing ROW	4
Pavement Removal	4
Mill and Overlay	4
Asphalt Pavement	5
Concrete Pavement	6
Concrete Curb and Gutter	7
Concrete Sidewalk / Shared Use Path	7
Concrete Driveways	8
Landscaping	8
Trees	9
Excavation	9
Embankment	9
Bridge Structures	10
Illumination	10
Bus Stops	11
Signalization	11
Pedestrian Hybrid Beacons	11
Drainage System	12

APPENDIX 1A CONSTRUCTION COST ESTIMATES

Short-Term Projects

Long-Term Projects

BASIS OF ESTIMATE AND COST ESTIMATES

GENERAL PROJECT DATA

PROJECT LIMITS

The William Cannon Drive Corridor begins at McKinney Falls Parkway on the east side and goes roughly northwest for 11.75 miles to Southwest Parkway. For this study the entire corridor will be considered to be east to west. North will be leading toward the center of town and South will be leading towards San Antonio for directional clarity. The corridor has 63 intersections with 26 intersections being signalized. The major north-south roadways William Cannon Drive intersects with are IH-35, Mopac (Loop1), US290 and Southwest Parkway. Some of the more notable minor north-south roadways are McKinney Falls Parkway, South Pleasant Valley Road, Congress Avenue, South 1st Street, Westgate Blvd., Manchaca Road, Brodie Lane and Escarpment Blvd.

COST ESTIMATES BASE YEAR AND PRICE ESCALATION

The probably cost of construction estimates are based on 2017. The estimates assume the mid-term of the mobility program to be the year 2021 and the long term to be 2025. It was assumed with 8 other corridor packages under consideration for funding with the majority of the funding being drawn from the 2016 Mobility bonds that there was going to be insufficient funding for all project recommended. It was also assumed that the majority of the projects to be completed were going to emerge from the short term project listing. Once the long term projects were going to be ready for construction it would be beyond the eight year lifecycle of the 2016 mobility bonds. With that assumption the long term projects were priced with cost escalation to 2025.

For short term cost estimates the project base costs were developed using 2017 pricing with escalation going for four year to 2021. Unit cost escalation was increase by 4% per year with no compounding included (i.e. for 2017 to 2021 there are 4 years times the 4% would yield a 16% cost escalation to 2021). The cost estimates show both 2017 and 2021 pricing for the short term projects.

For Long term cost estimates the base year again is 2017 with the long term being 2025. Using the same logic as above the unit cost escalation was increase by 4% per year with no compounding included (i.e. for 2017 to 2025 there are 8 years times the 4% would yield a 32% cost escalation to 2025). The cost estimates show both 2017 and 2025 pricing for the long term projects.

COLLECTED DATA FOR UNIT COST

The data for the unit cost was obtained from various sources and averaged, compared, and applied engineering judgment to determine a unit cost for a given item. The data used was compared with similar data from the bid tabs. The sources were as follows:

- City of Austin bid tabs obtained from the city website at;
    - Https://www.austintexas.gov/financeonline/vendorconnection/solicitation/search.cfm?grp=cmd
- TxDOT website for the Austin District pricing at the following website;
    - http://www/dot.state.tx.us/business/avgd.htm then the Austin District pricing for 2017 was downloaded and used.
- TxDOT Bridge Unit Cost pricing was obtained at:
    - http://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/bridges.html#unit then the Austin District pricing for 2017 was downloaded and used.
- R.S. Means Heavy Construction Cost Data for 2017 was utilized for items that could not be found in the City of Austin or TxDOT bid tabs.

CONSTRUCTION

PREPARING ROW

The estimated unit basis for preparing row is $/Mile for the corridor.

The unit price per station of preparing the row has been applied to the length of each project and the length is converted from stations to miles.

The final unit price for preparing row is converted to a unit of $/mile. The segment lengths are multiplied by the final unit cost for preparing row for the given segment.

Cost Calculation:

Preparing ROW Cost per Mile=

Unit price of Preparing ROW/STA x 1STA/100FT x 5280FT/1MI = $/Mile

PAVEMENT REMOVAL

The measure of unit for asphalt pavement removal is $/Mile/FT of pavement removal.

The unit price per square yard for removal of asphalt pavement has been applied over 5,280 feet for each foot in roadway width and square yards was converted to square feet.

The final unit price used for asphalt pavement removal is $/Mile/FT. The width of pavement removal and segment length are multiplied by final unit price to gather the unit cost of the asphalt pavement removal for each section of projects.

Cost Calculation:

Pavement Removal Cost per Mile per Foot =

Unit price of Pavement Removal/SY x 1SY/9SF x 5280FT/MI = $/Mile/FT (width)

MILL AND OVERLAY

Mill and overlay pavement has been estimated to be unit of $/Mile/FT of mill and overlay pavement.

The unit price consisted of the following items: asphalt surface course per ton, prime coat per gallon, and planing of asphalt pavement per inch.

The assumption was made to use 2 inches for the thickness in planing of asphalt pavement. As per TxDOT's specifications on planing and texturing pavement, when using planing machine the minimum cut is 2 inches for asphalt concrete pavement.

The following rates have been applied:

HMAC – 110 LBS/SY/IN

Prime Coat – 0.2 GAL/SY

Plane Asphalt Conc – 2 IN

Cost Calculation:

A. HMAC:

TON/SY = (2IN x 110LBS/SY/IN)/2000LBS = 0.110 TON/SY

Cost per SY = Unit Price/TON x 0.110 TON/SY = $/SY

B. Prime Coat:

Cost per SY = Unit Price/GAL x 0.20 GAL/SY = $/SY

C. Plane Asphalt Concrete (2 IN):

Unit Price per SY = $/SY

Mill and Overlay Cost per SY = A + B + C = $/SY

The unit price per square yard for mill and overlay has been applied over 5,280 feet for each foot in roadway width and square yards was converted to square feet.

The final unit price used for mill and overlay is $/Mile/FT. The width of mill and overlay and segment length are multiplied by final unit price to gather the unit cost of the mill and overlay for each section of projects..

ASPHALT PAVEMENT

The measure of unit for full depth asphalt pavement is $/Mile/FT in areas of new asphalt pavement.

The unit price of asphalt pavement consisted of the following items: Asphalt Surface Course (TON), Asphalt Base Course (TON), Prime Coat (GAL), Flexible Base (CY), Lime (TON), and Lime Treatment (SY).

The following are the assumptions that were made for the pavement section:

- 2 IN HMAC Surface Course
- 8 IN HMAC Base Course
- Prime Coat
- 12 IN Flexible Base
- 8 IN Lime Treated Subgrade

The following rates were applied to estimated unit cost for asphalt pavement:

HMAC (Surface and Base Courses) = 110 LBS/SY/IN

Prime Coat = 0.2 GAL/SY

Lime Treated Subgrade 6% = 5 LBS/SY/IN

Cost Calculation:

A. 2 IN HMAC – Surface Course:

   TONS/SY = (2 IN x 110 LBS/SY/IN)/2000 LBS = 0.110 TON/SY

   Cost per SY = Unit Price/TON x 0.110TON/SY = $/SY

B. 8 IN HMAC – Base Course (s):

   TON/SY = (8 IN x 110 LBS/SY/IN)/2000 LBS = 0.440 TON/SY

   Cost per SY – Unit Price/TON x 0.440 TON/SY = $/SY

C. Prime Coat:

   Cost per SY = Unit Price/GAL x 0.20 GAL/SY = $/SY

D. 12 IN Flexible Base:

   CY/SY = (12IN x 1FT/12IN x 9SF)/27CF/CY = 0.333 CY/SY

   Cost per SY = Unit Price/CY x 0.333 CY/SY = $/SY

E. 8 IN Lime Treated Subgrade:

   TON/SY = (8IN x 5LBS/SY/IN)/2000 LBS = 0.020 TON/SY

   Cost per SY = Unit Price/TON x 0.020 TON/SY = $/SY

F. Lime Treatment of Existing Material

   Cost per SY = Unit Price/SY = $/SY

The final unit cost for asphalt pavement per SY = A + B + C + D + E + F = $/SY

The unit price per square yard for asphalt pavement has been applied over 5,280 feet for each foot in roadway width and square yards was converted to square feet.

The final unit price used for asphalt pavement is $/Mile/FT. The width of asphalt pavement and segment length are multiplied by final unit price to gather the unit cost of the asphalt pavement for each section of projects.

CONCRETE PAVEMENT

The measure of unit for concrete pavement is $/Mile/FT in areas of new concrete pavement.

The unit price of concrete pavement consisted of the following items: Concrete Pavement (SY), Lime (TON), and Lime Treatment (SY).

The following are the assumptions that were made for the pavement section:

- 10 IN Concrete Pavement
- 6 IN Lime Treated Flexible Base
- 6 IN Lime Treated Subgrade

The following rates were applied to estimated unit cost for concrete pavement:

Lime Treated Subgrade 6% = 5 LBS/SY/IN

Flexible Base Course = 110 LBS/SY/IN

Cost Calculation:

A. 10 IN Concrete Pavement:

   Cost per SY = Unit Price/SY = $/SY

B. 6 IN Flexible Base:

   CY/SY = (6IN x 1FT/12IN x 9SF)/27CF/CY = 0.333 CY/SY

   Cost per SY = Unit Price/CY x 0.333 CY/SY = $/SY

C. 6 IN Lime Treated Subgrade:

   TON/SY = (6IN x 5LBS/SY/IN)/2000 LBS = 0.020 TON/SY

   Cost per SY = Unit Price/TON x 0.020 TON/SY = $/SY

D. Lime Treatment of Existing Material

   Cost per SY = Unit Price/SY = $/SY

The final unit cost for asphalt pavement per SY = A + B + C + D = $/SY

The unit price per square yard for concrete pavement has been applied over 5,280 feet for each foot in roadway width and square yards was converted to square feet.

The final unit price used for concrete pavement is $/Mile/FT. The width of concrete pavement and segment length are multiplied by final unit price to gather the unit cost of the concrete pavement for each section of projects.

CONCRETE CURB AND GUTTER

The estimated unit basis for curb and gutter is $/Mile/Line of Curb.

The unit price of concrete curb and gutter per foot was multiplied by the number concrete curb lines per typical section within a given segment.

The unit price was then converted to the final unit cost of $/Mile/Line of Curb.

Cost Calculation:

Cost per Mile per Line of Curb =Unit price of Concrete Curb/FT x 5280FT/1MI = $/Mile/Line of Curb

CONCRETE SIDEWALK / SHARED USE PATH (SUP)

The measure of unit for concrete sidewalk and shared use path is $/Mile/FT (width).

The unit price per square yard for concrete sidewalk and shared use path has been applied over 5,280 feet for each foot in roadway width and square yards was converted to square feet.

The final unit price used for concrete sidewalk and shared use path is $/Mile/FT. The width of new concrete and segment length are multiplied by final unit price to gather the unit cost of the concrete sidewalk and shared use path for each section of projects.

Cost Calculation:

Concrete Sidewalk and Shared Use Path Cost per Mile per Foot =

Unit price of Concrete Sidewalk and Shared Use Path/SY x 1SY/9SF x 5280FT/MI = $/Mile/FT (width)

CONCRETE DRIVEWAYS

The measure of unit for concrete driveway is $/EA (EACH).

The common standard industry for cost estimates is to assume that all driveways are to be replaced with concrete. Therefore the basis of estimate for concrete driveway is by square yard of the driveway's surface. A methodology was used to determine the average driveways to be replaced within the corridor and used this average to obtain an average unit cost.

Average Driveway = 100 SY

Cost Calculation:

Concrete Driveway = Unit price of Concrete Driveways/SY x Driveway Area (SY) = $/EA Driveway

LANDSCAPING

The measure of unit for landscaping is $/Mile/FT.

The unit price of landscaping consisted of the following items: Sod, Top Soil, and Irrigation.

The following are rates have been applied:

- Sod per SY
- 4 IN Top Soil per SY
- Irrigation System by SF

Cost Calculation:

A. SOD:

   Cost per SY = Unit Price/SY = $/SY

B. 4 IN Top Soil:

   Cost per SY = Unit Price/SY = $/SY

C. Irrigation System:

   Cost per SY = Unit Price/SF x 9SF/1SY = $/SY

The final unit cost for landscaping SY = A + B + C = $/SY

The unit price per square yard for landscaping has been applied over 5,280 feet for each foot in roadway width and square yards was converted to square feet.

The final unit price used for landscaping is $/Mile/FT. The width of landscaping and segment length are multiplied by final unit price to gather the unit cost of the landscaping for each section of projects.

TREES

The measure of unit for tree is $/Mile/Line of Trees.

Trees have been estimated by the number of tree lines as shown on the final drawings for each project.

The following rate has been applied:

Trees will be spaced at 25 FT

Cost Calculation:

Trees/MI = 5280 FT/MI x 1Tree/25FT = 211 Trees/MI

Cost per Mile per Line of Trees = Unit price of Trees x 211 Trees/MI = $/Mile/Line of Trees

EXCAVATION

The measure of unit for excavation is $/Mile/FT (width).

The unit price for excavation is per cubic yard. The depths of excavation for new asphalt pavement and concrete pavement differed from the excavation for concrete sidewalks/SUP and concrete curb and gutter.

The following assumptions were made for excavation:

Depth for New Asphalt Pavement/Concrete Pavement = 2FT

Depth for Concrete Sidewalks/SUP = 1FT

Cost Calculation:

Excavation Cost per Mile per Foot =

Unit price of Excavation/CY x (Assumed Depths) x 1CY/27CF x 5280FT/MI = $/Mile/FT (width)

EMBANKMENT

The measure of unit for embankment is $/Mile/FT (width).

The unit price for embankment is per cubic yard. The depths of embankment for new asphalt pavement and concrete pavement differed from the embankment for concrete sidewalks/SUP and concrete curb and gutter.

The following assumptions were made for embankment:

Depth for New Asphalt Pavement/Concrete Pavement = 2FT

Depth for Concrete Sidewalks/SUP = 1FT

Cost Calculation:

Embankment Cost per Mile per Foot =

Unit price of Embankment/CY x (Assumed Depths) x 1CY/27CF x 5280FT/MI = $/Mile/FT (width)

BRIDGE STRUCTURES

The measure of unit for bridge structures $/SF.

New bridge construction was measured by width of new bridge to accommodate the proposed typical section for a given segment.

The bridge areas are estimated by square foot of bridge. A given width is then projected for the length of the segment to obtain an area in square feet.

Cost Calculation:

Cost per Square Foot of Bridge = Unit price of Bridge/SF = $/SF

ILLUMINATION

Illumination has been estimated by the line of illumination poles per a given project.

Typical continuous cobra heads illumination at 200ft spacing was assumed with the following rates per 2000LF to obtain a cost per mile per line of illumination.

The following are rates have been applied per 2000FT:

- Illumination Poles = 10
- 30 IN Drill Shaft 15LF EACH = 300FT
- 2 IN PVC = 2000FT
- 4 IN PVC to Power = 200FT
- No. 8 Conductor Insulated = 4400FT
- No.8 Bare = 2200FT
- Power Source = 1
- Ground Boxes with Apron = 10

Individual component costs are individually multiplied by the estimated unit price for each. The summation is then applied over one mile.

Cost Calculation:

Cost per Mile per Line of Illumination = (Sum of Individual component costs (per 2000FT) x 5280FT/MI)/2000FT (Assumed Segment Length) = $/MI/Line of Illumination

BUS STOPS

Bus Stops have been estimated on a per bus stop basis, either replacing or improving existing locations and adding new bus stops as shown on final drawings.

Cost per bus stop consisted of the following:

- Structure/Canopy = 1
- Bench = 1
- Trash Receptacle = 1
- Concrete Pad = 35SY
- Concrete Pavement = 160SY
- Digital Sign = 1

Individual component costs are individually multiplied by the estimated unit price for each. The summation is then applied as one unit cost per bus stop.

SIGNALIZATION

Signalized Intersections:

Traffic Signals have been estimated on a per intersection basis. The intersection work includes signal equipment for all approaches, including pedestrian sidewalk ramps.

Cost for each intersection is based on historical data for traffic signal installations.

PEDESTRIAN HYBRID BEACONS

Pedestrian Hybrid Beacons:

Pedestrian Hybrid Beacons have been estimated on a per crossing basis. The signalization work includes signal hardware for both sides of the facility, signal equipment, overhead truss and lights, including pedestrian sidewalk ramps.

Cost for each intersection is based on historical data for signalized pedestrian crossings.

DRAINAGE SYSTEM

The proposed improvements will increase the impervious cover throughout the corridor. The following are the assumptions made to install a drainage system to capture excess stormwater during 25yr rainfall event:

- One main trunk line for the entire project – 60% of 36IN RCP, 25% of 24IN RCP, and 15% of 18IN RCP
- Inlets on both side of road at every 200LF
- 18IN RCP connections from inlets to main line
- Manholes at 50% of the connections
- Junction boxes at 50% of the
- Outlet structures with aprons
- Land needed for detention pond and swales

All of the components for the drainage system were totaled per each unit cost to determine the lump sum.

WILLIAM CANNON DRIVE CORRIDOR APPENDIX E1 CONSTRUCTION COST ESTIMATES

July 2018

FINAL

William Cannon Corridor List of Cost Estimates

Short Team Projects

	Description From	To	Miles	Total 2017	Total 2021
Zone 1:					
Project 1-McKinney Falls Pkwy to Salt Springs.					
A	MCKINNEY FALLS PARKWAY	SPRINGFIELD DRIVE	0.17	3,368,829	3,907,841
B	SPRINGFIELD DRIVE	JANES RANCH ROAD	0.16	2,676,728	3,105,005
C	JANES RANCH ROAD	RUNNING WATER DRIVE	0.38	6,540,265	7,586,707
D	MARBLE CREEK BRIDGE		0.05	2,442,453	2,833,246
E	RUNNING WATER DRIVE	SALT SPRINGS DRIVE	0.19	1,058,875	1,228,295
	SUB-TOTAL		0.94	16,087,150	18,661,094
Project 2-Salt Springs Drive to South Pleasant Valley Road.					
F	SALT SPRINGS DRIVE	SOUTH PLEASANT VALLEY RD.	0.90	2,180,444	2,529,315
Zone 2:					
Project 3-S. Pleasant Valley Rd. to Circle S Rd.					
G	SOUTH PLEASANT VALLEY ROAD	BLUFF SPRINGS ROAD	1.43	16,265,043	18,867,450
H	BLUFF SPRINGS ROAD	IH35	0.18	1,087,505	1,261,505
	SUB-TOTAL		1.61	17,352,548	20,128,955
Zone 3:					
Project 4-Circle S Rd. to Manchaca Rd.					
I	IH35	CIRCLE S ROAD	0.45	1,192,025	1,382,748
J	CIRCLE S ROAD	SUNSTRIP/LUNAR DRIVE	0.36	1,058,882	1,228,304
L	SUNSTRIP/LUNAR DRIVE	SOUTH 1ST STREET	0.33	2,213,639	2,567,821
M	SOUTH 1ST STREET	MANCHACA ROAD	1.21	4,463,142	5,177,245
	SUB-TOTAL		2.35	8,927,688	10,356,118
Project 5-Manchaca Rd. to MoPac (Loop1)					
N	MANCHACA ROAD	LOST VALLEY	1.41	4,598,352	5,334,089
O	LOST VALLEY	BRODIE LANE	0.17	2,041,972	2,368,687
P	BRODIE LANE	S. MOPAC EXPRESSWAY	0.54	5,367,984	6,226,861
	SUB-TOTAL		2.12	12,008,308	13,929,638
Zone 4:					
Project 6-Mopac to US 290					
Q	S. MOPAC EXPRESSWAY	MCCARTY LANE	0.91	8,717,506	10,112,307
R	MCCARTY LANE	US 290	1.21	11,789,765	13,676,127
	SUB-TOTAL		2.12	20,507,271	23,788,435
Zone 5:					
Project 7-US 290 to Southwest Pkwy.					
S	US 290	SOUTHWEST PARKWAY	1.59	3,352,048	3,888,376
TOTAL - SHORT TERM				80,415,457	93,281,930

Table 7.2 Long Term Projects Construction Cost Estimates

William Cannon Corridor List of Cost Estimates					
Long Team Projects					
	Description From	To	Miles	Total 2017	Total 2021
Zone 1:					
Project 8-McKinney Falls Parkway to Salt Springs Drive.					
T	McKinney Falls Pkwy.	Salt Springs Dr.	0.94	3,211,159	4,238,730
Project 9-South Pleasant Valley Road Intersection					
U	South Pleasant Valley Road Intersection		1.00	2,010,090	2,653,319
Zone 2:					
Project 10-Bluff Springs Road Intersection					
V	Bluff Springs Road Intersection		1.67	1,008,939	1,331,799
Zone 3:					
Project 11-IH-35 to and several intersections					
W	IH 35 and several intersections		1.00	19,126,979	25,247,612
Zone 4:					
None					
Zone 5:					
Project 12-Brodie Lane intersection to MoPac (Loop1)					
X	Brodie Lane intersections to MoPac (Loop 1)		1.00	657,494	867,892
Project 13-US 290 to Southwest Parkway					
Y	US 290 to Southwest Parkway		1.59	7,831,966	10,338,195
TOTAL -LONG TERM				33,846,628	44,677,549

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM MCKINNEY FALLS PARKWAY TO SPRINGFIELD DRIVE

I. PROJECT DATA

a.	Project Length	0.17	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	27,354
b.	Pavement Removal	33	LF (Width)	4,990 /Mile/FT	27,383
c.	Mill & Overlay	40	LF (Width)	12,200 /Mile/FT	81,148
d.	Asphalt Pavement	39	LF (Width)	54,000 /Mile/FT	350,202
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	4	Line(s)	184,800 /Mile/Line	122,920
g.	Concrete Sidewalk / SUP	20	LF (Width)	34,300 /Mile/FT	114,073
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	4	EA	7,200 /EA	28,800
j.	Landscaping	21	LF (Width)	34,320 /Mile/FT	119,847
k.	Trees	3	Line(s)	147,800 /Mile/Line	73,732
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	51	LF (Width))	18,600 /Mile/FT	157,741
n.	Embankment		LF (width)	6,200 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)	1	Line(s)	384,000 /Mile/Line	63,855
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	1	LS	2,253,900 /Mile	374,796
x.	Signing and Pavement Markings	2%			30,837
y.	Temporary/Permanent Erosion Control	3%			46,256
z.	Barricades, Signs, and Traffic Handling	4	MO	12,000 /MO	48,000
aa.	Water Quality Allowance	20%			74,959
ab.	Safety Allowance	1	LS	80,000 /Mile	13,303
ac.	ADA Ramps	6	UNIT	2800 /UNIT	16,800
ad.	Other Excavation	41	LF (Width)	9,300 /Mile/FT	63,406
ae.	Additional Item 3		UNIT	/UNIT	-
af.	AWU Utility Relocations/Adjustments	1	LS	100,000.00 /UNIT	100,000
ag.	Mobilization	6%			105,312
				Subtotal	**2,040,725**
ah	Construction Contingency	20%			408,144.92
				Subtotal	**2,448,869**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	1	LS	2,000 /LS	2,000
b.	Overhead Electric Relocation	1	LS	10,000 /LS	10,000
				Subtotal	**12,000**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		281,619.99
b.	Construction Engineering & Inspection (CE&I)	10.0%		244,886.95
c.	Material Testing	1.0%		24,488.69
d.	Project Management	9.0%		220,398.25
			Subtotal	**771,394**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		55,099.56
b.	Art in Public Places (AIPP)	2.00%		40,814
c.	Miscellaneous	1.66%		40,651.23
			Subtotal	**136,565**

VIII. TOTAL PROJECT COST (2017)		**3,368,829**
VIII. TOTAL PROJECT COST (2021)	16.0%	**3,907,841**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM SPRINGFIELD DRIVE TO JANES RANCH ROAD

I. PROJECT DATA

a.	Project Length	0.16	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	26,015
b.	Pavement Removal	35	LF (Width)	4,990 /Mile/FT	27,620
c.	Mill & Overlay	48	LF (Width)	12,200 /Mile/FT	92,609
d.	Asphalt Pavement	27	LF (Width)	5,400 /Mile/FT	23,057
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	4	Line(s)	184,800 /Mile/Line	116,900
g.	Concrete Sidewalk / SUP	17	LF (Width)	34,300 /Mile/FT	92,214
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	1	EA	7,200 /EA	7,200
j.	Landscaping	29	LF (Width)	34,320 /Mile/FT	157,398
k.	Trees	3	Line(s)	147,800 /Mile/Line	70,121
l.	Streetscaping	2	Path(s)	87,000 /Mile/Path	27,517
m.	Roadway Excavation	39	LF (Width))	18,600 /Mile/FT	114,718
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)	1	Line(s)	384,000 /Mile/Line	60,727
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	1	LS	2,253,900 /Mile	356,441
x.	Signing and Pavement Markings	2%			23,451
y.	Temporary/Permanent Erosion Control	3%			35,176
z.	Barricades, Signs, and Traffic Handling	3	MO	12,000 /MO	37,955
aa.	Water Quality Allowance	20%			71,288
ab.	Safety Allowance	1	LS	80,000 /Mile	12,652
ac.	ADA Ramps	5	UNIT	2800 /UNIT	14,000
ad.	Pedestrian Refuge	2	UNIT	2,800 /UNIT	5,600
ae.	Other Excavation	46	LF (Width)	9,300 /Mile/FT	67,654
af.	AWU Utility Relocations/Adjustments	1	LS	100,000.00 /UNIT	100,000
ag.	Mobilization	6%			81,183.41
				Subtotal	**1,621,494**
ah.	Construction Contingency	20%			324,298.83
				Subtotal	**1,945,793**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	1	LS	2,000 /LS	2,000
b.	Overhead Electric Relocation	1	LS	7,500 /LS	7,500
				Subtotal	**9,500**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%	223,766.19
b.	Construction Engineering & Inspection (CE&I)	10.0%	194,579.30
c.	Material Testing	1.0%	19,457.93
d.	Project Management	9.0%	175,121.37
		Subtotal	**612,925**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%	43,780.34
b.	Art in Public Places (AIPP)	2.00%	32,430
c.	Miscellaneous	1.66%	32,300.16
		Subtotal	**108,510**

VIII. TOTAL PROJECT COST (2017)		**2,676,728**
VIII. TOTAL PROJECT COST (2021)	16%	**3,105,005**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM JANES RANCH ROAD TO RUNNING WATER DRIVE

I. PROJECT DATA

a.	Project Length	0.38	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**		**Total Cost**
a.	Preparing ROW	1	LS	164,500	/Mile	62,809
b.	Pavement Removal	23	LF (Width)	4,990	/Mile/FT	43,821
c.	Mill & Overlay	28	LF (Width)	12,200	/Mile/FT	130,429
d.	Asphalt Pavement	29	LF (Width)	5,400	/Mile/FT	59,793
e.	Concrete Pavement		LF (Width)	62,200	/Mile/FT	-
f.	Concrete Curb & Gutter	4	Line(s)	184,800	/Mile/Line	282,240
g.	Concrete Sidewalk / SUP	17	LF (Width)	34,300	/Mile/FT	222,638
h.	Landscape Pavers		LF (Width)	33,000	/Mile/FT	-
i.	Driveways	2	EA	7,200	/EA	14,400
j.	Landscaping	28	LF (Width)	34,320	/Mile/FT	366,912
k.	Trees	2	Line(s)	147,800	/Mile/Line	112,865
l.	Streetscaping	1	Path(s)	87,000	/Mile/Path	33,218
m.	Roadway Excavation	41	LF (Width))	18,600	/Mile/FT	291,175
n.	Embankment		LF (Depth)	305,100	/Mile/FT	-
o.	Bridge Construction		LF (Width)	80	/SF	-
p.	Bridge Widening		LF (Width)	90	/SF	-
q.	Illumination (Roadway)	1	Line(s)	384,000	/Mile/Line	146,618
r.	Illumination (Decorative)		Line(s)	219,000	/Mile/Line	-
s.	Bus Stops		EA	33,100	/EA	-
t.	Signalized Intersections	1	EA	300,000	/EA	300,000
u.	Pedestrian Hybrid Beacons		EA	70,000	/EA	-
v.	Pedestrian Railroad Crossing		EA	500,000	/EA	-
w.	Drainage Systems	1	LS	2,253,900	/Mile	860,580
x.	Signing and Pavement Markings	2%				58,550
y.	Temporary/Permanent Erosion Control	3%				87,825
z.	Barricades, Signs, and Traffic Handling	6	MO	12,000	/MO	72,000
aa.	Water Quality Allowance	20%				172,116
ab.	Safety Allowance	1	LS	80,000	/Mile	30,545
ac.	ADA Ramps	6	UNIT	2800	/UNIT	16,800
ad.	Additional Item 2		UNIT		/UNIT	-
ae.	Other Excavation	45	LF (Width)	9,300	/Mile/FT	159,791
af.	AWU Utility Relocations/Adjustments	2.5	LS	100,000.00	/UNIT	250,000
ag.	Mobilization	6%				200,912.11
					Subtotal	**3,976,038**
ah.	Construction Contingency	20%				795,207.63
					Subtotal	**4,771,246**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000	/LS	-
b.	Improvement Cost	LS	107,000	/LS	-
c.	Damages	LS	207,000	/LS	-
d.	Acquisition Cost	LS	307,000	/LS	-
e.	Relocation Cost	LS	407,000	/LS	-
				Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	0	LS	200	/LS	-
b.	Overhead Electric Relocation	0	LS	300	/LS	-
					Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		548,693.26
b.	Construction Engineering & Inspection (CE&I)	10.0%		477,124.58
c.	Material Testing	1.0%		47,712.46
d.	Project Management	9.0%		429,412.12
			Subtotal	**1,502,942**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		107,353.03
b.	Art in Public Places (AIPP)	2.00%		79,521
c.	Miscellaneous	1.66%		79,202.68
			Subtotal	**266,076**

VIII. TOTAL PROJECT COST (2017)		**6,540,265**
VIII. TOTAL PROJECT COST (2021)	16%	**7,586,707**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
MARBLE CREEK BRIDGE

I. PROJECT DATA

a.	Project Length	0.05	MILES
b.	Bridge Length	248	FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	7,727
b.	Pavement Removal		LF (Width)	4,990 /Mile/FT	-
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement		LF (Width)	5,400 /Mile/FT	-
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	2	Line(s)	184,800 /Mile/Line	17,360
g.	Concrete Sidewalk / SUP	9	LF (Width)	34,300 /Mile/FT	14,500
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways		EA	7,200 /EA	-
j.	Landscaping		LF (Width)	34,320 /Mile/FT	-
k.	Trees		Line(s)	147,800 /Mile/Line	-
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	6	LF (Width))	18,600 /Mile/FT	5,242
n.	Embankment	2	LF (Depth)	305,100 /Mile/FT	28,661
o.	Bridge Construction	51	LF (Width)	80 /SF	1,011,840
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)	1	Line(s)	384,000 /Mile/Line	18,036
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	1	LS	2,253,900 /Mile	105,865
x.	Signing and Pavement Markings	2%			24,185
y.	Temporary/Permanent Erosion Control	3%			36,277
z.	Barricades, Signs, and Traffic Handling	6	MO	12,000 /MO	72,000
aa.	Water Quality Allowance	20%			21,173
ab.	Safety Allowance	1	LS	80,000 /Mile	3,758
ac.	Additional Item 1		UNIT	/UNIT	-
ad.	Additional Item 2		UNIT	/UNIT	-
ae.	Other Excavation	9	LF (Width)	9,300 /Mile/FT	3,931
af.	AWU Utility Relocations/Adjustments	0.25	LS	100,000.00 /UNIT	25,000
ag.	Mobilization	6%			81,997
				Subtotal	**1,477,551**
ah.	Construction Contingency	20%			295,510.19
				Subtotal	**1,773,061**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	1	LS	12,000 /LS	12,000
b.	Overhead Electric Relocation	0	LS	300 /LS	-
				Subtotal	**12,000**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%	203,902.03
b.	Construction Engineering & Inspection (CE&I)	10.0%	177,306.11
c.	Material Testing	1.0%	17,730.61
d.	Project Management	9.0%	159,575.50
		Subtotal	**558,514**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%	39,893.88
b.	Art in Public Places (AIPP)	2.00%	29,551
c.	Miscellaneous	1.66%	29,432.81
		Subtotal	**98,878**

VIII. TOTAL PROJECT COST (2017)		**2,442,453**
VIII. TOTAL PROJECT COST (2021)	16%	**2,833,246**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM RUNNING WATER DRIVE TO SALT SPRINGS DRIVE

I. PROJECT DATA

a.	Project Length	0.19	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	30,875
b.	Pavement Removal		LF (Width)	4,990 /Mile/FT	-
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement		LF (Width)	5,400 /Mile/FT	-
e.	Concrete Pavement	6	LF (Width)	62,200 /Mile/FT	70,046
f.	Concrete Curb & Gutter		Line(s)	184,800 /Mile/Line	-
g.	Concrete Sidewalk / SUP	6	LF (Width)	34,300 /Mile/FT	38,626
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways		EA	7,200 /EA	-
j.	Landscaping	21	LF (Width)	34,320 /Mile/FT	135,272
k.	Trees	2	Line(s)	147,800 /Mile/Line	55,481
l.	Streetscaping	1	Path(s)	87,000 /Mile/Path	16,329
m.	Roadway Excavation	0	LF (Width))	18,600 /Mile/FT	-
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)	1	Line(s)	384,000 /Mile/Line	72,073
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	0.1	LS	2,253,900 /Mile	42,303
x.	Signing and Pavement Markings	4%			18,440
y.	Temporary/Permanent Erosion Control	3%			13,830
z.	Barricades, Signs, and Traffic Handling	2	MO	12,000 /MO	24,000
aa.	Water Quality Allowance	20%			8,461
ab.	Safety Allowance	1	LS	80,000 /Mile	15,015
ac.	ADA Ramps	3	UNIT	2800 /UNIT	8,400
ad.	Utility Adjustments	1	UNIT	15,000 /UNIT	15,000
ae.	Other Excavation	27	LF (Width)	9,300 /Mile/FT	47,129
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			32,445.04
				Subtotal	**643,725**
ah.	Construction Contingency	20%			128,744.91
				Subtotal	**772,469**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		88,833.99
b.	Construction Engineering & Inspection (CE&I)	10.0%		77,246.95
c.	Material Testing	1.0%		7,724.69
d.	Project Management	9.0%		69,522.25
			Subtotal	**243,328**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		17,380.56
b.	Art in Public Places (AIPP)	2.00%		12,874
c.	Miscellaneous	1.66%		12,822.99
			Subtotal	**43,078**

VIII. TOTAL PROJECT COST (2017)		**1,058,875**
VIII. TOTAL PROJECT COST (2021)	16%	**1,228,295**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM SALT SPRINGS DRIVE TO SOUTH PLEASANT VALLEY ROAD

I. PROJECT DATA

a.	Project Length	0.90	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.01	LS	164,500 /Mile	1,485
b.	Pavement Removal		LF (Width)	4,990 /Mile/FT	-
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	0.76	LF (Width)	5,400 /Mile/FT	3,706
e.	Concrete Pavement	6	LF (Width)	62,200 /Mile/FT	337,011
f.	Concrete Curb & Gutter	0.06	Line(s)	184,800 /Mile/Line	10,013
g.	Concrete Sidewalk / SUP	0.64	LF (Width)	34,300 /Mile/FT	19,823
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways		EA	7,200 /EA	-
j.	Landscaping	1.2	LF (Width)	34,320 /Mile/FT	37,190
k.	Trees	0.11	Line(s)	147,800 /Mile/Line	14,681
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	0.94	LF (Width))	18,600 /Mile/FT	15,789
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)	1	Line(s)	384,000 /Mile/Line	346,764
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections	0.1	EA	300,000 /EA	30,000
u.	Pedestrian Hybrid Beacons	1	EA	70,000 /EA	70,000
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	0.1	LS	2,253,900 /Mile	203,534
x.	Signing and Pavement Markings	3%			32,700
y.	Temporary/Permanent Erosion Control	3%			32,700
z.	Barricades, Signs, and Traffic Handling	2	MO	12,000 /MO	24,000
aa.	Water Quality Allowance	20%			40,707
ab.	Safety Allowance		LS	80,000 /Mile	-
ac.	ADA Ramps	4	UNIT	2800 /UNIT	11,200
ad.	Pedestrian Refuge	2	UNIT	2800 /UNIT	5,600
ae.	Other Excavation	1.84	LF (Width)	9,300 /Mile/FT	15,453
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			73,206
				Subtotal	**1,325,562**
ah.	Construction Contingency	20%			265,112.42
				Subtotal	**1,590,674**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		182,927.57
b.	Construction Engineering & Inspection (CE&I)	10.0%		159,067.45
c.	Material Testing	1.0%		15,906.74
d.	Project Management	9.0%		143,160.70
			Subtotal	**501,062**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		35,790.18
b.	Art in Public Places (AIPP)	2.00%		26,511
c.	Miscellaneous	1.66%		26,405.20
			Subtotal	**88,707**

VIII. TOTAL PROJECT COST (2017)		**2,180,444**
VIII. TOTAL PROJECT COST (2021)	16%	**2,529,315**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM SOUTH PLEASANT VALLEY ROAD TO BLUFF SPRINGS ROAD

I. PROJECT DATA

a.	Project Length	1.43	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	235,235
b.	Pavement Removal	18	LF (Width)	4,990 /Mile/FT	128,443
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement		LF (Width)	5,400 /Mile/FT	-
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	2	Line(s)	184,800 /Mile/Line	528,528
g.	Concrete Sidewalk / SUP	20.3	LF (Width)	34,300 /Mile/FT	993,242
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	21	EA	7,200 /EA	151,200
j.	Landscaping	21	LF (Width)	34,320 /Mile/FT	1,030,630
k.	Trees	14	Line(s)	147,800 /Mile/Line	2,958,956
l.	Streetscaping	3	Path(s)	87,000 /Mile/Path	373,230
m.	Roadway Excavation	6	LF (Width))	18,600 /Mile/FT	159,588
n.	Embankment	0.5	LF (Depth)	305,100 /Mile/FT	218,147
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops	12	EA	33,100 /EA	397,200
t.	Signalized Intersections	0.1	EA	300,000 /EA	30,000
u.	Pedestrian Hybrid Beacons	2	EA	70,000 /EA	140,000
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	0.2	LS	2,253,900 /Mile	644,615
x.	Signing and Pavement Markings	2%			159,780
y.	Temporary/Permanent Erosion Control	3%			239,670
z.	Barricades, Signs, and Traffic Handling	6	MO	12,000 /MO	72,000
aa.	Water Quality Allowance	20%			128,923
ab.	Safety Allowance	1	LS	20,000 /Mile	28,600
ac.	Shift Capital Metro Bus Transfer	1	UNIT	75000 /UNIT	75,000
ad.	Upgrade ADA ramps/Ped Refuge	21	UNIT	2,800 /UNIT	58,800
ae.	Other Excavation	41.3	LF (Width)	9,300 /Mile/FT	548,584
af.	AWU Utility Relocations/Adjustments	0.25	LS	100,000.00 /UNIT	25,000
ag.	Mobilization	6%			517,079
				Subtotal	**9,842,450**
ah.	Construction Contingency	20%			1,968,490.01
				Subtotal	**11,810,940**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation		LS	200 /LS	-
b.	Overhead Electric Relocation	1	LS	75,000 /LS	75,000
				Subtotal	**75,000**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%	1,358,258.11
b.	Construction Engineering & Inspection (CE&I)	10.0%	1,181,094.01
c.	Material Testing	1.0%	118,109.40
d.	Project Management	9.0%	1,062,984.61
		Subtotal	**3,720,446**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%	265,746.15
b.	Art in Public Places (AIPP)	2.00%	196,849
c.	Miscellaneous	1.66%	196,061.61
		Subtotal	**658,657**

VIII. TOTAL PROJECT COST (2017)		**16,265,043**
VIII. TOTAL PROJECT COST (2021)	16%	**18,867,450**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM BLUFF SPRINGS ROAD TO IH35

I. PROJECT DATA

a.	Project Length	0.18	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.1	LS	164,500 /Mile	2,888
b.	Pavement Removal	10	LF (Width)	4,990 /Mile/FT	8,761
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	3.7	LF (Width)	5,400 /Mile/FT	3,508
e.	Concrete Pavement	9.1	LF (Width)	62,200 /Mile/FT	99,375
f.	Concrete Curb & Gutter	0.31	Line(s)	184,800 /Mile/Line	10,058
g.	Concrete Sidewalk / SUP	19.5	LF (Width)	34,300 /Mile/FT	117,429
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	4	EA	7,200 /EA	28,800
j.	Landscaping		LF (Width)	34,320 /Mile/FT	-
k.	Trees		Line(s)	147,800 /Mile/Line	-
l.	Streetscaping	2	Path(s)	87,000 /Mile/Path	30,549
m.	Roadway Excavation	4.63	LF (Width))	18,600 /Mile/FT	15,120
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops	1	EA	33,100 /EA	33,100
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems		LS	2,253,900 /Mile	-
x.	Signing and Pavement Markings	2%			6,992
y.	Temporary/Permanent Erosion Control	3%			10,488
z.	Barricades, Signs, and Traffic Handling	2	MO	12,000 /MO	21,068
aa.	Water Quality Allowance	20%			-
ab.	Safety Allowance	1	LS	80,000 /Mile	14,045
ac.	Utility Adjustment	1	UNIT	125000 /UNIT	125,000
ad.	ADA Ramps/Ped. Refuge	12	UNIT	2,800 /UNIT	33,600
ae.	Other Excavation	19.5	LF (Width)	9,300 /Mile/FT	31,839
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			24,131
				Subtotal	**616,750**
ah.	Construction Contingency	20%			123,350.03
				Subtotal	**740,100**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	1	LS	25,000 /LS	25,000
b.	Overhead Electric Relocation	1	LS	48,000 /LS	48,000
				Subtotal	**73,000**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%	85,111.52
b.	Construction Engineering & Inspection (CE&I)	10.0%	74,010.02
c.	Material Testing	1.0%	7,401.00
d.	Project Management	9.0%	66,609.02
		Subtotal	**233,132**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%	16,652.25
b.	Art in Public Places (AIPP)	2.00%	12,335
c.	Miscellaneous	1.66%	12,285.66
		Subtotal	**41,273**

VIII. TOTAL PROJECT COST (2017)		**1,087,505**
VIII. TOTAL PROJECT COST (2021)	16%	**1,261,505**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM IH35 TO CIRCLE S ROAD

I. PROJECT DATA

a.	Project Length	0.45	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.1	LS	164,500 /Mile	7,440
b.	Pavement Removal	9	LF (Width)	4,990 /Mile/FT	20,312
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement		LF (Width)	5,400 /Mile/FT	-
e.	Concrete Pavement	3	LF (Width)	62,200 /Mile/FT	84,394
f.	Concrete Curb & Gutter	0.18	Line(s)	184,800 /Mile/Line	15,044
g.	Concrete Sidewalk / SUP	9.9	LF (Width)	34,300 /Mile/FT	153,578
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	8	EA	7,200 /EA	57,600
j.	Landscaping		LF (Width)	34,320 /Mile/FT	-
k.	Trees		Line(s)	147,800 /Mile/Line	-
l.	Streetscaping	1	Path(s)	87,000 /Mile/Path	39,348
m.	Roadway Excavation	0.54	LF (Width))	18,600 /Mile/FT	4,543
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	0.1	LS	2,253,900 /Mile	101,938
x.	Signing and Pavement Markings	2%			9,684
y.	Temporary/Permanent Erosion Control	3%			14,526
z.	Barricades, Signs, and Traffic Handling	1	MO	12,000 /MO	12,000
aa.	Water Quality Allowance	20%			20,388
ab.	Safety Allowance	1	LS	20,000 /Mile	9,045
ac.	Utility Adjustment	1	UNIT	75000 /UNIT	75,000
ad.	ADA Ramps	9	UNIT	2800 /UNIT	25,200
ae.	Other Excavation	9.9	LF (Width)	9,300 /Mile/FT	41,641
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			32,990
				Subtotal	**724,670**
ah.	Construction Contingency	20%			144,934.04
				Subtotal	**869,604**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		100,004.49
b.	Construction Engineering & Inspection (CE&I)	10.0%		86,960.43
c.	Material Testing	1.0%		8,696.04
d.	Project Management	9.0%		78,264.38
			Subtotal	**273,925**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		19,566.10
b.	Art in Public Places (AIPP)	2.00%		14,493
c.	Miscellaneous	1.66%		14,435.43
			Subtotal	**48,495**

VIII. TOTAL PROJECT COST (2017)		**1,192,025**
VIII. TOTAL PROJECT COST (2021)	16%	**1,382,748**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM CIRCLE S ROAD TO SUNSTRIP/LUNAR DRIVE

I. PROJECT DATA

a.	Project Length	0.36	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.15	LS	164,500 /Mile	8,954
b.	Pavement Removal	3.7	LF (Width)	4,990 /Mile/FT	6,700
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	3.7	LF (Width)	5,400 /Mile/FT	7,250
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	0.6	Line(s)	184,800 /Mile/Line	40,236
g.	Concrete Sidewalk / SUP	10	LF (Width)	34,300 /Mile/FT	124,467
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	3	EA	7,200 /EA	21,600
j.	Landscaping	2	LF (Width)	34,320 /Mile/FT	24,908
k.	Trees	1.3	Line(s)	147,800 /Mile/Line	69,724
l.	Streetscaping	1	Path(s)	87,000 /Mile/Path	31,570
m.	Roadway Excavation	5.5	LF (Width))	18,600 /Mile/FT	37,123
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops	1	EA	33,100 /EA	33,100
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons	1	EA	70,000 /EA	70,000
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems		LS	2,253,900 /Mile	-
x.	Signing and Pavement Markings	2%			9,513
y.	Temporary/Permanent Erosion Control	3%			14,269
z.	Barricades, Signs, and Traffic Handling	3	MO	12,000 /MO	36,000
aa.	Water Quality Allowance	20%			-
ab.	Safety Allowance	1	LS	20,000 /Mile	7,258
ac.	ADA Ramps	8	UNIT	2800 /UNIT	22,400
ad.	Pedestrian Refuge	2	UNIT	2,800 /UNIT	5,600
ae.	Other Excavation	12	LF (Width)	9,300 /Mile/FT	40,497
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			32,560
				Subtotal	**643,729**
ah.	Construction Contingency	20%			128,745.76
				Subtotal	**772,475**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		88,834.58
b.	Construction Engineering & Inspection (CE&I)	10.0%		77,247.46
c.	Material Testing	1.0%		7,724.75
d.	Project Management	9.0%		69,522.71
			Subtotal	**243,329**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		17,380.68
b.	Art in Public Places (AIPP)	2.00%		12,875
c.	Miscellaneous	1.66%		12,823.08
			Subtotal	**43,078**

VIII. TOTAL PROJECT COST (2017)		**1,058,882**
VIII. TOTAL PROJECT COST (2021)	16%	**1,228,304**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM SUNSTRIP/LUNAR DRIVE TO SOUTH 1ST STREET

I. PROJECT DATA

a.	Project Length	0.33	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.2	LS	164,500 /Mile	10,755
b.	Pavement Removal	1.5	LF (Width)	4,990 /Mile/FT	2,447
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	2	LF (Width)	5,400 /Mile/FT	3,530
e.	Concrete Pavement	1.5	LF (Width)	62,200 /Mile/FT	30,499
f.	Concrete Curb & Gutter	0.3	Line(s)	184,800 /Mile/Line	18,123
g.	Concrete Sidewalk / SUP	18	LF (Width)	34,300 /Mile/FT	201,824
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	4	EA	7,200 /EA	28,800
j.	Landscaping	7	LF (Width)	34,320 /Mile/FT	78,533
k.	Trees	2	Line(s)	147,800 /Mile/Line	96,630
l.	Streetscaping	1	Path(s)	87,000 /Mile/Path	28,440
m.	Roadway Excavation	2.9	LF (Width))	18,600 /Mile/FT	17,633
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops	2	EA	33,100 /EA	66,200
t.	Signalized Intersections	1.2	EA	300,000 /EA	360,000
u.	Pedestrian Hybrid Beacons	1	EA	70,000 /EA	70,000
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems		LS	2,253,900 /Mile	-
x.	Signing and Pavement Markings	2%			20,268
y.	Temporary/Permanent Erosion Control	3%			30,402
z.	Barricades, Signs, and Traffic Handling	4	MO	12,000 /MO	48,000
aa.	Water Quality Allowance	20%			-
ab.	Safety Allowance	1	LS	20,000 /Mile	6,538
ac.	ADA ramps/Ped. Refuge	20	UNIT	2800 /UNIT	56,000
ad.	Pedestrian signal upgrades	1	LS	28000 /UNIT	28,000
ae.	Other Excavation	25	LF (Width)	9,300 /Mile/FT	76,003
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			67,117
				Subtotal	**1,345,743**
ah.	Construction Contingency	20%			269,148.53
				Subtotal	**1,614,891**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		185,712.48
b.	Construction Engineering & Inspection (CE&I)	10.0%		161,489.12
c.	Material Testing	1.0%		16,148.91
d.	Project Management	9.0%		145,340.20
			Subtotal	**508,691**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		36,335.05
b.	Art in Public Places (AIPP)	2.00%		26,915
c.	Miscellaneous	1.66%		26,807.19
			Subtotal	**90,057**

VIII. TOTAL PROJECT COST (2017)		**2,213,639**
VIII. TOTAL PROJECT COST (2021)	16%	**2,567,821**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM SOUTH 1ST STREET TO MANCHACA ROAD

I. PROJECT DATA

a.	Project Length	1.21	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.1	LS	164,500 /Mile	19,905
b.	Pavement Removal	0.79	LF (Width)	4,990 /Mile/FT	4,770
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	1.1	LF (Width)	5,400 /Mile/FT	7,188
e.	Concrete Pavement	0.76	LF (Width)	62,200 /Mile/FT	57,201
f.	Concrete Curb & Gutter	0.25	Line(s)	184,800 /Mile/Line	55,904
g.	Concrete Sidewalk / SUP	10	LF (Width)	34,300 /Mile/FT	415,043
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	12	EA	7,200 /EA	86,400
j.	Landscaping	7	LF (Width)	34,320 /Mile/FT	290,700
k.	Trees	2	Line(s)	147,800 /Mile/Line	357,687
l.	Streetscaping	1	Path(s)	87,000 /Mile/Path	105,273
m.	Roadway Excavation	1.85	LF (Width))	18,600 /Mile/FT	41,637
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops	5	EA	33,100 /EA	165,500
t.	Signalized Intersections	0.2	EA	300,000 /EA	60,000
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	0.1	LS	2,253,900 /Mile	272,730
x.	Signing and Pavement Markings	2%			38,799
y.	Temporary/Permanent Erosion Control	3%			58,198
z.	Barricades, Signs, and Traffic Handling	5	MO	12,000 /MO	60,000
aa.	Water Quality Allowance	20%			54,546
ab.	Safety Allowance	1	LS	80,000 /Mile	96,803
ac.	ADA Ramps	46	UNIT	2800 /UNIT	128,800
ad.	Additional Item 2		UNIT	/UNIT	-
ae.	Other Excavation	17	LF (Width)	9,300 /Mile/FT	191,307
af.	AWU Utility Relocations/Adjustments	0.1	LS	100,000.00 /UNIT	10,000
ag.	Mobilization	6%			134,897
				Subtotal	**2,713,288**
ah.	Construction Contingency	20%			542,657.68
				Subtotal	**3,255,946**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		374,433.80
b.	Construction Engineering & Inspection (CE&I)	10.0%		325,594.61
c.	Material Testing	1.0%		32,559.46
d.	Project Management	9.0%		293,035.15
			Subtotal	**1,025,623**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		73,258.79
b.	Art in Public Places (AIPP)	2.00%		54,266
c.	Miscellaneous	1.66%		54,048.71
			Subtotal	**181,573**

VIII. TOTAL PROJECT COST (2017)		**4,463,142**
VIII. TOTAL PROJECT COST (2021)	16%	**5,177,245**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM MANCHACA ROAD TO LOST VALLEY

I. PROJECT DATA

a.	Project Length	1.41	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.25	LS	164,500 /Mile	57,988
b.	Pavement Removal	4	LF (Width)	4,990 /Mile/FT	28,144
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	4	LF (Width)	5,400 /Mile/FT	30,457
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	0.4	Line(s)	184,800 /Mile/Line	104,230
g.	Concrete Sidewalk / SUP	8.5	LF (Width)	34,300 /Mile/FT	411,097
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	2	EA	7,200 /EA	14,400
j.	Landscaping		LF (Width)	34,320 /Mile/FT	-
k.	Trees		Line(s)	147,800 /Mile/Line	-
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	4	LF (Width))	18,600 /Mile/FT	104,907
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops	4	EA	33,100 /EA	132,400
t.	Signalized Intersections	0.2	EA	300,000 /EA	60,000
u.	Pedestrian Hybrid Beacons	2	EA	70,000 /EA	140,000
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	0.3	LS	2,253,900 /Mile	953,425
x.	Signing and Pavement Markings	2%			40,741
y.	Temporary/Permanent Erosion Control	3%			61,111
z.	Barricades, Signs, and Traffic Handling	8	MO	12,000 /MO	96,000
aa.	Water Quality Allowance	20%			190,685
ab.	Safety Allowance		LS	80,000 /Mile	-
ac.	ADA Ramps	15	UNIT	2800 /UNIT	42,000
ad.	Pedestrian Refuge	6	UNIT	2,800 /UNIT	16,800
ae.	Other Excavation	5	LF (Width)	9,300 /Mile/FT	65,567
af.	AWU Utility Relocations/Adjustments	1	LS	100,000.00 /UNIT	100,000
ag.	Mobilization	6%			145,535
				Subtotal	**2,795,487**
ah.	Construction Contingency	20%			559,097.39
				Subtotal	**3,354,584**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		385,777.20
b.	Construction Engineering & Inspection (CE&I)	10.0%		335,458.44
c.	Material Testing	1.0%		33,545.84
d.	Project Management	9.0%		301,912.59
			Subtotal	**1,056,694**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		75,478.15
b.	Art in Public Places (AIPP)	2.00%		55,910
c.	Miscellaneous	1.66%		55,686.10
			Subtotal	**187,074**

VIII. TOTAL PROJECT COST (2017)		**4,598,352**
VIII. TOTAL PROJECT COST (2021)	16%	**5,334,089**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM LOST VALLEY TO BRODIE LANE

I. PROJECT DATA

a.	Project Length	0.17	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	28,632
b.	Pavement Removal	7	LF (Width)	4,990 /Mile/FT	6,080
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	14	LF (Width)	5,400 /Mile/FT	13,158
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	2.3	Line(s)	184,800 /Mile/Line	73,980
g.	Concrete Sidewalk / SUP	26.6	LF (Width)	34,300 /Mile/FT	158,803
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	5	EA	7,200 /EA	36,000
j.	Landscaping	12.3	LF (Width)	34,320 /Mile/FT	73,474
k.	Trees	1.5	Line(s)	147,800 /Mile/Line	38,588
l.	Streetscaping	2	Path(s)	87,000 /Mile/Path	30,285
m.	Roadway Excavation	15	LF (Width))	18,600 /Mile/FT	48,561
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	1	LS	2,253,900 /Mile	392,298
x.	Signing and Pavement Markings	3%			26,996
y.	Temporary/Permanent Erosion Control	3%			26,996
z.	Barricades, Signs, and Traffic Handling	5	MO	12,000 /MO	60,000
aa.	Water Quality Allowance	20%			78,460
ab.	Safety Allowance	1	LS	80,000 /Mile	13,924
ac.	ADA Ramps	13	UNIT	2800 /UNIT	36,400
ad.	Pedestrian Refuge	1	UNIT	/UNIT	-
ae.	Other Excavation	20	LF (Width)	9,300 /Mile/FT	32,374
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			66,374
				Subtotal	**1,241,381**
ah.	Construction Contingency	20%			248,276.14
				Subtotal	**1,489,657**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		171,310.54
b.	Construction Engineering & Inspection (CE&I)	10.0%		148,965.69
c.	Material Testing	1.0%		14,896.57
d.	Project Management	9.0%		134,069.12
			Subtotal	**469,242**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		33,517.28
b.	Art in Public Places (AIPP)	2.00%		24,828
c.	Miscellaneous	1.66%		24,728.30
			Subtotal	**83,073**

VIII. TOTAL PROJECT COST (2017)		**2,041,972**
VIII. TOTAL PROJECT COST (2021)	16%	**2,368,687**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM BRODIE LANE TO S. MOPAC EXPRESSWAY

I. PROJECT DATA

a.	Project Length	0.54	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.25	LS	164,500 /Mile	22,198
b.	Pavement Removal	1.4	LF (Width)	4,990 /Mile/FT	3,771
c.	Mill & Overlay	1	LF (Width)	12,200 /Mile/FT	6,585
d.	Asphalt Pavement	6.9	LF (Width)	5,400 /Mile/FT	20,112
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	1	Line(s)	184,800 /Mile/Line	99,750
g.	Concrete Sidewalk / SUP	10	LF (Width)	34,300 /Mile/FT	185,142
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	3	EA	7,200 /EA	21,600
j.	Landscaping	7	LF (Width)	34,320 /Mile/FT	129,675
k.	Trees	1	Line(s)	147,800 /Mile/Line	79,778
l.	Streetscaping	1	Path(s)	87,000 /Mile/Path	46,960
m.	Roadway Excavation	9.9	LF (Width))	18,600 /Mile/FT	99,394
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections	1.25	EA	300,000 /EA	375,000
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	1	LS	2,253,900 /Mile	1,216,594
x.	Signing and Pavement Markings	3%			69,197
y.	Temporary/Permanent Erosion Control	3%			69,197
z.	Barricades, Signs, and Traffic Handling	5	MO	12,000 /MO	60,000
aa.	Water Quality Allowance	20%			243,319
ab.	Safety Allowance	1	LS	20,000 /Mile	10,795
ac.	ADA Ramps/Pedestrian Refuge	25	UNIT	2800 /UNIT	70,000
ad.	Concrete Channelization Island	3535	UNIT	15 /UNIT	53,025
ae.	Other Excavation	17	LF (Width)	9,300 /Mile/FT	85,338
af.	AWU Utility Relocations/Adjustments	1	LS	100,000.00 /UNIT	100,000
ag.	Mobilization	6%			165,544
				Subtotal	**3,232,974**
ah.	Construction Contingency	20%			646,594.84
				Subtotal	**3,879,569**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation		LS	200 /LS	-
b.	Overhead Electric Relocation	1	LS	50,000 /LS	50,000
				Subtotal	**50,000**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		446,150.44
b.	Construction Engineering & Inspection (CE&I)	10.0%		387,956.90
c.	Material Testing	1.0%		38,795.69
d.	Project Management	9.0%		349,161.21
			Subtotal	**1,222,064**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		87,290.30
b.	Art in Public Places (AIPP)	2.00%		64,659
c.	Miscellaneous	1.66%		64,400.85
			Subtotal	**216,351**

VIII. TOTAL PROJECT COST (2017)		**5,367,984**
VIII. TOTAL PROJECT COST (2021)	16%	**6,226,861**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM S. MOPAC EXPRESSWAY TO MCCARTY LANE

I. PROJECT DATA

a.	Project Length	0.91	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	149,296
b.	Pavement Removal	8	LF (Width)	4,990 /Mile/FT	36,230
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	0.23	LF (Width)	5,400 /Mile/FT	1,127
e.	Concrete Pavement	0.77	LF (Width)	62,200 /Mile/FT	43,467
f.	Concrete Curb & Gutter	2.13	Line(s)	184,800 /Mile/Line	357,244
g.	Concrete Sidewalk / SUP	17.7	LF (Width)	34,300 /Mile/FT	550,998
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	18	EA	7,200 /EA	129,600
j.	Landscaping	8	LF (Width)	34,320 /Mile/FT	249,184
k.	Trees	1	Line(s)	147,800 /Mile/Line	134,140
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	6.62	LF (Width))	18,600 /Mile/FT	111,752
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons	1	EA	70,000 /EA	70,000
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	1	LS	2,253,900 /Mile	2,045,585
x.	Signing and Pavement Markings	2%			77,572
y.	Temporary/Permanent Erosion Control	3%			116,359
z.	Barricades, Signs, and Traffic Handling	8	MO	12,000 /MO	96,000
aa.	Water Quality Allowance	20%			409,117
ab.	Safety Allowance	1	LS	80,000 /Mile	72,606
ac.	Utility Adjustment	1	UNIT	75000 /UNIT	75,000
ad.	ADA Ramps/Ped. Refuge	18	UNIT	2800 /UNIT	50,400
ae.	Other Excavation	25.7	LF (Width)	9,300 /Mile/FT	216,920
af.	AWU Utility Relocations/Adjustments	0.25	LS	100,000.00 /UNIT	25,000
ag.	Mobilization	6%			279,017
				Subtotal	**5,296,614**
ah.	Construction Contingency	20%			1,059,322.82
				Subtotal	**6,355,937**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	1	LS	5,000 /LS	5,000
b.	Overhead Electric Relocation		LS	300 /LS	-
				Subtotal	**5,000**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%	730,932.75
b.	Construction Engineering & Inspection (CE&I)	10.0%	635,593.69
c.	Material Testing	1.0%	63,559.37
d.	Project Management	9.0%	572,034.32
		Subtotal	**2,002,120**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%	143,008.58
b.	Art in Public Places (AIPP)	2.00%	105,932
c.	Miscellaneous	1.66%	105,508.55
		Subtotal	**354,449**

VIII. TOTAL PROJECT COST (2017)		**8,717,506**
VIII. TOTAL PROJECT COST (2021)	16%	**10,112,307**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM MCCARTY LANE TO US 290

I. PROJECT DATA

a.	Project Length	1.21	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	199,051
b.	Pavement Removal	9	LF (Width)	4,990 /Mile/FT	54,343
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	0.8	LF (Width)	5,400 /Mile/FT	5,227
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	2.15	Line(s)	184,800 /Mile/Line	480,772
g.	Concrete Sidewalk / SUP	16	LF (Width)	34,300 /Mile/FT	664,069
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways		EA	7,200 /EA	-
j.	Landscaping	14	LF (Width)	34,320 /Mile/FT	581,399
k.	Trees	2	Line(s)	147,800 /Mile/Line	357,687
l.	Streetscaping	2	Path(s)	87,000 /Mile/Path	210,547
m.	Roadway Excavation	7.25	LF (Width))	18,600 /Mile/FT	163,174
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	1	LS	2,253,900 /Mile	2,727,304
x.	Signing and Pavement Markings	2%			108,871
y.	Temporary/Permanent Erosion Control	3%			163,307
z.	Barricades, Signs, and Traffic Handling	7	MO	12,000 /MO	84,000
aa.	Water Quality Allowance	20%			545,461
ab.	Safety Allowance	1	LS	20,000 /Mile	24,201
ac.	Roadway Excavation	18	UNIT	2800 /UNIT	50,400
ad.	Pedestrian Refuge	1	UNIT	2,800 /UNIT	2,800
ae.	Other Excavation	30	LF (Width)	9,300 /Mile/FT	337,601
af.	AWU Utility Relocations/Adjustments	0.25	LS	100,000.00 /UNIT	25,000
ag.	Mobilization	6%			382,165
				Subtotal	**7,167,379**
ah.	Construction Contingency	20%			1,433,475.78
				Subtotal	**8,600,855**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		989,098.28
b.	Construction Engineering & Inspection (CE&I)	10.0%		860,085.47
c.	Material Testing	1.0%		86,008.55
d.	Project Management	9.0%		774,076.92
			Subtotal	**2,709,269**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		193,519.23
b.	Art in Public Places (AIPP)	2.00%		143,348
c.	Miscellaneous	1.66%		142,774.19
			Subtotal	**479,641**

VIII. TOTAL PROJECT COST (2017)		**11,789,765**
VIII. TOTAL PROJECT COST (2021)	16%	**13,676,127**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
FROM US 290 TO SOUTHWEST PARKWAY

I. PROJECT DATA

a.	Project Length	1.59	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	261,549
b.	Pavement Removal	6	LF (Width)	4,990 /Mile/FT	47,603
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	2	LF (Width)	5,400 /Mile/FT	17,172
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	0.23	Line(s)	184,800 /Mile/Line	67,580
g.	Concrete Sidewalk / SUP	6.3	LF (Width)	34,300 /Mile/FT	343,575
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways		EA	7,200 /EA	-
j.	Landscaping		LF (Width)	34,320 /Mile/FT	-
k.	Trees	1	Line(s)	147,800 /Mile/Line	234,996
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	2.69	LF (Width))	18,600 /Mile/FT	79,552
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops	1.2	EA	33,100 /EA	39,720
t.	Signalized Intersections	1	EA	300,000 /EA	300,000
u.	Pedestrian Hybrid Beacons	1	EA	70,000 /EA	70,000
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems		LS	2,253,900 /Mile	-
x.	Signing and Pavement Markings	4%			58,470
y.	Temporary/Permanent Erosion Control	3%			43,852
z.	Barricades, Signs, and Traffic Handling	6	MO	12,000 /MO	72,000
aa.	Water Quality Allowance	20%			-
ab.	Safety Allowance	1	LS	80,000 /Mile	127,197
ac.	ADA Ramps	20	UNIT	2800 /UNIT	56,000
ad.	Pedestrian Refuge	7	UNIT	2,800 /UNIT	19,600
ae.	Other Excavation	6.3	LF (Width)	9,300 /Mile/FT	93,156
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			105,796
				Subtotal	**2,037,818**
ah.	Construction Contingency	20%			407,563.64
				Subtotal	**2,445,382**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		281,218.91
b.	Construction Engineering & Inspection (CE&I)	10.0%		244,538.18
c.	Material Testing	1.0%		24,453.82
d.	Project Management	9.0%		220,084.36
			Subtotal	**770,295**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		55,021.09
b.	Art in Public Places (AIPP)	2.00%		40,756
c.	Miscellaneous	1.66%		40,593.34
			Subtotal	**136,371**

VIII. TOTAL PROJECT COST (2017)		**3,352,048**
VIII. TOTAL PROJECT COST (2021)	16%	**3,888,376**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
LONG TERM - FROM McKinney Falls Parkway to Salt Springs Drive and Including Marble Creek Bridge

I. PROJECT DATA

a.	Project Length	0.94	MILES
b.	Bridge Length		FEET

	II. CONSTRUCTION	**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	154,780
b.	Pavement Removal	2.85	LF (Width)	4,990 /Mile/FT	13,381
c.	Mill & Overlay	2	LF (Width)	12,200 /Mile/FT	22,958
d.	Asphalt Pavement	10.4	LF (Width)	5,400 /Mile/FT	52,841
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	1	Line(s)	184,800 /Mile/Line	173,880
g.	Concrete Sidewalk / SUP	10	LF (Width)	34,300 /Mile/FT	322,732
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways		EA	7,200 /EA	-
j.	Landscaping		LF (Width)	34,320 /Mile/FT	-
k.	Trees		Line(s)	147,800 /Mile/Line	-
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	13.4	LF (Width))	18,600 /Mile/FT	234,512
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems	0.2	LS	2,253,900 /Mile	424,143
x.	Signing and Pavement Markings	5%			69,961
y.	Temporary/Permanent Erosion Control	3%			41,977
z.	Barricades, Signs, and Traffic Handling	6	MO	12,000 /MO	72,000
aa.	Water Quality Allowance	20%			84,829
ab.	Safety Allowance	1	LS	80,000 /Mile	75,273
ac.	ADA Ramps	4	UNIT	2800 /UNIT	11,200
ad.	Pedestrian Refuge	2	UNIT	2,800 /UNIT	5,600
ae.	Other Excavation	10	LF (Width)	9,300 /Mile/FT	87,505
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			104,596
				Subtotal	**1,952,167**
ah.	Construction Contingency	20%			390,433.48
				Subtotal	**2,342,601**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		269,399.10
b.	Construction Engineering & Inspection (CE&I)	10.0%		234,260.09
c.	Material Testing	1.0%		23,426.01
d.	Project Management	9.0%		210,834.08
			Subtotal	**737,919**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		52,708.52
b.	Art in Public Places (AIPP)	2.00%		39,043
c.	Miscellaneous	1.66%		38,887.17
			Subtotal	**130,639**

VIII. TOTAL PROJECT COST (2017)		**3,211,159**
VIII. TOTAL PROJECT COST (2025)	32.0%	**4,238,730**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
LONG-TERM INTERSECTION OF SOUTH PLEASANT VALLEY ROAD

I. PROJECT DATA

a.	Project Length	1.00	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.25	LS	164,500 /Mile	41,125
b.	Pavement Removal	8	LF (Width)	4,990 /Mile/FT	39,920
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	13.25	LF (Width)	5,400 /Mile/FT	71,550
e.	Concrete Pavement	0.13	LF (Width)	62,200 /Mile/FT	8,086
f.	Concrete Curb & Gutter	0.86	Line(s)	184,800 /Mile/Line	158,928
g.	Concrete Sidewalk / SUP		LF (Width)	34,300 /Mile/FT	-
h.	Landscape Pavers	0.07	LF (Width)	33,000 /Mile/FT	2,310
i.	Driveways	1	EA	7,200 /EA	7,200
j.	Landscaping		LF (Width)	34,320 /Mile/FT	-
k.	Trees		Line(s)	147,800 /Mile/Line	-
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	15.83	LF (Width))	18,600 /Mile/FT	294,438
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections	1	EA	300,000 /EA	300,000
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems		LS	2,253,900 /Mile	-
x.	Signing and Pavement Markings	2%			18,471
y.	Temporary/Permanent Erosion Control	3%			27,707
z.	Barricades, Signs, and Traffic Handling	4	MO	12,000 /MO	48,000
aa.	Water Quality Allowance	20%			-
ab.	Safety Allowance	1	LS	20,000 /Mile	20,000
ac.	Utility Adjustment	1	UNIT	80000 /UNIT	80,000
ad.	Upgrade ADA ramps/Ped Refuge	15	UNIT	2,800 /UNIT	42,000
ae.	Other Excavation	0	LF (Width)	9,300 /Mile/FT	-
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			62,264
				Subtotal	**1,221,999**
ah.	Construction Contingency	20%			244,399.79
				Subtotal	**1,466,399**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%	168,635.85
b.	Construction Engineering & Inspection (CE&I)	10.0%	146,639.87
c.	Material Testing	1.0%	14,663.99
d.	Project Management	9.0%	131,975.89
		Subtotal	**461,916**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%	32,993.97
b.	Art in Public Places (AIPP)	2.00%	24,440
c.	Miscellaneous	1.66%	24,342.22
		Subtotal	**81,776**

VIII. TOTAL PROJECT COST (2017)		**2,010,090**
VIII. TOTAL PROJECT COST (2025)	32.0%	**2,653,319**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
Bluff Springs Road Intersection

I. PROJECT DATA

a.	Project Length	1.00	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	164,500
b.	Pavement Removal	0.69	LF (Width)	4,990 /Mile/FT	3,443
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	0.79	LF (Width)	5,400 /Mile/FT	4,266
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	0.07	Line(s)	184,800 /Mile/Line	12,936
g.	Concrete Sidewalk / SUP	0.69	LF (Width)	34,300 /Mile/FT	23,667
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways		EA	7,200 /EA	-
j.	Landscaping	0.48	LF (Width)	34,320 /Mile/FT	16,474
k.	Trees	0.48	Line(s)	147,800 /Mile/Line	70,944
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	1	LF (Width))	18,600 /Mile/FT	18,600
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems		LS	2,253,900 /Mile	-
x.	Signing and Pavement Markings	2%			6,297
y.	Temporary/Permanent Erosion Control	3%			9,445
z.	Barricades, Signs, and Traffic Handling	4	MO	12,000 /MO	48,000
aa.	Water Quality Allowance	20%			-
ab.	Safety Allowance	1	LS	20,000 /Mile	20,000
ac.	Utility Adjustment	1	UNIT	180000 /UNIT	180,000
ad.	Additional Item 2		UNIT	/UNIT	-
ae.	Other Excavation	1.17	LF (Width)	9,300 /Mile/FT	10,881
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			23,914
				Subtotal	**613,366**
ah.	Construction Contingency	20%			122,673.29
				Subtotal	**736,040**

III. RIGHT OF WAY

a.	Land Cost		LS	57,000 /LS	-
b.	Improvement Cost		LS	107,000 /LS	-
c.	Damages		LS	207,000 /LS	-
d.	Acquisition Cost		LS	307,000 /LS	-
e.	Relocation Cost		LS	407,000 /LS	-
				Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation		LS	200 /LS	-
b.	Overhead Electric Relocation		LS	300 /LS	-
				Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%			84,644.57
b.	Construction Engineering & Inspection (CE&I)	10.0%			73,603.97
c.	Material Testing	1.0%			7,360.40
d.	Project Management	9.0%			66,243.58
				Subtotal	**231,853**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%			16,560.89
b.	Art in Public Places (AIPP)	2.00%			12,267
c.	Miscellaneous	1.66%			12,218.26
				Subtotal	**41,046**

VIII. TOTAL PROJECT COST (2017)					**1,008,939**
VIII. TOTAL PROJECT COST (2025)		32.0%			**1,331,799**

LT

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
LONG-TERM IH-35 and Brodie Lane plus Intersections of IH-35, South Congress Ave., South 1st.St., Manchaca St., West Gate Blvd.

I. PROJECT DATA

a.	Project Length	1.00	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	164,500
b.	Pavement Removal	8.2	LF (Width)	4,990 /Mile/FT	40,918
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	44.27	LF (Width)	5,400 /Mile/FT	239,058
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	3.48	Line(s)	184,800 /Mile/Line	643,104
g.	Concrete Sidewalk / SUP	38.37	LF (Width)	34,300 /Mile/FT	1,316,091
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	48	EA	7,200 /EA	345,600
j.	Landscaping	14.14	LF (Width)	34,320 /Mile/FT	485,285
k.	Trees	26.33	Line(s)	147,800 /Mile/Line	3,891,574
l.	Streetscaping	16.72	Path(s)	87,000 /Mile/Path	1,454,640
m.	Roadway Excavation	54.71	LF (Width))	18,600 /Mile/FT	1,017,606
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening	1250	SF	90 /SF	112,500
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops	2	EA	33,100 /EA	66,200
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems		LS	2,253,900 /Mile	-
x.	Signing and Pavement Markings	2%			195,542
y.	Temporary/Permanent Erosion Control	3%			293,312
z.	Barricades, Signs, and Traffic Handling	4	MO	12,000 /MO	48,000
aa.	Water Quality Allowance	20%			-
ab.	Safety Allowance	1	LS	20,000 /Mile	20,000
ac.	Utility Adjustment	1	UNIT	26000 /UNIT	26,000
ad.	Upgrade ADA ramps/Ped Refuge	57	UNIT	2,800 /UNIT	159,600
ae.	Other Excavation	52.51	LF (Width)	9,300 /Mile/FT	488,343
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			620,036
				Subtotal	**11,627,908**
ah.	Construction Contingency	20%			2,325,581.67
				Subtotal	**13,953,490**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		1,604,651.35
b.	Construction Engineering & Inspection (CE&I)	10.0%		1,395,349.00
c.	Material Testing	1.0%		139,534.90
d.	Project Management	9.0%		1,255,814.10
			Subtotal	**4,395,349**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		313,953.53
b.	Art in Public Places (AIPP)	2.00%		232,558
c.	Miscellaneous	1.66%		231,627.93
			Subtotal	**778,140**

VIII. TOTAL PROJECT COST (2017)		**19,126,979**
VIII. TOTAL PROJECT COST (2025)	32.0%	**25,247,612**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
LONG-TERM FROM BRODIE LANE TO S. MOPAC EXPRESSWAY

I. PROJECT DATA

a.	Project Length	1.00	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	0.25	LS	164,500 /Mile	41,125
b.	Pavement Removal	0.5	LF (Width)	4,990 /Mile/FT	2,495
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	3.36	LF (Width)	5,400 /Mile/FT	18,144
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	0.27	Line(s)	184,800 /Mile/Line	49,896
g.	Concrete Sidewalk / SUP	0.47	LF (Width)	34,300 /Mile/FT	16,121
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	4	EA	7,200 /EA	28,800
j.	Landscaping	0.08	LF (Width)	34,320 /Mile/FT	2,746
k.	Trees		Line(s)	147,800 /Mile/Line	-
l.	Streetscaping		Path(s)	87,000 /Mile/Path	-
m.	Roadway Excavation	4.17	LF (Width))	18,600 /Mile/FT	77,562
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops		EA	33,100 /EA	-
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems		LS	2,253,900 /Mile	-
x.	Signing and Pavement Markings	2%			4,738
y.	Temporary/Permanent Erosion Control	3%			7,107
z.	Barricades, Signs, and Traffic Handling	2	MO	12,000 /MO	24,000
aa.	Water Quality Allowance	20%			-
ab.	Safety Allowance	1	LS	80,000 /Mile	80,000
ac.	ADA Ramps	4	UNIT	2800 /UNIT	11,200
ad.	Detention Pond Modification	1	UNIT	9,500 /UNIT	9,500
ae.	Other Excavation	0.55	LF (Width)	9,300 /Mile/FT	5,115
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			21,164
				Subtotal	**399,712**
ah.	Construction Contingency	20%			79,942.40
				Subtotal	**479,654**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		55,160.26
b.	Construction Engineering & Inspection (CE&I)	10.0%		47,965.44
c.	Material Testing	1.0%		4,796.54
d.	Project Management	9.0%		43,168.90
			Subtotal	**151,091**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		10,792.22
b.	Art in Public Places (AIPP)	2.00%		7,994
c.	Miscellaneous	1.66%		7,962.26
			Subtotal	**26,749**

VIII. TOTAL PROJECT COST (2017)		**657,494**
VIII. TOTAL PROJECT COST (2025)	32.0%	**867,892**

ESTIMATED PROJECT COST

ESTIMATE TEMPLATE
WILLIAM CANNON DRIVE
LONG-TERM FROM US 290 TO SOUTHWEST PARKWAY

I. PROJECT DATA

a.	Project Length	1.59	MILES
b.	Bridge Length		FEET

II. CONSTRUCTION		**QTY**	**UOM**	**Price**	**Total Cost**
a.	Preparing ROW	1	LS	164,500 /Mile	261,549
b.	Pavement Removal	24	LF (Width)	4,990 /Mile/FT	190,414
c.	Mill & Overlay		LF (Width)	12,200 /Mile/FT	-
d.	Asphalt Pavement	29.46	LF (Width)	5,400 /Mile/FT	252,938
e.	Concrete Pavement		LF (Width)	62,200 /Mile/FT	-
f.	Concrete Curb & Gutter	2.04	Line(s)	184,800 /Mile/Line	599,403
g.	Concrete Sidewalk / SUP	20	LF (Width)	34,300 /Mile/FT	1,090,714
h.	Landscape Pavers		LF (Width)	33,000 /Mile/FT	-
i.	Driveways	7	EA	7,200 /EA	50,400
j.	Landscaping		LF (Width)	34,320 /Mile/FT	-
k.	Trees		Line(s)	147,800 /Mile/Line	-
l.	Streetscaping	2	Path(s)	87,000 /Mile/Path	276,653
m.	Roadway Excavation	35.58	LF (Width))	18,600 /Mile/FT	1,052,218
n.	Embankment		LF (Depth)	305,100 /Mile/FT	-
o.	Bridge Construction		LF (Width)	80 /SF	-
p.	Bridge Widening		LF (Width)	90 /SF	-
q.	Illumination (Roadway)		Line(s)	384,000 /Mile/Line	-
r.	Illumination (Decorative)		Line(s)	219,000 /Mile/Line	-
s.	Bus Stops	1	EA	33,100 /EA	33,100
t.	Signalized Intersections		EA	300,000 /EA	-
u.	Pedestrian Hybrid Beacons		EA	70,000 /EA	-
v.	Pedestrian Railroad Crossing		EA	500,000 /EA	-
w.	Drainage Systems		LS	2,253,900 /Mile	-
x.	Signing and Pavement Markings	2%			76,148
y.	Temporary/Permanent Erosion Control	3%			114,222
z.	Barricades, Signs, and Traffic Handling	6	MO	12,000 /MO	72,000
aa.	Water Quality Allowance	20%			-
ab.	Safety Allowance	1	LS	80,000 /Mile	127,197
ac.	ADA Ramps	6	UNIT	2800 /UNIT	16,800
ad.	Additional Item 2		UNIT	2,800 /UNIT	-
ae.	Other Excavation	20	LF (Width)	9,300 /Mile/FT	295,733
af.	AWU Utility Relocations/Adjustments		LS	100,000.00 /UNIT	-
ag.	Mobilization	6%			251,817
				Subtotal	**4,761,305**
ah.	Construction Contingency	20%			952,261.02
				Subtotal	**5,713,566**

III. RIGHT OF WAY

a.	Land Cost	LS	57,000 /LS	-
b.	Improvement Cost	LS	107,000 /LS	-
c.	Damages	LS	207,000 /LS	-
d.	Acquisition Cost	LS	307,000 /LS	-
e.	Relocation Cost	LS	407,000 /LS	-
			Subtotal	**-**

IV. UTILITIES

a.	Underground Electric Relocation	LS	200 /LS	-
b.	Overhead Electric Relocation	LS	300 /LS	-
			Subtotal	**-**

V. DESIGN AND MANAGEMENT

a.	Engineering & Design	11.5%		657,060.10
b.	Construction Engineering & Inspection (CE&I)	10.0%		571,356.61
c.	Material Testing	1.0%		57,135.66
d.	Project Management	9.0%		514,220.95
			Subtotal	**1,799,773**

VI. ROCIP, AIPP & MISC

a.	Rolling Owner Controlled Insurance Program (ROCIP)	2.25%		128,555.24
b.	Art in Public Places (AIPP)	2.00%		95,226
c.	Miscellaneous	1.66%		94,845.20
			Subtotal	**318,627**

VIII. TOTAL PROJECT COST (2017)		**7,831,966**
VIII. TOTAL PROJECT COST (2025)	32.0%	**10,338,195**

austin MOTION | THE CORRIDOR PROGRAM

WILLIAM CANNON DRIVE CORRIDOR APPENDIX F - RECOMMENDATION TABLES AND CROSS SECTIONS

July 2018

FINAL

TABLE 1 WILLIAM CANNON CORRIDOR SHORT TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
McKinney Falls Parkway	Operational	✓				Convert the Major Arterial Undivided (MAU) two-lane to a Major Arterial Divided (MAD) four-lane (from McKinney Falls Pkwy to Salt Springs Dr.). Align lanes to match through-lanes both east-bound and west-bound with turn lanes.
	Operational	✓				Construct a dedicated eastbound right-turn lane. (Additional ROW is needed to accommodate configuration.)
	Operational	✓				Acquire an additional 21 LF of ROW to the south to accommodate short term recommendations.
	Operational	✓				Construct a second east bound left turn lane for dual left-turn lanes.
	Operational / SUP		✓	✓		Convert the on street bicycle lanes to a Shared Use Path (SUP) from McKinney Falls Pkwy. to Running Water Dr. on both sides of William Cannon Dr. (NOTE: north SUP is out of the ROW) and acquiring 21' x 300' on the south side.
	Health		✓	✓		Adding a green zone on both sides to Running Water Drive
	Safety		✓	✓		Upgraded pedestrian crosswalks, signal timing, countdown signals and ADA ramps. (In progress)
Springfield Drive	Operational	✓	✓			Add new lane one in each direction EB, WB to construct a four-lane road.
	Operational / SUP		✓	✓		Add a shared use path on both the north & south side of William Cannon Dr.
	Health		✓			Add a green zone for landscaping on both the north and south side.
Janes Ranch Road	Operational	✓	✓			Install new traffic signal and pedestrian crossing (Preferred location with volume consolidation from Springfield Dr.)
	Operational	✓				Add new lane one in each direction EB, WB to construct a four-lane road.
	Safety		✓			Install pedestrian cross walks, ADA compliant ramps and providing pedestrian refuge.
	Operational / SUP		✓	✓		Adding a shared use path on both the north & south side.
	Health		✓			Adding a green zone for tree zone on both the north and south side.
Marble Creek Bridge	Operational	✓	✓	✓		Construct a new bridge parallel to the existing one to support the four-lane roadway (short term) and large enough for future six-lane roadway with a shared use path.
	Health		✓			Green zones up to the bridge on both sides.
	Operational / SUP		✓			Shared use path on both sides of the bridge.
	Operational	✓	✓			Westbound, Restripe to a MAD4 with a protected bike lane after the intersection.
	Operational	✓	✓			Eastbound: restripe to a MAD4 with a shared use path

TABLE 1 WILLIAM CANNON CORRIDOR SHORT TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
Running Water Drive	Operational			✓		Eastbound, after the intersection the on-street bicycle lane converts to shared use path.
	Operational / SUP		✓	✓		Adding shared use path east of the intersection
	Operational / Sidewalk		✓			Adding a sidewalk (on the south side)
	Health		✓	✓		Green zones continue on the south side of the road.
Salt Springs Drive	Operational	✓		✓		Restripe to a four-lane roadway with protected bike lanes on both sides.
	Operational	✓				Recommend signal modifications to provide a protected eastbound U-turn phase.
	Operational	✓		✓		Westbound, 1000-feet after the intersection transition from MAD4 to a MAD6 with protected bike lanes by restriping. Update the traffic signals.
	Operational	✓				Eastbound, 750-feet before the intersection transition from MAD6 to a MAD4 by restriping.
	Operational	✓	✓			Restripe northbound approach as one left-turn/right shared land and perform signal modifications.
	Operational	✓				Eastbound, add a dedicated eastbound right-turn lane.
	Operational / Sidewalk		✓	✓		Adding a 5' sidewalk and ADA compliant ramps on the south side with a green zone starting east of Salt Springs Dr.
	Safety		✓	✓		Adding upgraded pedestrian crossings.
Onion Creek Soccer Complex	Operational	✓	✓	✓		Install a pedestrian hybrid beacon at the main entrance to the soccer complex.
	Safety		✓			Adding improved pedestrian crossing, countdown signals, ADA compliant ramps and pedestrian refuge with additional sidewalk to landing.
South Pleasant Valley Road	Operational	✓				Convert sweeping right turn lanes for the WBR, SBR & NBR to Smart right turn lanes.
	Operational	✓				Construct a "free" west bound right turn lane by restriping lane configuration on northbound SPV Rd.
	Safety		✓	✓		Restripe crosswalks, add pedestrian countdown signals for pedestrian safety.
	Safety		✓	✓		Construct raised pedestrian refuge on the west side of William Cannon median.
	Operational		✓	✓		Construct shared use paths on both sides with a tree zone (north and south) from South Pleasant Valley to IH-35
Meadow Lake Blvd.	Bus Stops				✓	Eastbound shift bus stop past intersection (far side) location.
	Operational		✓	✓		Install traffic signal, pedestrian crosswalks, countdown signals, and ADA compliant ramps (Already in progress)
Rockridge Drive	Operational	✓	✓	✓		Install a pedestrian hybrid beacon with new pedestrian crosswalks, countdown signals, and ADA compliant ramps.

TABLE 1 WILLIAM CANNON CORRIDOR SHORT TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
Stonleigh Place	Bus Stops				✓	Eastbound shift bus stop past intersection (far side) location. westbound shift bus stop past intersection (far side) location.
Elm Creek Drive	Operational	✓	✓	✓		Install a pedestrian hybrid beacon with new pedestrian crosswalks, countdown signals, and ADA compliant ramps.
Bluff Springs Road	Operational / Bus Stop	✓			✓	Shift the Capital Metro bus transfer center approx. 215 (N. after first western driveway) away from the intersection to allow usage of the right turn lane. Create a place-making element at the new bus plaza.
	Operational	✓				Create an eastbound dedicated right-turn lane
	Safety		✓	✓		Adding upgraded pedestrian crossings
	Operational / SUP		✓	✓		Adding shared use path west of the intersection to IH-35
	Operational	✓	✓			Revise signal timing to provide leading pedestrian movement for pedestrian crossing William Cannon.
IH35 North Bound	Operational		✓	✓		TxDOT adding a Northbound U-turn lanes.
	Operational	✓				TxDOT adding a Northbound dedicated left-turn lane.
IH35 North Bound (Cont.)	Safety		✓			Upgrading pedestrian crossing all sides
	Operational	✓				TxDOT adding a Northbound dedicated right-turn lane.
	Safety		✓	✓		East side: Construct pedestrian refuge crossing William Cannon in the medians.
	Operational	✓				TxDOT adding a Southbound U-turn lanes.
IH35 South Bound	Operational	✓				TxDOT adding a Southbound left-turn lane for dual left-turn lanes.
	Safety		✓			TxDOT construct pedestrian refuge crossing William Cannon in the medians.
	Safety		✓			Upgrading pedestrian crossing throughout.
Circle S Road	Operational / Safety	✓				South of the intersection with William Cannon, Circle S reconstruct the roadway for better traffic functionality and to meet ADA requirements. (Approx. 160'x30'). In addition to the associates drainage.
	Operational	✓				Construct a northbound right-turn lane with 80' of storage.
	Health		✓	✓		Identify location for a place-making elements on southeast corner, next to Pleasant Hill Library.
	Safety		✓	✓		Upgrade pedestrian signals and crossing.
	Operational / SUP		✓	✓		Add a shared use path on the north side of William Cannon to Mopac.
	Operational	✓				Upgrade pedestrian crossing and install pedestrian refuges in medians.

TABLE 1 WILLIAM CANNON CORRIDOR SHORT TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
Congress Avenue	Operational	✓				Construct an additional eastbound left-turn lane to provide dual left-turn lanes.
	Operational	✓				Construct an additional westbound left-turn lane to provide dual left-turn lanes.
Sunstrip/Lunar	Operational / SUP		✓	✓		Add a shared use path on the south side of William Cannon from Sunstrip/Lunar to South 1st. Street.
	Operational / SUP	✓	✓	✓		Install a traffic signal, pedestrian crosswalks, countdown signals and ADA compliant ramps.
Bill Hughes Drive	Safety		✓			Upgrade pedestrian signals and crossing.
	Operational / SUP		✓	✓		Add a shared use path on the north side of William Cannon to Mopac.
South 1st Street	Operational	✓				Convert the eastbound and westbound protected left-turn phase to permitted/protected left-turn phases with flashing yellow arrows and Dallas Phasing.
	Operational	✓				Extend eastbound left-turn lane to provide at least 350' storage.
	Operational	✓				Extend southbound left-turn lane to provide at least 350' storage.
	Bus Stops				✓	Eastbound, relocate bus stop past intersection (far side) location.
	Safety		✓			Construct pedestrian refuge in the medians of William Cannon.
	Operational / SUP		✓	✓		Add a shared use path on the north side of William Cannon to Mopac.
	Safety		✓			Upgrade pedestrian signals and crossing.
	Future		✓	✓		Identify and install a placemaking element near this intersection to complete a task in the neighborhood plans
Emerald Forrest Drive	Operational	✓				Extend the southbound right-turn lane with at least 200' of storage by restriping.
Manchaca Road	Operational	✓				Construct a second NBL turn lane for dual left-turn lanes on Manchaca Rd.
	Operational	✓				Convert the eastbound and westbound protected left-turn phases to permitted/protected left-turn phases with flashing yellow arrows and Dallas Phasing.
	Operational / SUP		✓	✓		Add a shared use path with tree zone on the north side of William Cannon to Mopac.
	Future		✓	✓		Identify and install a placemaking element near this intersection to complete a task in the neighborhood plans
West Gate Boulevard	Operational	✓				Extend the eastbound left-turn to have at least 200' of storage.
	Operational	✓				Extend southbound left-turn to have at least 300' of storage.
	Safety		✓			Construct pedestrian refuge in medians crossing William Cannon space permitting.
	Operational / SUP		✓	✓		Add a shared use path with tree zone on the north side of William Cannon to Mopac.
			✓	✓		Identify and install a placemaking element near this intersection to complete a task in the neighborhood plans

TABLE 1 WILLIAM CANNON CORRIDOR SHORT TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
Stephenson Nature Preserve	Operational / Safety	✓	✓	✓		Install a pedestrian hybrid beacon with pedestrian crossing, countdown signals.
	Operational / Safety		✓	✓		Install Pedestrian Refuge on one side for crossing along with ADA compliant ramps.
Lost Valley	Operational	✓				Construct a Pedestrian Hybrid Beacon with pedestrian countdown signals.
	Safety		✓			Construct pedestrian refuge on both east and west medians crossing William Cannon.
	Operational / SUP		✓	✓		Add a shared use path with a tree zone on the north side of William Cannon to Mopac.
	Operational / SUP		✓	✓		Add a shared use path with a tree zone on the south side of William Cannon from Lost Valley to Brodie.
Brodie Lane	Operational	✓				Construct an additional northbound left-turn lane to provide dual left-turn lanes. Provide 10' minimums lane widths for all northbound lane at the approach.
	Operational	✓		✓		Consolidate the bike lane and sidewalk into a shared use path in the south and north approaches.
	Operational	✓				Construct an additional southbound left-turn lane to provide dual left-turn lanes. Provide 10' minimums lane widths for all southbound lane at the approach.
	Operational	✓				Extend southbound right-turn lanes to provide at least 200' of storage.
	Operational	✓				Extend westbound left-turn lane to provide at least 300' of storage by closing the median opening
	Operational / SUP	✓	✓	✓		Add a shared use path with tree zone on the north side of William Cannon to Mopac.
Bannockburn Drive	Operational / SUP					Add a shared use path with tree zone on the north side of William Cannon to Mopac.
	Operational	✓	✓	✓		Install a traffic signal when warrants are met in the field. When installed complete with pedestrian crosswalks, countdown signals and ADA compliant ramps.
Mopac North Bound	Operational	✓				Construct a northbound right-turn lane with at least 400' of storage.
	Operational	✓				Convert the westbound right-turn lane to a channelized, free-flowing right-turn lane by shifting the northbound through lanes to the west.
	Operational	✓				Restripe and perform signal modification to convert the westbound through/right-turn shared lane to an exclusive through lane.
	Operational		✓	✓		Realign ADA crossing the NB Frontage. Violet Crown Trail Crossing
	Safety		✓	✓		Construct pedestrian refuge on the William Cannon median. Violet Crown Trail Crossing
	Operational / SUP		✓	✓		Shift curb & gutter 4' into roadway pavement to create a Landscape and SUP on both sides from Mopac to US290.
	Operational	✓				Construct a southbound smart right-turn lane with storage.

TABLE 1 WILLIAM CANNON CORRIDOR SHORT TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
Mopac South Bound	Operational	✓				Construct an additional southbound left-turn lane with at least 850-feet of storage to provide dual left-turn lanes.
	Operational	✓				Restripe and perform signal modification to convert the existing southbound left-turn/through shared lane to an exclusive through lane.
	Operational	✓				Convert the channelized southbound right-turn lane to a free-flowing channelized right-turn lane by extending the channelizing island and restriping to remove the outside westbound through lane through the interchange.
	Operational	✓	✓	✓		Provide a raised pedestrian crossing to the channelizing island to promote pedestrian safety.
	Safety		✓	✓		Construct pedestrian refuge on the William Cannon median.
Brush Country Road	Operational	✓				Extend the southbound left-turn lane to provide at least 200' of storage by restriping
	Operational	✓				Extend the westbound left-turn lane to provide at least 350' of storage.
	Operational			✓		Construct bicycle ramps to convert from shared use paths to an on-street bicycle lanes.
	Operational	✓			✓	Eastbound after the intersection construct a bus turn-out lane. Create a transit plaza with placemaking elements. Additional ROW will be needed.
McCarty Lane	Operational / Safety	✓	✓	✓		Install a pedestrian hybrid beacon with pedestrian crossing marking with refuge in the median. Install countdown signals and ADA compliant signals.
	Operational / Safety			✓		Move the outside curb and gutter on both side to eliminate on-street bicycle lanes.
	Operational / Safety		✓	✓		Construct a tree zone with shared use paths on both sides of the corridor to US290
Beckett Road	Operational	✓				Extend the westbound left-turn lane to provide at least 300' of storage.
	Operational / Safety	✓				Southbound on Beckett Road restrict right turns on red. Only allow signalized right turns to reduce accidents due to the blind curve.
	Operational / Safety	✓				Northbound on Beckett Road move the traffic control box located on SW corner out of the field of view for right turns to help prevent accidents.
Escarpment Boulevard	Operational	✓				Construct an additional westbound left-turn lane on William Cannon Drive to provide dual left-turn lanes with at least 450' of storage.
	Operational / SUP	✓	✓	✓		Construct a SUP on both sides with a landscaping buffer.

TABLE 1 WILLIAM CANNON CORRIDOR SHORT TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
US 290	Operational	✓				Reconstruct the intersection in partnership with TxDOT as recommended in the Oak Hill Parkway Project Alternative C.
	Operational	✓				Install a transit plaza at the Capital Metro Park and Ride and identify location for a placemaking element.
	Operational	✓		✓		Westbound, from 900 ft. west past the Williamson Creek Bridge change the transition to MAD4 with a protected bicycle lane on the right lane to Southwest Pkwy.
YBC Trail	Health	✓	✓	✓		Incorporate the master plan from Urban Trails and TxDOT to create a twelve-foot multi-use trail on the east side of William Cannon Drive with a trailhead and parking facilities.
	Health		✓	✓		Identify a location in the trailhead area for a placemaking element to be installed.
Vega Avenue	Operational	✓	✓	✓		Install a pedestrian hybrid beacon with pedestrian crossing, countdown signals, ADA compliant ramps and refuge.
Rialto Boulevard	Operational	✓	✓	✓		Install new traffic signal with pedestrian crosswalks, countdown signals, ADA compliant ramps, pedestrian refuge and lead time within the timing cycle.
	Operational	✓				Restripe the northbound and southbound approaches of William Cannon Drive to provide one left-turn lane, one through lane, one through/right-turn shared lane, and one dedicated bicycle lane.
	Operational	✓				Extend the eastbound right-turn lane on Rialto Boulevard to provide at least 550' of storage.
	Operational	✓				Extend the westbound left-turn lane on Rialto Boulevard to provide at least 350' of storage.
	Operational				✓	Eastbound, Shift bus stop past intersection (far side) location. Add a bus shelter on the new bus stop.
Southwest Parkway	Operational	✓				Modify signal timing to provide a protected westbound left-turn phase (in addition to the existing permitted phase) on William Cannon Drive.
	Operational	✓		✓		Restripe the westbound approach of William Cannon Drive to provide one left-turn lane, two through lanes, and one right-turn lane to accommodate the addition of a dedicated bicycle lane on William Cannon Drive between Southwest Parkway and US 290.
	Operational	✓				Restripe and perform signal modification on the eastbound approach of William Cannon Drive to provide two left-turn lanes, one through lane, and one through/right-turn shared lane.
	Operational	✓				Extend the eastbound left-turn lane on William Cannon Drive to provide at least 400' of storage.

TABLE 1 WILLIAM CANNON CORRIDOR SHORT TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
	Operational	✓				Construct a southbound right-turn lane on Southwest Parkway with at least 350' of storage.
	Operational	✓				Construct a northbound right-turn lane on Southwest Parkway with at least 250' of storage.
	Operational	✓		✓		Eastbound, beginning at the Southwest Pkwy intersection convert the MAD6 to a MAD 4 with a protected bicycle lane.
Corridor Wide	Safety		✓			ADA ramp improvements to meet current standards. See attached listing per intersection.
	Safety		✓	✓		Several locations with sidewalk gaps and upgrades to current sidewalks. See attached listing.
	Operational	✓			✓	Shift bus stops with bus shelters past signalized intersection (far side) location. See attached listing.
	Safety	✓	✓	✓		Pedestrian beacons. See attached listing per location.

TABLE 2 WILLIAM CANNON CORRIDOR LONG TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
McKinney Falls Parkway	Operational	✓				Convert the Major Arterial Divided (MAD) four-lane to a Major Arterial Divided (MAD) six-lane (from McKinney Falls Pkwy to 900' west of Salt Springs Dr.)
	Operational	✓				Construct a southbound right-turn lane and provide 650' of storage.
	Operational	✓				Construct an additional northbound left-turn lane to provide dual northbound left-turn lanes.
Springfield Drive	Operational	✓				Convert the Major Arterial Divided (MAD) four-lane to a Major Arterial Divided (MAD) six-lane (from McKinney Falls Pkwy to 900' west of Salt Springs Dr.). Using space in the medians.
Janes Ranch Road	Operational	✓				Convert the Major Arterial Divided (MAD) four-lane to a Major Arterial Divided (MAD) six-lane (from McKinney Falls Pkwy to 900' west of Salt Springs Dr.). Using space in the medians.
	Operational		✓	✓		Develop a future trail connection from north of McKinney Falls Parkway to Janes Ranch Road when development occures.
Marble Creek Bridge	Operational	✓				Convert EB and WB lanes on bridge from MAD4 to MAD6
	Operational		✓	✓		Take three feet from the westbound existing bike lane and add to the sidewalk to provide an eight-foot width for the shared use path.
Salt Springs Drive	Operational	✓				Convert the Major Arterial Divided (MAD) four-lane to a Major Arterial Divided (MAD) six-lane (from McKinney Falls Pkwy to 900' west of Salt Springs Dr.). Using space in the medians.
South Pleasant Valley Road	Operational	✓				Create a EBR dedicated when warranted
	Operational	✓				Construct a second Southbound left-turn to have dual left-turns.
	Operational	✓				Construct an additional eastbound left-turn lane to provide dual eastbound left-turn lanes
	Operational	✓				Construct a southbound right-turn lane with 350’ of storage for the free-flowing, channelized right-turn movement.
	Operational	✓				Convert the channelized westbound right-turn lane to a free-flowing, channelized right-turn lane with a 250' acceleration lane.
	Operational	✓				Restripe northbound approach to one left-turn lane, one through-lane and one shared through/right-turn lane.
	Operational	✓	✓			Construct raised channelizing islands for the free-flowing northbound, southbound, and westbound right-turn movements

TABLE 2 WILLIAM CANNON CORRIDOR LONG TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
	Operational		✓			Identiry locations for place-making elements.
	Operational		✓	✓		Convert WB on-street bicycle lanes to shared use path with green zones to IH-35.
	Future	✓				Acquire additional ROW (on the NE and NW sides) for a second WBR & SBR in the future.
	Future	✓				Acquire ROW and install a second SBR turn lane. The second lane to have approximately 300 LF before merging left.
	Future		✓	✓		Accommodate future segment of Onion Creek Trail that will connect to intersection at the southeast corner.
	Operational	✓				Realign Pleasant Valley Road, south of William Cannon Drive, to reduce skew at this intersection acquire additional land on SW side.
	Future	✓				Acquire ROW and install a second WBR turn lane. The second lane to have approximately 300 LF before merging left.
Bluff Springs Road	Operational	✓				Construct an eastbound right-turn lane with 320' of storage
IH35	Operational	✓				Construct an eastbound right-turn lane with 250' of storage
	Operational		✓	✓		Add a shared use path on the south side to Lunar/Sunstrip Drive this is context sensitive.
South Congress Avenue	Operational	✓				Construct an additional eastbound left-turn lane to provide dual left-turn lanes with at least 200 linear feet of storage to accommodate queues
	Operational	✓				Construct an additional westbound left-turn lane to provide dual left-turn lanes with 175 linear feet of storage to accommodate queues
	Future	✓				Right-of-way acquisition will be required on the north side of William Cannon Drive
Bill Hughes	Operational		✓	✓		Shared use path to South 1st Street and a tree zone which is context sensitive.
South 1st Street	Future		✓	✓		Acquire ROW or easement from AISD (Bedichek Middle School) for a shifted shared use path with green zone on the south side adjacent to school.
	Future		✓	✓		Add a shared use path and tree zone on the south side, context sensitive.
Manchaca Road	Operational	✓				Construct a new dedicated westbound right-turn-lane.
	Operational	✓				Construct an eastbound right-turn lane with at least 150' of storage.
	Operational	✓				Right-of-way acquisition will be required south of William Cannon Drive for right turn-lane.
	Operational	✓				Maintain westbound left-turn lane on William Cannon Dr.
	Operational	✓				Convert through lanes from a MAD4 to a MAD6 from this intersection to Brodie Ln.

TABLE 2 WILLIAM CANNON CORRIDOR LONG TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
	Operational		✓	✓		Shared use path with a tree zone on the south side to Lost Valley, this is context sensitive
West Gate Boulevard	Operational	✓				Construct a westbound right-turn lane with at least 150' of storage
	Operational	✓				Construct an additional through lanes with widening of William Cannon Dr. to a 6-lane divided roadway between Manchaca Rd. and Brodie Lane both ways.
	Future	✓				Right-of-way acquisition is required north of William Cannon Drive to accommodate realignment of pedestrian and bicycle facilities
Lost Valley	Future	✓				Shared use path with a tree zone on the south side to brodie, this is context sensitive. Expand bridge for SUP.
Brodie Lane	Operational	✓				Construct an eastbound right-turn lane with at least 400' of storage
	Operational	✓				Construct a westbound right-turn lane with at least 200' of storage
	Future	✓				Acquire ROW on the west side north and south (of William Cannon) to re-align thru lanes.
Mopac (Loop1)	Operational	✓				Construct an additional westbound through lane to provide three westbound through lanes through the diamond interchange
	Operational	✓				Maintain the existing westbound right-turn lane by constructing a turn bay.
	Operational	✓				Right-of-way acquisition will be required north of William Cannon Drive, east of Mopac Northbound Frontage Road
	Operational	✓				Construct an acceleration lane for the southbound right-turn to maintain the free-flowing right-turn lane recommended in the short-term because the through lanes are being converted back to three lanes.
	Operational	✓				Right-of-way acquisition will be required north of William Cannon Drive, west of Mopac Southbound Frontage Road
US 290	Operational	✓				Between US290 and Southwest Parkway convert the MAD4 to a MAD6. Move the bicycle lane off the street to a shared use path on both sides.
	Health			✓		Between US290 and Southwest Parkway, install a Landscape tree treatment for Hill Country.
Vega Avenue	Operational	✓				WB, Acquire right-of-way for a future YBC Trail.
	Health			✓		Install a tree treatment for Hill Country.
Rialto Boulevard	Operational	✓				When warranted convert the MAD4 to a MAD6 to Southwest Parkway. Provide additional eastbound and westbound through lanes on William Cannon Drive with the reconstruction of William Cannon Drive between Southwest Parkway and US 290 to a six-lane divided major arterial with a shared use path.

TABLE 2 WILLIAM CANNON CORRIDOR LONG TERM IMPROVEMENTS						
Location	Project	Mode				Description
						
	Operational	✓				Install southbound right-turn lane on William Cannon Drive.
	Health			✓		Install a tree treatment for Hill Country.
Southwest Parkway	Operational	✓				Restripe the westbound approach of William Cannon Drive to provide one left-turn lane, two through lanes, and one through/right-turn shared lane with the reconstruction of William Cannon Drive between Southwest Parkway and US 290 to a six-lane divided major arterial with a shared use path.
	Operational	✓				Construct an additional eastbound left-turn bay and restripe and perform signal modification on the eastbound approach of William Cannon Drive to provide two left-turn lanes, two through lanes, and one through/right-turn shared lane.

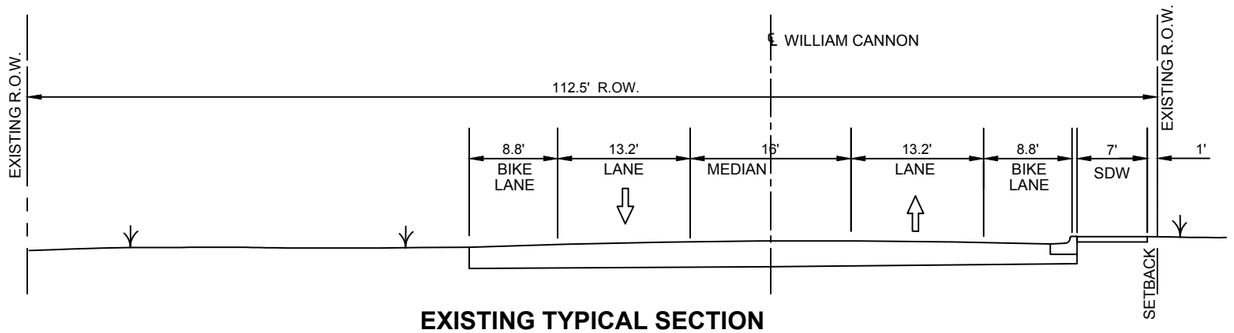
Table 3 PEDESTRIAN HYBRID BEACONS AND TRAFFIC SIGNALS RECOMMENDED	
Location	Recommend
Spring Field Dr.	New Traffic Signals (not the preferred location).
Janes Ranch Rd.	New Traffic Signals (preferred location)
Onion Creek Soccer Complex	Pedestrian Hybrid Beacon
Rockridge Dr.	Pedestrian Hybrid Beacon
Elm Creek Dr.	Pedestrian Hybrid Beacon
Sunstrip Dr./Lunar Dr.	Pedestrian Hybrid Beacon
Stephenson Nature Preserve	Pedestrian Hybrid Beacon
Lost Valley Dr.	Pedestrian Hybrid Beacon
* Bannockburn Dr.	New Traffic Signals (when warranted)
McCarty Ln.	Pedestrian Hybrid Beacon
Vega Ave.	Pedestrian Hybrid Beacon
Rialto Blvd.	New Traffic Signals
*** When conditions warrants are met.**	

Table 4-1: William Cannon Corridor Development

Project/Development	Nearest Cross Street	Land Use(s) Type	Size
Pilot Knob	McKinney Falls Parkway	Single Family	5,660 DU
		Townhouses	2320 DU
		Multi-family	6370 DU
		Commercial	3.8 million SF
		Hospital	40 Bed
		Hotel	850 Room
		Newton Collins Elementary School	99,000 SF
Springfield 7,8,9	Springfield 7,8,9	Single Family	337 DU
Springfield 2-5,10,11	Janes Ranch Road	Multi-Family	504 DU
Pleasant Valley	Pleasant Valley Rd.	Commercial	3.63 acres
Oporta	Branchwood Dr.	Retail	12,000 SF
Wm Cannon Senior Housing	Branchwood Dr.	Multi-Family	259 DU
Las Maderas Sect. 2	Branchwood Dr.	Single Family	28 DU
La Mexicana Supermercado	Elm Creek Dr.	Retail	165,600 SF
North Bluff 2	North Bluff	Single Family	52 DU
North Bluff Apts.	North Bluff	Condominiums	118 DU
Starpark Village	Circle S Dr.	Multi-Family	184 DU
Garden Terrace Ph. 3	Emerald Forest Dr.	Multi-Family	TBD
Windrift Way Condominiums	Windrift Way	Condominiums	32 DU
6800 Manchaca Rd	Manchaca Rd.	Multi-Family	46 DU
La Vid Urban Homes	Manchaca Rd.	Duplex Condominiums	37 DU
Samdorosa Communities	Manchaca Rd.	Mixed-Use	TBD
6500 Manchaca	Manchaca Rd.	Townhouses	134 DU
		Retail	9,000 SF
		Office Space	4,000 SF
		Restaurants	5,000 SF
Vistas of Western Hills	Deaton Hill Drive	Multi-Family	TBD
Rancho Garza	Mopac North	Multi-Family	TBD
		Mixed-Use	TBD
Western Oaks Retail	Brush Country Rd.	Office Space	TBD
Vega Office	Vega Ave	Office Space	34,000 SF
Lantana Tract 32	Rialto Blvd.	Multi-Family	428 DU
Lantana Place	Southwest Parkway	Retail	99,663 SF
		Theater	38,000 SF
Lantana Place Ph. 2	Southwest Parkway	Office Space	140,000 SF

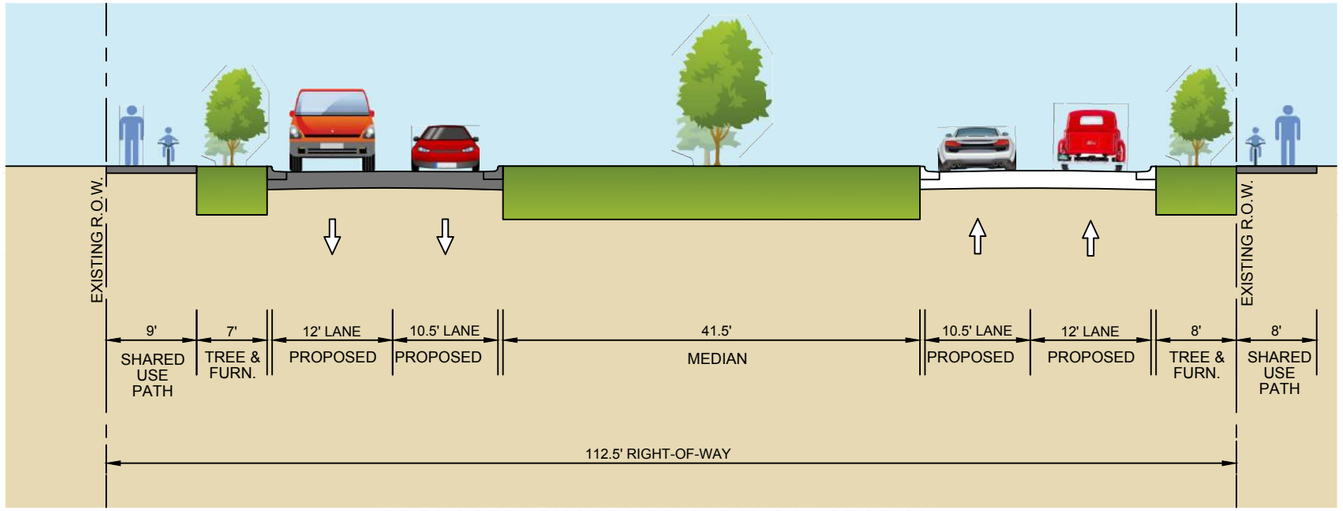
Table 5 WILLIAM CANNON CORRIDOR SIDEWALK GAPS TO CONSTRUCT		
Street	Location (side)	Segment
William Cannon	South	McKinney Falls to Dixie Drive
Springfield Drive	North East/West	Hillcrest Elementary to Wm Cannon
Janes Ranch	North West	Hillcrest Elementary to Wm Cannon
Running Water	South East/West	Spring Fever Trail to Wm Cannon
Salt Springs	South East/West	Orleans to Wm Cannon
Dixie	South East/West	Orleans to Wm Cannon
N. Bluff	North East/West	Taco Cabana to Wm Cannon
IH-35	North West	South Point Village Apts. To Wm Cannon
Circle S	South East/West	Starpark Village to Wm Cannon
Circle S	North West	Eberhart Lane to Wm Cannon
Skynook	South East/West	Clearday to Wm Cannon
Sunstrip	North West	1/2 block (alley) to Wm Cannon
Lunar	South East	Clearday to Wm Cannon
Bill Hughes	South West	Thelma to Wm Cannon
Armadillo Rd.	North /South	Emerald Forest to Cooper
Cannonleague	North West	Bissel Ln. to Wm Cannon
Stage Coach Trail	North West	Western Drive to Wm Cannon
Stage Coach Trail	South East/West	Alley to Wm Cannon
Lost Valley	North East	Western Drive to Wm Cannon
Lost Valley	South West	Alley to Wm Cannon
Bannockburn Dr.	South West	Loch Lomond to Wm Cannon
Mopac	North West	Southbound Frontage Rd. to Randalls
Western Oaks Blvd.	South East/West	Martial Arts to Wm Cannon
McCarty Lane	North East /West	Beckett to Wm Cannon
Beckett	North West	Firestation to Wm Cannon
Beckett	South West	Wheeler Branch Trail to Wm Cannon
Ridge Oak	North East /West	Reynolds Rd. to Wm Cannon
William Cannon	West	NXP to Wm Cannon
Southwest Parkway	South	AMD to Wm Cannon

Table 6 WILLIAM CANNON CORRIDOR CAPITAL METRO	
Intersection	Description
Meadow Lake Blvd.	EB shift bus stop past intersection (far side) location.
Stonleigh Place	EB shift bus stop past intersection (far side) location. WB shift bus stop past intersection (far side) location.
Bluff Springs	Shift the Capital Metro bus transfer center approx. 215 (N. after first western driveway) away from the intersection to allow usage of the right turn lane.
South 1st Street	EB, Shift bus stop past intersection (far side) location.
Rialto Blvd.	Shift bus stop past intersection (far side) location.
Woodhue Drive	Shift bus stop past intersection (far side) location.
Mount Carrell Drive	Shift bus stop past intersection (far side) location.
Emerald Forest Drive	Shift bus stop past intersection (far side) location.
Cooper Lane	Shift bus stop past intersection (far side) location.
Westgate WB	Shift bus stop past intersection (far side) location.
Westgate EB	Shift bus stop past intersection (far side) location.
Deaton Hill Drive WB	Shift bus stop past intersection (far side) location.
Lost Valley WB	Shift bus stop past intersection (far side) location.
Location	Recommendation
Pleasant Valley to Meadow Lake	Install a bus shelter and benches at all bus stops
Meadow Lake to Bluff Springs	Install a bus shelter and benches at all bus stops
IH-35 to S. Congress	Install a bus shelter and benches at all bus stops
S. Congress to Manchaca	Install a bus shelter and benches at all bus stops
Manchaca to Brush Country	Install a bus shelter and benches at all bus stops
Location	Recommendation transit plazas
Bluff Springs Transfer Center	Create a transit plaza
Brush Country Transfer Center	Create a transit plaza with the bus pull-out.
Cap. Metro. Park and Ride at US 290	Create a transit plaza



EXISTING TYPICAL SECTION
BETWEEN McKINNEY FALLS PARKWAY & SPRINGFIELD DRIVE
(112.5' WIDTH RIGHT-OF-WAY)

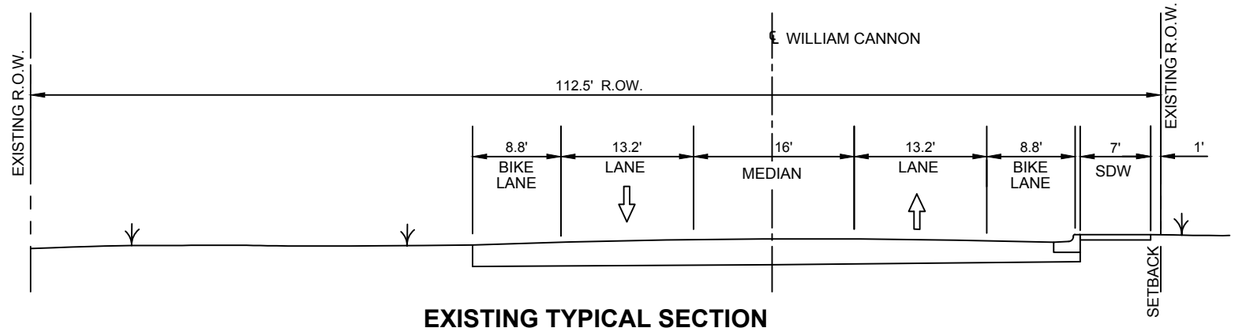
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PROPOSED (SHORT TERM) TYPICAL SECTION
BETWEEN McKINNEY FALLS PARKWAY & SPRINGFIELD DRIVE
(112.5' WIDTH RIGHT-OF-WAY)

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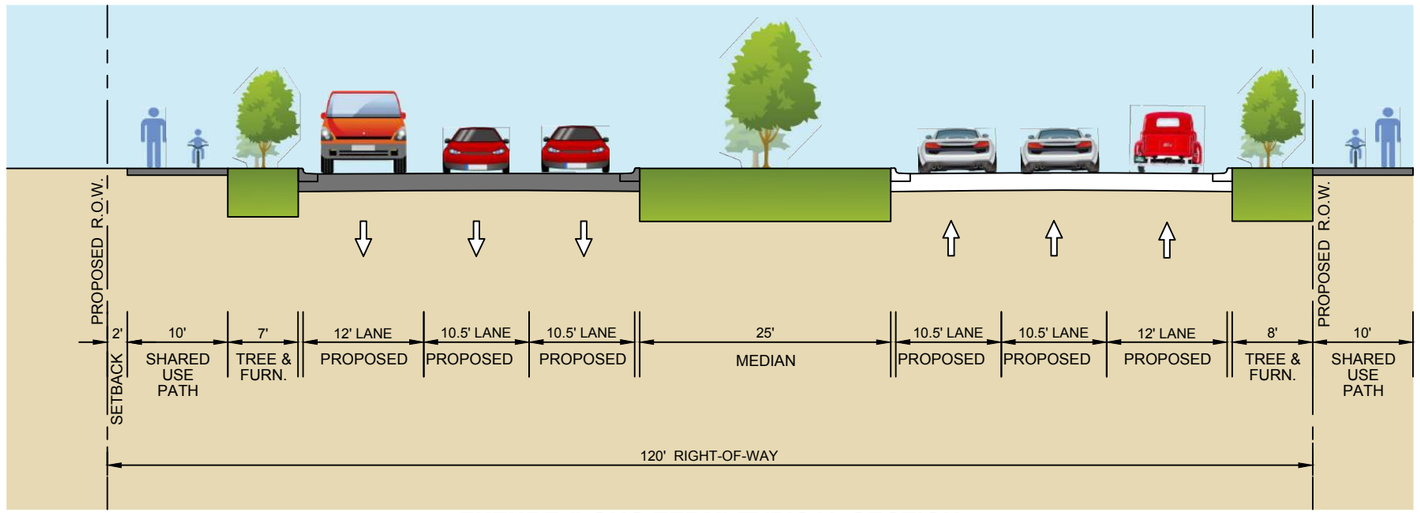
CROSS SECTION - A
McKINNEY FALLS PARKWAY &
SPRINGFIELD DRIVE
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN McKINNEY FALLS PARKWAY & RUNNING WATER
(112.5' WIDTH RIGHT-OF-WAY)

NOTES:

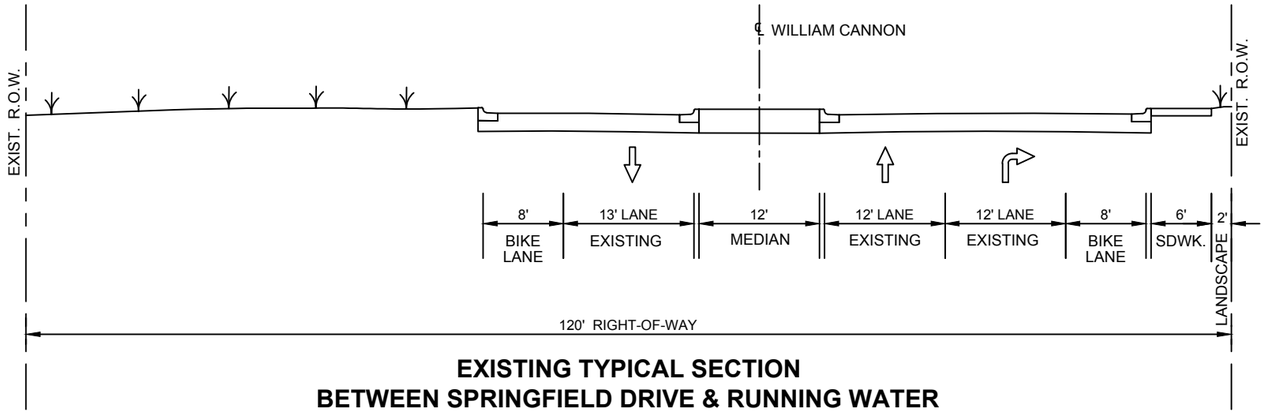
1. CITY OF AUSTIN TO ACQUIRE FUTURE RIGHT-OF-WAY TO BUILD TYPICAL 120' SECTION.
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FUTURE (LONG TERM) TYPICAL SECTION
BETWEEN McKINNEY FALLS PARKWAY & RUNNING WATER
(120' WIDTH RIGHT-OF-WAY)

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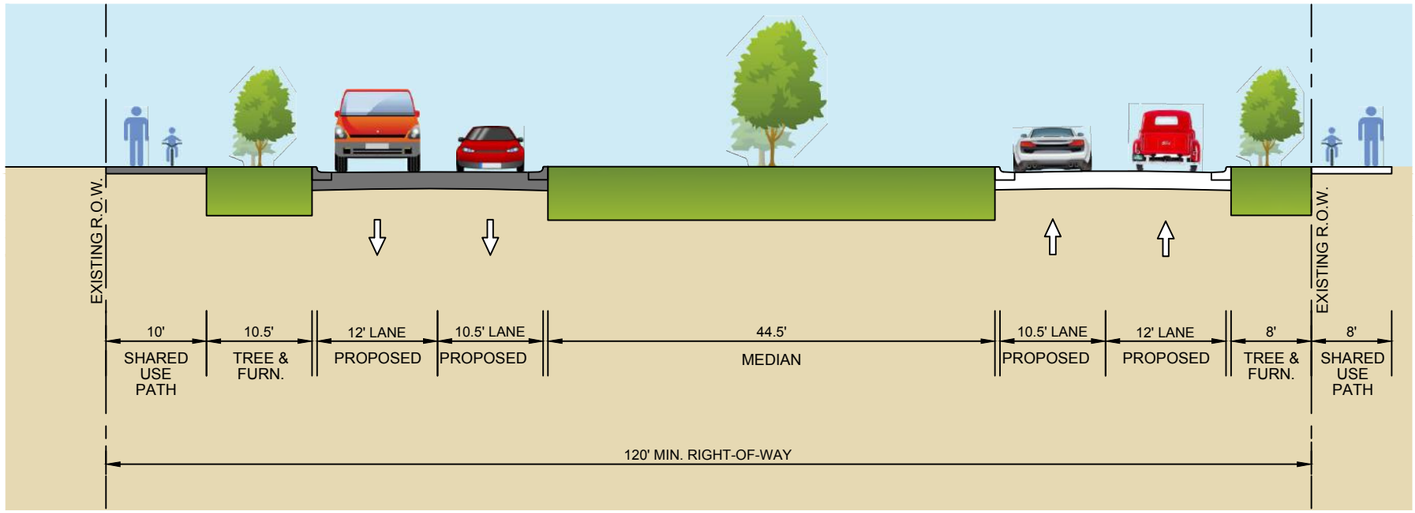
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McKINNEY FALLS PARKWAY &
RUNNING WATER
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN SPRINGFIELD DRIVE & RUNNING WATER

NOTE:

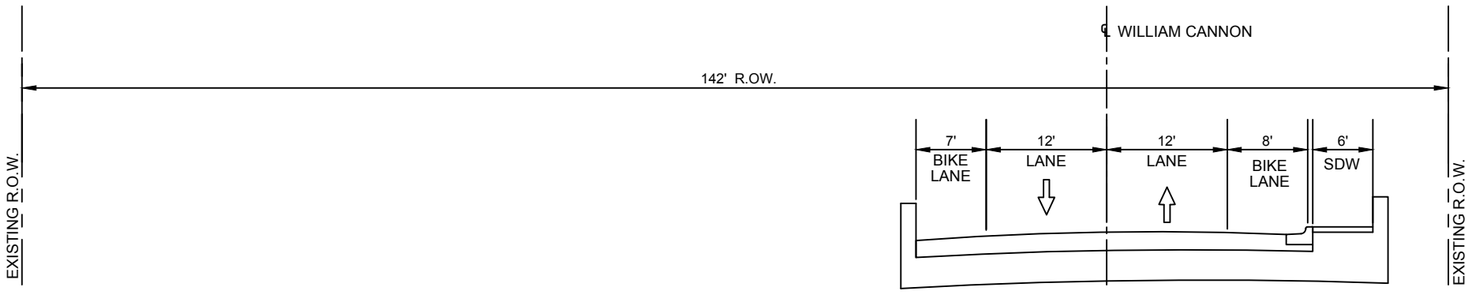
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PROPOSED (SHORT TERM) TYPICAL SECTION
BETWEEN SPRINGFIELD DRIVE & RUNNING WATER

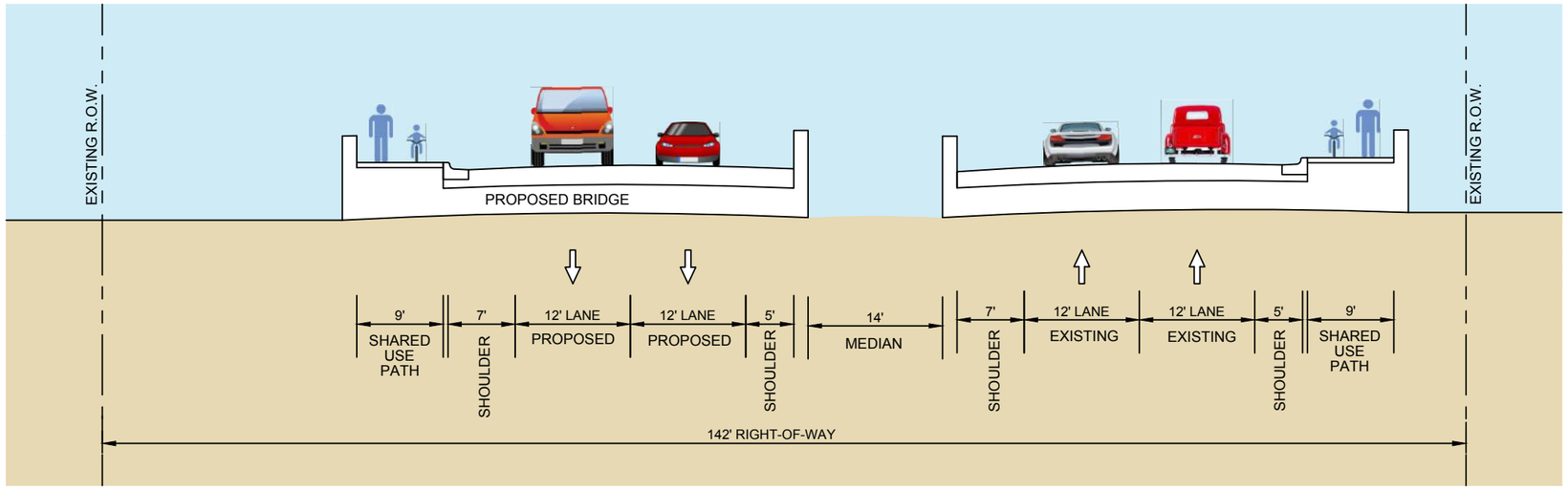
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CROSS SECTION - C
SPRINGFIELD DRIVE &
RUNNING WATER
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
EXISTING MARBLE CREEK BRIDGE

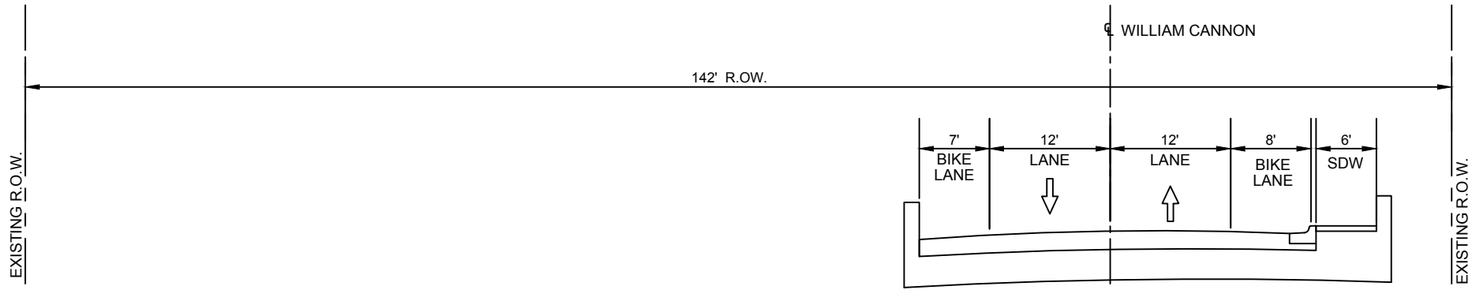
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PROPOSED (SHORT TERM) TYPICAL SECTION
MARBLE CREEK BRIDGE

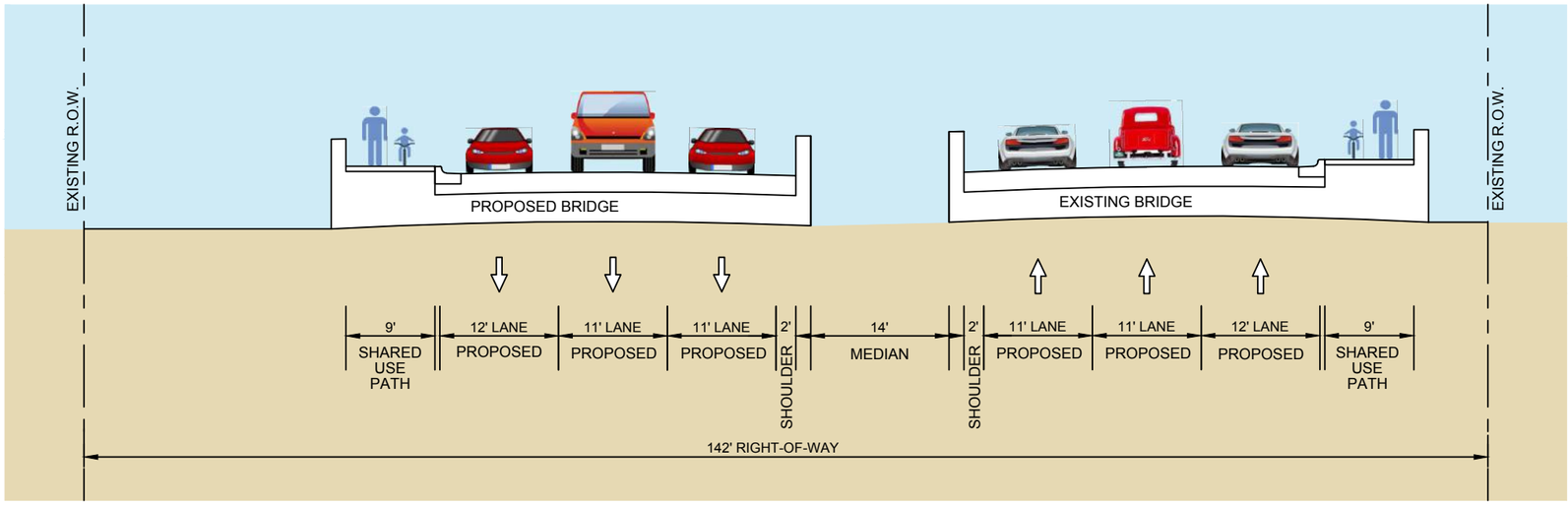
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CROSS SECTION - D
MARBLE CREEK BRIDGE
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



TYPICAL SECTION
EXISTING MARBLE CREEK BRIDGE

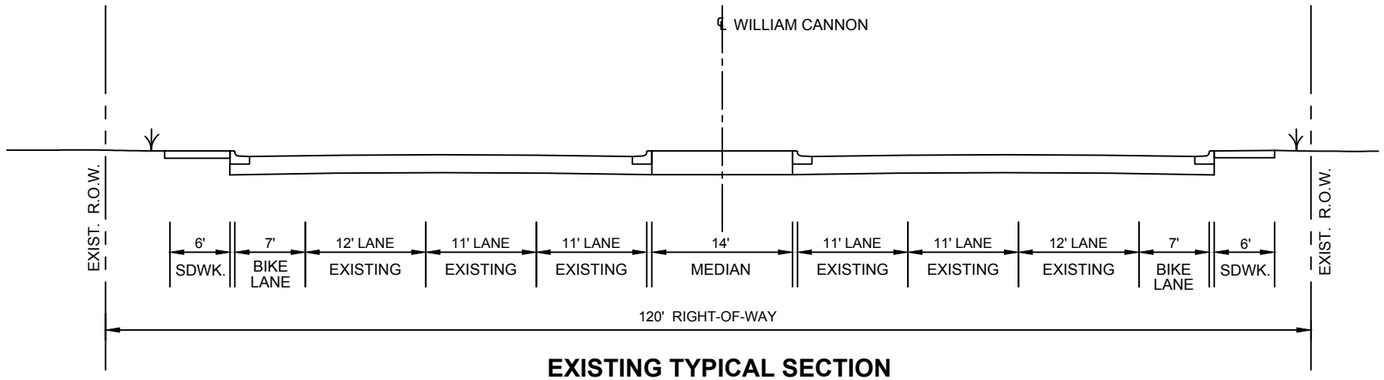
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FUTURE (LONG TERM) TYPICAL SECTION
MARBLE CREEK BRIDGE

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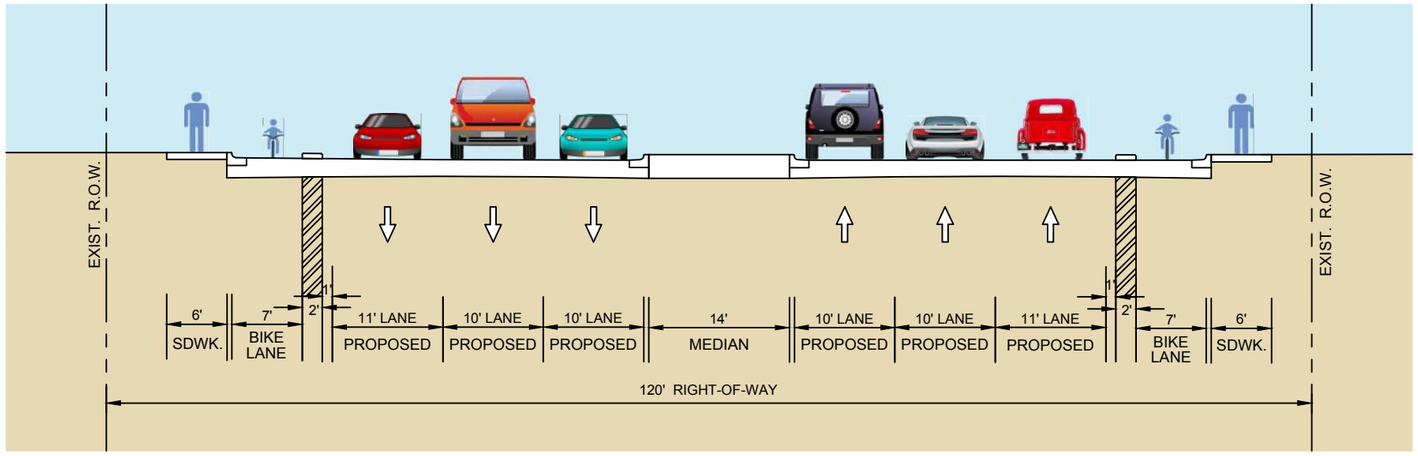
CROSS SECTION - E
MARBLE CREEK BRIDGE
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN RUNNING WATER & SOUTH PLEASANT VALLEY

NOTES:

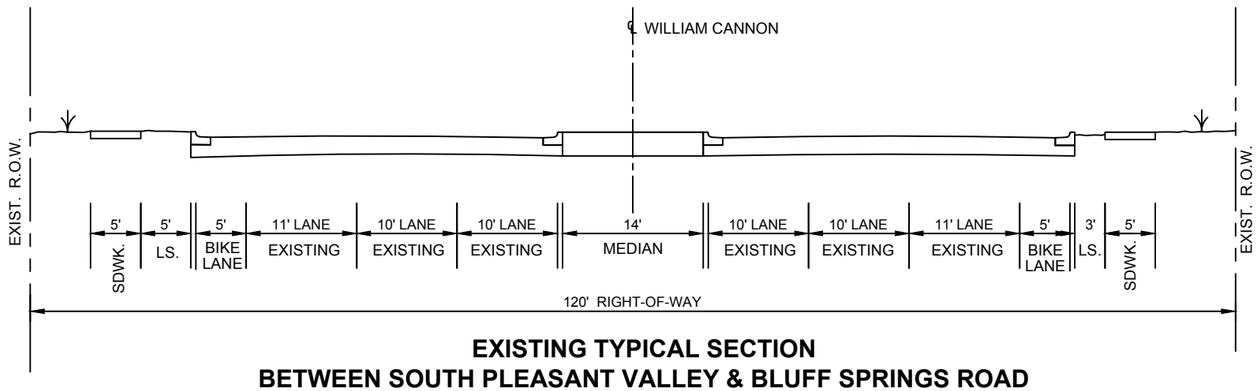
1. LONG TERM: SET BACK SIDEWALK FROM BACK OF CURB ON EASEMENT OR RIGHT-OF-WAY IF NECESSARY TO PROVIDE BUFFER AND TREE FURNITURE ZONE.
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PROPOSED TYPICAL SECTION
BETWEEN RUNNING WATER & SOUTH PLEASANT VALLEY

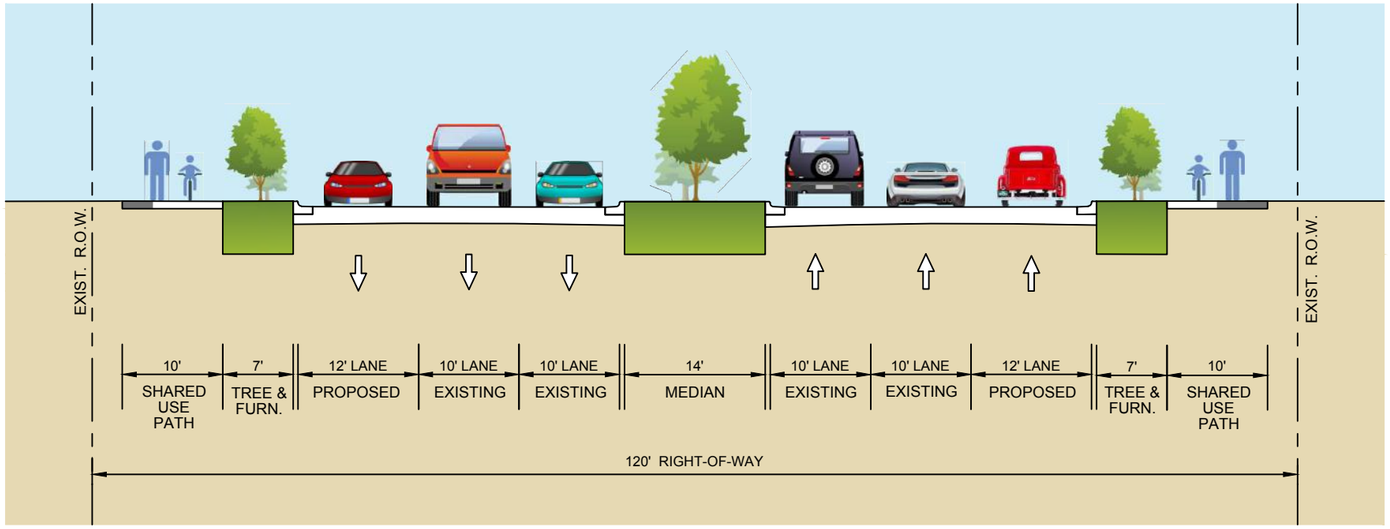
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CROSS SECTION - F
RUNNING WATER &
SOUTH PLEASANT VALLEY
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN SOUTH PLEASANT VALLEY & BLUFF SPRINGS ROAD

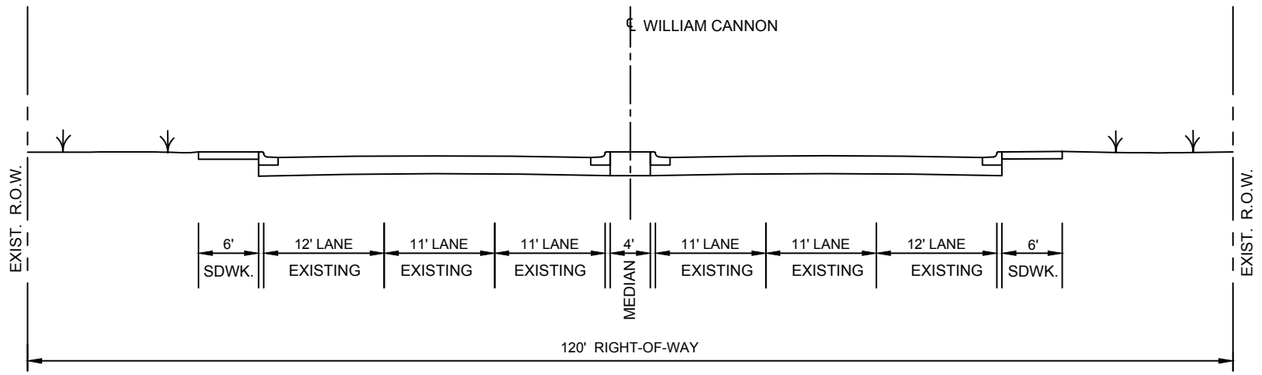
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PROPOSED TYPICAL SECTION
BETWEEN SOUTH PLEASANT VALLEY & BLUFF SPRINGS ROAD

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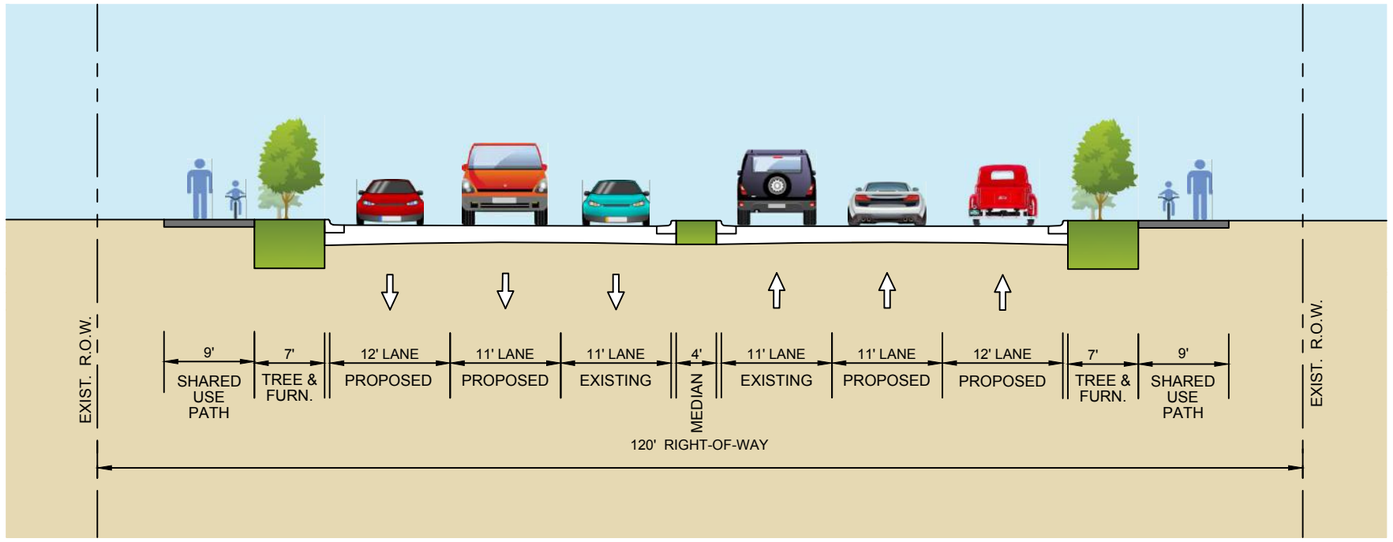
CROSS SECTION - G
SOUTH PLEASANT VALLEY &
BLUFF SPRINGS ROAD
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN BLUFF SPRINGS ROAD & IH-35

NOTE:

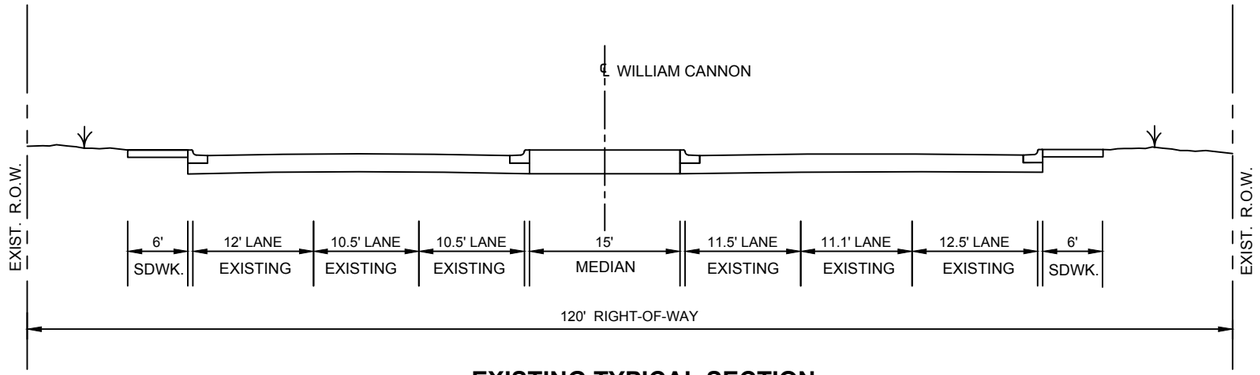
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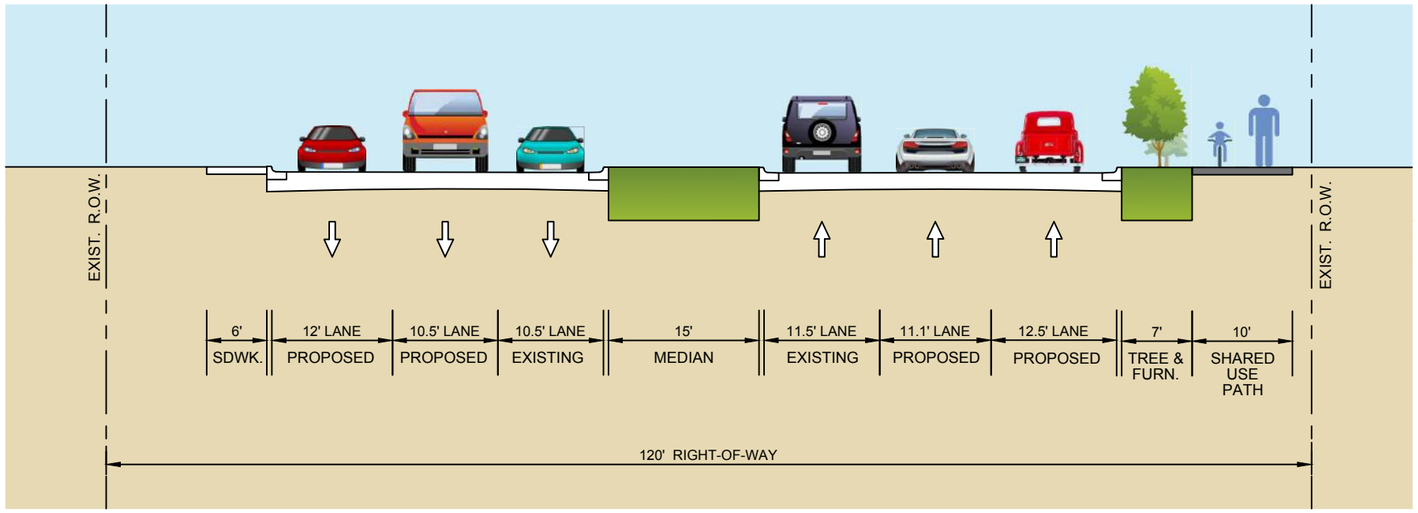
PROPOSED TYPICAL SECTION
BETWEEN BLUFF SPRINGS ROAD & IH-35

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Austin, Texas 78701

CROSS SECTION - H
BLUFF SPRINGS ROAD & IH-35
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN IH-35 & SUNSTRIP/LUNAR DRIVE



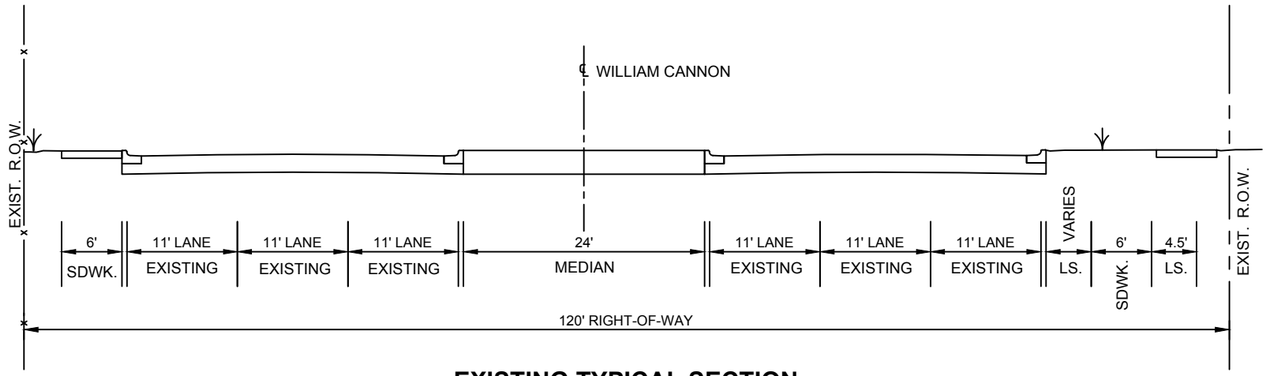
PROPOSED TYPICAL SECTION
BETWEEN IH-35 & SUNSTRIP/LUNAR DRIVE

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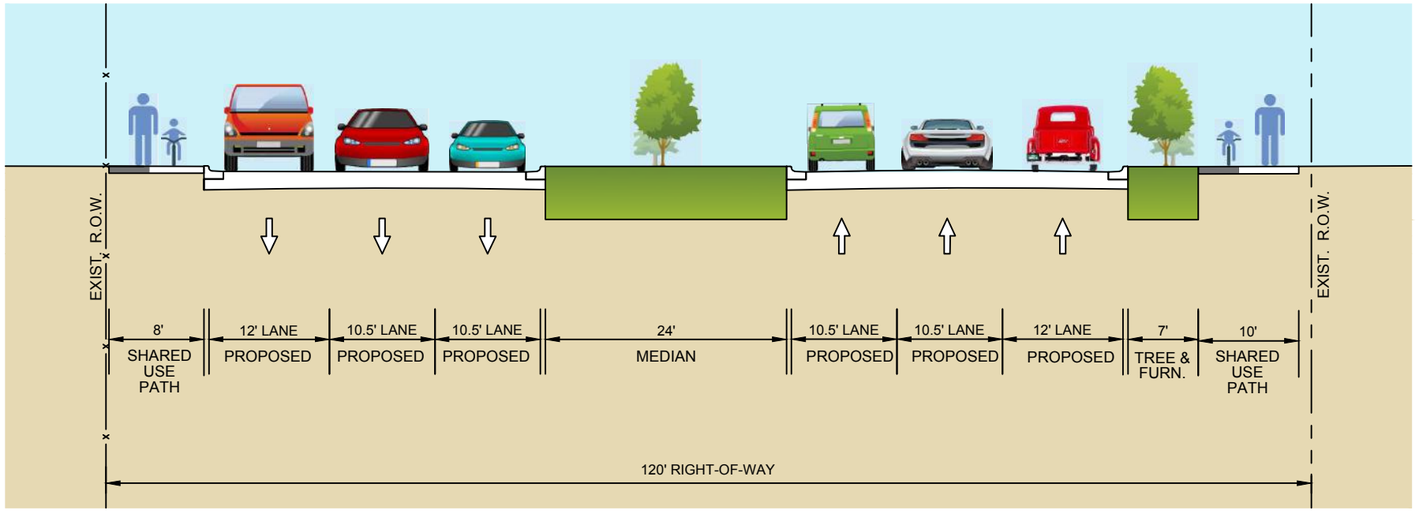
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Austin, Texas 78701

CROSS SECTION - I
IH-35 & SUNSTRIP/LUNAR DRIVE
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN SUNSTRIP/LUNAR DRIVE & SOUTH 1ST STREET - AT
BEDICHEK MIDDLE SCHOOL

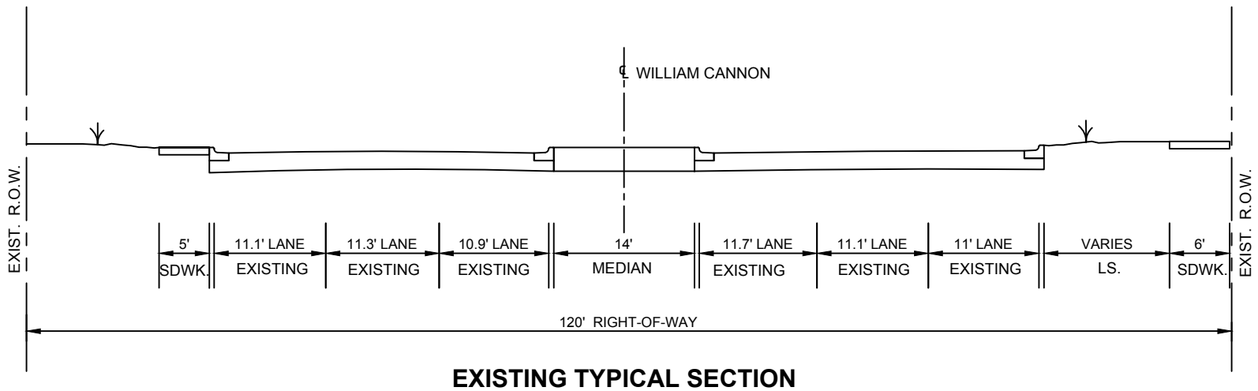
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PROPOSED TYPICAL SECTION
BETWEEN SUNSTRIP/LUNAR DRIVE & SOUTH 1ST STREET - AT
BEDICHEK MIDDLE SCHOOL

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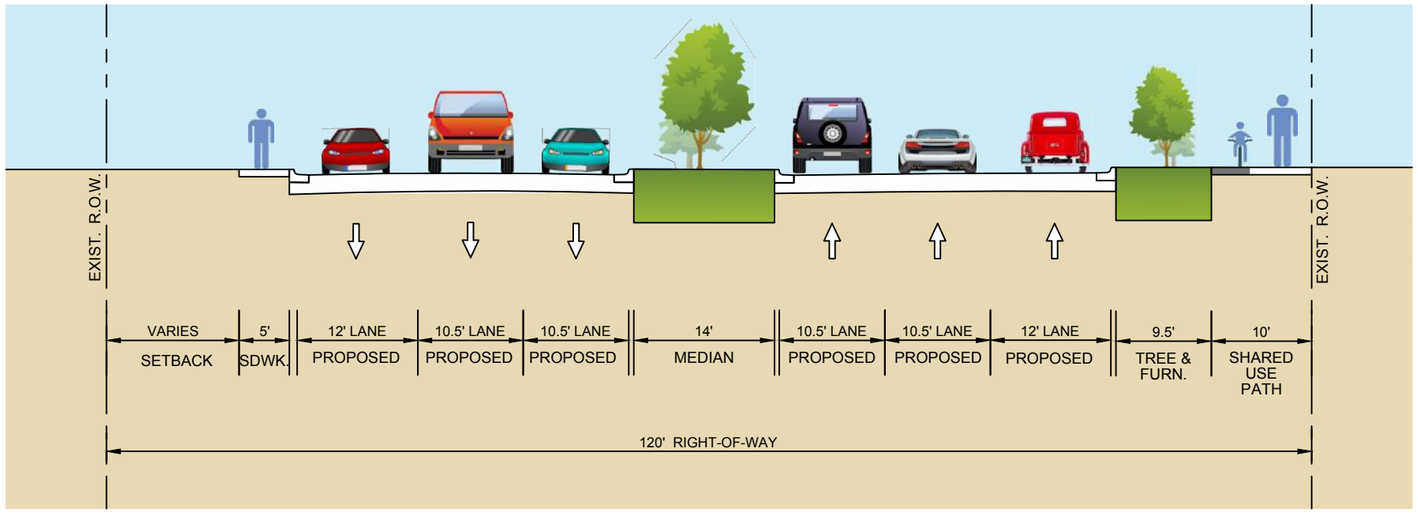
CROSS SECTION - J
SUNSTRIP/LUNAR DRIVE &
SOUTH 1ST STREET - AT BEDICHEK
MIDDLE SCHOOL
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN SOUTH 1ST STREET & MANCHACA ROAD

NOTES:

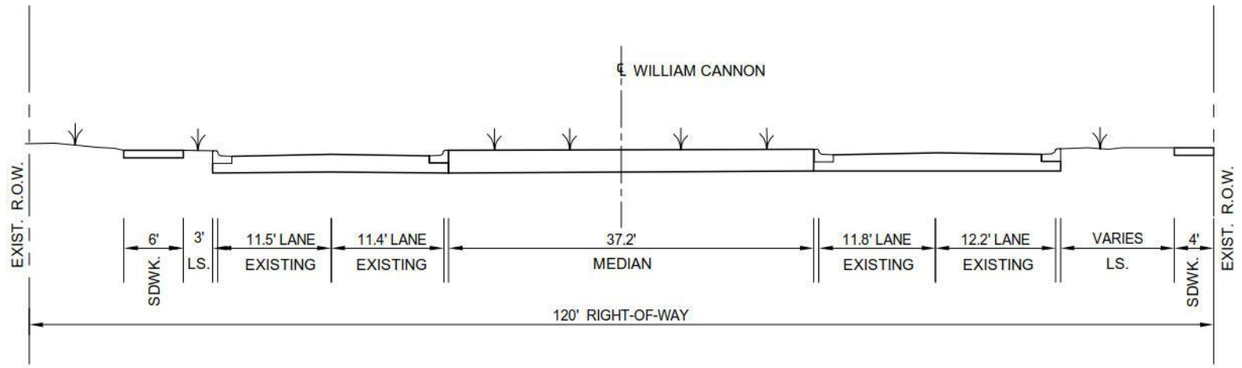
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PROPOSED TYPICAL SECTION
BETWEEN SOUTH 1ST STREET & MANCHACA ROAD

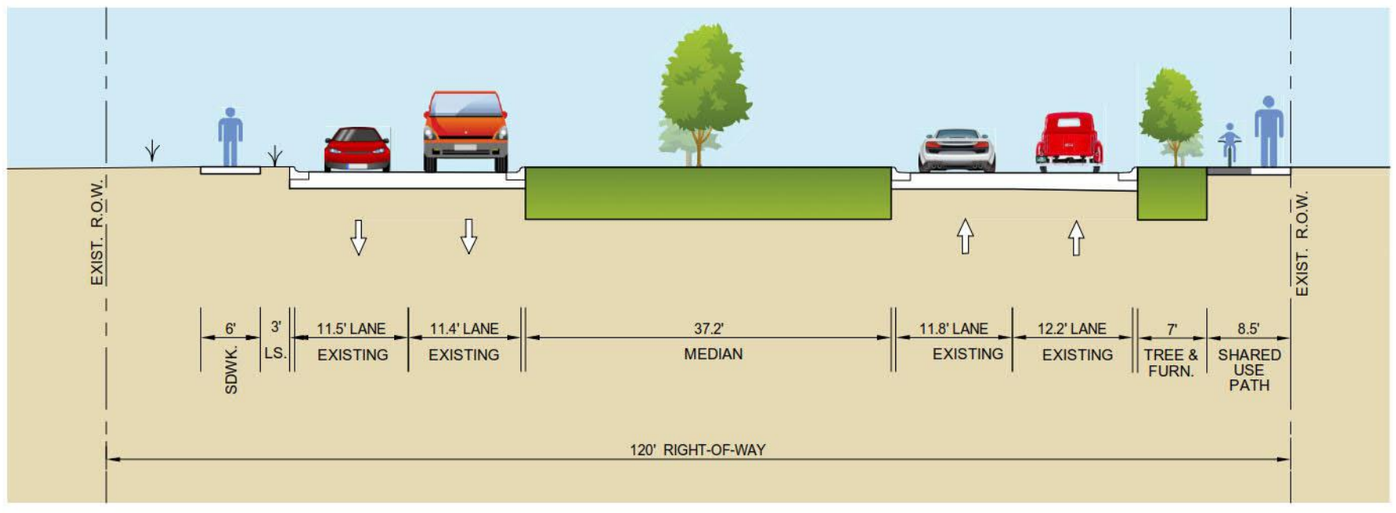
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Austin, Texas 78701

CROSS SECTION - K
SOUTH 1ST STREET & MANCHACA ROAD
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN MANCHACA ROAD & LOST VALLEY

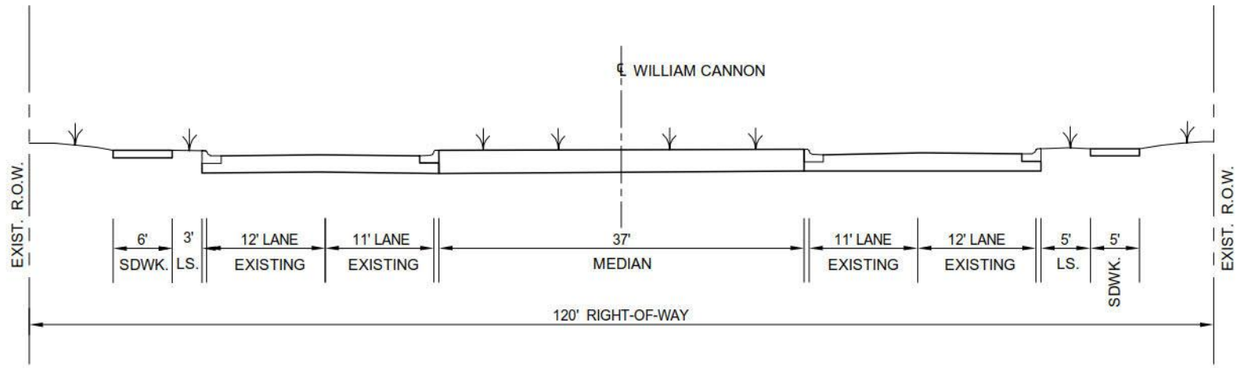
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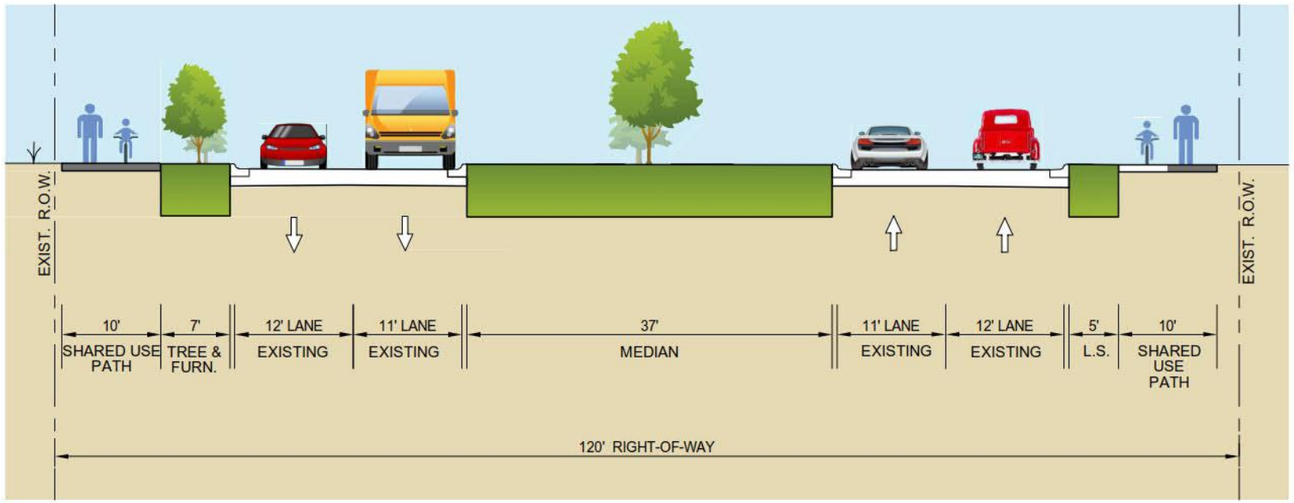
PROPOSED TYPICAL SECTION
BETWEEN MANCHACA ROAD & LOST VALLEY

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CROSS SECTION - L
MANCHACA ROAD & LOST VALLEY
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN LOST VALLEY & BRODIE LANE

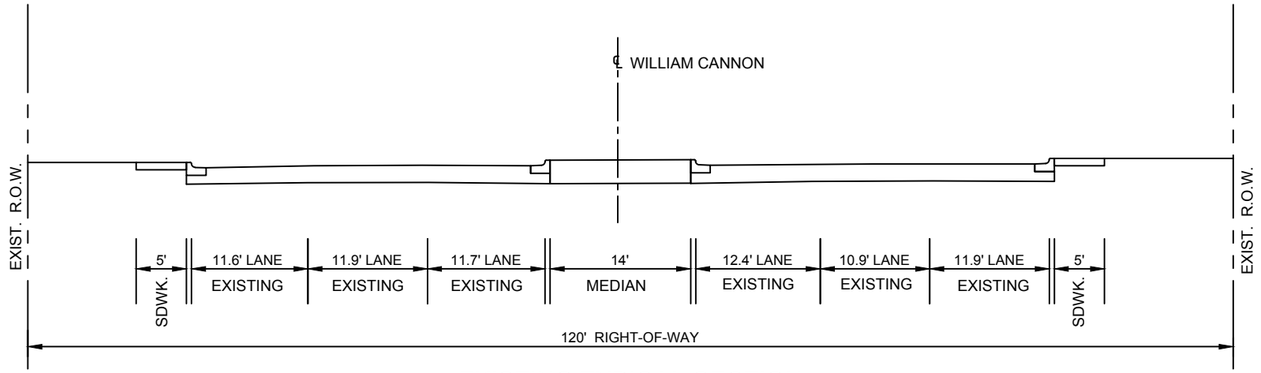


PROPOSED TYPICAL SECTION
BETWEEN LOST VALLEY & BRODIE LANE

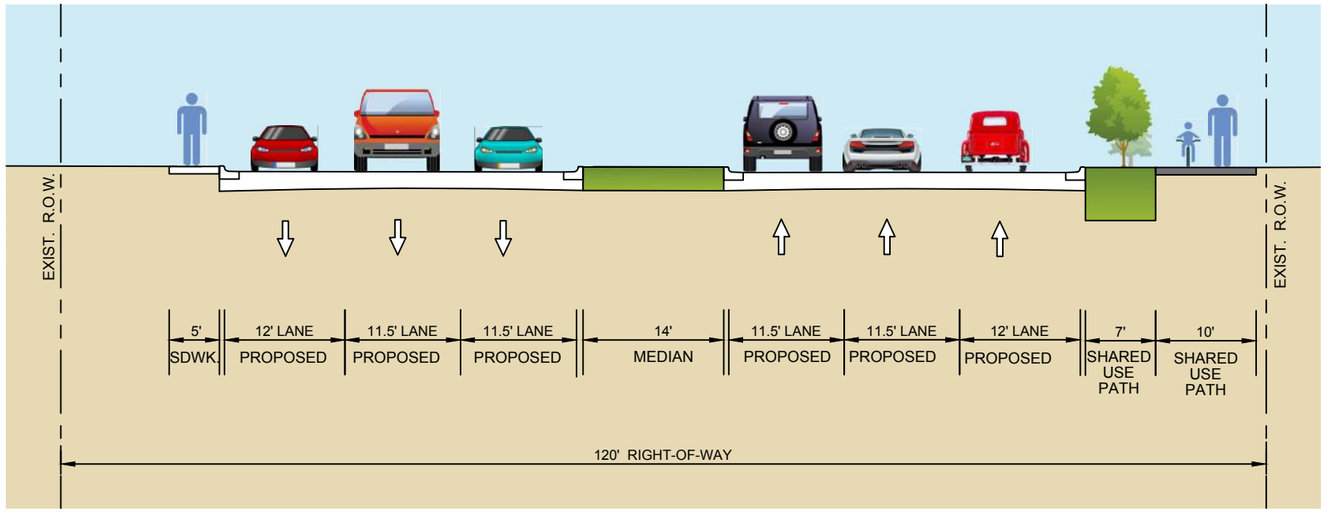
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CROSS SECTION - M
LOST VALLEY & BRODIE LANE
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN BRODIE LANE & MOPAC



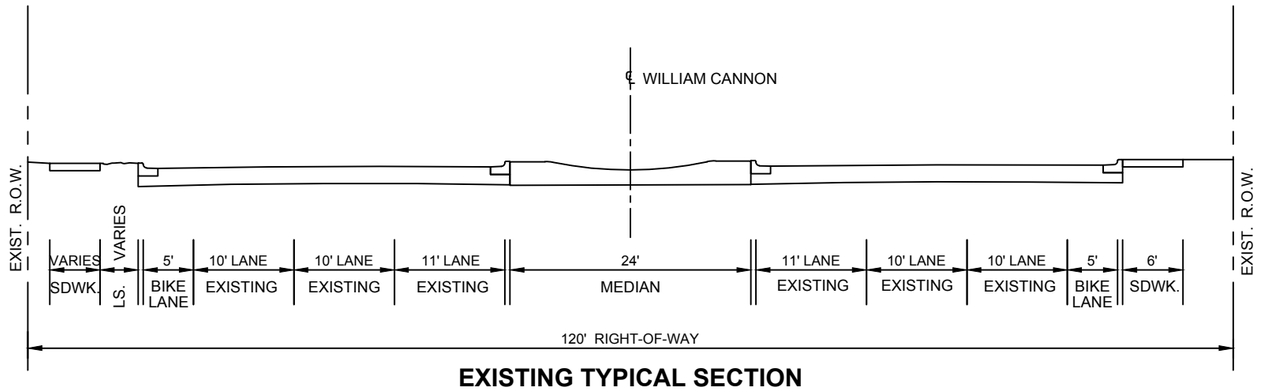
PROPOSED TYPICAL SECTION
BETWEEN BRODIE LANE & MOPAC

NOTES:

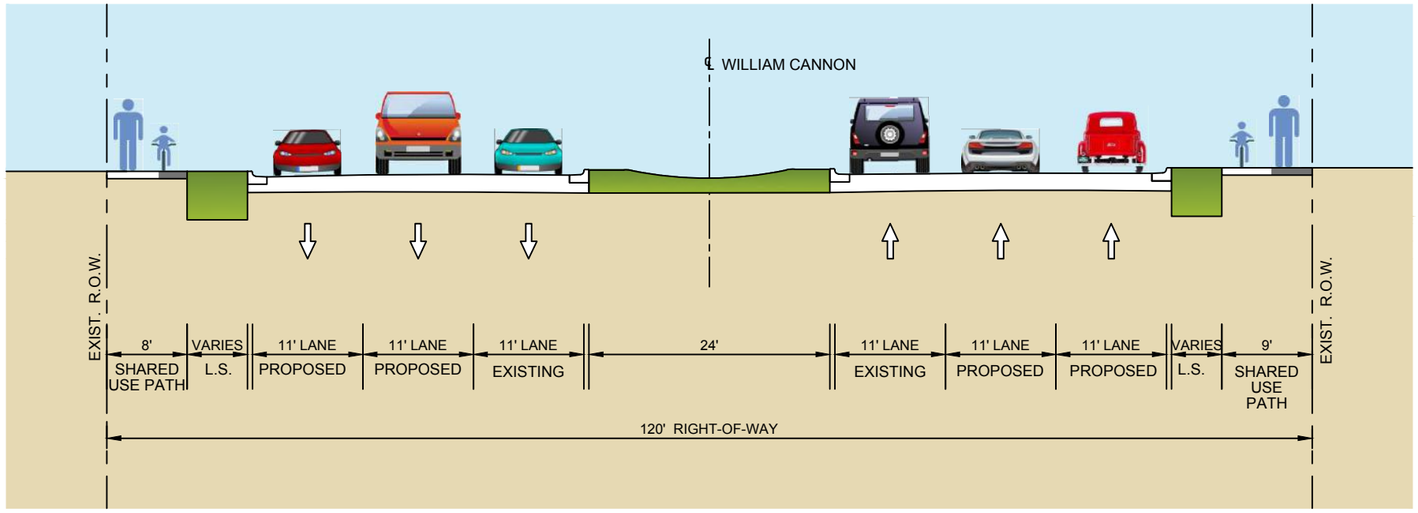
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CROSS SECTION - N
BRODIE LANE & MOPAC
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN MOPAC & McCARTY



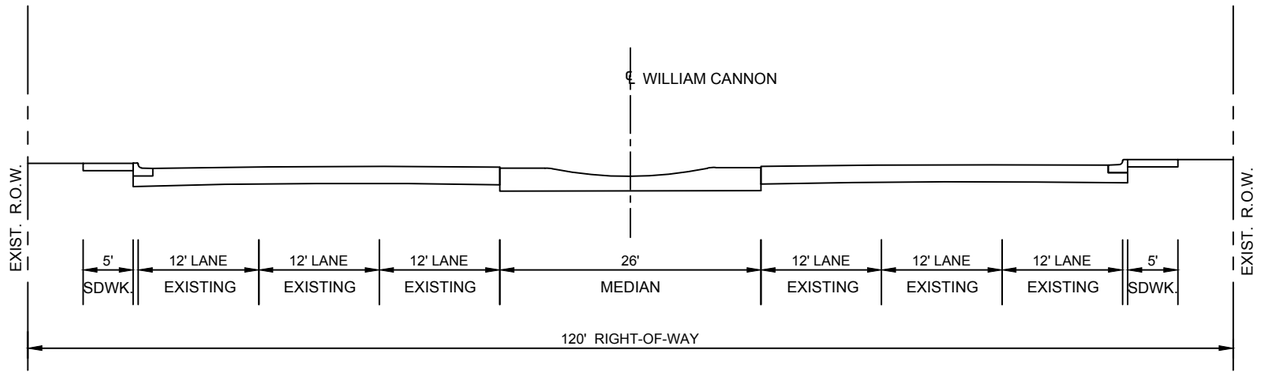
PROPOSED TYPICAL SECTION
BETWEEN MOPAC & McCARTY

NOTES:

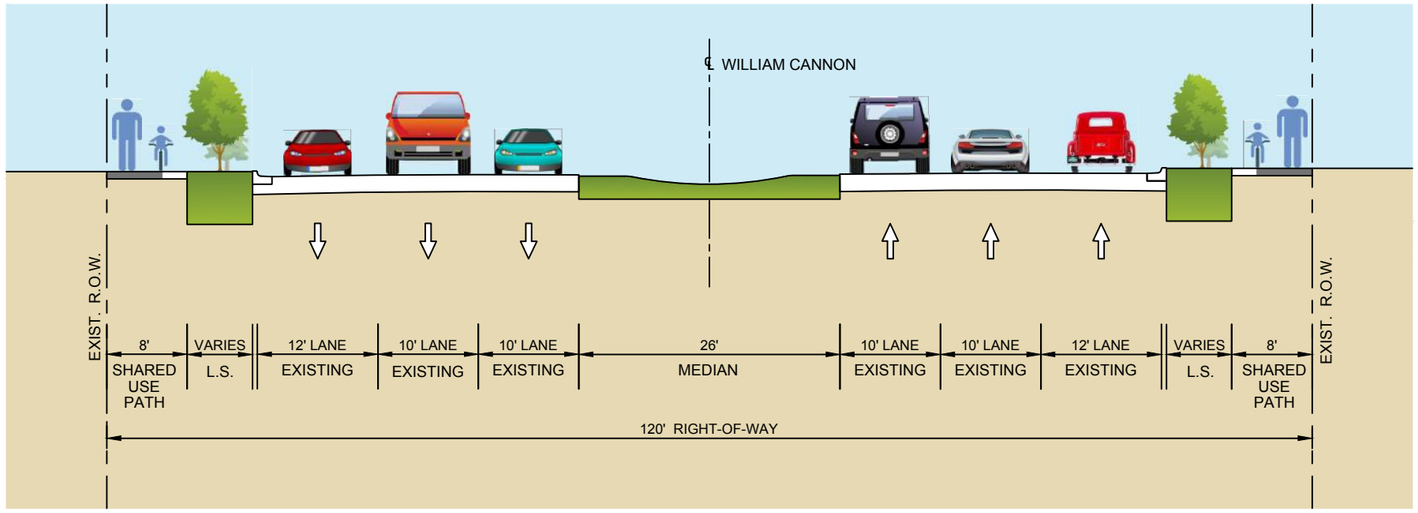
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CROSS SECTION - O
MOPAC & McCARTY
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN McCARTY & HWY 290



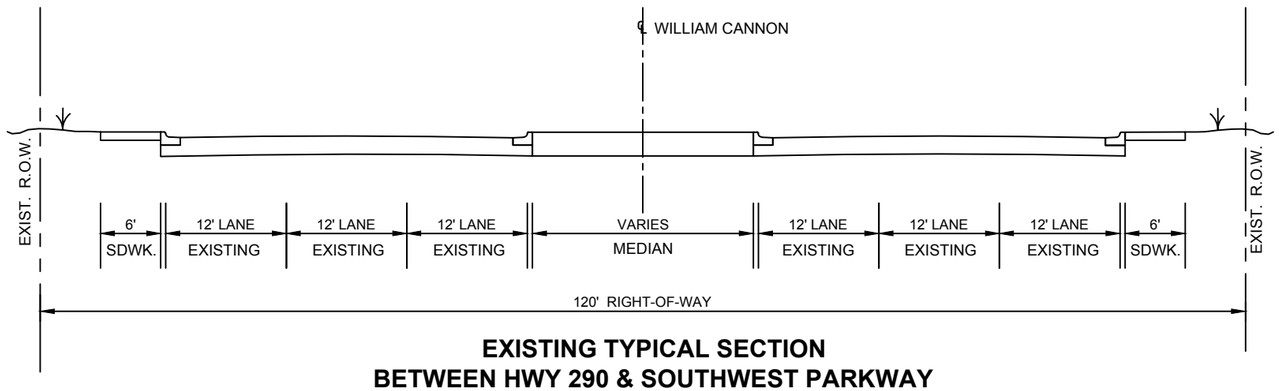
PROPOSED TYPICAL SECTION
BETWEEN McCARTY & HWY 290

NOTES:

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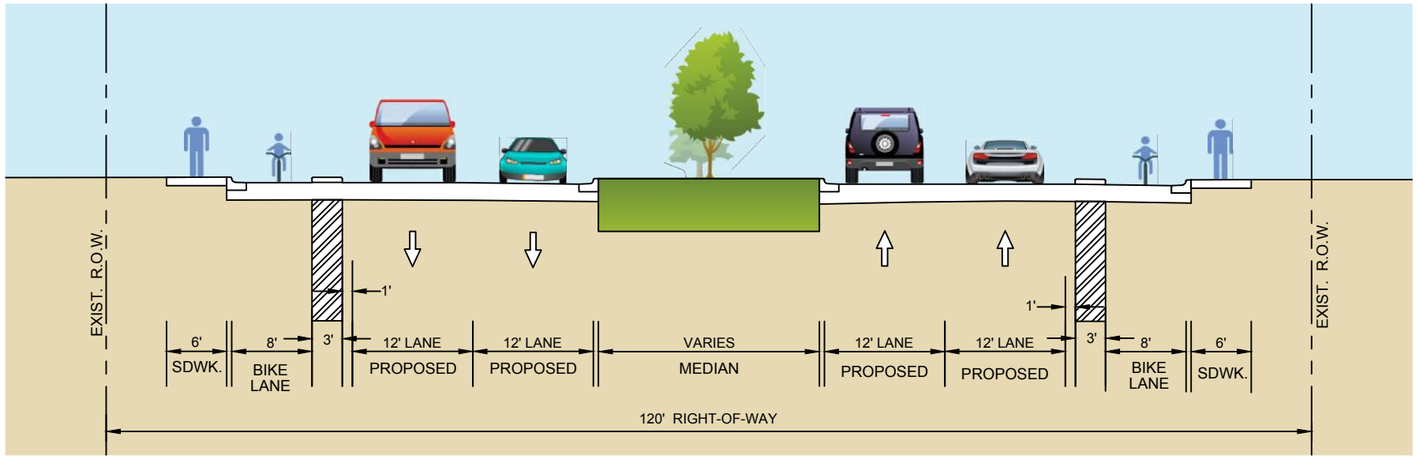
CROSS SECTION - P
McCARTY & HWY 290
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN



EXISTING TYPICAL SECTION
BETWEEN HWY 290 & SOUTHWEST PARKWAY

NOTES:

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PROPOSED TYPICAL SECTION
BETWEEN HWY 290 & SOUTHWEST PARKWAY

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CROSS SECTION - Q
HWY 290 & SOUTHWEST PARKWAY
WILLIAM CANNON DRIVE CORRIDOR
MOBILITY PLAN
CITY OF AUSTIN

austin MOTION | THE CORRIDOR PROGRAM

WILLIAM CANNON DRIVE CORRIDOR BICYCLE & SIDEWALK MAPS

January 2018

FINAL

AUSTIN TEXAS BIKE MAP

Legend

Riding Conditions
see descriptions on reverse, under "Using the Map"

- Paved Trails
- Unpaved Trails
- High-Comfort Roads
- Medium-Comfort Roads
- Low-Comfort Roads
- Extremely Low Comfort
- Restricted Sidewalks (see reverse)
- Helpful Sidewalks
- Minor Trails (may require walking)
- Major Streets

Points of Interest
to add a missing bike shop, email bicycleprogram@austintexas.gov

- Elementary Schools
- Middle Schools
- High Schools
- Libraries
- Metrorail Stops
- Metrobike Shelters
- Park and Rides
- Bike Shops

Street Grade
(arrows point up)

- Steep
- Medium
- Mild

0 0.25 0.5 1 mi

Liberty Hill? Take Crystal Falls over to Baghdad Rd. from Lakeline

To Leander, Georgetown, & Andice

15-30 min

10-20 min

5-10 min

Loop!

Concordia University

Huge Hill w/ no shoulders. Walk along ditch if necessary.

Shoulder goes away at exits

To Lakeway

To Bee Caves

Mt. Bonnell

Roads open 6am-6pm M-F

Trail coming late 2014!

ACC

Greyhound station

NEW BRIDGE!

290 E tollway Bike/ped path to Manor now open!

See reverse for this area in greater detail.

Hornsby Bend Bird Observatory

Austin-Bergstrom International Airport

St. Edward's University

ACC PIN Campus

Circle Dr. gets you to Fitzhugh Rd, via 1/4 mile of 290

Cross the original Congress Ave Bridge...

...To Bastrop

To San Marcos

To Creedmoor

CEDAR PARK

ROUND ROCK

LEANDER

PFLUGERVILLE

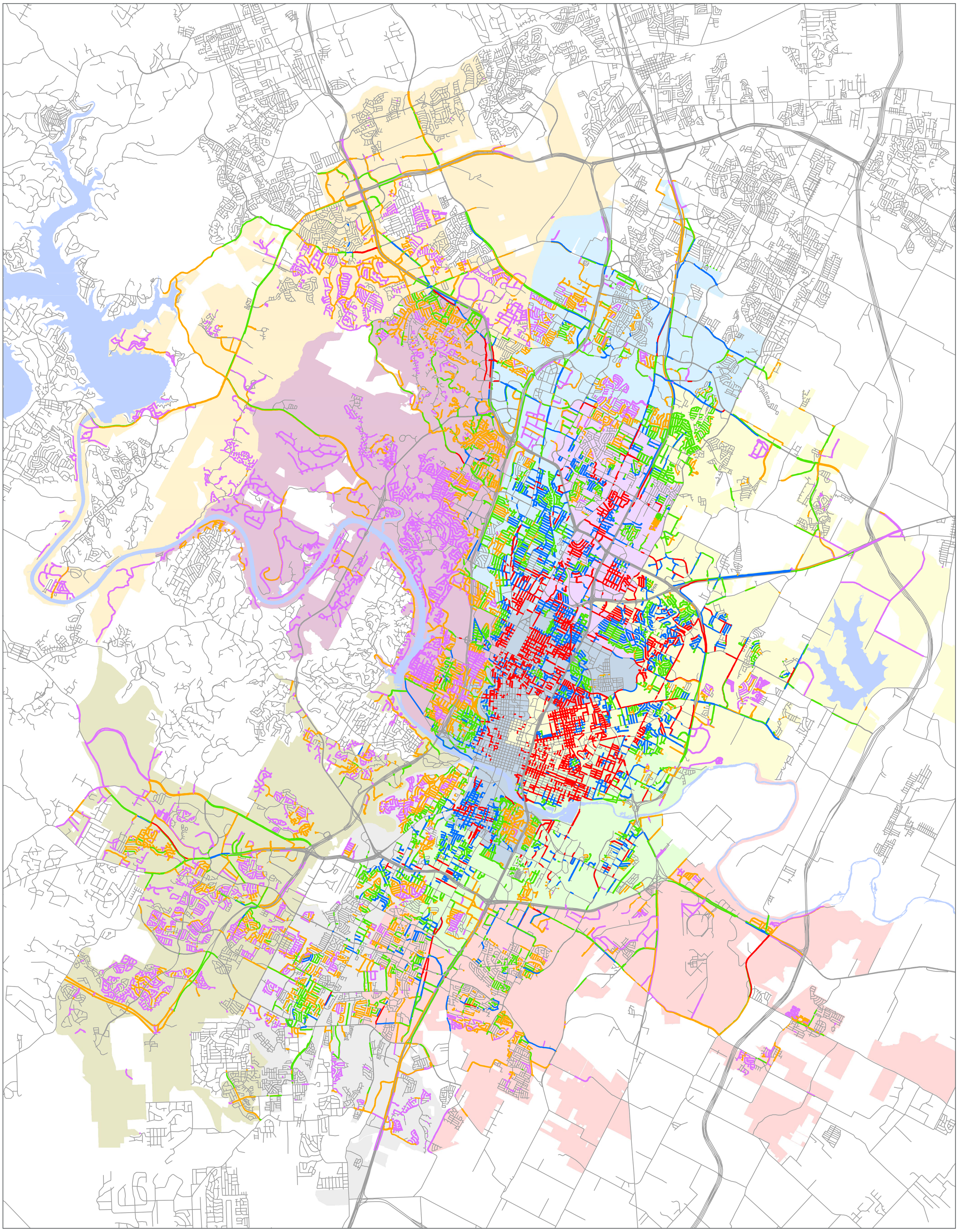
WELLS BRANCH

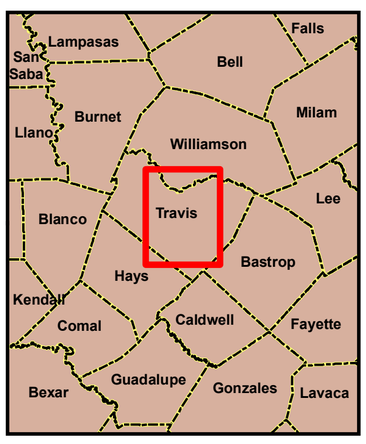
WESTLAKE

AUSTIN

SUNSET VALLEY

City of Austin Pedestrian Plan
Absent Sidewalk Scoring Results





N

HDR makes no representations or warranties regarding accuracy or completeness of the information depicted on this map or data from which it was produced. This map is NOT suitable for survey purposes and does not purport to depict or establish boundaries between land owners or locations of utility infrastructure where survey data is available and field locations have been established

1:70,000

0 0.5 1 2 Miles

0 3,000 6,000 12,000 18,000 24,000 Feet

PRIORITIZATION RANKINGS ARE INTENDED AS A TOOL TO ALLOCATE LIMITED CITY OF AUSTIN SIDEWALK RESOURCES; JUST BECAUSE A PARTICULAR SECTION OF SIDEWALK IS RANKED AS A LOWER PRIORITY DOES NOT MEAN IT IS NOT A NECESSARY COMPONENT OF A COMPLETE PEDESTRIAN NETWORK. CONSISTENT WITH CITY OF AUSTIN COMPLETE STREETS POLICIES ALL PRIVATE AND PUBLIC DEVELOPMENT, REDEVELOPMENT, AND CAPITAL IMPROVEMENT PROJECTS SHOULD INCLUDE ADA COMPLIANT SIDEWALKS (OR URBAN TRAILS WHERE APPROPRIATE) ALONG THE FULL LENGTH OF EVERY ROAD FRONTAGE (UNLESS ALTERNATIVE COMPLIANCE IS SPECIFICALLY AUTHORIZED BY CITY CODES).

COUNCIL DISTRICT

1
2
3
4
5
6
7
8
9
10
Lakes
Roads

PIMS ABSENT SIDEWALK SCORE

	ABSENT SIDEWALK SEGMENT COUNT
<= 30.00 (Very Low)	7,985
30.01 - 40.00 (Low)	6,779
40.01 - 50.00 (Medium)	5,632
50.01 - 59.00 (High)	3,785
> 59 (Very High)	3,237

SCORING DISTRIBUTION

Minimum: 0.00
Maximum:88.40
Mean: 40.03
Median: 38.25