TRAFFIC IMPACT REPORT

March 14, 2025; Interim Update May 15, 2025; Update: June 24, 2025

20254133.0002

UPTOWN APARTMENTS

2190-2200 WEHRLE DRIVE - TOWN OF AMHERST, NY

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APPENDICES

1.0 EXECUTIVE SUMMARY

The purpose of this updated Traffic Impact Report is to evaluate the potential traffic impacts related to the proposed Uptown Apartments Residential Development located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, based on whether the project generated traffic will result in potentially significant adverse traffic impacts. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

The traffic analysis has been updated to evaluate all traffic entering and exiting the site via the driveways on Wehrle Drive and additional study intersections have been added as requested by both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board. The original Traffic Impact Report dated March 14, 2025 inadvertently included traffic being projected to utilize the connection to Limestone Drive, which is only being provided for emergency access purposes. The driveway connection to Limestone Drive will consist of a gated emergency access only connection as depicted on the Concept Plan for the project.

Project Location and Description

The project site is located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. The project comprises the following aspects:

- **Site Status:** The existing ±25 acre site is currently comprised of undeveloped lands.
- **Site Boundary:**
  - **North:** Limestone Commons.
  - **East:** Bellingham Drive and single-family homes.
  - **South:** Wehrle Drive.
  - **West:** Commercial development, Windsong Place Apartments, and Spindrift Drive.
- **Vicinity Land Uses:** There is a mix of residential, commercial, educational, and medical land uses.

The proposed development is comprised of the following components:

- **Proposed Land Use:**
  - ±332 apartment units
  - ±220 garage parking spaces and ±625 surface parking spaces
- **Access:** Provided via two proposed driveways on Wehrle Drive, one driveway located at the eastern end of the site, and one driveway located at the western end of the site. A gated emergency access only driveway will connect to Main Street at the north end of the site via Limestone Drive for emergency access.

The project will include a ±1,232 square foot (SF) fitness center with recreational amenities for residents to use. A clubhouse is also provided for use by the residents. There will be sidewalks on the site that will connect to Wehle Drive.

Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the Wehrle Dr (CR 290) and Spindrift Drive intersection. To ensure a comprehensive analysis of potential traffic impacts, and to satisfy comments from both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board, the study area evaluated consists of the following intersections:

1. Wehrle Dr (CR 290) and Garrison Rd
2. Wehrle Dr (CR 290) and Colonial Pkwy (Ingram Micro)

3. Wehrle Dr (CR 290) and Youngs Rd
4. Wehrle Dr (CR 290) and Spindrift Dr
5. Wehrle Dr (CR 290) and George Karl Blvd
6. Wehrle Dr (CR 290) and Transit Rd (NY-78)

During the meeting of the Amherst Traffic Safety Board held on May 7, 2025, the Committee advised the Project Sponsor's representative that traffic counts for the intersection of Wehrle Drive and Garrison Rd were being requested for informational purposes to allow the Town to assess existing traffic conditions.

Existing and Background Conditions

Turning movement traffic counts were collected by Passero Associates or the Town of Amherst on Wednesday, May 14, 2025, at the study intersection for the weekday AM and weekday PM peak hour periods. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period. The peak hour traffic periods occurred between 7:45-8:45 AM and 4:30-5:30 PM.

All turning movement count data was collected on a typical weekday while local schools and colleges were in session. No adverse weather conditions impacted the traffic counts. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections.

The proposed project is anticipated to reach full build-out within approximately five years. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in the traffic analysis. Local municipal personnel were contacted at the Town of Amherst to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. No such projects were identified.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has decreased between 2015 and 2023. To account for normal increases in background traffic growth, including any unforeseen developments in the study area, a growth rate of 0.5% was applied to the existing traffic volumes for the five-year build-out period.

Conclusions and Recommendations

This Uptown Apartments Residential Development located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor traffic impacts to study area intersections.

The traffic analysis has been updated to evaluate all traffic entering and exiting the site via the driveways on Wehrle Drive and additional study intersections have been added as requested by both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board. The previously proposed Traffic Impact Report dated March 14, 2025 inadvertently included traffic being projected to utilize the connection to Limestone Drive, which is only being provided for emergency access purposes. The driveway connection to Limestone Drive will consist of a gated emergency access only connection as depicted on the Concept Plan for the project.

The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. Under full development, the proposed project is expected to generate approximately 30 entering/96 exiting vehicle trips during the AM peak hour and 103 entering/60 exiting vehicle trips during the PM peak hour.

2. All intersection/site driveway approaches generally operate at level of service "D" or better under all conditions during the AM and PM peak hours with the exception of the westbound left and westbound thru/right approaches at the Wehrle Dr/Garrison Rd intersection which operate at a LOS "E" and "F", respectively, during the PM peak hour under all conditions.
3. No improvements are warranted nor recommended at any of the study intersections.
4. The detailed traffic analysis in this updated Traffic Impact Report provides the Town of Amherst Town Board and involved and interested agencies with detailed information regarding the identified potential traffic impacts of the project to enable a hard look at the identified potential traffic impacts in connection with the coordinated environmental review of the project pursuant to the State Environmental Quality Review Act (SEQRA).
5. Pursuant to the SEQRA, this detailed traffic analysis which incorporates input from both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board, demonstrates that the proposed project will not result in any potentially significant adverse traffic impacts.

2.0 INTRODUCTION

2.1 Study Purpose and Objectives

The purpose of this updated Traffic Impact Report is to evaluate the traffic potential traffic impacts related to the proposed Uptown Apartments Residential Development located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, based on whether the project generated traffic will result in potentially significant adverse traffic impacts. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

The traffic analysis has been updated to evaluate all traffic entering and exiting the site via the driveways on Wehrle Drive and additional study intersections have been added as requested by both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board. The original Traffic Impact Report dated March 14, 2025 inadvertently included traffic being projected to utilize the connection to Limestone Drive, which is only being provided for emergency access purposes. The driveway connection to Limestone Drive will consist of a gated emergency access only connection as depicted on the Concept Plan for the project.

2.2 Project Location

The project site is located at 2190-2200 Wehrle Drive in the Town of Amherst, Erie County, New York. The project comprises the following aspects:

- **Site Status:** The existing ±25 acre site is currently comprised of undeveloped lands.
- **Site Boundary:**
  - **North:** Limestone Commons.
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  - **South:** Wehrle Drive.
  - **West:** Commercial development, Windsong Place Apartments, and Spindrift Drive.
- **Vicinity Land Uses:** There is a mix of residential, commercial, educational, and medical land uses.

2.3 Study Area

To ensure a comprehensive analysis of potential traffic impacts, and to satisfy comments from both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board, the study area evaluated consists of the following intersections:

1. Wehrle Dr (CR 290) and Garrison Rd (CR 289)
2. Wehrle Dr (CR 290) and Colonial Pkwy (Ingram Micro)
3. Wehrle Dr (CR 290) and Youngs Rd (CR 554)
4. Wehrle Dr (CR 290) and Spindrift Dr
5. Wehrle Dr (CR 290) and George Karl Blvd
6. Wehrle Dr (CR 290) and Transit Rd (NY-78)

Figure 1 illustrates the study area and project site location.

3.0 TRANSPORTATION SETTING

3.1 Description of Study Area Roadways

The information outlined in **Table 1** provides a description of the existing roadway network within the study area. **Figure 2** illustrates the lane geometry and traffic controls at each of the study intersections and the Annual Average Daily Traffic (AADT) volumes on the study roadways. The AADTs, in vehicles per day (vpd), reflect the most recently collected data obtained from the NYSDOT.

Functional classification of roadways is determined by the NYSDOT and the Federal Highway Administration (FHWA). Both the NYSDOT and FHWA groups roads, streets, and highways into different classes based on how they are used. This is called functional classification. Roads and streets do not work alone to move traffic. Instead, they form a network. Functional classification defines how each road or street fits into this network, how it provides access to nearby properties, and whether it is in an urban or rural area. In the study area, all the roadways are classified as urban.
The primary functional classifications within the study area:

- Principal Arterial – Other (Class 14)
- Minor Arterial (Class 16)
- Local (Class 19)

Table 1: *Existing Highway System*

Roadway	Class[1]	Agency[2]	Speed	Typical Cross Section[3]	AADT		
					Volume	Source	Year
Wehrle Drive (CR 290)	16	Erie County	35/45 mph	2/4-lane undivided	13,356	NYSDOT	2023
Garrison Rd (CR 289)	16	Erie County	30 mph	2-lane undivided	7,357	NYSDOT	2022
Youngs Rd (CR 554)	16	Erie County	35 mph	2-lane undivided	12,692	NYSDOT	2023
Spindrift Drive	19	Town of Amherst	30 mph	2-lane undivided	5,526	PA	2025
Earhart Drive	19	Town of Amherst	30 mph	2-lane undivided	1,410	PA	2025
George Karl Blvd	19	Town of Amherst	30 mph	2-lane undivided	884	PA	2025
Transit Rd (NY-78)	14	NYSDOT	45 mph	6-lane divided	33,292	NYSDOT	2023

1. Functional Classification.
2. Roadway ownership.
3. Excludes turning lanes at intersections.

3.2 Description of Multimodal Network

Table 2 summarizes the traffic controls, pedestrian, bicycle, and transit accommodations within the study area.

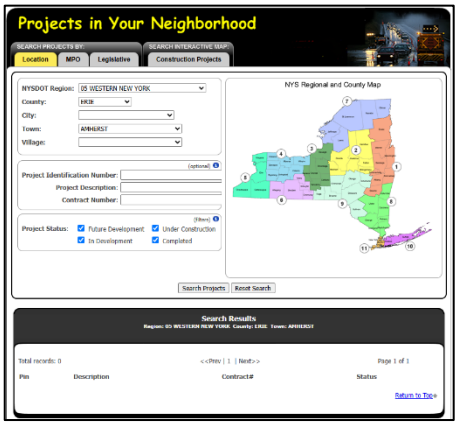
Table 2: *Multimodal Network*

INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN			BICYCLE		TRANSIT
		SIDEWALK	CROSSWALK	PED SIGNAL	LANE	OTHER	
Wehrle Dr (CR 290)/Garrison Rd (CR 289)	Signal	Some presence	Yes	Yes	No	In lane	No

INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN			BICYCLE		TRANSIT
		SIDEWALK	CROSSWALK	PED SIGNAL	LANE	OTHER	
Wehrle Dr (CR 290)/College Pkwy (Ingram Micro)	Signal	Some presence	Yes	Yes	No	In lane	Bus Route 47
Wehrle Dr (CR 290)/ Youngs Rd (CR 554)	Signal	Fully present	Yes	Yes	No	In lane	Bus Route 47
Wehrle Dr (CR 290)/ Spindrift Dr	Signal	Some presence	Yes	Yes	No	In lane	Bus Routes 47 & 48
Wehrle Dr (CR 290)/ George Karl Blvd	Signal	Some presence	Yes	Yes	No	In lane	Bus Route 47
Wehrle Dr (CR 290)/ Transit Rd (NY-78)	Signal	Fully present	Yes	Yes	No	In lane	Bus Route 47

3.3 Planned/Programmed Highway Improvements

The NYSDOT *Projects in Your Neighborhood* web portal was reviewed and it was determined that there are no planned or ongoing projects within the study area.



4.0 EXISTING CONDITIONS ANALYSIS

4.1 Peak Intervals for Analysis

Given the functional characteristics of the corridors, adjacent land uses, and the proposed land use for the project site, the peak hours selected for analysis are the weekday morning (AM) and afternoon (PM) commuter peak periods. The combination of site traffic and adjacent street traffic produces the greatest demand during these time periods.

4.2 Existing Traffic Volume Data

Turning movement traffic counts were collected by Passero Associates or the Town of Amherst on Wednesday, May 14, 2025, at the study intersection for the weekday AM and weekday PM peak hour periods. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period. The peak hour traffic periods occurred between 7:45-8:45 AM and 4:30-5:30 PM.

All turning movement count data was collected on a typical weekday while local schools and colleges were in session. No adverse weather conditions impacted the traffic counts. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections. **Figure 3** illustrates the 2025 existing base conditions for the AM and PM peak hours.

4.3 Field Observations

The study intersections were observed during peak intervals to assess current traffic operations. Signal timing and phasing information was obtained from the NYSDOT and Town of Amherst to determine peak hour phasing plans and phase durations during each interval at the signalized intersections. This information was used to support and/or calibrate capacity analysis models described in detail later in this report.

4.4 Oakwood Drive Speed and Volume

Oakwood Drive is a local town roadway that provides a direct connection between Wehrle Drive and Main St. The connection may be used as a cut-through route by non-residents.

The Town conducted a speed and volume study on Oakwood Drive on September 19, 2019. This data was then analyzed to determine the 85th percentile speeds in each direction. The 85th percentile speed means that 85% of all traffic is traveling at or below the measured speed, while 15% are traveling above that speed. The 85th percentile speeds are commonly used by governing transportation agencies, such as the NYSDOT, for evaluation, design, and speed setting purposes. **Table 3** shows the results of the speed data and daily traffic volume in each direction. The current area speed limit is posted at 30 mph.

Table 3: *Collected Speed & Traffic Volume Data*

SPEED METRICS	NORTHBOUND	SOUTHBOUND
Daily Traffic Volume	607 vpd	423 vpd
85th %-ile Speed	32 mph	32 mph
Minimum Speed	6-10 mph	6-10 mph
Maximum Speed	41-45 mph	51-55 mph

Notes: 1. vpd = vehicles per day
2. mph = miles per hour

The data indicates that 8 vehicles were recorded traveling between 41-45 mph in the northbound direction. In the southbound direction, 7 vehicles were recorded traveling between 41-45 mph and 1 vehicle was recorded traveling between 51-55 mph. The majority of the speeding (speeds in excess of 41 mph) occurred between 5:00 PM and 9:00 PM.

The study does not indicate a significant speeding concern at this location.

5.0 BACKGROUND (NO BUILD) CONDITIONS

The proposed project is anticipated to reach full build-out within approximately five years. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in the traffic analysis. Local municipal personnel were contacted at the Town of Amherst to

discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. No such projects were identified.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has decreased between 2015 and 2023. To account for normal increases in background traffic growth, including any unforeseen developments in the study area, a growth rate of 0.5% was applied to the existing traffic volumes for the five-year build-out period. **Figure 4** depicts the peak hour background traffic volumes for the AM and PM peak hours.

6.0 PROPOSED DEVELOPMENT CONDITIONS

6.1 Project Description

The proposed development is comprised of the following components:

- **Proposed Land Use:**
  - ±332 apartment units
  - ±220 garage parking spaces and ±625 surface parking spaces

- **Access:** Provided via two proposed driveways on Wehrle Drive, one located at the eastern end of the site, and one located at the western end of the site. A gated emergency access only driveway will connect to Main Street at the north end of the site via Limestone Drive for emergency access.

The project will also provide a ±1,232 square foot (SF) fitness center and recreational amenities for residents to use. A clubhouse is also provided for use by the residents. There will be sidewalks on the site that will connect to Wehle Drive.

6.2 Proposed Traffic Generation

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. *Trip Generation Manual (11th Edition)* published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land use, in this case, the weekday commuter AM and PM peak hours, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

Table 4: *Site Generated Trips*

DESCRIPTION	ITE LUC[1]	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Multi-Family Housing (Low-Rise)	220	332 units	30	96	103	60

Note:
1. LUC = Land Use Code.

Under full development, the proposed project is expected to generate approximately 30 entering/96 exiting vehicle trips during the AM peak hour and 103 entering/60 exiting vehicle trips during the PM peak hour.

6.3 Trip Distribution

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. The proposed arrival and departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Residential and employment centers using US Census data.
- Proximity and access to main roadways.
- Site layout and access locations.
- Existing traffic patterns.
- Existing and future traffic conditions and controls.

Figure 5 shows the anticipated inbound and outbound trip distribution pattern percentages. **Figure 6** illustrates the peak hour project site-generated traffic during the AM and PM peak hours, based on the percentages in Figure 5. These traffic volumes are calculated by applying the percentages shown in Figure 5 to the site generated trips shown in Table 3 above for each peak hour.

6.4 Full Development Volumes

The proposed full build design hour traffic volumes are developed for the peak hours by combining the background traffic conditions (**Figure 4**) and the new site-generated traffic volumes (**Figure 6**) to yield the traffic volumes under full development conditions. **Figure 7** illustrates the total peak hour volumes anticipated for the proposed project under full build-out conditions for the AM and PM peak hours.

7.0 TRAFFIC OPERATIONS AND ANALYSIS

7.1 Description of Capacity Analysis

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the *Highway Capacity Manual (HCM) 7th Edition* published by the Transportation Research Board (TRB). Traffic analysis software, Synchro 12, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a level of service based on the HCM as an indicator of how well intersections operate.

Six levels of service are defined for analysis purposes. They are assigned letter designations, from A to F, with LOS A representing the conditions with little to no delay, and LOS F conditions with very long delays. Suggested ranges of service capacity and an explanation of levels of service are included in the Appendices. LOS C or better is desirable, but LOS D for signalized locations and LOS E for unsignalized locations are generally thresholds of acceptable operation during peak periods so long as the volume to capacity ratio (v/c) is below 1.0. The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. It should be noted that the v/c ratio exceeds 1.0 at the Wehrle Dr/Garrison Rd intersection under all conditions during only the PM peak hour.

Given that, SIMTraffic was utilized to analyze this intersection under all conditions during the PM peak hour, per NYSDOT Region 5 guidelines.

Table 4 depicts level of service criteria for both signalized and unsignalized intersections and associated delays per vehicle in seconds.

Level of service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15-minute analysis period. Level of service for unsignalized intersections, however, are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

Table 5: *Level of Service Criteria*

Level of Service	Signalized Control	Unsignalized Control
A	< 10	< 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

7.2 Capacity Analysis Results

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the project were analyzed to assess the operation of the study area intersections. Capacity results for existing, background, and full build conditions are listed in **Table 5**. The discussion following the table summarizes capacity conditions shown the table. The detailed Synchro capacity analysis worksheets are provided after this report.

Table 6: *Capacity Analysis Results*

INTERSECTION	2025 EXISTING BASE CONDITIONS				2030 BACKGROUND CONDITIONS				2030 FULL BUILD CONDITIONS			
	AM		PM		AM		PM		AM		PM	
1. Wehrle Dr @ Garrison Rd/Lehn Springs Dr (S)												
EB - Lehn Springs Dr	C	26.0	C	27.4	C	26.2	C	27.2	C	26.7	C	28.8
WB Left - Wehrle Dr	C	23.2	E	63.2	C	23.5	E	62.9	C	23.9	E	64.8
WB Thru/Right - Wehrle Dr	A	4.3	F	164.8	A	4.2	F	172.2	A	4.0	F	188.5
NB Left - Wehrle Dr	A	0.0	B	16.9	A	0.0	B	14.3	A	0.0	C	20.7
NB Thru - Wehrle Dr	C	22.2	C	21.1	C	22.6	C	20.6	C	23.1	C	20.6
NB Right - Wehrle Dr	A	8.6	A	2.8	A	8.8	A	2.6	A	9.0	A	2.9
SB Left - Garrison Rd	B	14.8	B	11.1	B	15.5	B	12.0	B	16.3	B	11.9
SB Thru/Right - Garrison Rd	B	11.1	B	10.8	B	11.3	B	11.6	B	11.7	B	10.9
OVERALL LOS	**B**	**14.0**	**D**	**48.2**	**B**	**14.3**	**D**	**49.8**	**B**	**14.7**	**D**	**49.9**
v/c RATIO	**0.78**		**N/A**		**0.78**		**N/A**		**0.79**		**N/A**	
2. Wehrle Dr @ College Pkwy (S)												
EB Left - Wehrle Dr	A	2.0	A	6.1	A	2.0	A	6.1	A	2.0	A	6.1
EB Thru/Right - Wehrle Dr	A	5.7	A	8.8	A	5.7	A	8.9	A	5.7	A	9.0
WB Left - Wehrle Dr	A	2.1	A	6.0	A	2.2	A	6.5	A	2.2	A	6.3
WB Thru/Right - Wehrle Dr	A	5.0	A	9.9	A	4.9	B	10.1	A	5.0	B	10.2
NB Left/Thru - College Pkwy	B	15.1	B	17.8	B	15.4	B	18.2	B	15.4	B	18.4
NB Right - College Pkwy	A	0.1	A	1.6	A	0.1	A	1.6	A	0.1	A	1.7
SB Left/Thru - College Pkwy	B	15.3	B	15.5	B	15.6	B	15.7	B	15.6	B	16.0
SB Right - College Pkwy	A	0.1	A	5.1	A	0.1	A	5.1	A	0.1	A	5.1
OVERALL LOS	**A**	**5.1**	**A**	**9.9**	**A**	**5.1**	**B**	**10.1**	**A**	**5.1**	**B**	**10.2**
v/c RATIO	**0.41**		**0.47**		**0.42**		**0.48**		**0.42**		**0.49**	
3. Wehrle Dr @ Youngs Rd (S)												
EB Left - Wehrle Dr	B	17.5	C	26.3	B	18.0	C	28.4	B	18.6	C	29.6
EB Thru/Right - Wehrle Dr	B	19.5	B	19.5	B	19.6	B	19.8	B	19.6	C	20.1
WB Left - Wehrle Dr	B	13.7	B	15.0	B	14.0	B	15.6	B	14.2	B	16.4
WB Thru - Wehrle Dr	B	19.4	C	22.5	B	19.5	C	22.8	B	19.7	C	22.9
WB Right - Wehrle Dr	A	0.0	A	0.8	A	0.0	A	0.9	A	0.0	A	1.2
NB Left - Youngs Rd	B	11.1	B	12.3	B	11.2	B	12.4	B	11.5	B	12.6
NB Thru/Right - Youngs Rd	B	12.7	B	13.2	B	12.7	B	13.3	B	12.8	B	13.3
SB Left - Youngs Rd	B	14.3	C	20.8	B	14.7	C	22.1	B	15.2	C	23.9
SB Thru - Youngs Rd	B	19.6	C	22.2	B	19.8	C	22.4	C	20.1	C	22.7
SB Right - Youngs Rd	A	3.0	A	3.1	A	3.0	A	3.1	A	3.1	A	3.2
OVERALL LOS	**B**	**15.7**	**B**	**18.1**	**B**	**15.9**	**B**	**18.5**	**B**	**16.1**	**B**	**18.9**
v/c RATIO	**0.46**		**0.64**		**0.47**		**0.67**		**0.49**		**0.68**	

Table 6: *Capacity Analysis Results*

INTERSECTION	2025 EXISTING BASE CONDITIONS				2030 BACKGROUND CONDITIONS				2030 FULL BUILD CONDITIONS			
	AM		PM		AM		PM		AM		PM	
4. Wehrle Dr @ Spindrift Dr/Earhart Dr (S)												
EB Left - Wehrle Dr	A	6.3	A	7.0	A	6.4	A	8.0	A	6.2	A	8.1
EB Thru/Right - Wehrle Dr	A	7.4	A	8.6	A	7.4	A	9.7	A	7.2	A	9.8
WB Left - Wehrle Dr	A	4.6	A	6.2	A	4.6	A	6.3	A	4.5	A	6.2
WB Thru/Right - Wehrle Dr	B	11.0	B	12.5	B	11.1	B	14.3	B	10.7	B	14.3
NB Left - Earhart Dr	B	13.6	B	14.0	B	13.8	B	14.3	B	14.1	B	14.8
NB Thru/Right - Earhart Dr	B	11.1	A	6.5	B	11.2	A	6.7	B	11.5	A	6.9
SB Left - Spindrift Dr	B	14.9	B	17.6	B	15.1	B	19.3	B	15.5	B	19.9
SB Thru/Right - Spindrift Dr	A	6.5	A	4.6	A	6.5	A	5.0	A	6.8	A	5.1
OVERALL LOS	**A**	**9.0**	**A**	**10.0**	**A**	**9.1**	**B**	**11.2**	**A**	**8.9**	**B**	**11.3**
v/c RATIO	**0.43**		**0.39**		**0.44**		**0.54**		**0.39**		**0.55**	
5. Wehrle Dr @ Proposed Westerly Driveway (U)												
EB Left - Wehrle Dr	N/A		N/A		N/A		N/A		A	9.0	A	9.0
SB - Proposed Westerly Driveway									B	13.3	B	13.7
6. Wehrle Dr @ Proposed Easterly Driveway (U)												
EB Left - Wehrle Dr	N/A		N/A		N/A		N/A		A	9.0	A	9.1
SB - Proposed Westerly Driveway									B	14.7	C	15.5
7. Wehrle Dr @ George Karl Blvd/NAPA Dwy (S)												
EB Left - Wehrle Dr	A	2.2	A	3.6	A	2.2	A	3.6	A	2.3	A	3.5
EB Thru/Right - Wehrle Dr	A	4.0	A	5.8	A	4.0	A	5.9	A	4.0	A	5.9
WB Left - Wehrle Dr	A	2.4	A	3.5	A	2.5	A	3.5	A	2.5	A	3.5
WB Thru/Right - Wehrle Dr	A	6.8	A	5.0	A	6.8	A	5.0	A	6.9	A	5.0
NB - NAPA Dwy	A	0.1	A	0.1	A	0.2	A	0.2	A	0.2	A	0.2
SB - George Karl Blvd	A	0.2	A	3.6	A	0.2	A	3.7	A	0.2	A	3.9
OVERALL LOS	**A**	**5.5**	**A**	**5.4**	**A**	**5.5**	**A**	**5.4**	**A**	**5.5**	**A**	**5.5**
v/c RATIO	**0.32**		**0.40**		**0.32**		**0.41**		**0.33**		**0.42**	
8. Wehrle Dr @ Transit Rd (S)												
EB Left - Wehrle Dr	C	20.7	C	23.8	C	21.1	C	24.7	C	21.3	C	25.2
EB Thru - Wehrle Dr	D	35.7	D	43.8	D	36.3	D	45.3	D	36.7	D	46.1
EB Right - Wehrle Dr	B	11.3	B	16.7	B	11.3	B	18.6	B	10.9	C	20.4
WB Left - Wehrle Dr	C	22.3	C	25.9	C	22.8	C	27.0	C	22.8	C	27.6
WB Thru - Wehrle Dr	D	36.5	D	37.9	D	37.1	D	38.7	D	37.6	D	39.8
WB Right - Wehrle Dr	A	6.1	A	9.0	A	6.5	A	8.9	A	6.4	A	8.9
NB Left - Transit Rd	B	18.1	B	17.7	B	18.7	B	18.3	B	19.2	B	19.2
NB Thru - Transit Rd	C	27.9	C	32.0	C	28.2	C	32.2	C	28.5	C	32.2
NB Right - Transit Rd	A	2.4	A	5.5	A	2.3	A	6.1	A	2.4	A	6.4
SB Left - Transit Rd	B	14.4	B	17.3	B	14.6	B	17.9	B	14.9	B	18.3
SB Thru - Transit Rd	C	32.3	C	32.8	C	32.8	C	33.1	C	33.3	C	33.8
SB Right - Transit Rd	A	4.5	A	2.6	A	5.3	A	2.6	A	5.9	A	2.7
OVERALL LOS	**C**	**25.0**	**C**	**27.1**	**C**	**25.5**	**C**	**27.8**	**C**	**25.7**	**C**	**28.3**
v/c RATIO	**0.75**		**0.80**		**0.76**		**0.79**		**0.76**		**0.79**	

A(2.8) = Level of Service (Delay in seconds per vehicle)

(S) = Signalized; (U) = Unsignalized

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

N/A = Approach does not exist and/or was not analyzed during this condition

Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.

1. Wehrle Dr/Garrison Rd (Signalized)

All approaches operate at LOS "C" or better under all conditions during both peak hours with the exception of the westbound left approach which operates at LOS "E" during the PM peak hour and the westbound thru/right approach which operates at LOS "F" during the PM peak hour. In between background and full build conditions, the northbound left approach is projected to change from LOS "B" to an acceptable LOS "C" during the PM peak hour. No other changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

2. Wehrle Dr/College Pkwy (Signalized)

All approaches operate at LOS "B" or better under all conditions during both peak hours. No changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

3. Wehrle Dr/Youngs Rd (Signalized)

All approaches operate at LOS "C" or better under all conditions during both peak hours. In between background and full build conditions, the southbound thru approach is projected to change from LOS "B" to LOS "C" during the AM peak hour, however, this is considered a borderline condition as the threshold between LOS "B" and "C" is 20.0 seconds per vehicle and the actual increase in delay projected is 0.3 seconds. Also, between background and full build conditions, the eastbound thru/right approach is projected to change from LOS "B" to LOS "C" during the PM peak hour, however, this is also considered a borderline condition as the threshold between LOS "B" and "C" is 20.0 seconds per vehicle and the actual increase in delay projected is 0.3 seconds. No other changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

4. Wehrle Dr/Spindrift Dr (Signalized)

All approaches operate at LOS "B" or better under all conditions during both peak hours. No changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

5. Wehrle Dr/Proposed Westerly Driveway (Unsignalized)

All approaches operate at LOS "B" or better during both peak hours. The proposed roadway should consist of one enter and one exit lane.

6. Wehrle Dr/Proposed Easterly Driveway (Unsignalized)

All approaches operate at LOS "C" or better during both peak hours. The proposed roadway should consist of one enter and one exit lane.

7. Wehrle Dr/George Karl Blvd (Signalized)

All approaches operate at LOS "A" under all conditions during both peak hours. No changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

8. Wehrle Dr/Transit Rd (Signalized)

All approaches operate at LOS "D" or better under all conditions during both peak hours. In between background and full build conditions, the eastbound right approach is projected to change from LOS "B" to LOS "C" during the PM peak hour, however, this is considered a borderline condition as the threshold between LOS "B" and "C" is 20.0 seconds per vehicle and the actual increase in delay projected is 1.8 seconds. No other changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

8.0 CONCLUSIONS AND RECOMMENDATIONS

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed Uptown Apartments Residential Development located at 2190 Wehrle Drive in the Town of Amherst, Erie County, New York. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections.

The traffic analysis has been corrected to evaluate all traffic entering and exiting the site via the driveways on Wehrle Drive and additional study intersections have been added as requested by both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board. The previously proposed Traffic Impact Report included traffic being projected to utilize the connection to Limestone Drive, which is only being provided for emergency access purposes. The driveway connection to Limestone Drive will consist of a gated emergency access only connection as depicted on the Concept Plan for the project.

The following sets forth the conclusions and recommendations based upon the results of the analyses:

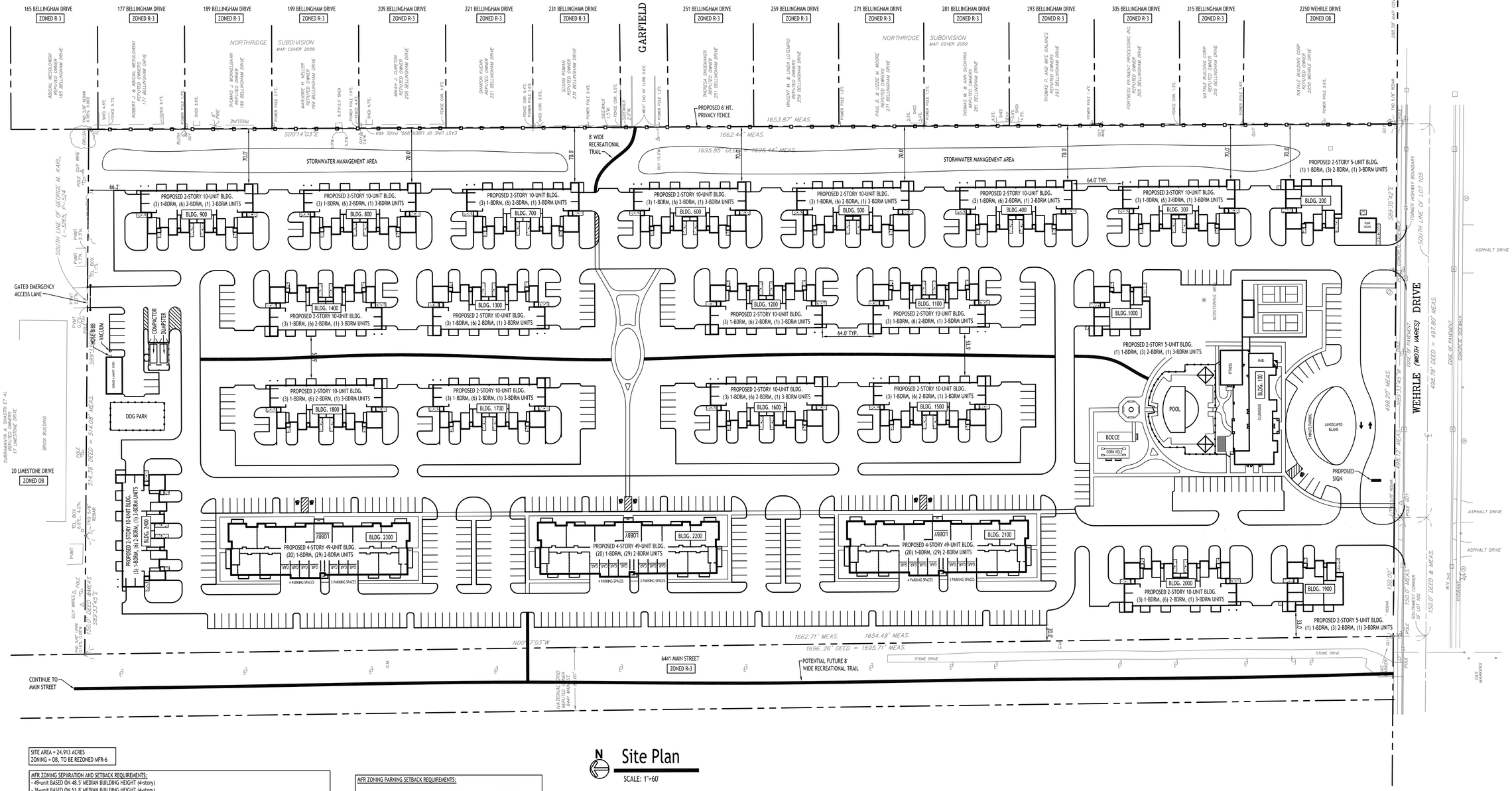
1. Under full development, the proposed project is expected to generate approximately 30 entering/96 exiting vehicle trips during the AM peak hour and 103 entering/60 exiting vehicle trips during the PM peak hour.
2. All intersection/site driveway approaches generally operate at level of service "D" or better under all conditions during the AM and PM peak hours with the exception of the westbound left and westbound thru/right approaches at the Wehrle Dr/Garrison Rd intersection which operate at a LOS "E" and "F", respectively, during the PM peak hour under all conditions.
3. No improvements are warranted nor recommended at any of the study intersections.
4. The detailed traffic analysis in this updated Traffic Impact Report provides the Town of Amherst Town Board and involved and interested agencies with detailed information regarding the identified potential traffic impacts of the project to enable a hard look at the identified potential traffic impacts in connection with the coordinated environmental review of the project pursuant to the State Environmental Quality Review Act (SEQRA).
5. Pursuant to the SEQRA, this detailed traffic analysis which incorporates input from both the Erie County Department of Public Works (ECDPW) and the Town of Amherst Traffic Safety Board, demonstrates that the proposed project will not result in any potentially significant adverse traffic impacts

9.0 REFERENCES

- Synchro 12 Software. Cubic ITS.
- Highway Capacity Manual (7th Edition). Transportation Research Board (TRB). Washington, DC. 2022.
- Trip Generation Manual (11th Edition). Institute of Transportation Engineers (ITE). Washington, DC. 2021.
- Traffic Data Viewer. New York State Department of Transportation (NYSDOT). 2025.
- Highway Functional Classification Concepts, Criteria, and Procedures. Federal Highway Administration (FHWA). 2023.

10.0 FIGURES

Figures 1 through 7 are included on the following pages.



SITE AREA = 24.913 ACRES
ZONING = OB, TO BE REZONED MFR-6

MFR ZONING SEPARATION AND SETBACK REQUIREMENTS:
- 49-unit BASED ON 48.5' MEDIAN BUILDING HEIGHT (4-story)
- 36-unit BASED ON 51.8' MEDIAN BUILDING HEIGHT (4-story)
- 5/10-unit BASED ON 27.3' MEDIAN BUILDING HEIGHT (2-story)
- COMMUNITY BLDG 25.3' (1-story)

BUILDING:

1. LONG WALL PARALLEL TO R.O.W. OR PROPERTY LINE:	2 x H = 97.0 FT (49-unit), 103.6 FT (36-unit), 54.6 FT (5/10-unit)
2. SHORT WALL PARALLEL TO R.O.W. OR PROPERTY LINE OR WALLS AT ANGLE BTWN 30 & 60 DEGREES:	1.5 x H = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (5/10-unit)
3. LONG WALLS OF BUILDINGS PARALLEL: *	((H1 + H2) / 2) x 1.66 = 80.5 FT (49-unit), 86.0 FT (36-unit), 45.3 FT (5/10-unit)
4. LONG WALL AND SHORT WALL PARALLEL OR 2 SHORT WALLS PARALLEL: *	((H1 + H2) / 2) x 1.5 = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (5/10-unit)
5. WALLS AT ANGLE BTWN. 30 & 60 DEGREES: *	((H1 + H2) / 2) x 1.5 = 72.75 FT (49-unit), 77.7 FT (36-unit), 40.95 FT (5/10-unit)

* 2 OF SAME BUILDING TYPES ADJACENT

PARKING REQUIRMENTS:
ATTACHED DWELLING UNIT: 2 PER DWELLING UNIT
REQD PARKING = 2 x 332 UNITS = 664 SPACES

PARKING PROVIDED:
220 GARAGES
(625) 9' x 19' SPACES
TOTAL PROVIDED = 845 SPACES

DENSITY REQUIRMENTS:

0 TO 1 BEDROOM - 2,562 SF LAND AREA REQUIRED PER UNIT
2 BEDROOMS - 2,904 SF LAND AREA REQUIRED PER UNIT
3 BEDROOMS - 3,630 SF LAND AREA REQUIRED PER UNIT

TOTAL AREA = 9.2 ACRES = 400,752 SF

PROPOSED UNITS = (117 x 2562) + (218 x 2904) + (23 x 3630) =
= 1,016,316 SF = 23.3 AC REQD

MFR ZONING PARKING SETBACK REQUIREMENTS:

	REQUIRED	PROVIDED
FRONT	20 FT	>20 FT
SIDE/REAR	5 FT	>5 FT
SIDE/REAR (ABUTTING R)	10 FT	> 10 FT
FROM MAIN WALL	15 FT	15 FT MIN.
FROM END WALL	10 FT	10 FT MIN.

BUILDING COVERAGE:

REQUIRED BY CODE	PROVIDED
40% MAX. (160,301 SF)	< 40% (X SF)

INTERIOR PARKING GREENSPACE:

REQUIRED BY CODE	PROVIDED
5% (3,530 SF)	> 5% (X SF)

Site Plan

SCALE: 1"=60'

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

60 0 60 120Ft.

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Uptown Apartments

2190 Wehrle Drive
Amherst, New York

REVISIONS:

No.	Description	Date

PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING NAME:
Site Plan Concept

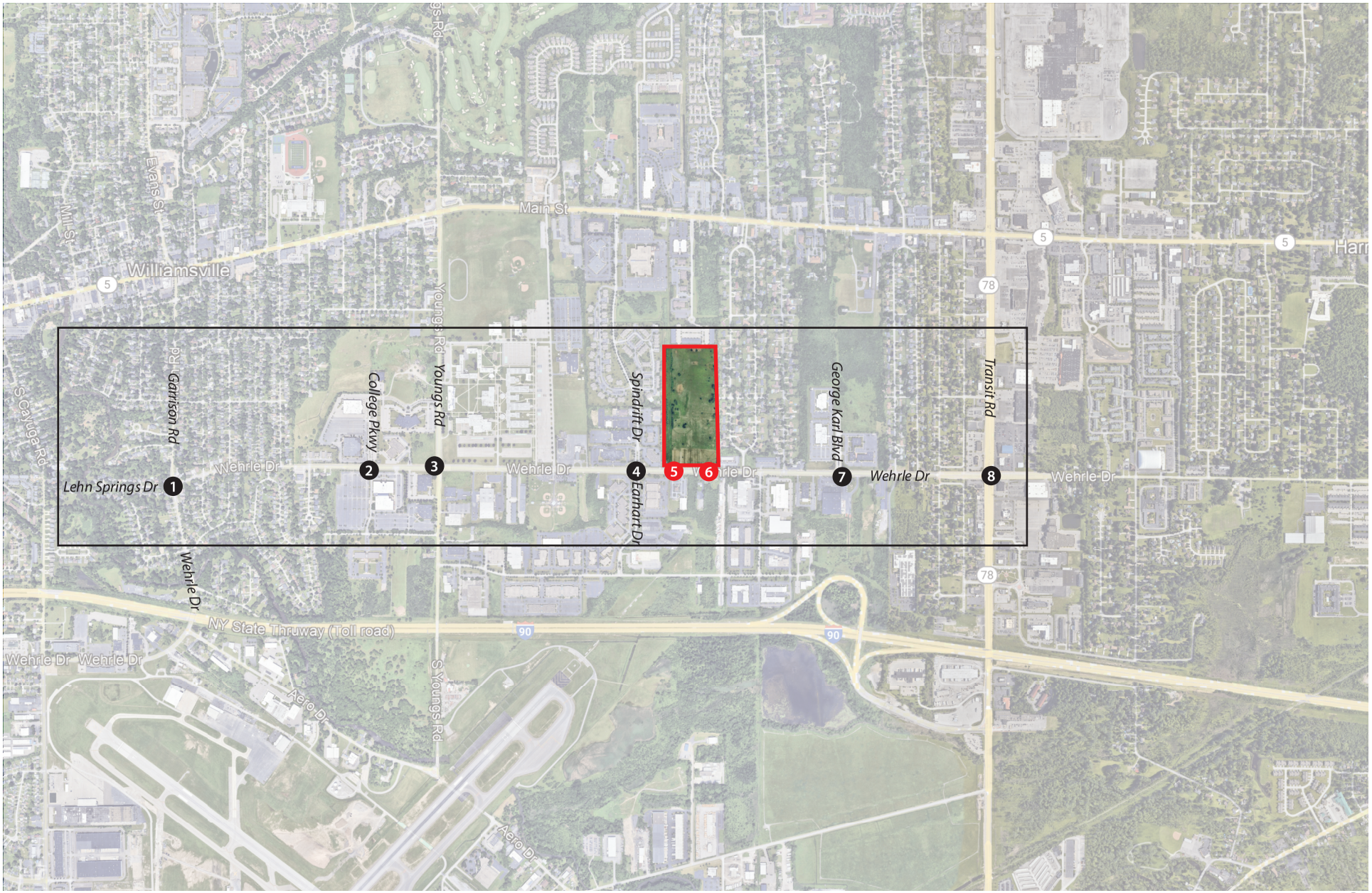
Date: 6/4/25
Drawn By: C. Wood
Scale: As Noted

DRAWING NO.
C-100

Project No: 25-4008

Figure 1

PASSERO
engineering architecture



Uptown Apartments | Erie County, Town of Amherst, NY

0 900 1,800 3,600 Feet N

Site Location and Study Area

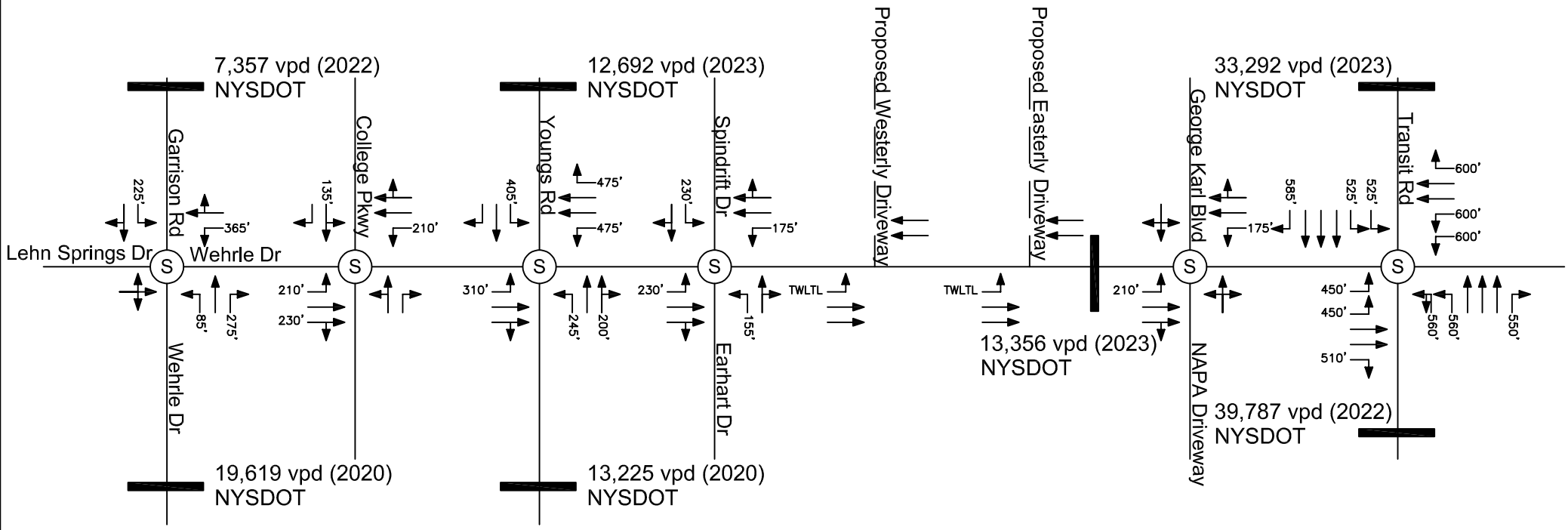
Key:
- # Study Intersection
- # Proposed Intersection
- Study Area
- Project Location

Project Number: 20254133.0001

Figure 2

PASSERO engineering architecture

Notes:
1. All AADT volumes by those noted:
   1.1. NYSDOT = New York State Department of Transportation.
2. vpd = Vehicles per day.
3. The planned NYSDOT project will include the indicated storage lengths.



Uptown Apartments | Wehrle Drive, Town of Amherst, NY

N
NOT TO SCALE

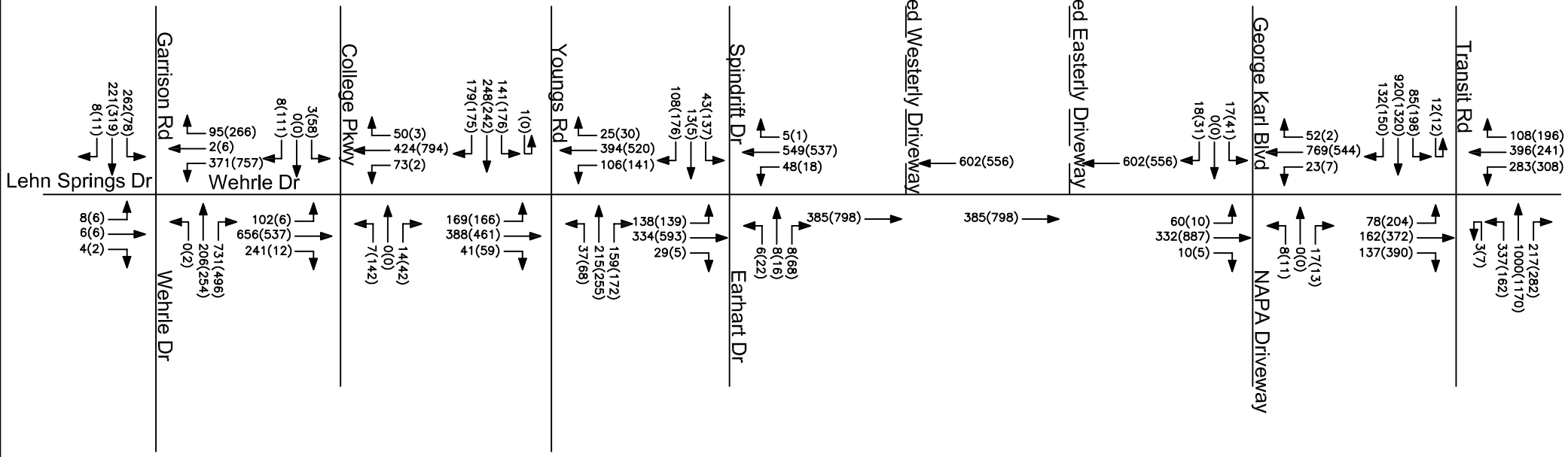
Lane Geometry and Intersection Control

KEY:
– – – Proposed Access
U = Unsignalized
S = Signalized

Project Number: 20244133.0002

Figure 3

PASSERO
engineering architecture



Uptown Apartments | Wehrle Drive, Town of Amherst, NY

N
NOT TO SCALE

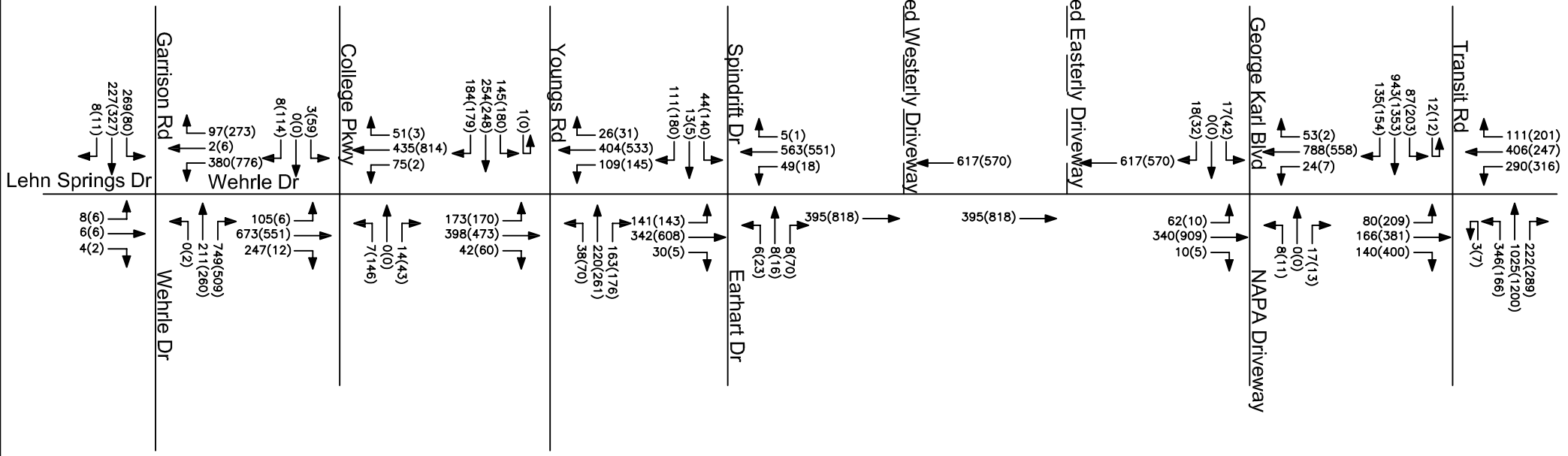
Peak Hour Volumes
2025 Existing Base Conditions

KEY:
00(00) = AM(PM)
– – – Proposed Access

Project Number: 20244133.0002

Figure 4

PASSERO
engineering architecture



Uptown Apartments | Wehrle Drive, Town of Amherst, NY

N
NOT TO SCALE

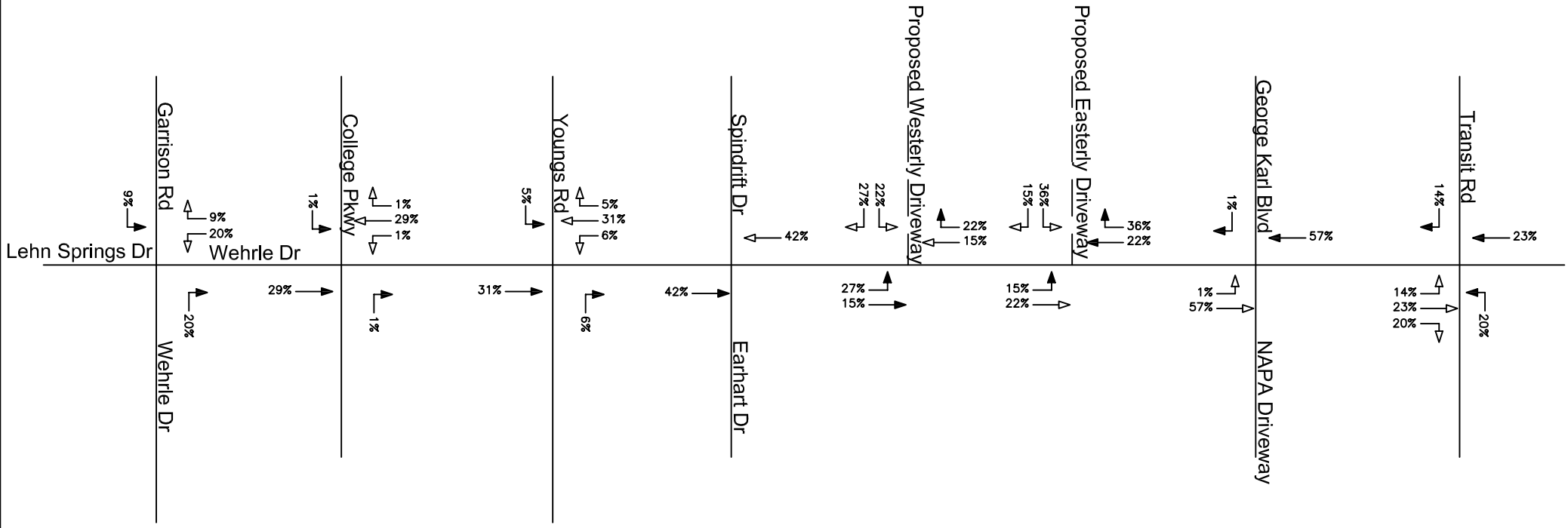
Peak Hour Volumes
2030 Background Conditions

KEY:
00(00) = AM(PM)
– – – Proposed Access

Project Number: 20244133.0002

Figure 5

PASSERO
engineering architecture



N
NOT TO SCALE

Uptown Apartments | Wehrle Drive, Town of Amherst, NY

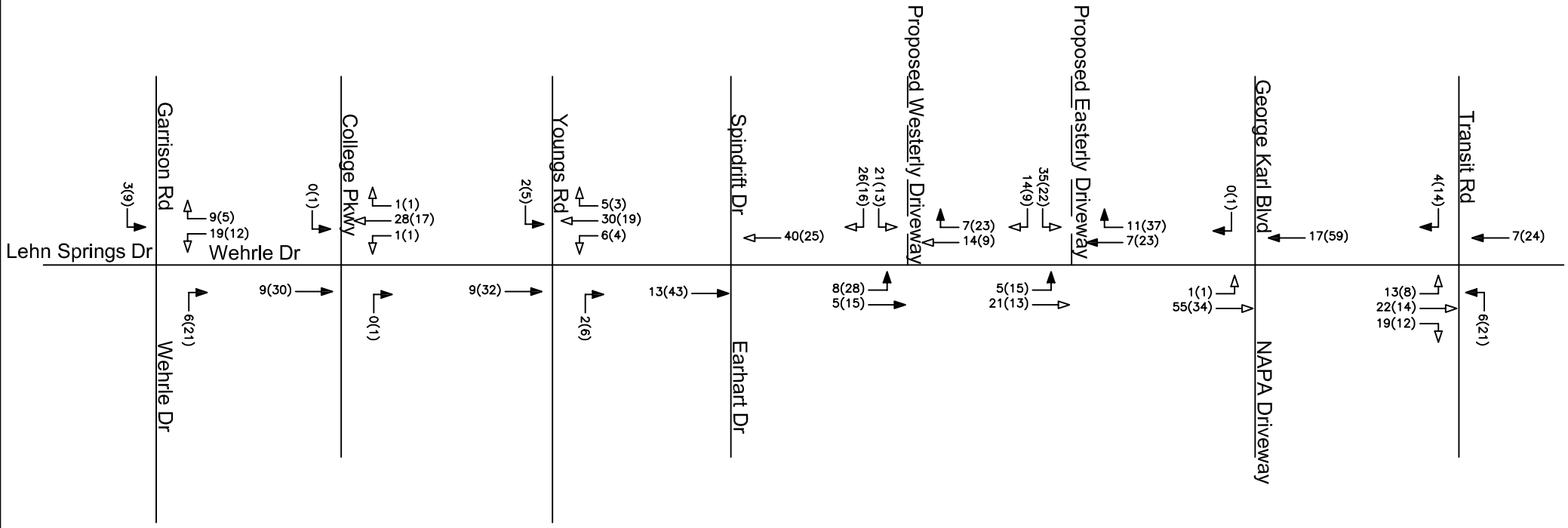
Trip Distribution

KEY:
00(00) = AM(PM)
Entering Trip
Exiting Trip
Proposed Access

Project Number: 20244133.0002

Figure 6

PASSERO
engineering architecture



Uptown Apartments | Wehrle Drive, Town of Amherst, NY

N
NOT TO SCALE

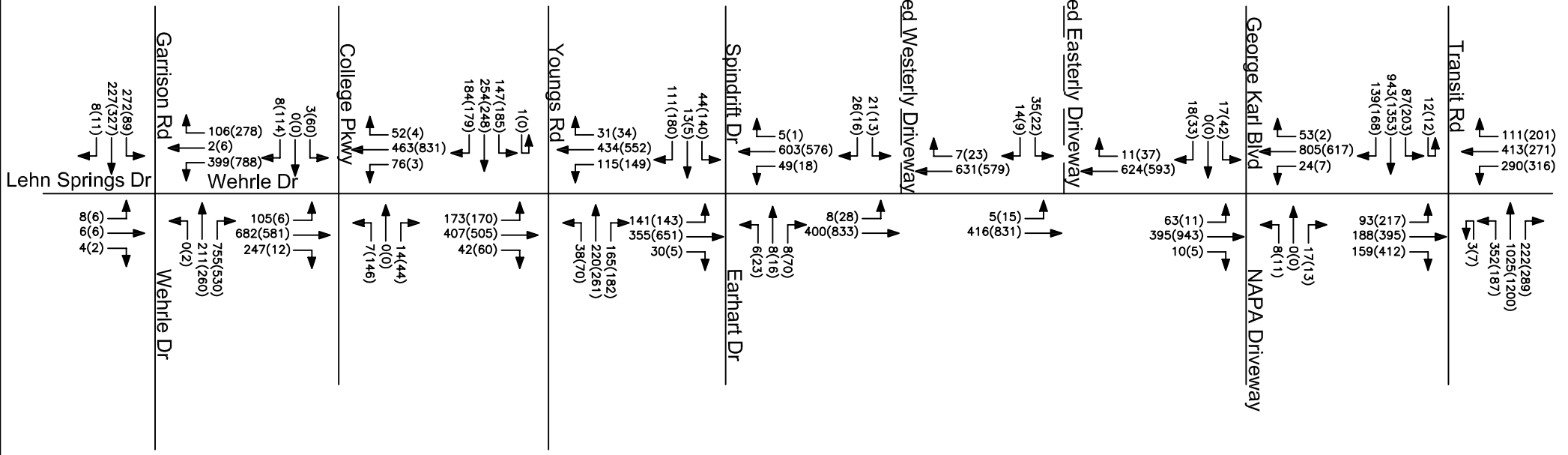
Site Generated Trips

KEY:
00(00) = AM(PM)
Entering Trip
Exiting Trip
Proposed Access

Project Number: 20244133.0002

Figure 7

PASSERO
engineering architecture



N
NOT TO SCALE

Uptown Apartments | Wehrle Drive, Town of Amherst, NY

Peak Hour Volumes
Full Development Conditions

KEY:
00(00) = AM(PM)
– – – Proposed Access

Project Number: 20244133.0002

APPENDICES

APPENDIX A: EXISTING TRAFFIC COUNT DATA

Summary

Study Name	Wehrle Drive and Garrison Road/Lehn Springs Road
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 07:00:00 +0000
End Time	2025-05-15 09:00:00 +0000
Location	Wehrle Drive and Garrison Road/Lehn Springs Road
Latitude and Longitude	42.95605043,-78.73814858
AM Peak	7:45-8:45
Midday Peak	
PM Peak (Overall Peak Hour)	
Custom ID	371
Tags	

ArticulatedTruck

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	1	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycle

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	1	0	0	
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Bus

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	1	0	0	0	4	1	0	0	0
2025-05-14 07:15:00 +0000	0	3	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 07:30:00 +0000	0	2	0	2	0	0	1	3	3	0	0	0	
2025-05-14 07:45:00 +0000	0	1	0	1	0	1	0	2	3	0	0	0	
2025-05-14 08:00:00 +0000	1	1	0	0	0	1	0	1	2	0	1	0	
2025-05-14 08:15:00 +0000	1	1	0	4	0	0	0	3	2	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	5	0	1	0	0	2	0	0	0	
2025-05-14 08:45:00 +0000	0	7	0	0	0	0	0	0	1	0	0	0	
AM Peak	2	3	0	10	0	3	0	6	9	0	1	0	0

Lights

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	20	28	1	65	0	8	0	27	86	0	1	1	
2025-05-14 07:15:00 +0000	32	44	0	52	1	14	1	44	120	1	4	1	
2025-05-14 07:30:00 +0000	34	54	0	97	0	17	0	48	125	3	2	1	
2025-05-14 07:45:00 +0000	47	62	1	92	1	19	0	55	177	1	2	1	
2025-05-14 08:00:00 +0000	65	55	3	95	0	30	0	54	166	2	2	1	
2025-05-14 08:15:00 +0000	85	50	0	80	0	24	0	54	168	1	0	1	
2025-05-14 08:30:00 +0000	62	47	4	91	1	17	0	37	207	4	1	1	
2025-05-14 08:45:00 +0000	61	48	1	83	0	26	0	60	172	1	0	0	
AM Peak	259	214	8	358	2	90	0	200	718	8	5	4	0

MotorizedVehicle

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

SingleUnitTruck

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	1	1	1	0	0	
2025-05-14 07:15:00 +0000	0	1	0	1	0	0	1	1	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	1	0	0	0	0	0	0	3	0	0	0	
2025-05-14 08:00:00 +0000	1	0	0	1	0	0	0	0	1	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	2	0	1	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	3	0	0	0	1	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	1	0	0	1	0	0	0	2	1	0	0	0	
AM Peak	1	4	0	3	0	2	0	0	4	0	0	0	0

Total Vehicle Count

Entry	North			East			South			West				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
2025-05-14 07:00:00 +0000	20	28	1	66	0	8	0	32	88	1	1	1	246	
2025-05-14 07:15:00 +0000	32	48	0	53	1	14	2	45	121	1	4	1	322	
2025-05-14 07:30:00 +0000	34	56	0	99	0	17	1	51	128	3	2	1	392	
2025-05-14 07:45:00 +0000	47	64	1	93	1	20	0	57	183	1	2	1	470	1430
2025-05-14 08:00:00 +0000	67	56	3	96	0	31	0	55	169	2	3	1	483	1667
2025-05-14 08:15:00 +0000	86	51	0	86	0	25	0	57	170	1	0	1	477	1822
2025-05-14 08:30:00 +0000	62	50	4	96	1	19	0	37	209	4	1	1	484	1914
2025-05-14 08:45:00 +0000	62	55	1	84	0	26	0	62	174	1	0	0	465	1909
AM Peak	262	221	8	371	2	95	0	206	731	8	6	4	1914	
HV %	1.1%	3.2%	0.0%	3.5%	0.0%	5.3%	#DIV/0!	2.9%	1.8%	0.0%	16.7%	0.0%	PHF =	0.99

Summary

Study Name	Wehrle Drive and Garrison Road/Lehn Springs Road
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 16:00:00 +0000
End Time	2025-05-15 18:00:00 +0000
Location	Wehrle Drive and Garrison Road/Lehn Springs Road
Latitude and Longitude	42.95605043,-78.73814858

AM Peak	
Midday Peak	
PM Peak (Overall Peak Hour)	16:30-17:30
Custom ID	371
Tags	

ArticulatedTruck

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	1	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak	1	0	0	0	0	0	0	0	0	0	0	0	0

Bicycle

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	1	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	1	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Bus

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	1	7	0	0	0	1	0	0	0	0	1	0	
2025-05-14 16:15:00 +0000	1	3	0	0	0	0	0	1	1	0	0	0	
2025-05-14 16:30:00 +0000	0	5	0	2	0	0	0	0	2	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	1	0	0	0	0	1	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	1	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	1	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	1	0	0	0	0	1	0	0	0	
PM Peak	0	5	0	4	0	0	0	0	3	0	0	0	0

Lights

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	19	60	4	185	2	37	1	56	114	4	1	1	
2025-05-14 16:15:00 +0000	20	62	1	166	1	37	0	54	106	1	0	0	
2025-05-14 16:30:00 +0000	19	73	6	202	4	78	0	65	113	2	2	1	
2025-05-14 16:45:00 +0000	15	88	2	159	1	47	1	77	128	2	1	0	
2025-05-14 17:00:00 +0000	26	80	2	198	0	73	0	51	137	2	1	0	
2025-05-14 17:15:00 +0000	16	72	1	188	1	66	1	61	114	0	1	1	
2025-05-14 17:30:00 +0000	29	63	3	194	3	59	1	53	118	1	0	0	
2025-05-14 17:45:00 +0000	22	49	2	110	1	41	1	45	118	2	1	0	
PM Peak	76	313	11	747	6	264	2	254	492	6	5	2	0

MotorizedVehicle

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

SingleUnitTruck

Entry	Garrison Road			Wehrle Drive			Wehrle Drive			Lehn Springs Dr			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	1	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	1	0	0	0	0	0	0	1	0	0	0	
2025-05-14 16:30:00 +0000	1	1	0	3	0	1	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	1	0	0	0	0	0	0	1	0	
2025-05-14 17:00:00 +0000	0	0	0	2	0	0	0	0	1	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	1	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	1	0	1	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	1	0	3	0	0	0	1	1	0	0	0	
PM Peak	1	1	0	6	0	2	0	0	1	0	1	0	0

Total Vehicle Count

Entry	North			East			South			West				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
2025-05-14 16:00:00 +0000	20	67	4	186	2	38	1	56	114	4	2	1	495	
2025-05-14 16:15:00 +0000	21	66	1	166	1	37	0	55	108	1	0	0	456	
2025-05-14 16:30:00 +0000	20	79	6	207	4	79	0	65	115	2	2	1	580	
2025-05-14 16:45:00 +0000	16	88	2	161	1	47	1	77	129	2	2	0	526	2057
2025-05-14 17:00:00 +0000	26	80	2	200	0	73	0	51	138	2	1	0	573	2135
2025-05-14 17:15:00 +0000	16	72	1	189	1	67	1	61	114	0	1	1	524	2203
2025-05-14 17:30:00 +0000	29	64	3	195	3	59	1	53	119	1	0	0	527	2150
2025-05-14 17:45:00 +0000	22	50	2	114	1	41	1	46	120	2	1	0	400	2024
PM Peak	78	319	11	757	6	266	2	254	496	6	6	2	2203	
HV %	2.6%	1.9%	0.0%	1.3%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	16.7%	0.0%	PHF =	0.95

Summary

Study Name	Wehrle Drive and Ingram Micro
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 07:00:00 +0000
End Time	2025-05-15 09:00:00 +0000
Location	Wehrle Drive and Ingram Micro
Latitude and Longitude	42.95669824,-78.7280742
AM Peak	7:45-8:45
Midday Peak	
PM Peak (Overall Peak Hour)	
Custom ID	695
Tags	

ArticulatedTruck

Entry	Ingram Micro			Wehrle Drive			Ingram Micro			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	1	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycle

Entry	Ingram Micro			Wehrle Drive			Ingram Micro			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	2	0	
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Bus

Entry	Ingram Micro			Wehrle Drive			Ingram Micro			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	1	0	0	0	0	0	2	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	3	0	0	0	0	0	3	0	
2025-05-14 07:45:00 +0000	0	0	0	0	1	0	0	0	0	0	3	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	4	0	
2025-05-14 08:15:00 +0000	0	0	0	0	6	0	0	0	0	0	3	0	
2025-05-14 08:30:00 +0000	0	0	0	0	4	0	0	0	0	0	2	0	
2025-05-14 08:45:00 +0000	0	0	0	0	1	0	0	0	0	0	1	0	
AM Peak	0	0	0	0	11	0	0	0	0	0	12	0	0

Lights

Entry	Ingram Micro			Wehrle Drive			Ingram Micro			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	2	60	8	1	0	0	20	79	5	
2025-05-14 07:15:00 +0000	0	0	0	5	66	7	0	0	0	18	130	13	
2025-05-14 07:30:00 +0000	1	0	0	5	99	12	1	0	0	17	131	12	
2025-05-14 07:45:00 +0000	0	0	2	10	105	14	1	0	0	34	155	30	
2025-05-14 08:00:00 +0000	0	0	4	21	105	18	3	0	6	31	153	54	
2025-05-14 08:15:00 +0000	1	0	1	19	98	8	2	0	3	19	152	72	
2025-05-14 08:30:00 +0000	2	0	0	23	100	8	1	0	5	18	181	85	
2025-05-14 08:45:00 +0000	1	0	5	11	98	10	4	0	0	17	157	51	
AM Peak	3	0	7	73	408	48	7	0	14	102	641	241	0

MotorizedVehicle

Entry	Ingram Micro			Wehrle Drive			Ingram Micro			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian

Entry	Ingram Micro			Wehrle Drive			Ingram Micro			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Crosswalk	Right	Left	Thru	Right	Left	Crosswalk	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	1	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	1	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	2	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak	0	0	0	0	0	0	0	2	0	0	0	0	0

SingleUnitTruck

Entry	Ingram Micro			Wehrle Drive			Ingram Micro			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	1	0	0	0	0	0	1	0	
2025-05-14 07:30:00 +0000	0	0	0	0	3	0	0	0	0	0	1	0	
2025-05-14 07:45:00 +0000	0	0	0	0	2	0	0	0	0	0	2	0	
2025-05-14 08:00:00 +0000	0	0	0	0	1	2	0	0	0	0	1	0	
2025-05-14 08:15:00 +0000	0	0	1	0	1	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	1	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	2	0	0	0	0	0	0	0	
AM Peak	0	0	1	0	5	2	0	0	0	0	3	0	0

Total Vehicle Count

Entry	North			East			South			West				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
2025-05-14 07:00:00 +0000	0	0	0	2	61	8	1	0	0	20	81	5	178	
2025-05-14 07:15:00 +0000	0	0	0	5	67	7	0	0	0	18	132	13	242	
2025-05-14 07:30:00 +0000	1	0	0	5	105	12	1	0	0	17	135	12	288	
2025-05-14 07:45:00 +0000	0	0	2	10	108	14	1	0	0	34	160	30	359	1067
2025-05-14 08:00:00 +0000	0	0	4	21	106	20	3	0	6	31	158	54	403	1292
2025-05-14 08:15:00 +0000	1	0	2	19	105	8	2	0	3	19	155	72	386	1436
2025-05-14 08:30:00 +0000	2	0	0	23	105	8	1	0	5	18	183	85	430	1578
2025-05-14 08:45:00 +0000	1	0	5	11	101	10	4	0	0	17	158	51	358	1577
AM Peak	3	0	8	73	424	50	7	0	14	102	656	241	1578	
HV %	0.0%	#DIV/0!	12.5%	0.0%	3.8%	4.0%	0.0%	#DIV/0!	0.0%	0.0%	2.3%	0.0%	PHF =	0.92

Summary

Study Name	Wehrle Drive and Ingram Micro
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 16:00:00 +0000
End Time	2025-05-15 18:00:00 +0000
Location	Wehrle Drive and Ingram Micro
Latitude and Longitude	42.95669824,-78.7280742

AM Peak

Midday Peak

PM Peak (Overall Peak Hour)	16:30-17:30
Custom ID	695
Tags	

ArticulatedTruck

Entry	Ingram Micro		Wehrle Drive			Ingram Micro		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0

Bicycle

Entry	Ingram Micro		Wehrle Drive			Ingram Micro		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0

Bus

Entry	Ingram Micro		Wehrle Drive			Ingram Micro		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	1	0	0	0	0	2	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	3	0	
2025-05-14 16:30:00 +0000	0	0	0	3	0	0	0	0	2	0	
2025-05-14 16:45:00 +0000	0	0	0	1	0	0	0	0	1	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	1	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	1	0	
2025-05-14 17:45:00 +0000	0	0	0	1	0	0	0	0	1	0	
PM Peak	0	0	0	5	0	0	0	0	3	0	0

Lights

Entry	Ingram Micro		Wehrle Drive			Ingram Micro		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	14	30	0	197	3	16	9	3	123	1	
2025-05-14 16:15:00 +0000	13	20	1	159	0	17	2	2	114	3	
2025-05-14 16:30:00 +0000	16	40	1	222	1	26	9	2	120	2	
2025-05-14 16:45:00 +0000	13	17	0	173	0	24	7	3	117	5	
2025-05-14 17:00:00 +0000	24	31	0	207	0	54	18	0	161	2	
2025-05-14 17:15:00 +0000	5	23	1	182	2	38	8	1	134	3	
2025-05-14 17:30:00 +0000	10	9	2	164	2	79	41	2	129	1	
2025-05-14 17:45:00 +0000	4	9	0	119	0	27	12	1	122	3	
PM Peak	58	111	2	784	3	142	42	6	532	12	0

MotorizedVehicle

Entry	Ingram Micro		Wehrle Drive			Ingram Micro		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0

Pedestrian

Entry	Ingram Micro		Wehrle Drive			Ingram Micro		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0

SingleUnitTruck

Entry	Ingram Micro		Wehrle Drive			Ingram Micro		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	1	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	1	0	0	0	0	0	0	0	1	0	
2025-05-14 16:30:00 +0000	0	0	0	4	0	0	0	0	1	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	1	0	0	0	0	1	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	1	0	0	0	0	1	0	
2025-05-14 17:45:00 +0000	0	0	0	4	0	0	0	0	1	0	
PM Peak	0	0	0	5	0	0	0	0	2	0	0

Total Vehicle Count

Entry	North		East			South		West					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	Total		
2025-05-14 16:00:00 +0000	14	30	0	199	3	16	9	3	125	1	400		
2025-05-14 16:15:00 +0000	14	20	1	159	0	17	2	2	118	3	336		
2025-05-14 16:30:00 +0000	16	40	1	229	1	26	9	2	123	2	449		
2025-05-14 16:45:00 +0000	13	17	0	174	0	24	7	3	118	5	361	1546	
2025-05-14 17:00:00 +0000	24	31	0	208	0	54	18	0	162	2	499	1645	
2025-05-14 17:15:00 +0000	5	23	1	183	2	38	8	1	134	3	398	1707	
2025-05-14 17:30:00 +0000	10	9	2	165	2	79	41	2	131	1	442	1700	
2025-05-14 17:45:00 +0000	4	9	0	124	0	27	12	1	124	3	304	1643	
PM Peak	58	111	2	794	3	142	42	6	537	12	1707		
HV %	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	PHF =		0.86

Summary

Study Name	Wehrle Drive and Youngs Road
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 07:00:00 +0000
End Time	2025-05-15 09:00:00 +0000
Location	Wehrle Drive and Youngs Road
Latitude and Longitude	42.9566575,-78.72463008
AM Peak	7:45-8:45
Midday Peak	
PM Peak (Overall Peak Hour)	
Custom ID	340
Tags	

ArticulatedTruck

Entry	Youngs Road				Wehrle Drive			Youngs Road			Wehrle Drive			
Direction	Southbound				Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	1	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	2	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	1	0	0	0	
AM Peak	0	0	0	0	2	0	0	0	0	0	0	0	0	0

Bicycle

Entry	Youngs Road				Wehrle Drive			Youngs Road			Wehrle Drive			
Direction	Southbound				Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	1	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	1	0	
AM Peak	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Bus

Entry	Youngs Road				Wehrle Drive			Youngs Road			Wehrle Drive			
Direction	Southbound				Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	0	1	0	0	0	0	0	1	4	0	1	1	0	
2025-05-14 07:15:00 +0000	0	2	0	0	0	0	0	0	2	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	1	0	1	1	0	0	1	0	0	1	1	
2025-05-14 07:45:00 +0000	0	1	1	0	0	0	0	0	1	0	0	2	0	
2025-05-14 08:00:00 +0000	0	3	1	0	0	0	0	0	0	0	1	2	1	
2025-05-14 08:15:00 +0000	0	0	1	0	1	2	0	1	1	0	2	1	0	
2025-05-14 08:30:00 +0000	0	1	2	0	0	2	0	0	2	0	0	1	1	
2025-05-14 08:45:00 +0000	0	9	0	0	0	1	0	0	0	0	0	1	0	
AM Peak	0	5	5	0	1	4	0	1	4	0	3	6	2	0

Lights

Entry	Youngs Road				Wehrle Drive			Youngs Road			Wehrle Drive			
Direction	Southbound				Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 07:00:00 +0000	20	35	21	0	11	42	8	3	25	13	22	49	2	
2025-05-14 07:15:00 +0000	32	33	21	0	22	56	4	6	24	14	40	76	6	
2025-05-14 07:30:00 +0000	22	59	36	0	24	82	6	2	42	25	35	86	8	
2025-05-14 07:45:00 +0000	35	72	36	0	27	99	5	3	63	36	50	90	7	
2025-05-14 08:00:00 +0000	39	64	42	0	22	109	9	9	48	34	42	93	12	
2025-05-14 08:15:00 +0000	30	53	50	1	29	90	7	11	52	41	27	91	11	
2025-05-14 08:30:00 +0000	35	53	44	0	23	90	4	10	43	44	43	107	9	
2025-05-14 08:45:00 +0000	37	48	41	0	20	89	6	5	54	49	39	113	6	
AM Peak	139	242	172	1	101	388	25	33	206	155	162	381	39	0

MotorizedVehicle

Entry	Youngs Road				Wehrle Drive			Youngs Road			Wehrle Drive				
Direction	Southbound				Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian

Entry	Youngs Road				Wehrle Drive			Youngs Road			Wehrle Drive				
Direction	Southbound				Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SingleUnitTruck

Entry	Youngs Road				Wehrle Drive			Youngs Road			Wehrle Drive				
Direction	Southbound				Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
2025-05-14 07:15:00 +0000	0	0	0	0	1	1	0	0	1	1	0	0	0	0	
2025-05-14 07:30:00 +0000	0	0	0	0	1	2	0	1	1	1	0	0	0	0	
2025-05-14 07:45:00 +0000	1	0	0	0	1	1	0	1	1	0	2	1	0	0	
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	2	3	2	2	0	0	0	
2025-05-14 08:15:00 +0000	1	1	2	0	0	0	0	0	0	2	0	0	0	0	
2025-05-14 08:30:00 +0000	0	0	0	0	1	1	0	0	1	0	0	0	0	0	
2025-05-14 08:45:00 +0000	0	0	1	0	0	1	0	0	1	2	0	1	0	0	
AM Peak	2	1	2	0	2	2	0	3	5	4	4	1	0	0	0

Total Vehicle Count

Entry	North				East			South			West					
Direction	Southbound				Westbound			Northbound			Eastbound					
Start Time	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total		
2025-05-14 16:00:00 +0000	20	36	21	0	11	42	8	4	29	13	23	50	3	260		
2025-05-14 16:15:00 +0000	32	35	21	0	23	57	4	6	27	15	40	77	6	343		
2025-05-14 16:30:00 +0000	22	59	37	0	26	85	6	3	44	26	35	87	9	439		
2025-05-14 16:45:00 +0000	36	73	37	0	28	100	5	4	65	36	52	93	7	536	1578	
2025-05-14 17:00:00 +0000	39	67	43	0	22	109	9	11	51	36	45	95	13	540	1858	
2025-05-14 17:15:00 +0000	31	54	53	1	32	92	7	12	53	43	29	92	11	510	2025	
2025-05-14 17:30:00 +0000	35	54	46	0	24	93	4	10	46	44	43	108	10	517	2103	
2025-05-14 17:45:00 +0000	37	57	42	0	20	91	6	5	55	52	39	115	6	525	2092	
AM Peak	141	248	179	1	106	394	25	37	215	159	169	388	41	2103	2103	
HV %	1.4%	2.4%	3.9%	0.0%	4.7%	1.5%	0.0%	10.8%	4.2%	2.5%	4.1%	1.8%	4.9%	PHF=	0.97	

Summary

Study Name	Wehrle Drive and Youngs Road
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 16:00:00 +0000
End Time	2025-05-15 18:00:00 +0000
Location	Wehrle Drive and Youngs Road
Latitude and Longitude	42.9566575,-78.72463008

AM Peak	
Midday Peak	
PM Peak (Overall Peak Hour)	16:30-17:30
Custom ID	340
Tags	

ArticulatedTruck

Entry	Youngs Road			Wehrle Drive			Youngs Road			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	1	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	1	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	1	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	1	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	1	1	0	0	0

Bicycle

Entry	Youngs Road			Wehrle Drive			Youngs Road			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Bus

Entry	Youngs Road			Wehrle Drive			Youngs Road			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	3	1	0	0	0	0	0	0	0	0	2	
2025-05-14 16:15:00 +0000	0	11	0	0	0	0	0	0	0	0	1	2	
2025-05-14 16:30:00 +0000	0	5	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	2	1	0	0	0	0	0	0	1	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	1	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	1	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	1	0	0	0	0	0	0	0	1	1	1	
PM Peak	0	7	1	0	0	0	0	0	1	0	0	0	0

Lights

Entry	Youngs Road			Wehrle Drive			Youngs Road			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	44	48	65	39	119	10	11	71	33	39	94	9	
2025-05-14 16:15:00 +0000	32	55	34	19	105	4	12	85	26	39	93	11	
2025-05-14 16:30:00 +0000	39	49	47	43	141	8	22	85	42	37	104	17	
2025-05-14 16:45:00 +0000	31	67	39	30	123	6	10	50	44	43	89	12	
2025-05-14 17:00:00 +0000	46	65	47	40	125	7	24	66	42	44	155	16	
2025-05-14 17:15:00 +0000	59	53	40	28	126	9	9	51	42	39	113	13	
2025-05-14 17:30:00 +0000	52	46	39	27	116	6	6	59	24	46	142	13	
2025-05-14 17:45:00 +0000	41	42	28	7	85	10	5	51	25	29	121	9	
PM Peak	175	234	173	141	515	30	65	252	170	163	461	58	0

MotorizedVehicle

Entry	Youngs Road			Wehrle Drive			Youngs Road			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	

Pedestrian

Entry	Youngs Road			Wehrle Drive			Youngs Road			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	

SingleUnitTruck

Entry	Youngs Road			Wehrle Drive			Youngs Road			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 16:00:00 +0000	0	1	1	0	0	0	0	1	1	0	0	0		
2025-05-14 16:15:00 +0000	1	1	0	0	0	0	0	1	0	0	0	0		
2025-05-14 16:30:00 +0000	1	0	1	0	4	0	2	0	0	1	0	1		
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	1	0	0	0	0		
2025-05-14 17:00:00 +0000	0	1	0	0	1	0	0	0	1	1	0	0		
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	1	0	0	0	0	0		
2025-05-14 17:30:00 +0000	0	0	1	0	1	0	0	0	0	0	1	0		
2025-05-14 17:45:00 +0000	0	0	1	1	2	0	1	0	0	1	0	0		
PM Peak	1	1	1	0	5	0	3	1	1	2	0	1	0	

Total Vehicle Count

Entry	North			East			South			West					
Direction	Southbound			Westbound			Northbound			Eastbound					
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total		
2025-05-14 16:00:00 +0000	44	52	67	40	119	10	11	72	34	39	94	11	593		
2025-05-14 16:15:00 +0000	33	67	34	19	105	4	12	86	27	39	94	13	533		
2025-05-14 16:30:00 +0000	40	54	48	43	145	8	24	85	42	38	104	18	649		
2025-05-14 16:45:00 +0000	31	69	40	30	123	6	10	52	44	44	89	12	550	2325	
2025-05-14 17:00:00 +0000	46	66	47	40	126	7	24	67	43	45	155	16	682	2414	
2025-05-14 17:15:00 +0000	59	53	40	28	126	9	10	51	43	39	113	13	584	2465	
2025-05-14 17:30:00 +0000	52	47	40	27	117	6	6	59	24	46	143	13	580	2396	
2025-05-14 17:45:00 +0000	41	43	29	8	87	10	6	51	25	31	122	10	463	2309	
PM Peak	176	242	175	141	520	30	68	255	172	166	461	59	2465		
HV %	0.6%	3.3%	1.1%	0.0%	1.0%	0.0%	4.4%	1.2%	1.2%	1.8%	0.0%	1.7%	PHF =	0.90	

Summary

Study Name	Wehrle Drive and Spindrift Drive
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 07:00:00 +0000
End Time	2025-05-15 09:00:00 +0000
Location	Wehrle Drive and Spindrift Drive
Latitude and Longitude	42.9565672,-78.71464154
AM Peak	7:45-8:45
Midday Peak	
PM Peak (Overall Peak Hour)	
Custom ID	745
Tags	

ArticulatedTruck

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	1	0		
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:00:00 +0000	0	0	0	0	1	0	0	0	0	0	0	0		
2025-05-14 08:15:00 +0000	0	0	0	0	1	0	0	0	0	0	0	0		
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	1	0		
AM Peak	0	0	0	0	2	0	0	0	0	0	0	0	0	0

Bicycle

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:45:00 +0000	0	1	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	1	0		
AM Peak	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Bus

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	0	0	0	1	1	0	0	0	1	1	1	0		
2025-05-14 07:15:00 +0000	0	0	1	0	0	0	0	0	0	1	0	0		
2025-05-14 07:30:00 +0000	0	0	0	1	2	0	0	0	1	1	0	0		
2025-05-14 07:45:00 +0000	0	0	0	0	1	0	0	0	0	3	1	0		
2025-05-14 08:00:00 +0000	0	0	4	0	0	0	0	0	1	1	1	0		
2025-05-14 08:15:00 +0000	0	0	4	0	0	0	0	0	0	1	0	0		
2025-05-14 08:30:00 +0000	1	0	1	0	0	0	0	0	1	1	1	0		
2025-05-14 08:45:00 +0000	0	0	1	0	0	0	0	0	0	1	0	0		
AM Peak	1	0	9	0	1	0	0	0	2	6	3	0	0	0

Lights

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	4	2	9	4	71	3	0	1	2	19	53	4		
2025-05-14 07:15:00 +0000	14	2	15	9	88	2	1	0	2	29	75	7		
2025-05-14 07:30:00 +0000	7	6	27	9	113	3	3	1	1	32	76	3		
2025-05-14 07:45:00 +0000	12	6	16	11	140	0	2	2	2	31	81	4		
2025-05-14 08:00:00 +0000	7	1	25	11	130	1	1	0	1	41	64	8		
2025-05-14 08:15:00 +0000	7	4	24	18	129	3	0	3	1	28	90	9		
2025-05-14 08:30:00 +0000	13	2	34	8	136	1	3	3	1	31	87	7		
2025-05-14 08:45:00 +0000	9	0	19	4	159	6	2	3	5	31	88	5		
AM Peak	39	13	99	48	535	5	6	8	5	131	322	28	0	0

MotorizedVehicle

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SingleUnitTruck

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0		
2025-05-14 07:15:00 +0000	0	0	0	0	2	0	0	0	0	0	1	0		
2025-05-14 07:30:00 +0000	0	0	0	0	3	0	0	0	0	0	1	0		
2025-05-14 07:45:00 +0000	0	0	0	0	3	0	0	0	0	1	3	0		
2025-05-14 08:00:00 +0000	1	0	0	0	0	0	0	0	0	0	2	0		
2025-05-14 08:15:00 +0000	0	0	0	0	4	0	0	0	1	0	2	0		
2025-05-14 08:30:00 +0000	2	0	0	0	4	0	0	0	0	0	2	1		
2025-05-14 08:45:00 +0000	0	0	0	0	1	0	0	0	0	0	3	0		
AM Peak	3	0	0	0	11	0	0	0	1	1	9	1	0	0

Total Vehicle Count

Entry	North			East			South			West				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
2025-05-14 07:00:00 +0000	4	2	9	5	72	3	0	1	3	20	54	4	177	
2025-05-14 07:15:00 +0000	14	2	16	9	90	2	1	0	2	30	77	7	250	
2025-05-14 07:30:00 +0000	7	6	27	10	118	3	3	1	2	33	77	3	290	
2025-05-14 07:45:00 +0000	12	6	16	11	144	0	2	2	2	35	85	4	319	1036
2025-05-14 08:00:00 +0000	8	1	29	11	131	1	1	0	2	42	67	8	301	1160
2025-05-14 08:15:00 +0000	7	4	28	18	134	3	0	3	2	29	92	9	329	1239
2025-05-14 08:30:00 +0000	16	2	35	8	140	1	3	3	2	32	90	8	340	1289
2025-05-14 08:45:00 +0000	9	0	20	4	160	6	2	3	5	32	92	5	338	1308
AM Peak	43	13	108	48	549	5	6	8	8	138	334	29	1289	
HV %	9.3%	0.0%	8.3%	0.0%	2.6%	0.0%	0.0%	0.0%	37.5%	5.1%	3.6%	3.4%	PHF=	0.95

Summary

Study Name	Wehrle Drive and Spindrift Drive
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 16:00:00 +0000
End Time	2025-05-15 18:00:00 +0000
Location	Wehrle Drive and Spindrift Drive
Latitude and Longitude	42.9565672,-78.71464154

AM Peak	
Midday Peak	
PM Peak (Overall Peak Hour)	16:30-17:30
Custom ID	745
Tags	

ArticulatedTruck

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive		
Direction	Southbound			Westbound			Northbound			Eastbound		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025-05-14 16:00:00 +0000	0	0	0	0	1	0	0	0	0	0	0	0
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	2	0
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	1	0
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak	0	0	0	0	0	0	0	0	0	0	2	0

Bicycle

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive		
Direction	Southbound			Westbound			Northbound			Eastbound		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0

Bus

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive		
Direction	Southbound			Westbound			Northbound			Eastbound		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	1	0	0
2025-05-14 16:15:00 +0000	0	0	1	0	0	0	0	0	0	2	0	0
2025-05-14 16:30:00 +0000	1	0	0	1	1	0	0	0	1	0	1	0
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	1	0	0
2025-05-14 17:00:00 +0000	0	0	1	0	0	0	0	0	0	0	0	0
2025-05-14 17:15:00 +0000	0	0	0	1	0	0	0	0	0	1	0	0
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	1	0	0
PM Peak	1	0	1	2	1	0	0	0	0	1	2	1	0

Lights

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive		
Direction	Southbound			Westbound			Northbound			Eastbound		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025-05-14 16:00:00 +0000	30	1	52	1	124	1	6	4	6	22	149	0
2025-05-14 16:15:00 +0000	19	1	33	1	107	2	0	5	5	27	113	2
2025-05-14 16:30:00 +0000	47	3	54	2	162	0	4	3	16	37	149	1
2025-05-14 16:45:00 +0000	28	1	35	4	119	0	2	6	18	36	110	1
2025-05-14 17:00:00 +0000	34	0	54	3	127	1	9	5	23	36	177	2
2025-05-14 17:15:00 +0000	27	1	32	7	125	0	7	2	9	28	153	0
2025-05-14 17:30:00 +0000	9	0	33	3	134	0	7	5	10	21	160	3
2025-05-14 17:45:00 +0000	23	0	15	2	112	2	2	1	4	21	126	0
PM Peak	136	5	175	16	533	1	22	16	66	137	589	4

MotorizedVehicle

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	

Pedestrian

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	

SingleUnitTruck

Entry	Spindrift Drive			Wehrle Drive			Earhart Dr			Wehrle Drive			
Direction	Southbound			Westbound			Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	1	0	0	0	0	0	2	0	
2025-05-14 16:15:00 +0000	1	0	0	1	0	0	0	0	1	0	1	0	
2025-05-14 16:30:00 +0000	0	0	0	0	2	0	0	0	0	0	0	1	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	1	0	0	0	0	0	1	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	1	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	1	0	0	0	1	
2025-05-14 17:45:00 +0000	0	0	0	0	3	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	3	0	0	0	1	0	1	1	

Total Vehicle Count

Entry	North			East			South			West				
Direction	Southbound			Westbound			Northbound			Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
2025-05-14 16:00:00 +0000	30	1	52	1	126	1	6	4	6	23	151	0	401	
2025-05-14 16:15:00 +0000	20	1	34	2	107	2	0	5	6	29	114	2	322	
2025-05-14 16:30:00 +0000	48	3	54	3	165	0	4	3	17	37	152	2	488	
2025-05-14 16:45:00 +0000	28	1	35	4	119	0	2	6	18	37	110	1	361	1572
2025-05-14 17:00:00 +0000	34	0	55	3	128	1	9	5	23	36	178	2	474	1645
2025-05-14 17:15:00 +0000	27	1	32	8	125	0	7	2	10	29	153	0	394	1717
2025-05-14 17:30:00 +0000	9	0	33	3	134	0	8	5	10	21	161	4	388	1617
2025-05-14 17:45:00 +0000	23	0	15	2	115	2	2	1	5	21	126	0	312	1568
PM Peak	137	5	176	18	537	1	22	16	68	139	593	5	1717	
HV %	0.7%	0.0%	0.6%	11.1%	0.7%	0.0%	0.0%	0.0%	2.9%	1.4%	0.7%	20.0%	PHF =	0.88

Summary

Study Name	Wehrle Drive and George Karl Blvd
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 07:00:00 +0000
End Time	2025-05-15 09:00:00 +0000
Location	Wehrle Drive and George Karl Blvd
Latitude and Longitude	42.95647297,-78.70448133
AM Peak	7:45-8:45
Midday Peak	
PM Peak (Overall Peak Hour)	
Custom ID	1687
Tags	

ArticulatedTruck

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right			
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	2	0				
2025-05-14 07:15:00 +0000	0	0	0	1	0	0	0	0	0				
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	1	0				
2025-05-14 07:45:00 +0000	0	0	0	1	0	0	0	1	0				
2025-05-14 08:00:00 +0000	0	0	0	3	0	0	0	2	0				
2025-05-14 08:15:00 +0000	0	0	0	1	0	0	0	1	0				
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	1	0				
2025-05-14 08:45:00 +0000	0	0	0	1	0	0	0	1	0				
AM Peak	0	0	0	5	0	0	0	5	0	0	0	0	

Bicycle

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right			
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0				
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0				
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0				
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0				
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0				
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0				
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0				
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0				
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	

Bus

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right			
2025-05-14 07:00:00 +0000	0	0	0	2	0	0	0	1	0				
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0				
2025-05-14 07:30:00 +0000	0	0	0	2	0	0	0	1	0				
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	1	0				
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0				
2025-05-14 08:15:00 +0000	0	0	0	2	0	0	0	1	0				
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	1	4	0				
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0				
AM Peak	0	0	0	2	0	0	0	1	6	0	0	0	0

Lights

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right			
2025-05-14 07:00:00 +0000	0	1	5	121	6	2	0	11	46	3			
2025-05-14 07:15:00 +0000	1	1	2	154	10	3	1	14	61	3			
2025-05-14 07:30:00 +0000	0	1	2	163	11	0	2	14	63	2			
2025-05-14 07:45:00 +0000	4	5	5	203	13	1	3	18	58	4			
2025-05-14 08:00:00 +0000	2	6	6	192	15	3	5	8	78	1			
2025-05-14 08:15:00 +0000	6	3	7	185	10	2	4	16	82	4			
2025-05-14 08:30:00 +0000	5	4	4	167	14	2	5	16	85	1			
2025-05-14 08:45:00 +0000	7	8	8	192	5	2	1	21	77	2			
AM Peak	17	18	22	747	52	8	17	58	303	10	0	0	0

MotorizedVehicle

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right			
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0			
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right			
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 07:15:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 07:30:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 07:45:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 08:00:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 08:15:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 08:30:00 +0000	0	0	0	0	0	0	0	0	0	0			
2025-05-14 08:45:00 +0000	0	0	0	0	0	0	0	0	0	0			
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0

SingleUnitTruck

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right			
2025-05-14 07:00:00 +0000	0	0	0	0	0	0	0	0	1	0			
2025-05-14 07:15:00 +0000	0	0	0	1	0	0	0	0	2	0			
2025-05-14 07:30:00 +0000	0	0	0	6	0	0	0	0	4	0			
2025-05-14 07:45:00 +0000	0	0	0	3	0	0	0	0	4	0			
2025-05-14 08:00:00 +0000	0	0	0	3	0	0	0	0	5	0			
2025-05-14 08:15:00 +0000	0	0	0	5	0	0	0	0	5	0			
2025-05-14 08:30:00 +0000	0	0	1	4	0	0	0	1	4	0			
2025-05-14 08:45:00 +0000	0	1	0	3	0	0	0	1	4	0			
AM Peak	0	0	1	15	0	0	0	1	18	0	0	0	0

Total Vehicle Count

Entry	North		East			South		West					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	Total		
2025-05-14 07:00:00 +0000	0	1	5	123	6	2	0	11	50	3	201		
2025-05-14 07:15:00 +0000	1	1	2	156	10	3	1	14	63	3	254		
2025-05-14 07:30:00 +0000	0	1	2	171	11	0	2	14	69	2	272		
2025-05-14 07:45:00 +0000	4	5	5	207	13	1	3	18	64	4	324	1051	
2025-05-14 08:00:00 +0000	2	6	6	198	15	3	5	8	85	1	329	1179	
2025-05-14 08:15:00 +0000	6	3	7	193	10	2	4	16	89	4	334	1259	
2025-05-14 08:30:00 +0000	5	4	5	171	14	2	5	18	94	1	319	1306	
2025-05-14 08:45:00 +0000	7	9	8	196	5	2	1	22	82	2	334	1316	
AM Peak	17	18	23	769	52	8	17	60	332	10	1306	4795	0
HV %	0.0%	0.0%	4.3%	2.9%	0.0%	0.0%	0.0%	3.3%	8.7%	0.0%	PHF=	0.98	

Summary

Study Name	Wehrle Drive and George Karl Blvd
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2025-05-14 16:00:00 +0000
End Time	2025-05-15 18:00:00 +0000
Location	Wehrle Drive and George Karl Blvd
Latitude and Longitude	42.95647297,-78.70448133

AM Peak	
Midday Peak	
PM Peak (Overall Peak Hour)	16:30-17:30
Custom ID	1687
Tags	

ArticulatedTruck

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive		
Direction	Southbound		Westbound			Northbound		Eastbound		
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right
2025-05-14 16:00:00 +0000	0	0	0	2	0	0	0	0	1	0
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	1	0
2025-05-14 16:30:00 +0000	0	0	0	1	0	0	0	0	2	0
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	1	0
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0
PM Peak	0	0	0	1	0	0	0	0	2	0

Bicycle

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive		
Direction	Southbound		Westbound			Northbound		Eastbound		
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0
PM Peak	0	0	0	0	0	0	0	0	0	0

Bus

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive		
Direction	Southbound		Westbound			Northbound		Eastbound		
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 16:15:00 +0000	0	0	0	1	0	0	0	0	0	0
2025-05-14 16:30:00 +0000	0	0	0	2	0	0	0	0	3	0
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:15:00 +0000	0	0	0	1	0	0	0	0	0	0
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	1	0
PM Peak	0	0	0	3	0	0	0	0	3	0

Lights

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive		
Direction	Southbound		Westbound			Northbound		Eastbound		
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right
2025-05-14 16:00:00 +0000	31	24	5	104	4	8	4	4	199	1
2025-05-14 16:15:00 +0000	15	13	4	120	4	4	6	6	147	2
2025-05-14 16:30:00 +0000	20	17	2	136	0	3	6	3	239	1
2025-05-14 16:45:00 +0000	8	5	2	126	1	0	2	5	182	0
2025-05-14 17:00:00 +0000	9	4	1	139	0	1	2	1	262	3
2025-05-14 17:15:00 +0000	4	4	2	137	1	7	3	1	193	1
2025-05-14 17:30:00 +0000	11	2	1	124	1	2	4	0	188	0
2025-05-14 17:45:00 +0000	4	4	2	101	1	2	2	1	147	0
PM Peak	41	30	7	538	2	11	13	10	876	5

MotorizedVehicle

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	

Pedestrian

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 16:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:00:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	0	0	0	0	0	0	0	
PM Peak	0	0	0	0	0	0	0	0	0	0	

SingleUnitTruck

Entry	George Karl Blvd		Wehrle Drive			George Karl Blvd		Wehrle Drive			
Direction	Southbound		Westbound			Northbound		Eastbound			
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
2025-05-14 16:00:00 +0000	0	0	0	4	0	0	0	0	2	0	
2025-05-14 16:15:00 +0000	0	0	0	1	0	0	0	0	2	0	
2025-05-14 16:30:00 +0000	0	1	0	0	0	0	0	0	2	0	
2025-05-14 16:45:00 +0000	0	0	0	1	0	0	0	0	1	0	
2025-05-14 17:00:00 +0000	0	0	0	1	0	0	0	0	2	0	
2025-05-14 17:15:00 +0000	0	0	0	0	0	0	0	0	1	0	
2025-05-14 17:30:00 +0000	0	0	0	0	0	0	0	0	0	0	
2025-05-14 17:45:00 +0000	0	0	0	3	0	0	0	0	0	0	
PM Peak	0	1	0	2	0	0	0	0	6	0	

Total Vehicle Count

Entry	North		East			South		West					
Direction	Southbound		Westbound			Northbound		Eastbound					
Start Time	Left	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	Total		
2025-05-14 16:00:00 +0000	31	24	5	110	4	8	4	4	202	1	393		
2025-05-14 16:15:00 +0000	15	13	4	122	4	4	6	6	150	2	326		
2025-05-14 16:30:00 +0000	20	18	2	139	0	3	6	3	246	1	438		
2025-05-14 16:45:00 +0000	8	5	2	127	1	0	2	5	183	0	333	1490	
2025-05-14 17:00:00 +0000	9	4	1	140	0	1	2	1	264	3	425	1522	
2025-05-14 17:15:00 +0000	4	4	2	138	1	7	3	1	194	1	355	1551	
2025-05-14 17:30:00 +0000	11	2	1	124	1	2	4	0	189	0	334	1447	
2025-05-14 17:45:00 +0000	4	4	2	104	1	2	2	1	148	0	268	1382	
PM Peak	41	31	7	544	2	11	13	10	887	5	1551		
HV %	0.0%	3.2%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	PHF =		0.89

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Transit & Wehrle AM
Site Code : 00200865
Start Date : 5/14/2025
Page No : 1

Groups Printed- All Vehicles - Heavy Trucks

	Wehrle Dr From West					Wehrle Dr From East					Transit Rd From South						Transit Rd From North						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	16	15	14	1	46	14	49	72	1	136	26	152	62	1	0	241	19	180	8	0	0	207	630
07:15 AM	30	26	14	0	70	14	80	90	0	184	47	190	65	1	1	304	34	193	11	2	0	240	798
07:30 AM	22	26	22	0	70	28	84	92	4	208	41	220	74	2	0	337	30	290	18	0	0	338	953
07:45 AM	33	27	21	0	81	21	107	71	0	199	71	259	80	1	0	411	43	231	24	3	0	301	992
Total	101	94	71	1	267	77	320	325	5	727	185	821	281	5	1	1293	126	894	61	5	0	1086	3373
08:00 AM	28	38	12	0	78	31	95	63	0	189	43	260	97	0	0	400	28	259	22	4	0	313	980
08:15 AM	40	44	24	0	108	23	84	61	4	172	57	262	85	2	0	406	32	211	15	3	0	261	947
08:30 AM	36	53	21	0	110	33	110	88	2	233	46	219	75	0	0	340	29	219	24	2	0	274	957
08:45 AM	28	36	22	0	86	30	88	86	1	205	41	269	95	5	0	410	31	208	22	0	0	261	962
Total	132	171	79	0	382	117	377	298	7	799	187	1010	352	7	0	1556	120	897	83	9	0	1109	3846
Grand Total	233	265	150	1	649	194	697	623	12	1526	372	1831	633	12	1	2849	246	1791	144	14	0	2195	7219
Apprch %	35.9	40.8	23.1	0.2		12.7	45.7	40.8	0.8		13.1	64.3	22.2	0.4	0		11.2	81.6	6.6	0.6	0		
Total %	3.2	3.7	2.1	0	9	2.7	9.7	8.6	0.2	21.1	5.2	25.4	8.8	0.2	0	39.5	3.4	24.8	2	0.2	0	30.4	
All Vehicles	212	248	137	1	598	180	671	556	12	1419	331	1700	616	12	1	2660	235	1685	138	14	0	2072	6749
% All Vehicles	91	93.6	91.3	100	92.1	92.8	96.3	89.2	100	93	89	92.8	97.3	100	100	93.4	95.5	94.1	95.8	100	0	94.4	93.5
Heavy Trucks	21	17	13	0	51	14	26	67	0	107	41	131	17	0	0	189	11	106	6	0	0	123	470
% Heavy Trucks	9	6.4	8.7	0	7.9	7.2	3.7	10.8	0	7	11	7.2	2.7	0	0	6.6	4.5	5.9	4.2	0	0	5.6	6.5

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Transit & Wehrle AM
Site Code : 00200865
Start Date : 5/14/2025
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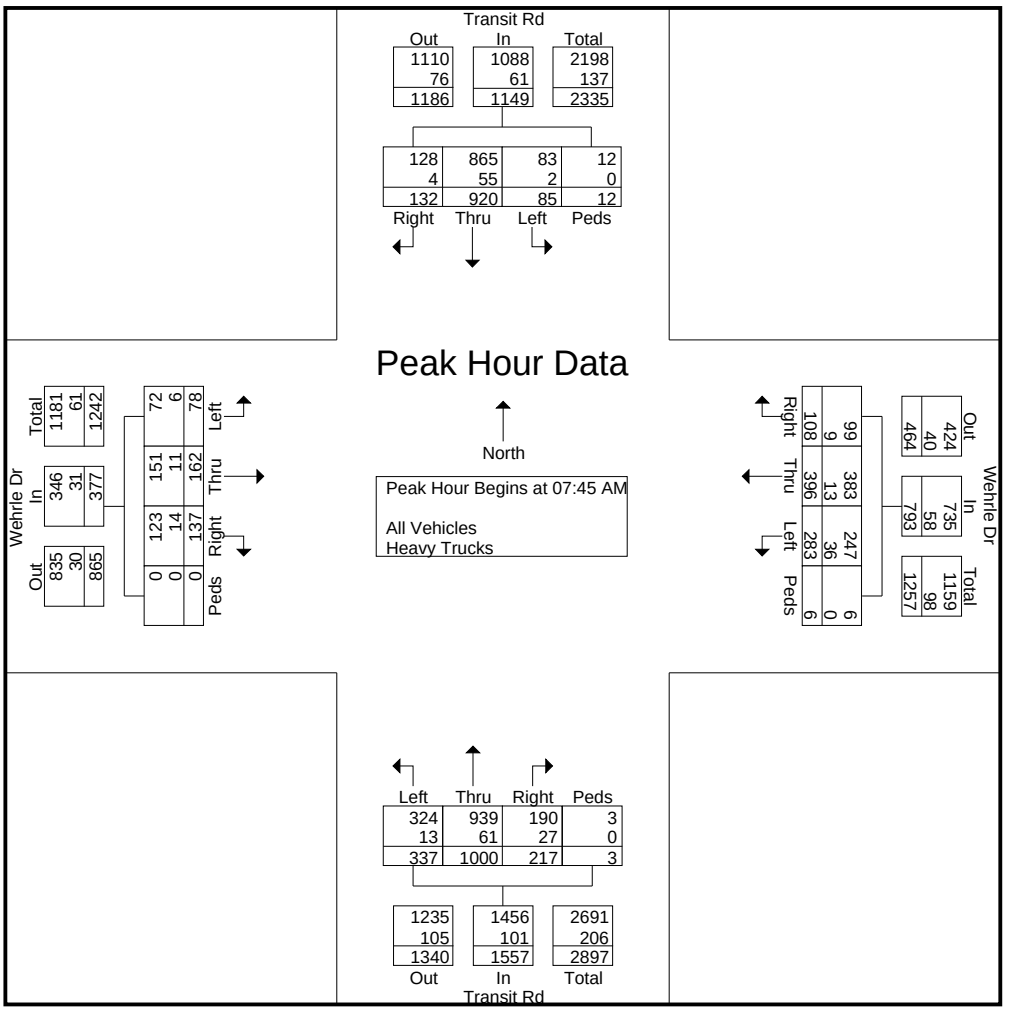
	Wehrle Dr From West					Wehrle Dr From East					Transit Rd From South						Transit Rd From North						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:45 AM																							
07:45 AM	33	27	21	0	81	21	107	71	0	199	**71**	259	80	1	0	**411**	**43**	231	**24**	3	0	301	**992**
08:00 AM	28	38	12	0	78	31	95	63	0	189	43	260	**97**	0	0	400	28	**259**	22	**4**	0	**313**	980
08:15 AM	**40**	44	**24**	0	108	23	84	61	**4**	172	57	**262**	85	**2**	0	406	32	211	15	3	0	261	947
08:30 AM	36	**53**	21	0	**110**	**33**	**110**	**88**	2	**233**	46	219	75	0	0	340	29	219	24	2	0	274	957
Total Volume	137	162	78	0	377	108	396	283	6	793	217	1000	337	3	0	1557	132	920	85	12	0	1149	3876
% App. Total	36.3	43	20.7	0		13.6	49.9	35.7	0.8		13.9	64.2	21.6	0.2	0		11.5	80.1	7.4	1	0		
PHF	.856	.764	.813	.000	.857	.818	.900	.804	.375	.851	.764	.954	.869	.375	.000	.947	.767	.888	.885	.750	.000	.918	.977
All Vehicles	123	151	72	0	346	99	383	247	6	735	190	939	324	3	0	1456	128	865	83	12	0	1088	3625
% All Vehicles	89.8	93.2	92.3	0	91.8	91.7	96.7	87.3	100	92.7	87.6	93.9	96.1	100	0	93.5	97.0	94.0	97.6	100	0	94.7	93.5
Heavy Trucks	14	11	6	0	31	9	13	36	0	58	27	61	13	0	0	101	4	55	2	0	0	61	251
% Heavy Trucks	10.2	6.8	7.7	0	8.2	8.3	3.3	12.7	0	7.3	12.4	6.1	3.9	0	0	6.5	3.0	6.0	2.4	0	0	5.3	6.5



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Transit & Wehrle PM
Site Code : 02008651
Start Date : 5/14/2025
Page No : 1

Groups Printed- All Vehicles - Heavy Trucks

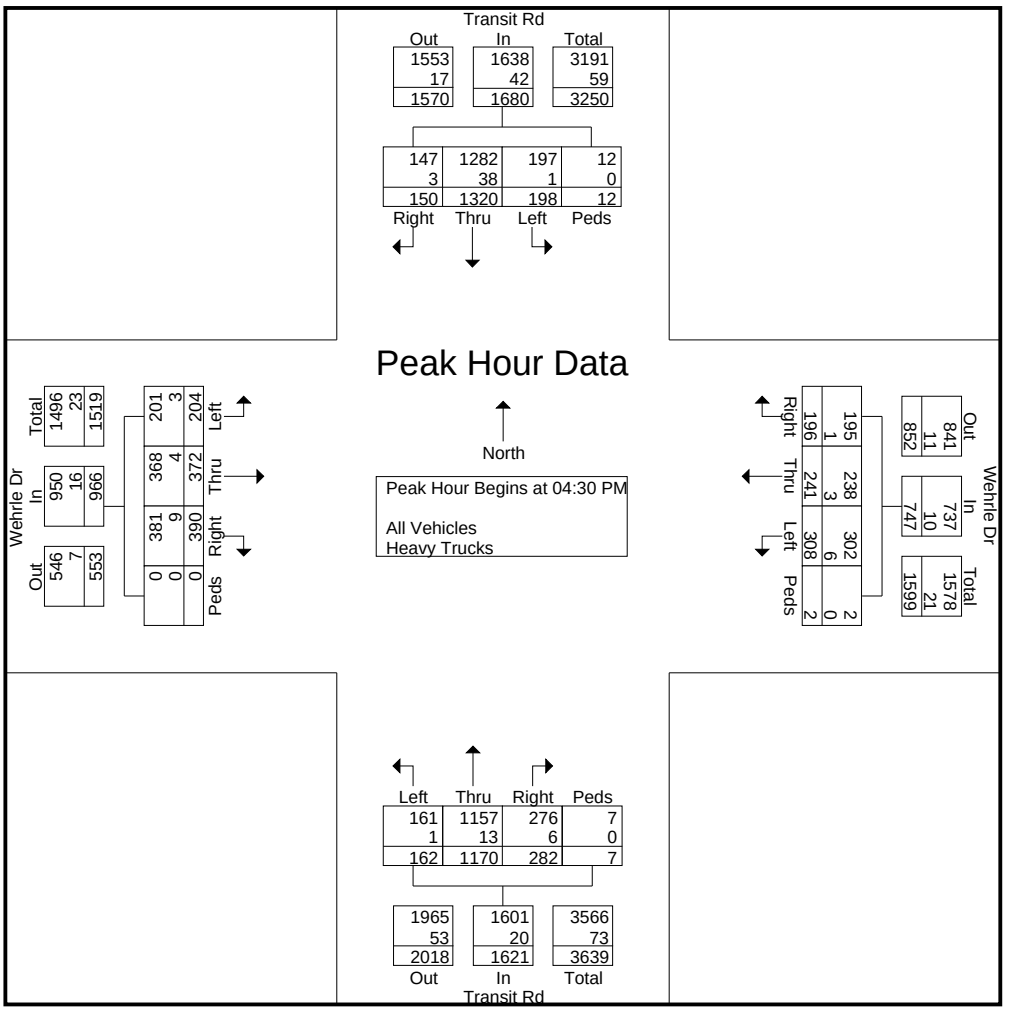
	Wehrle Dr From West					Wehrle Dr From East					Transit Rd From South						Transit Rd From North						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	88	86	53	0	227	44	56	52	1	153	56	303	44	2	0	405	31	339	42	2	1	415	1200
04:15 PM	60	78	53	0	191	34	50	62	2	148	80	300	43	4	0	427	39	297	43	5	2	386	1152
04:30 PM	113	84	60	0	257	53	57	66	1	177	72	265	34	2	0	373	46	331	47	4	0	428	1235
04:45 PM	87	89	46	0	222	46	55	84	0	185	73	307	47	4	0	431	30	321	49	2	0	402	1240
Total	348	337	212	0	897	177	218	264	4	663	281	1175	168	12	0	1636	146	1288	181	13	3	1631	4827
05:00 PM	114	116	50	0	280	53	61	86	1	201	70	289	35	1	0	395	38	283	57	3	0	381	1257
05:15 PM	76	83	48	0	207	44	68	72	0	184	67	309	46	0	0	422	36	385	45	3	0	469	1282
05:30 PM	63	86	51	0	200	42	56	47	0	145	54	351	32	0	0	437	38	335	39	3	0	415	1197
05:45 PM	56	86	52	0	194	46	52	55	0	153	68	283	32	2	0	385	37	253	44	4	0	338	1070
Total	309	371	201	0	881	185	237	260	1	683	259	1232	145	3	0	1639	149	1256	185	13	0	1603	4806
Grand Total	657	708	413	0	1778	362	455	524	5	1346	540	2407	313	15	0	3275	295	2544	366	26	3	3234	9633
Apprch %	37	39.8	23.2	0		26.9	33.8	38.9	0.4		16.5	73.5	9.6	0.5	0		9.1	78.7	11.3	0.8	0.1		
Total %	6.8	7.3	4.3	0	18.5	3.8	4.7	5.4	0.1	14	5.6	25	3.2	0.2	0	34	3.1	26.4	3.8	0.3	0	33.6	
All Vehicles	646	699	408	0	1753	357	449	510	5	1321	525	2372	303	15	0	3215	290	2457	365	26	3	3141	9430
% All Vehicles	98.3	98.7	98.8	0	98.6	98.6	98.7	97.3	100	98.1	97.2	98.5	96.8	100	0	98.2	98.3	96.6	99.7	100	100	97.1	97.9
Heavy Trucks	11	9	5	0	25	5	6	14	0	25	15	35	10	0	0	60	5	87	1	0	0	93	203
% Heavy Trucks	1.7	1.3	1.2	0	1.4	1.4	1.3	2.7	0	1.9	2.8	1.5	3.2	0	0	1.8	1.7	3.4	0.3	0	0	2.9	2.1

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Transit & Wehrle PM
Site Code : 02008651
Start Date : 5/14/2025
Page No : 2

	Wehrle Dr From West					Wehrle Dr From East					Transit Rd From South						Transit Rd From North						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:30 PM																							
04:30 PM	113	84	**60**	0	257	**53**	57	66	**1**	177	72	265	34	2	0	373	**46**	331	47	**4**	0	428	1235
04:45 PM	87	89	46	0	222	46	55	84	0	185	**73**	307	**47**	**4**	0	**431**	30	321	49	2	0	402	1240
05:00 PM	**114**	**116**	50	0	**280**	53	61	**86**	1	**201**	70	289	35	1	0	395	38	283	**57**	3	0	381	1257
05:15 PM	76	83	48	0	207	44	**68**	72	0	184	67	**309**	46	0	0	422	36	**385**	45	3	0	**469**	**1282**
Total Volume	390	372	204	0	966	196	241	308	2	747	282	1170	162	7	0	1621	150	1320	198	12	0	1680	5014
% App. Total	40.4	38.5	21.1	0		26.2	32.3	41.2	0.3		17.4	72.2	10	0.4	0		8.9	78.6	11.8	0.7	0		
PHF	.855	.802	.850	.000	.863	.925	.886	.895	.500	.929	.966	.947	.862	.438	.000	.940	.815	.857	.868	.750	.000	.896	.978
All Vehicles	381	368	201	0	950	195	238	302	2	737	276	1157	161	7	0	1601	147	1282	197	12	0	1638	4926
% All Vehicles	97.7	98.9	98.5	0	98.3	99.5	98.8	98.1	100	98.7	97.9	98.9	99.4	100	0	98.8	98.0	97.1	99.5	100	0	97.5	98.2
Heavy Trucks	9	4	3	0	16	1	3	6	0	10	6	13	1	0	0	20	3	38	1	0	0	42	88
% Heavy Trucks	2.3	1.1	1.5	0	1.7	0.5	1.2	1.9	0	1.3	2.1	1.1	0.6	0	0	1.2	2.0	2.9	0.5	0	0	2.5	1.8



APPENDIX B: MISCELLANEOUS CALCULATIONS

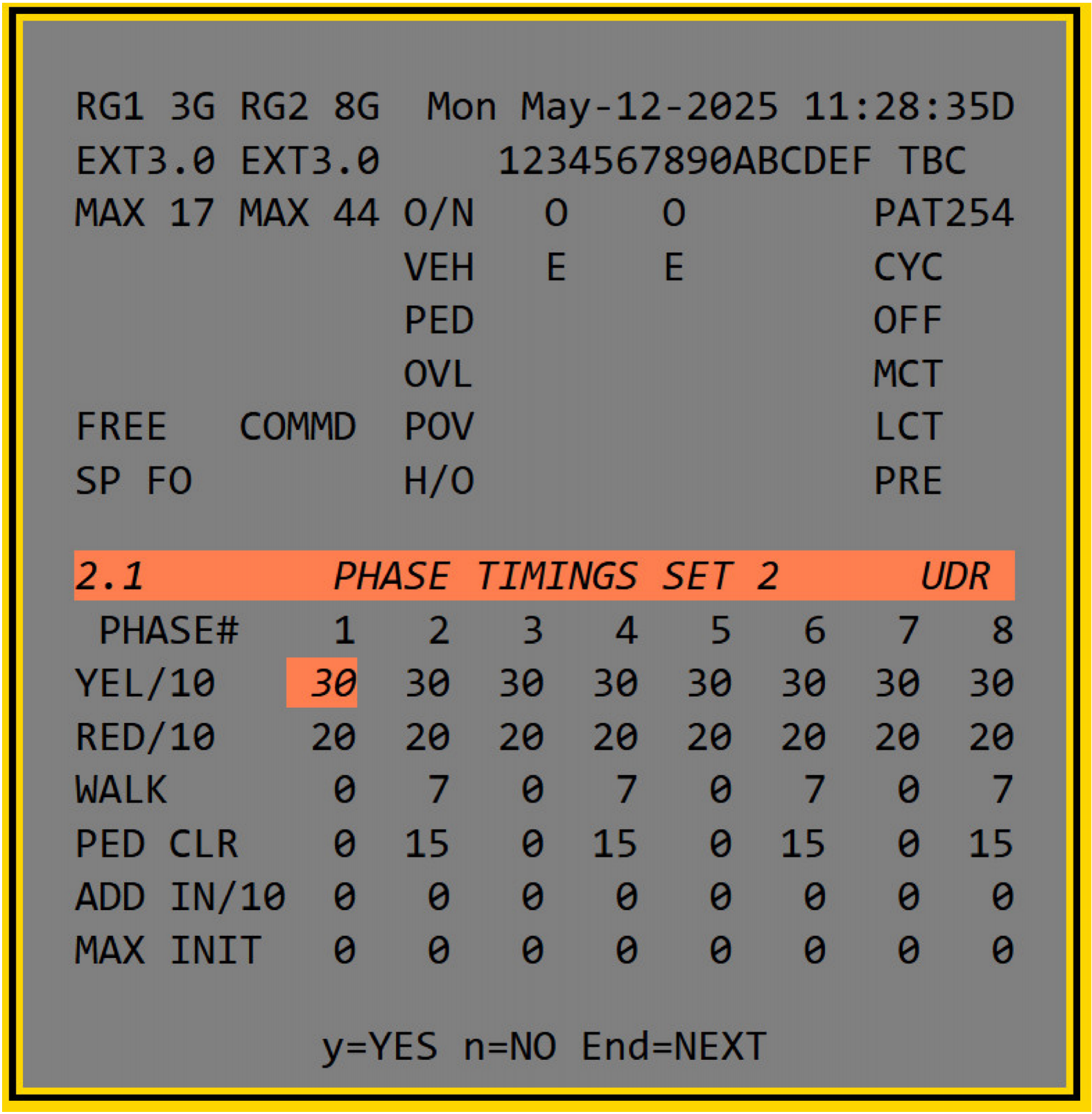
Wehrle Rd/Garrison Rd Signal Timings

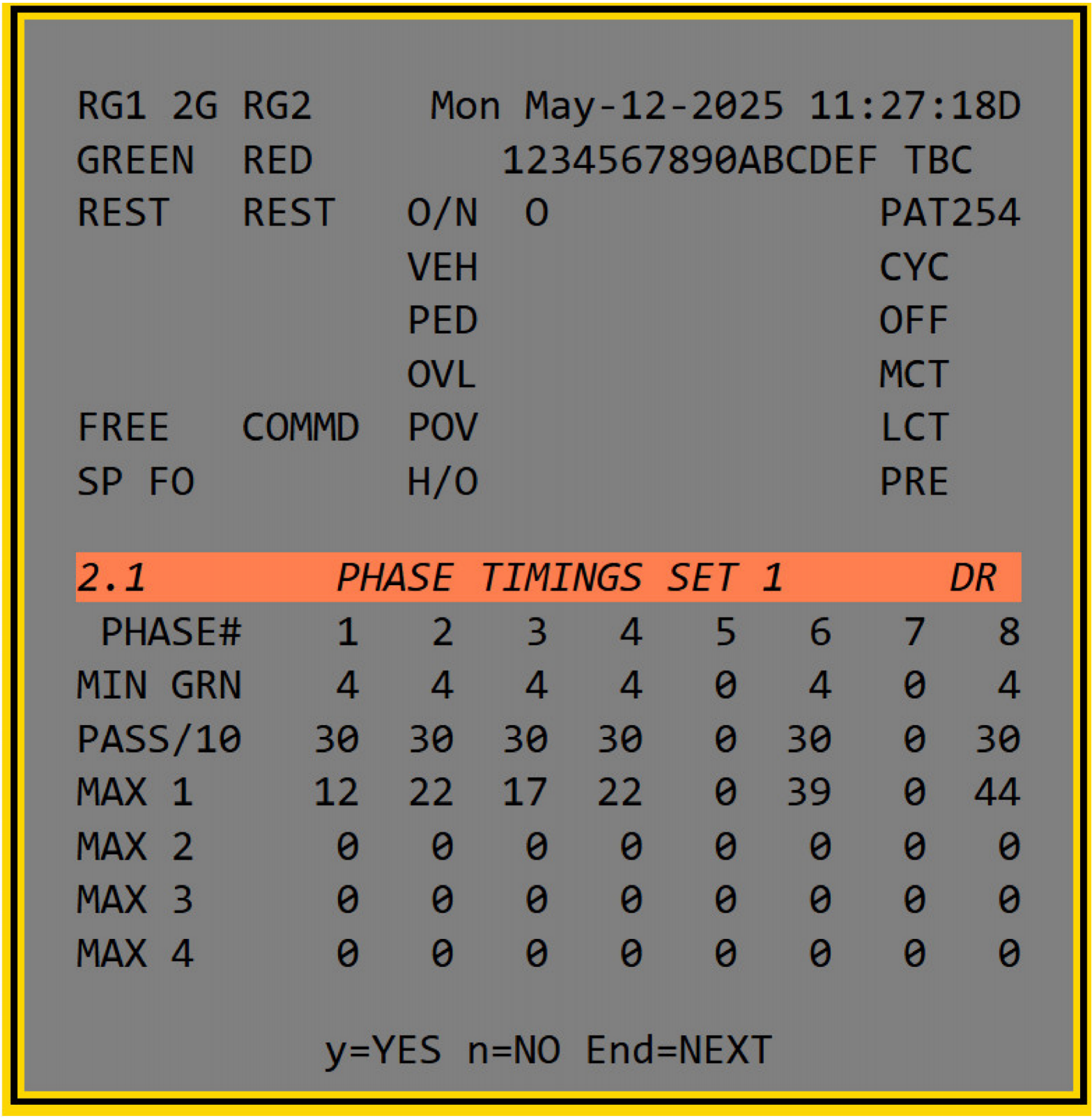
```
RG1 1Y RG2 6Y  Mon May-12-2025 11:28:21D
YEL2.8 YEL2.8      1234567890ABCDEF TBC
GAP    GAP     O/N O N  O N          PAT254
                VEH   C               CYC
                PED                   OFF
                OVL                   MCT
FREE   COMMD    POV                   LCT
SP FO           H/O                   PRE
```

2.1 PHASE TIMINGS SET 2 DR

PHASE#	1	2	3	4	5	6	7	8
MIN GRN	4	4	3	4	0	4	0	4
PASS/10	30	30	30	30	0	30	0	30
MAX 1	7	22	32	22	0	34	0	59
MAX 2	0	0	0	0	0	0	0	0
MAX 3	0	0	0	0	0	0	0	0
MAX 4	0	0	0	0	0	0	0	0

```
y=YES n=NO End=NEXT
```


RG1 3G RG2 8G Mon May-12-2025 11:28:35D
EXT3.0 EXT3.0 1234567890ABCDEF TBC
MAX 17 MAX 44 O/N O O PAT254
VEH E E CYC
PED OFF
OVL MCT
FREE COMMD POV LCT
SP FO H/O PRE
2.1 PHASE TIMINGS SET 2 UDR
PHASE# 1 2 3 4 5 6 7 8
YEL/10 30 30 30 30 30 30 30 30
RED/10 20 20 20 20 20 20 20 20
WALK 0 7 0 7 0 7 0 7
PED CLR 0 15 0 15 0 15 0 15
ADD IN/10 0 0 0 0 0 0 0 0
MAX INIT 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT


RG1 2G RG2 Mon May-12-2025 11:27:18D
GREEN RED 1234567890ABCDEF TBC
REST REST O/N O PAT254
VEH CYC
PED OFF
OVL MCT
FREE COMMD POV LCT
SP FO H/O PRE
2.1 PHASE TIMINGS SET 1 DR
PHASE# 1 2 3 4 5 6 7 8
MIN GRN 4 4 4 4 0 4 0 4
PASS/10 30 30 30 30 0 30 0 30
MAX 1 12 22 17 22 0 39 0 44
MAX 2 0 0 0 0 0 0 0 0
MAX 3 0 0 0 0 0 0 0 0
MAX 4 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

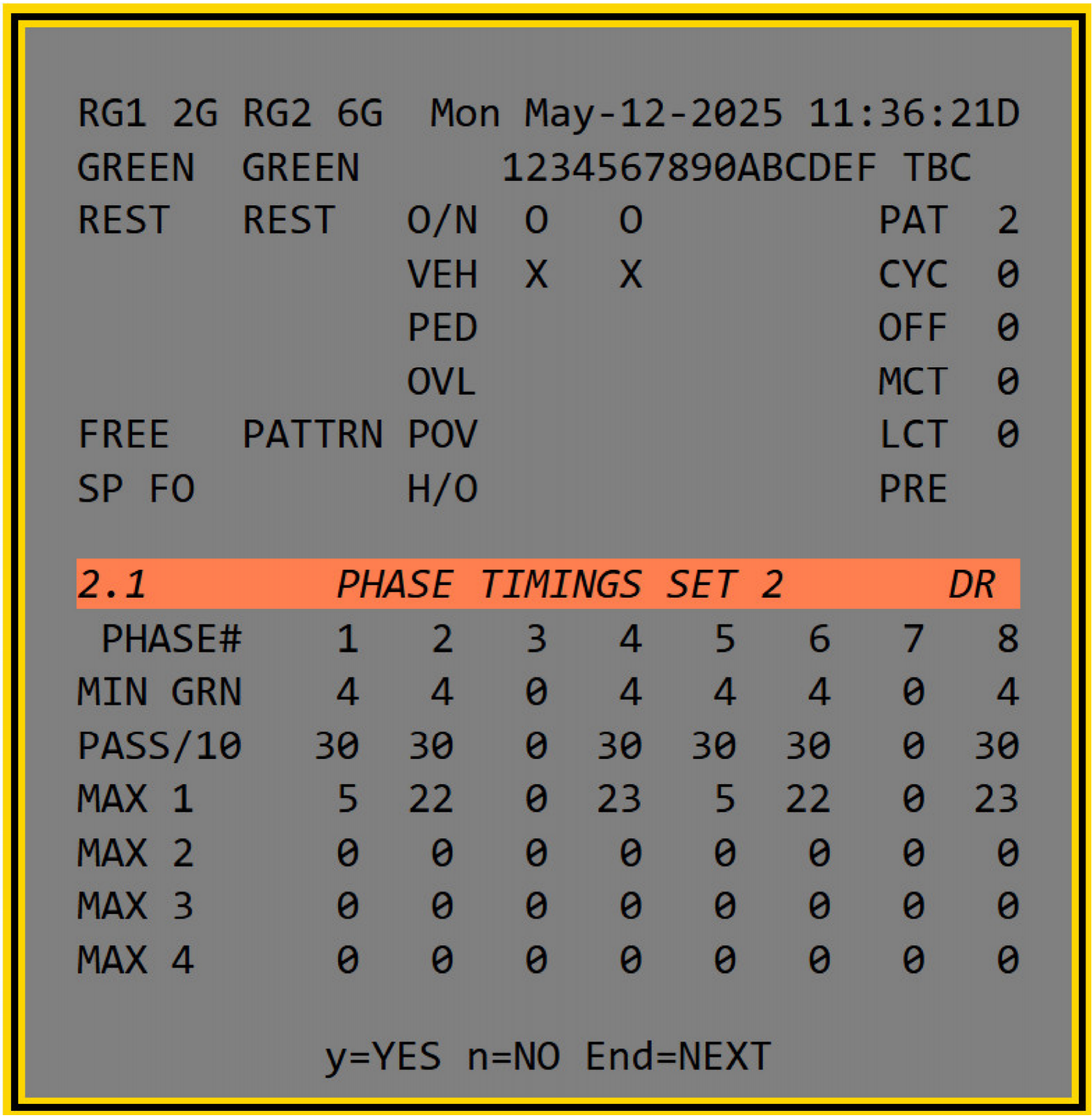
```
RG1 3G RG2 8G  Mon May-12-2025 11:28:02D
EXT3.0 EXT0.0      1234567890ABCDEF TBC
MAX 10 MAX 37 O/N    O     O          PAT254
                  VEH C E   C          CYC
                  PED                  OFF
                  OVL                  MCT
FREE    COMMD     POV                  LCT
SP FO             H/O                  PRE
```

2.1 PHASE TIMINGS SET 1 UDR

PHASE#	1	2	3	4	5	6	7	8
YEL/10	30	30	30	30	0	30	0	30
RED/10	20	20	20	20	0	20	0	20
WALK	0	7	0	7	0	7	0	7
PED CLR	0	15	0	15	0	15	0	15
ADD IN/10	0	0	0	0	0	0	0	0
MAX INIT	0	0	0	0	0	0	0	0

```
y=YES n=NO End=NEXT
```

Wehrle Rd/College Pkwy Signal Timings

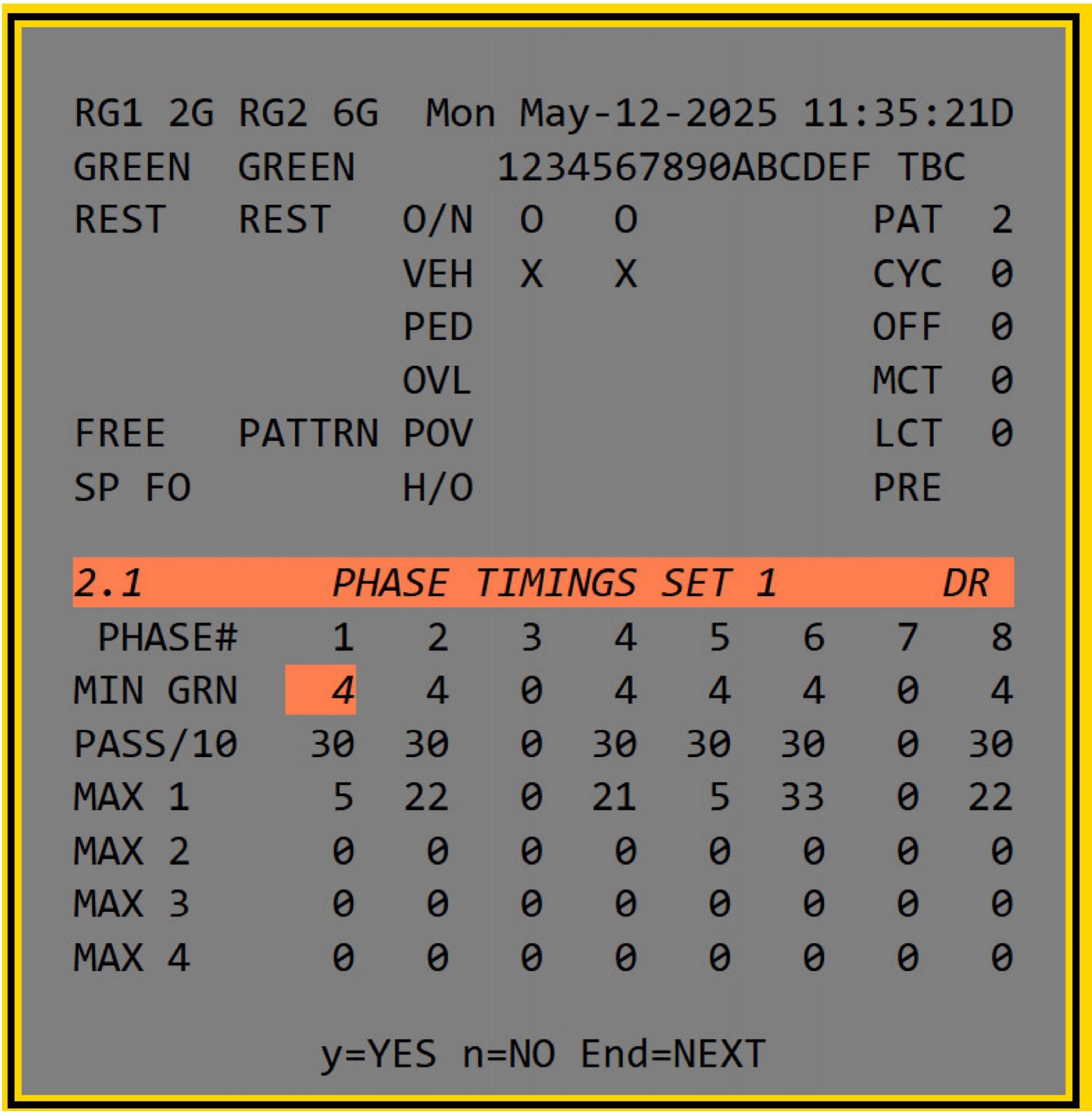

RG1 2G RG2 6G Mon May-12-2025 11:36:21D
GREEN GREEN 1234567890ABCDEF TBC
REST REST O/N O O PAT 2
VEH X X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 2 DR
PHASE# 1 2 3 4 5 6 7 8
MIN GRN 4 4 0 4 4 4 0 4
PASS/10 30 30 0 30 30 30 0 30
MAX 1 5 22 0 23 5 22 0 23
MAX 2 0 0 0 0 0 0 0 0
MAX 3 0 0 0 0 0 0 0 0
MAX 4 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

```
RG1 2G RG2 6G  Mon May-12-2025 11:36:33D
EXT3.0 GREEN      1234567890ABCDEF TBC
MXP  0 REST   O/N  O   O            PAT  2
              VEH  X   X            CYC  0
              PED                   OFF  0
              OVL                   MCT  0
FREE   PATTRN POV                   LCT  0
SP FO         H/O                   PRE
```

2.1 PHASE TIMINGS SET 2 UDR

PHASE#	1	2	3	4	5	6	7	8
YEL/10	30	40	30	40	30	40	30	40
RED/10	10	20	10	20	10	20	10	20
WALK	0	7	0	7	0	7	0	7
PED CLR	0	15	0	15	0	15	0	15
ADD IN/10	0	0	0	0	0	0	0	0
MAX INIT	0	0	0	0	0	0	0	0

y=YES n=NO End=NEXT


RG1 2G RG2 6G Mon May-12-2025 11:35:21D
GREEN GREEN 1234567890ABCDEF TBC
REST REST O/N O O PAT 2
VEH X X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 1 DR
PHASE# 1 2 3 4 5 6 7 8
MIN GRN 4 4 0 4 4 4 0 4
PASS/10 30 30 0 30 30 30 0 30
MAX 1 5 22 0 21 5 33 0 22
MAX 2 0 0 0 0 0 0 0 0
MAX 3 0 0 0 0 0 0 0 0
MAX 4 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

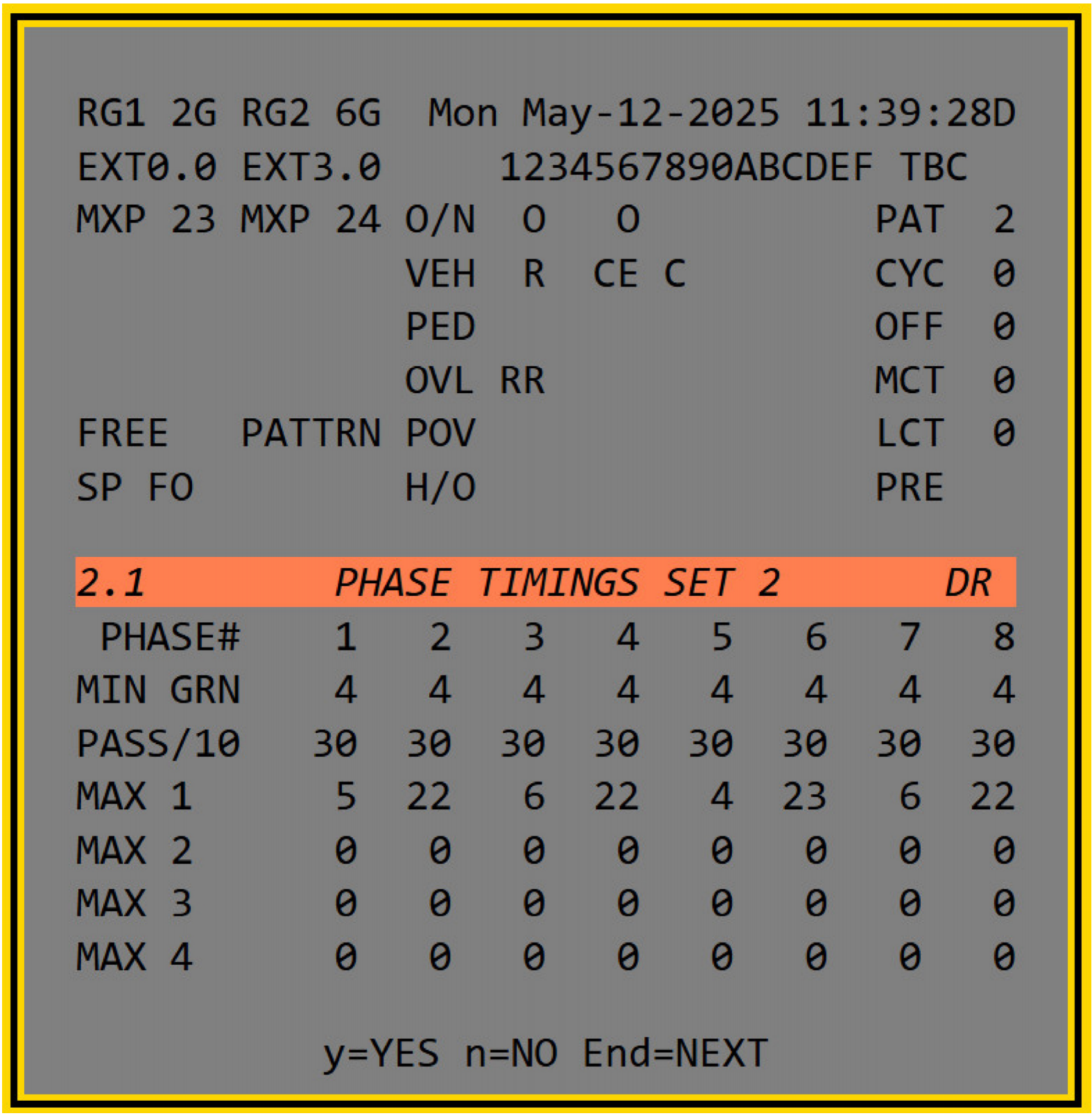
```
RG1 2G RG2 6G  Mon May-12-2025 11:36:03D
MIN  2 MIN  2      1234567890ABCDEF TBC
MXP 25 MXP 25 O/N  O    O            PAT  2
              VEH  X    X            CYC  0
              PED                    OFF  0
              OVL                    MCT  0
FREE   PATTRN POV                    LCT  0
SP FO         H/O                    PRE
```

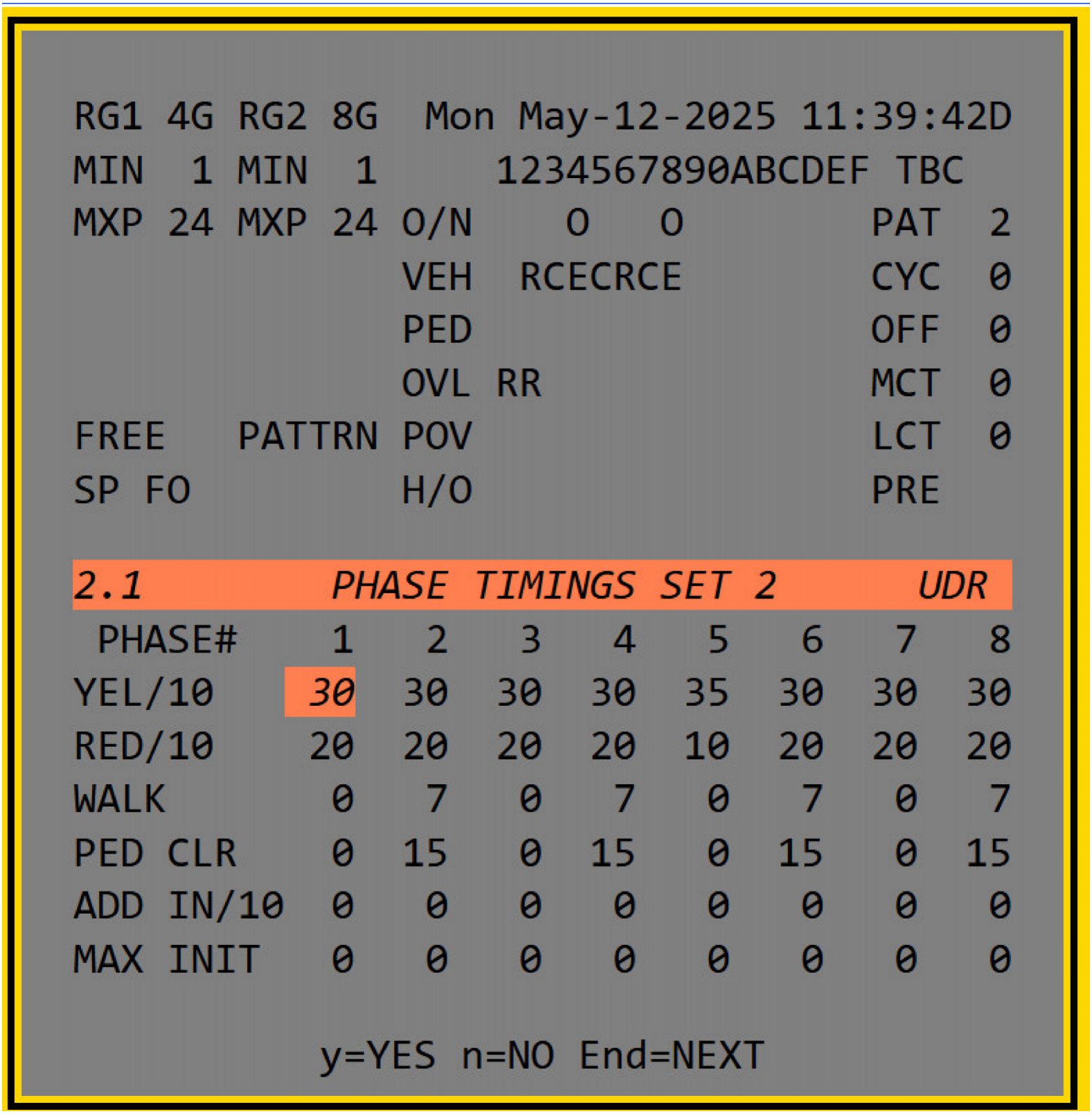
2.1 PHASE TIMINGS SET 1 UDR

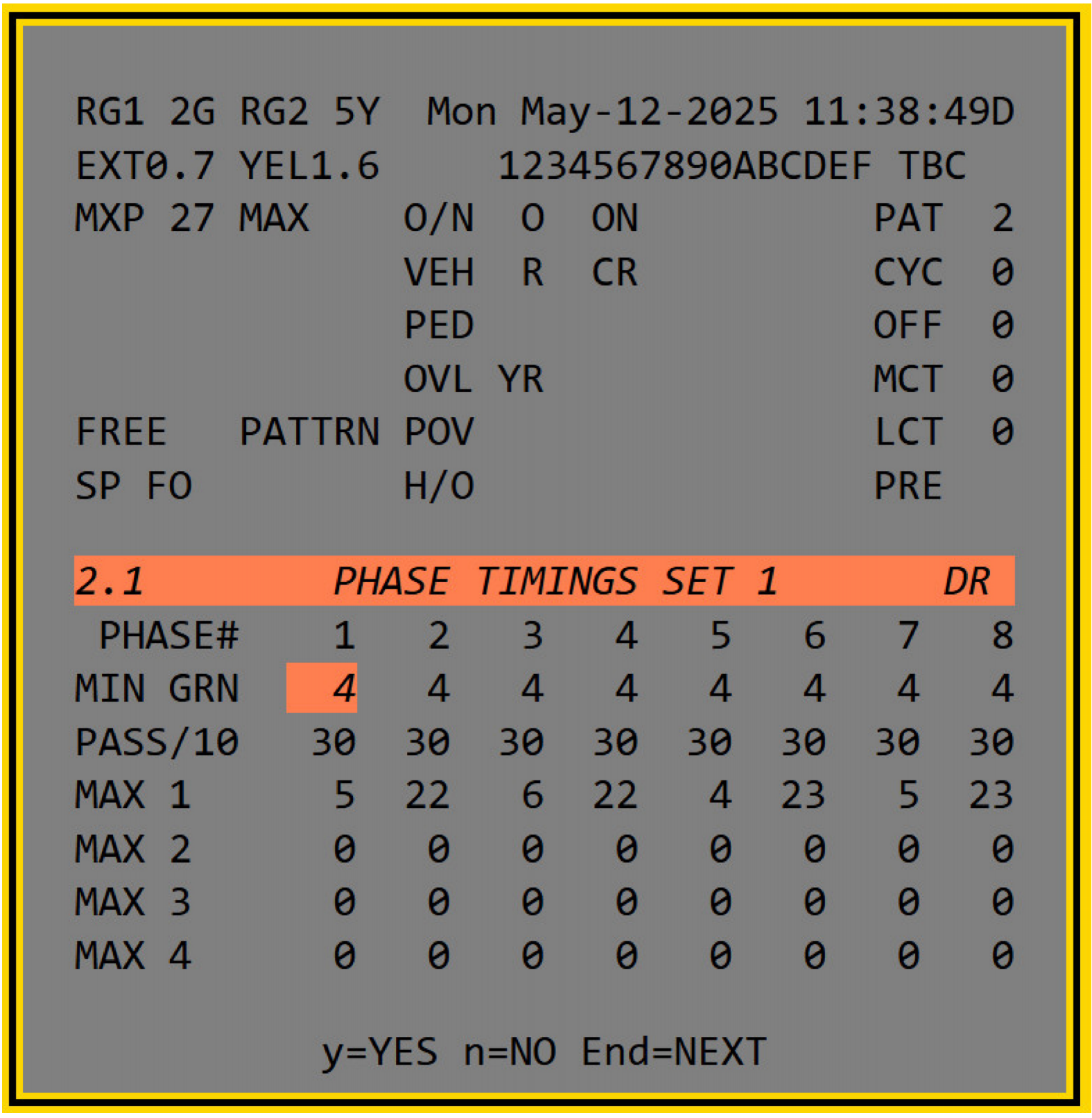
PHASE#	1	2	3	4	5	6	7	8
YEL/10	35	30	0	30	30	30	0	30
RED/10	15	20	0	20	15	20	0	20
WALK	0	7	0	7	0	7	0	7
PED CLR	0	15	0	15	0	15	0	15
ADD IN/10	0	0	0	0	0	0	0	0
MAX INIT	0	0	0	0	0	0	0	0

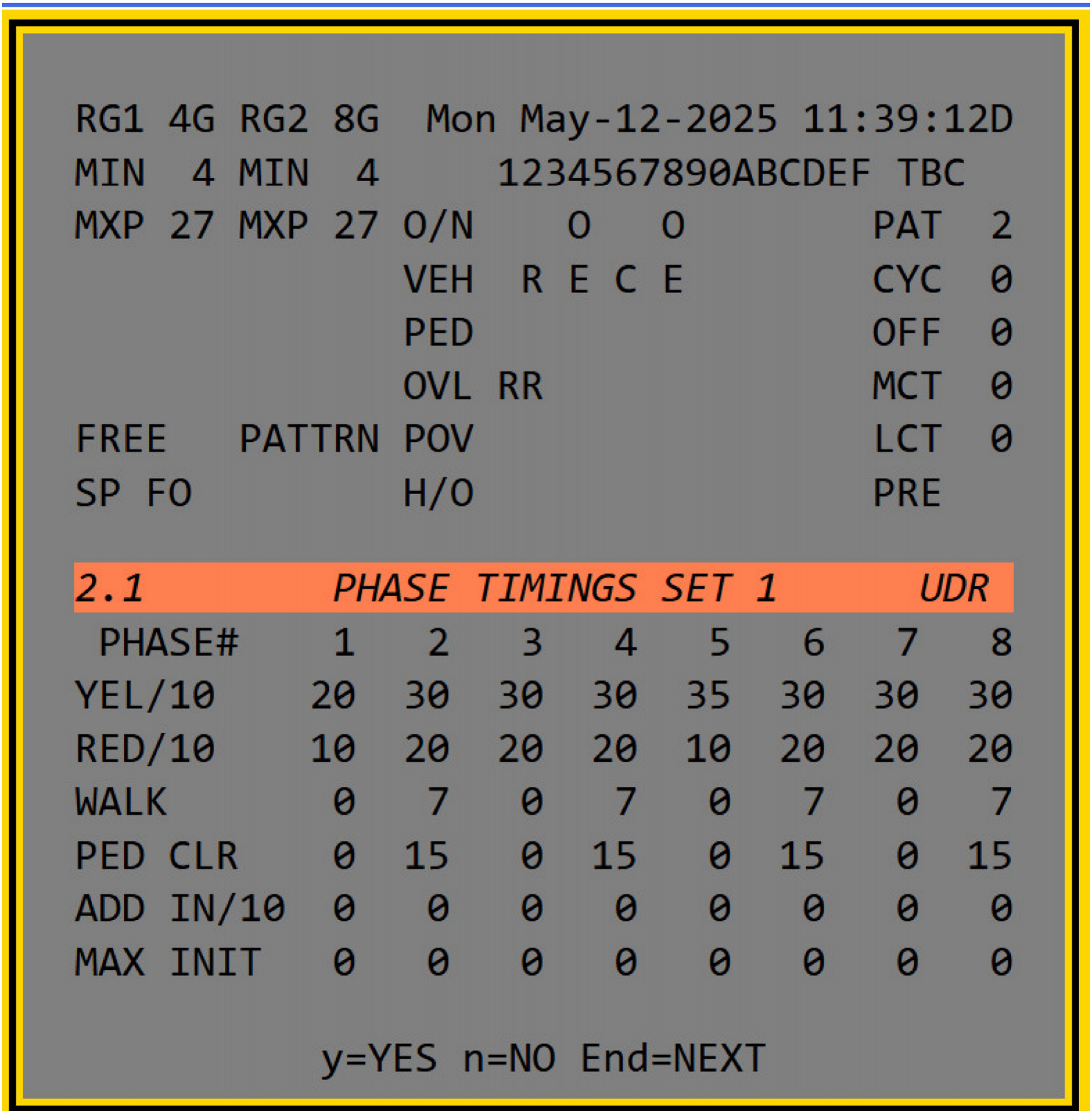
```
y=YES n=NO End=NEXT
```

Wehrle Rd/Youngs Rd Signal Timings

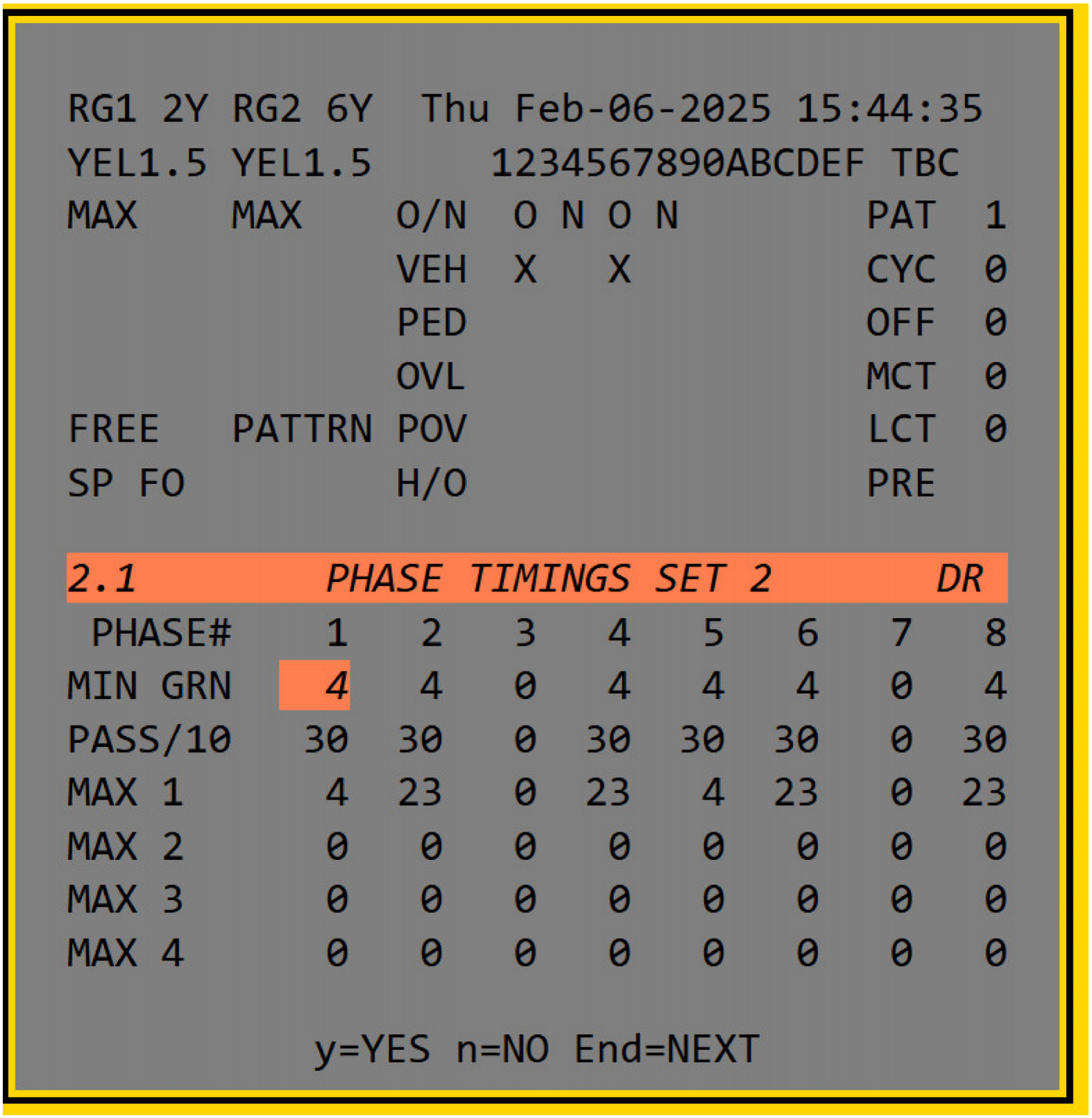

RG1 2G RG2 6G Mon May-12-2025 11:39:28D
EXT0.0 EXT3.0 1234567890ABCDEF TBC
MXP 23 MXP 24 O/N O O PAT 2
VEH R CE C CYC 0
PED OFF 0
OVL RR MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 2 DR
PHASE# 1 2 3 4 5 6 7 8
MIN GRN 4 4 4 4 4 4 4 4
PASS/10 30 30 30 30 30 30 30 30
MAX 1 5 22 6 22 4 23 6 22
MAX 2 0 0 0 0 0 0 0 0
MAX 3 0 0 0 0 0 0 0 0
MAX 4 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

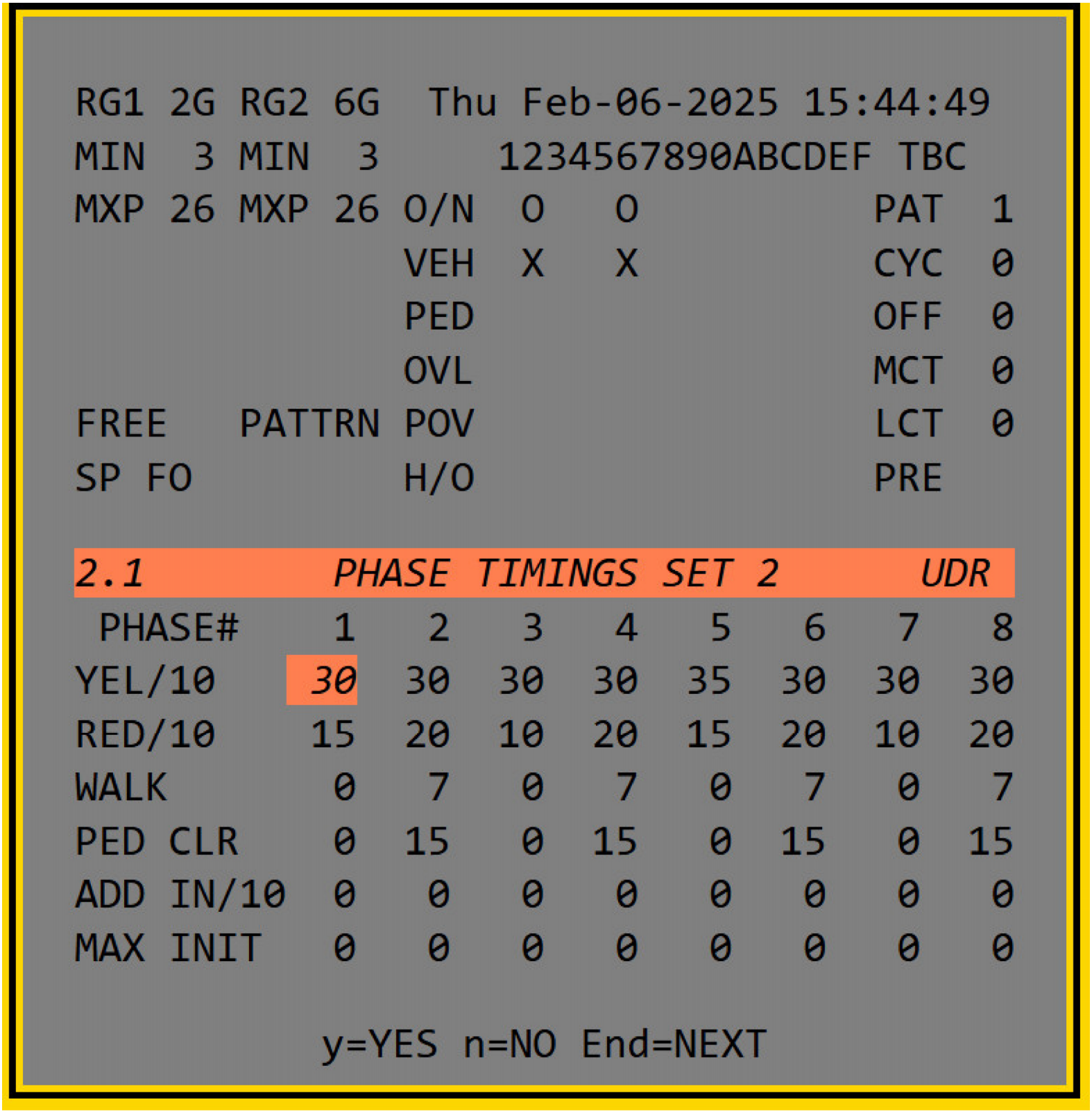

RG1 4G RG2 8G Mon May-12-2025 11:39:42D
MIN 1 MIN 1 1234567890ABCDEF TBC
MXP 24 MXP 24 O/N O O PAT 2
VEH RCECRCE CYC 0
PED OFF 0
OVL RR MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 2 UDR
PHASE# 1 2 3 4 5 6 7 8
YEL/10 30 30 30 30 35 30 30 30
RED/10 20 20 20 20 10 20 20 20
WALK 0 7 0 7 0 7 0 7
PED CLR 0 15 0 15 0 15 0 15
ADD IN/10 0 0 0 0 0 0 0 0
MAX INIT 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

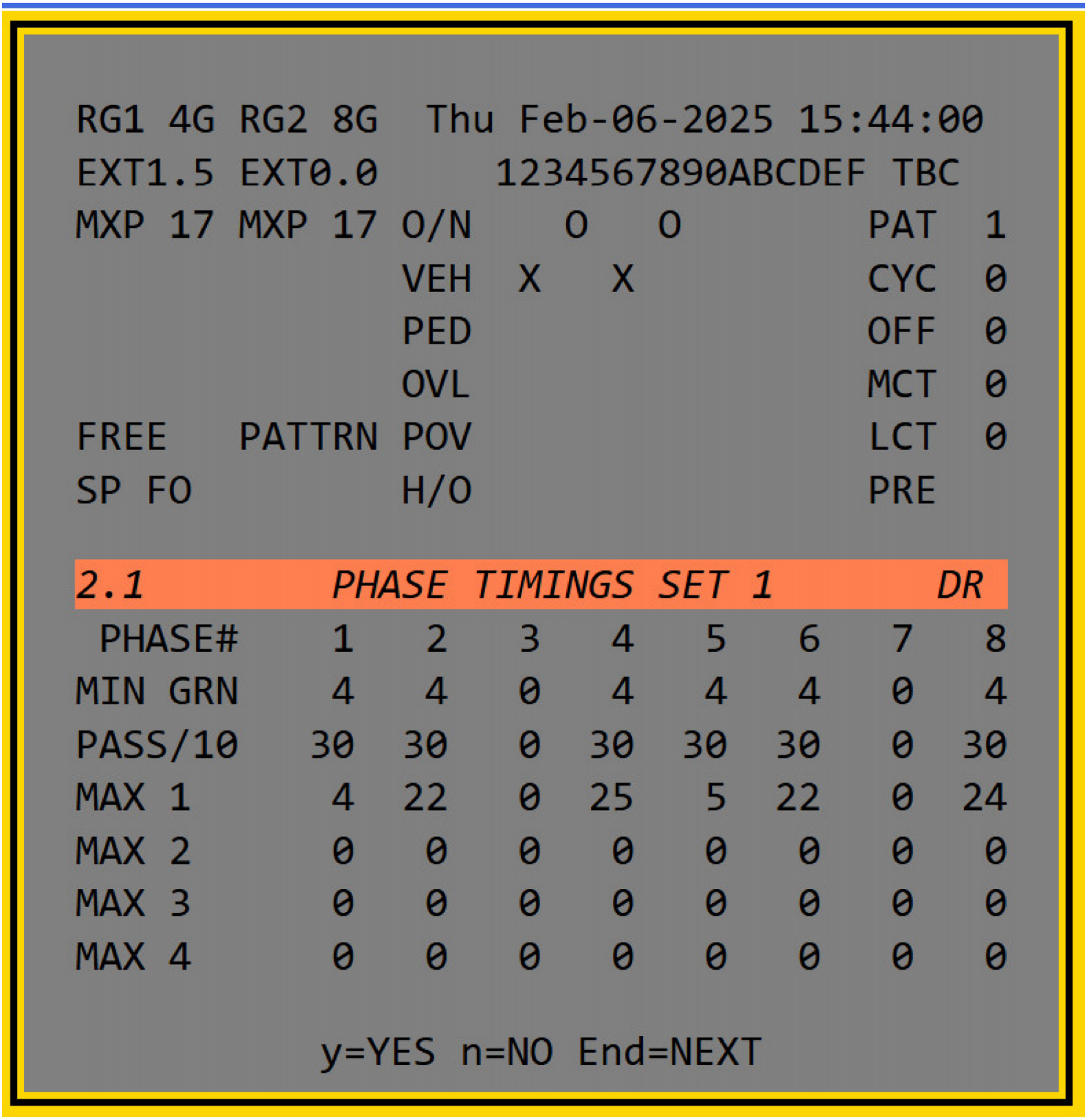

RG1 2G RG2 5Y Mon May-12-2025 11:38:49D
EXT0.7 YEL1.6 1234567890ABCDEF TBC
MXP 27 MAX O/N O ON PAT 2
VEH R CR CYC 0
PED OFF 0
OVL YR MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 1 DR
PHASE# 1 2 3 4 5 6 7 8
MIN GRN 4 4 4 4 4 4 4 4
PASS/10 30 30 30 30 30 30 30 30
MAX 1 5 22 6 22 4 23 5 23
MAX 2 0 0 0 0 0 0 0 0
MAX 3 0 0 0 0 0 0 0 0
MAX 4 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

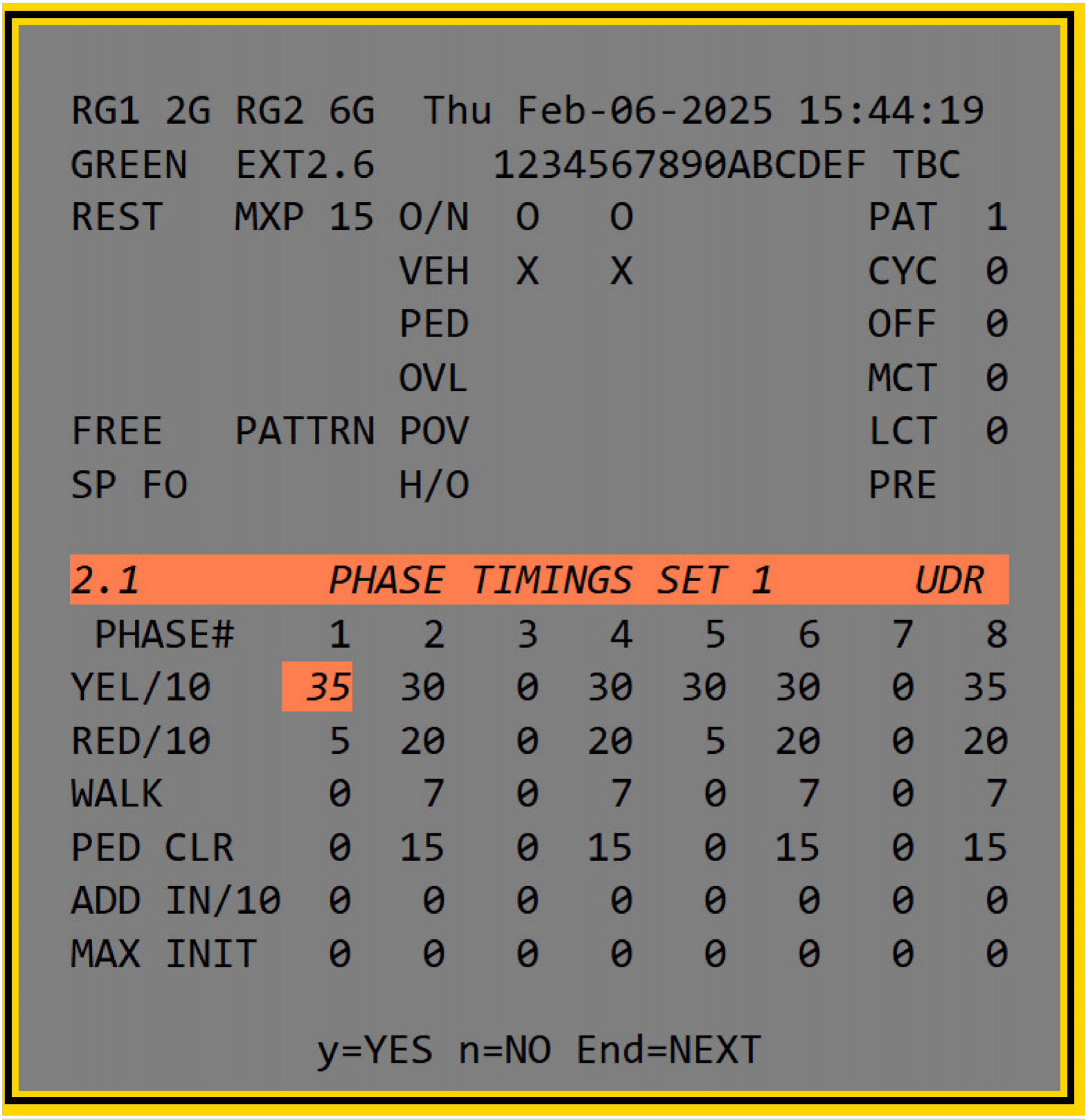

RG1 4G RG2 8G Mon May-12-2025 11:39:12D
MIN 4 MIN 4 1234567890ABCDEF TBC
MXP 27 MXP 27 O/N O O PAT 2
VEH R E C E CYC 0
PED OFF 0
OVL RR MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 1 UDR
PHASE# 1 2 3 4 5 6 7 8
YEL/10 20 30 30 30 35 30 30 30
RED/10 10 20 20 20 10 20 20 20
WALK 0 7 0 7 0 7 0 7
PED CLR 0 15 0 15 0 15 0 15
ADD IN/10 0 0 0 0 0 0 0 0
MAX INIT 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

Wehrle Rd/Spindrift Dr Signal Timings

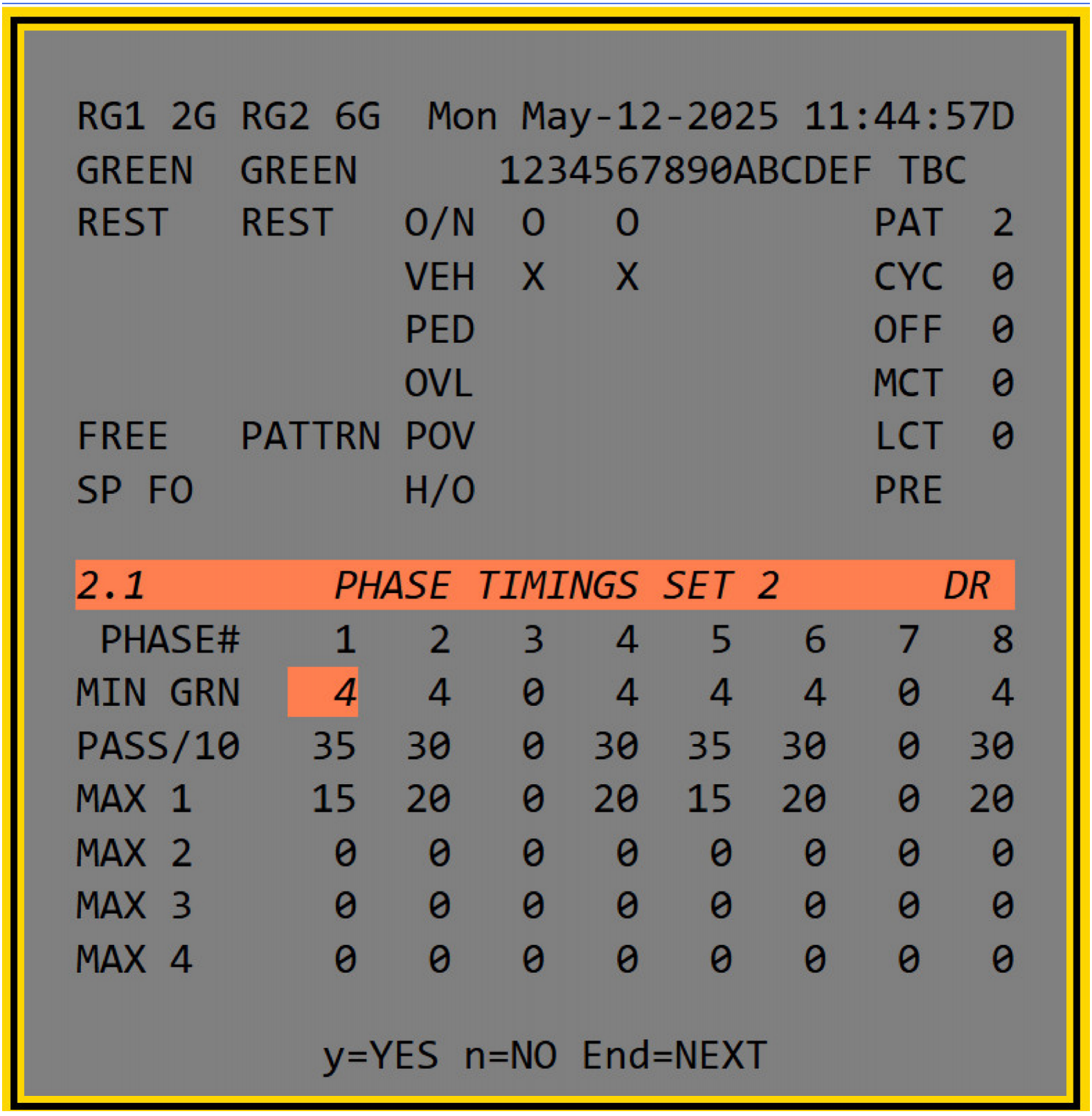

RG1 2Y RG2 6Y Thu Feb-06-2025 15:44:35
YEL1.5 YEL1.5 1234567890ABCDEF TBC
MAX MAX O/N O N O N PAT 1
VEH X X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 2 DR
PHASE# 1 2 3 4 5 6 7 8
MIN GRN 4 4 0 4 4 4 0 4
PASS/10 30 30 0 30 30 30 0 30
MAX 1 4 23 0 23 4 23 0 23
MAX 2 0 0 0 0 0 0 0 0
MAX 3 0 0 0 0 0 0 0 0
MAX 4 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

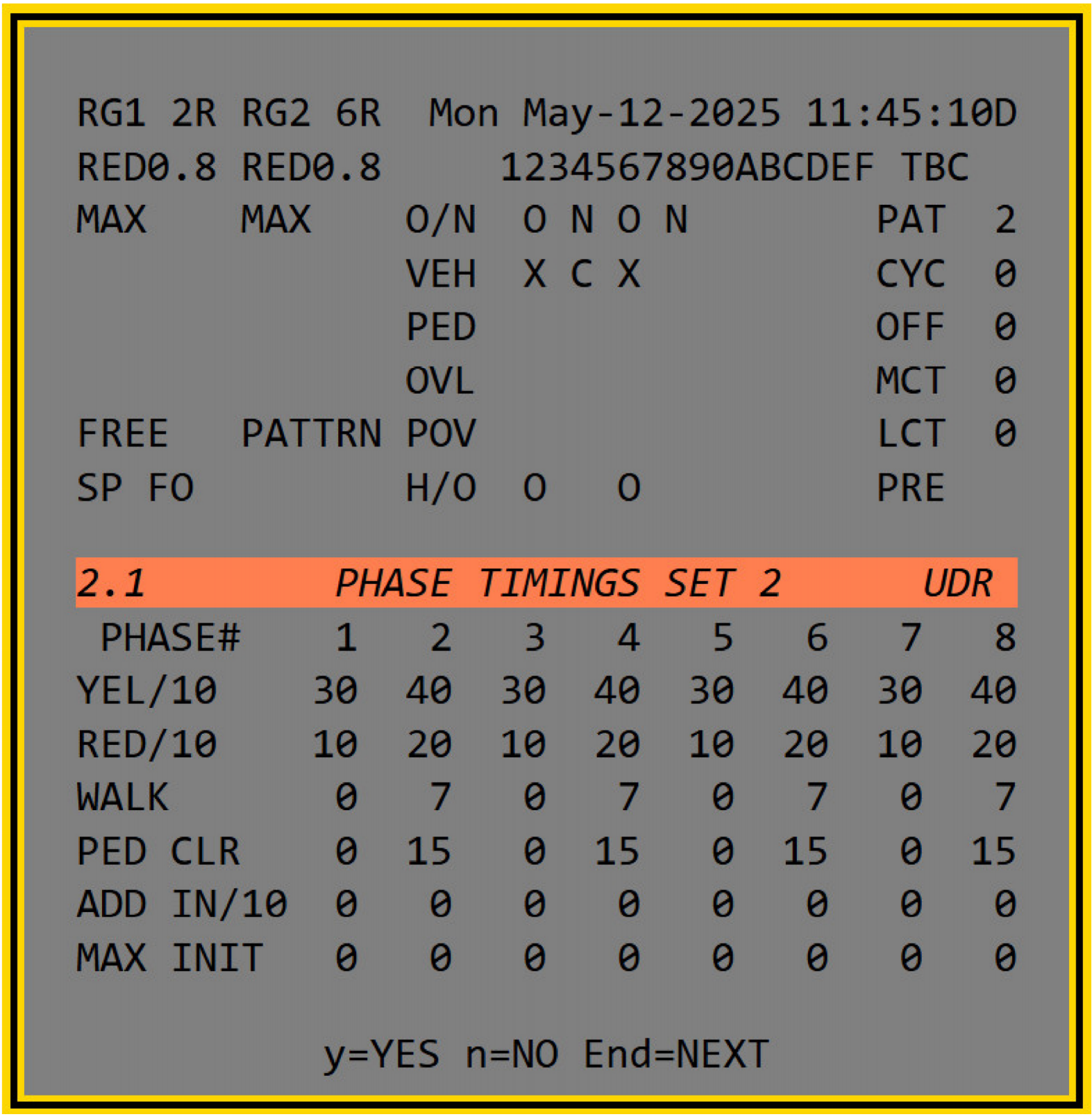

RG1 2G RG2 6G Thu Feb-06-2025 15:44:49
MIN 3 MIN 3 1234567890ABCDEF TBC
MXP 26 MXP 26 O/N O O PAT 1
VEH X X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 2 UDR
PHASE# 1 2 3 4 5 6 7 8
YEL/10 30 30 30 30 35 30 30 30
RED/10 15 20 10 20 15 20 10 20
WALK 0 7 0 7 0 7 0 7
PED CLR 0 15 0 15 0 15 0 15
ADD IN/10 0 0 0 0 0 0 0 0
MAX INIT 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

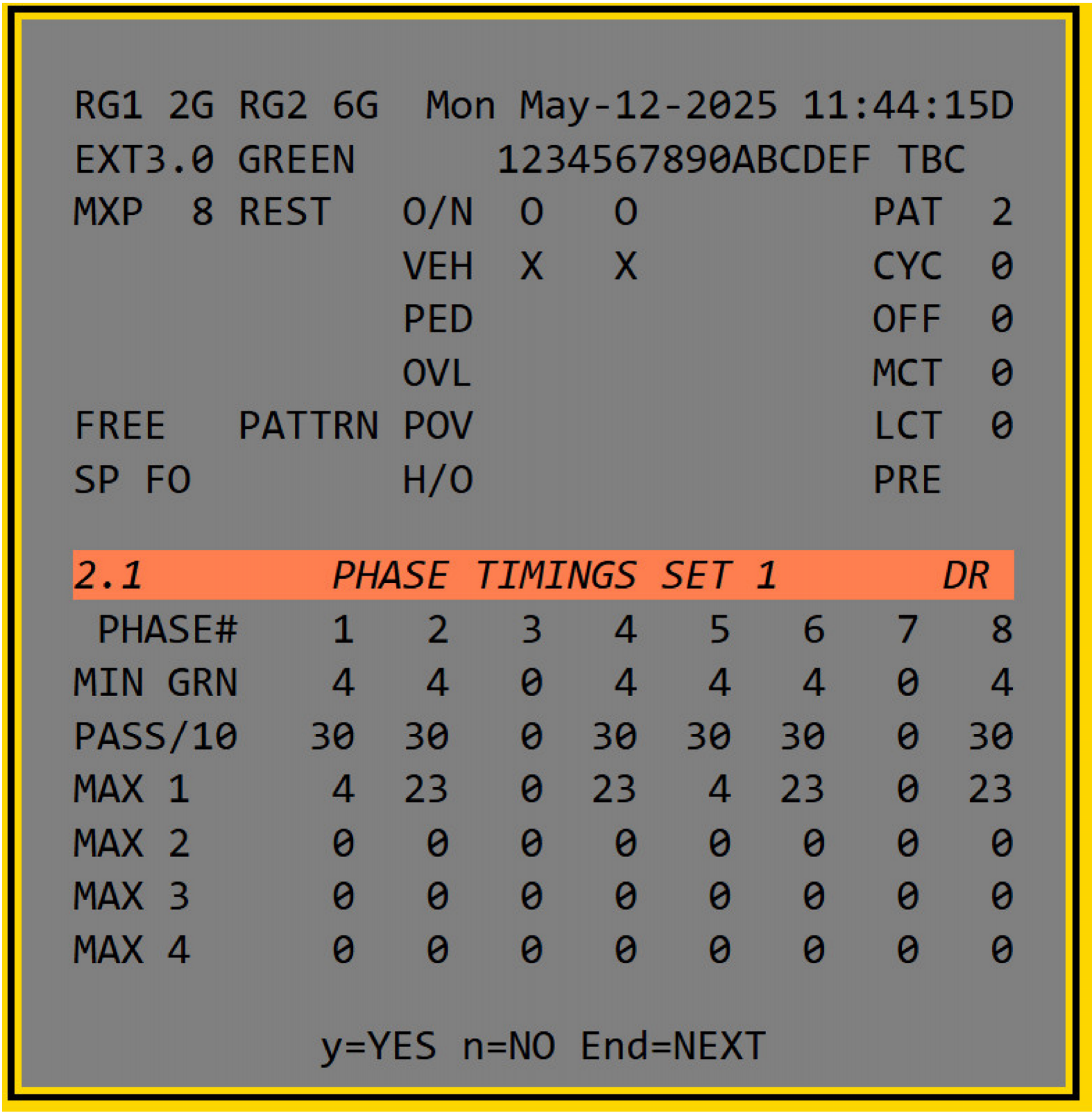

RG1 4G RG2 8G Thu Feb-06-2025 15:44:00
EXT1.5 EXT0.0 1234567890ABCDEF TBC
MXP 17 MXP 17 O/N O O PAT 1
VEH X X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 1 DR
PHASE# 1 2 3 4 5 6 7 8
MIN GRN 4 4 0 4 4 4 0 4
PASS/10 30 30 0 30 30 30 0 30
MAX 1 4 22 0 25 5 22 0 24
MAX 2 0 0 0 0 0 0 0 0
MAX 3 0 0 0 0 0 0 0 0
MAX 4 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

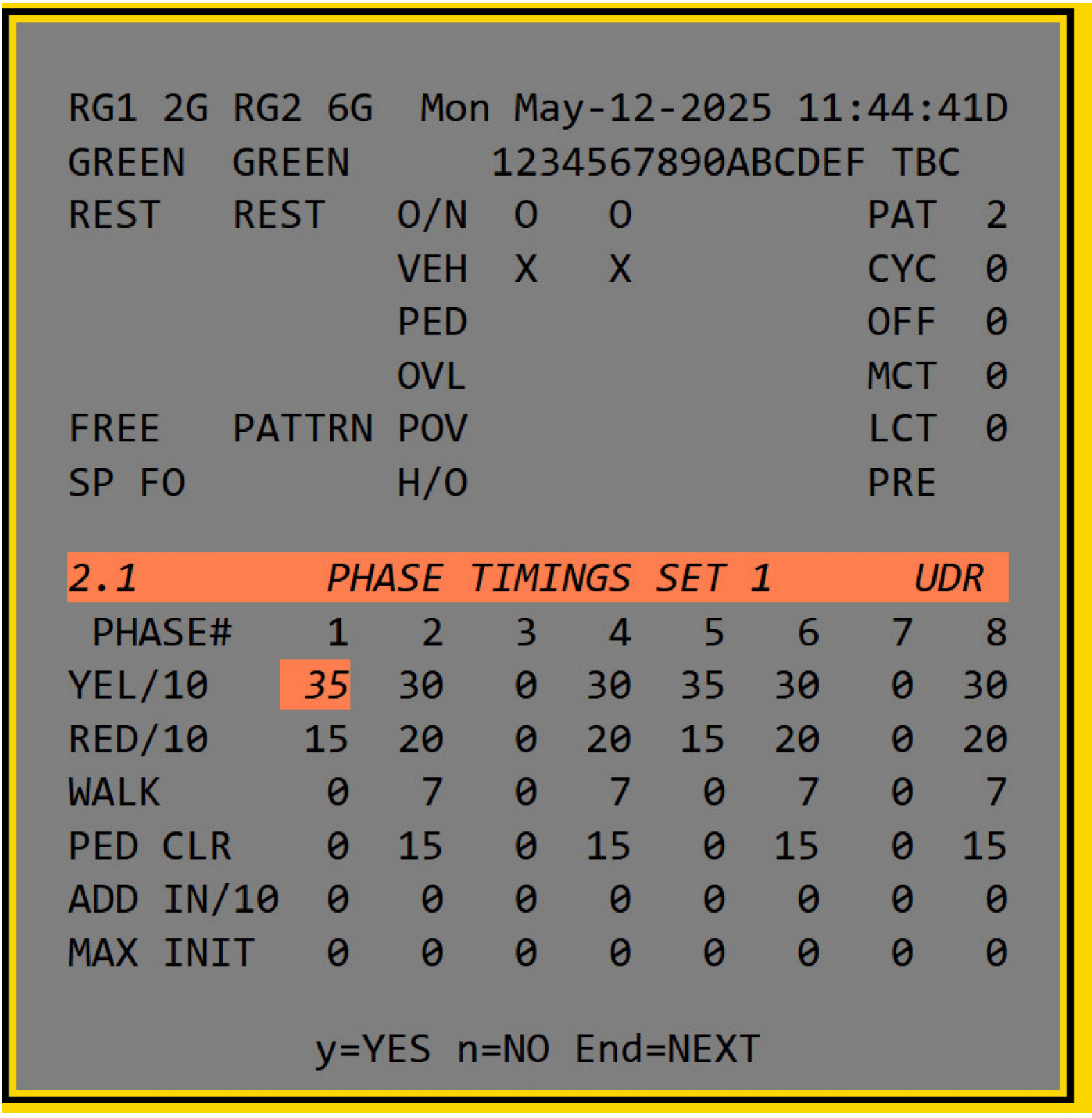

RG1 2G RG2 6G Thu Feb-06-2025 15:44:19
GREEN EXT2.6 1234567890ABCDEF TBC
REST MXP 15 O/N O O PAT 1
VEH X X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 1 UDR
PHASE# 1 2 3 4 5 6 7 8
YEL/10 35 30 0 30 30 30 0 35
RED/10 5 20 0 20 5 20 0 20
WALK 0 7 0 7 0 7 0 7
PED CLR 0 15 0 15 0 15 0 15
ADD IN/10 0 0 0 0 0 0 0 0
MAX INIT 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

Wehrle Rd/George Karl Blvd Signal Timings


RG1 2G RG2 6G Mon May-12-2025 11:44:57D
GREEN GREEN 1234567890ABCDEF TBC
REST REST O/N O O PAT 2
VEH X X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 2 DR
PHASE# 1 2 3 4 5 6 7 8
MIN GRN 4 4 0 4 4 4 0 4
PASS/10 35 30 0 30 35 30 0 30
MAX 1 15 20 0 20 15 20 0 20
MAX 2 0 0 0 0 0 0 0 0
MAX 3 0 0 0 0 0 0 0 0
MAX 4 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT


RG1 2R RG2 6R Mon May-12-2025 11:45:10D
RED0.8 RED0.8 1234567890ABCDEF TBC
MAX MAX O/N O N O N PAT 2
VEH X C X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O O O PRE
2.1 PHASE TIMINGS SET 2 UDR
PHASE# 1 2 3 4 5 6 7 8
YEL/10 30 40 30 40 30 40 30 40
RED/10 10 20 10 20 10 20 10 20
WALK 0 7 0 7 0 7 0 7
PED CLR 0 15 0 15 0 15 0 15
ADD IN/10 0 0 0 0 0 0 0 0
MAX INIT 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

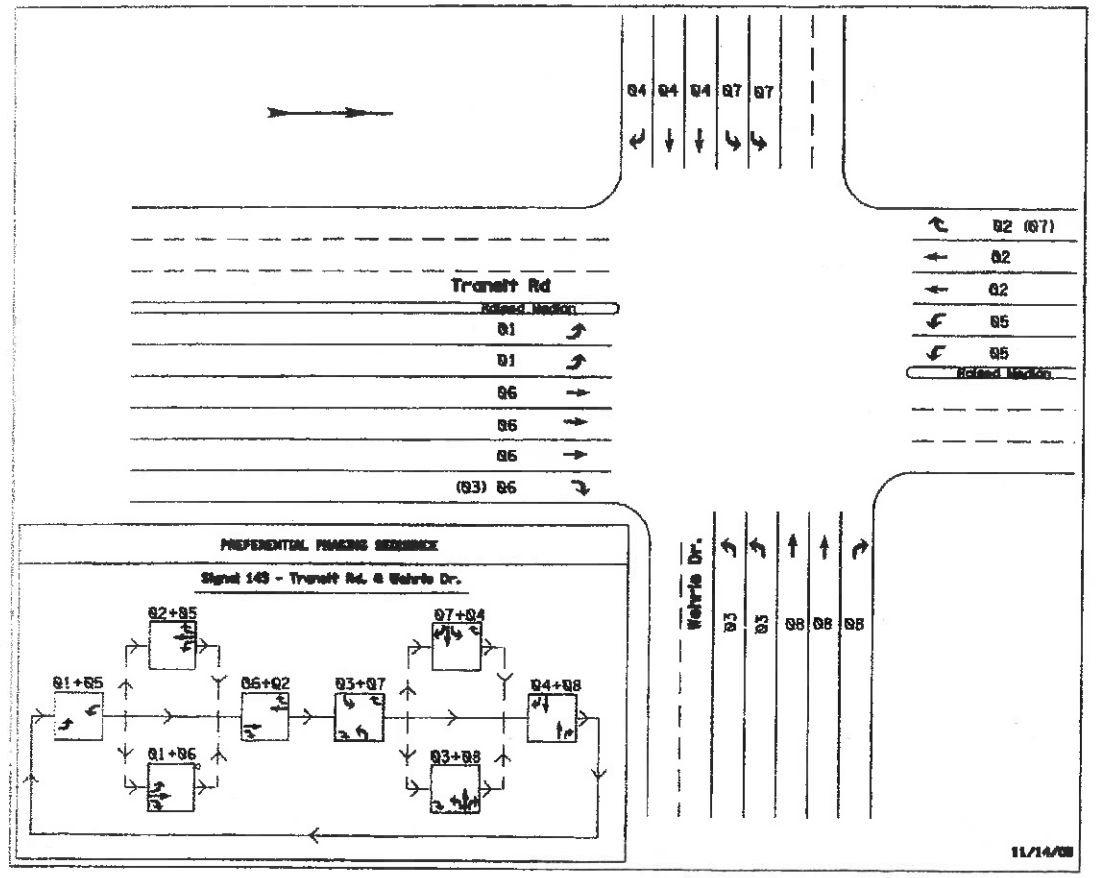

RG1 2G RG2 6G Mon May-12-2025 11:44:15D
EXT3.0 GREEN 1234567890ABCDEF TBC
MXP 8 REST O/N O O PAT 2
VEH X X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 1 DR
PHASE# 1 2 3 4 5 6 7 8
MIN GRN 4 4 0 4 4 4 0 4
PASS/10 30 30 0 30 30 30 0 30
MAX 1 4 23 0 23 4 23 0 23
MAX 2 0 0 0 0 0 0 0 0
MAX 3 0 0 0 0 0 0 0 0
MAX 4 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

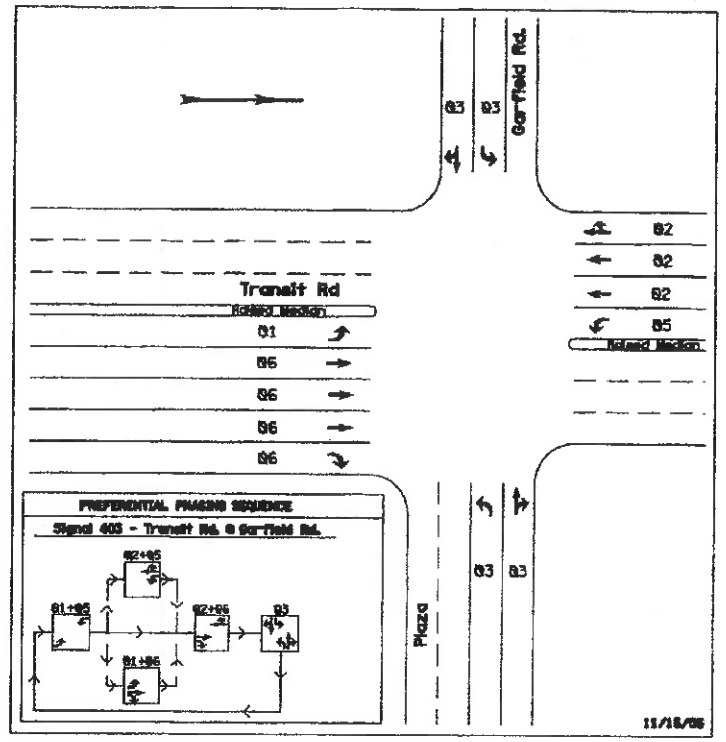

RG1 2G RG2 6G Mon May-12-2025 11:44:41D
GREEN GREEN 1234567890ABCDEF TBC
REST REST O/N O O PAT 2
VEH X X CYC 0
PED OFF 0
OVL MCT 0
FREE PATTRN POV LCT 0
SP FO H/O PRE
2.1 PHASE TIMINGS SET 1 UDR
PHASE# 1 2 3 4 5 6 7 8
YEL/10 35 30 0 30 35 30 0 30
RED/10 15 20 0 20 15 20 0 20
WALK 0 7 0 7 0 7 0 7
PED CLR 0 15 0 15 0 15 0 15
ADD IN/10 0 0 0 0 0 0 0 0
MAX INIT 0 0 0 0 0 0 0 0
y=YES n=NO End=NEXT

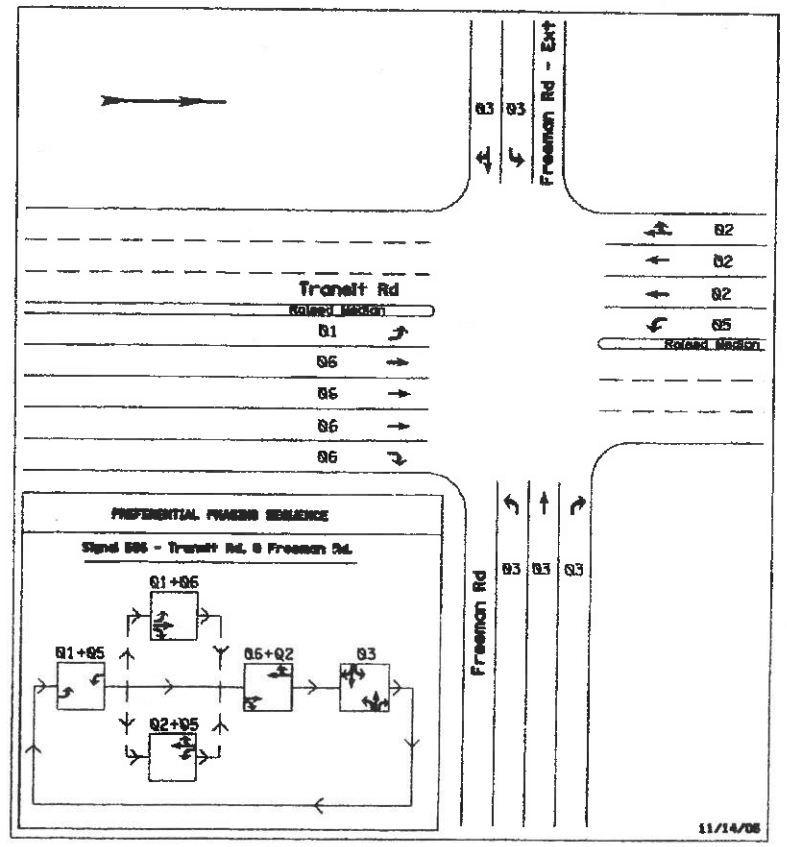
Wehrle Rd/Transit Rd Signal Timings

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D260326	411	485

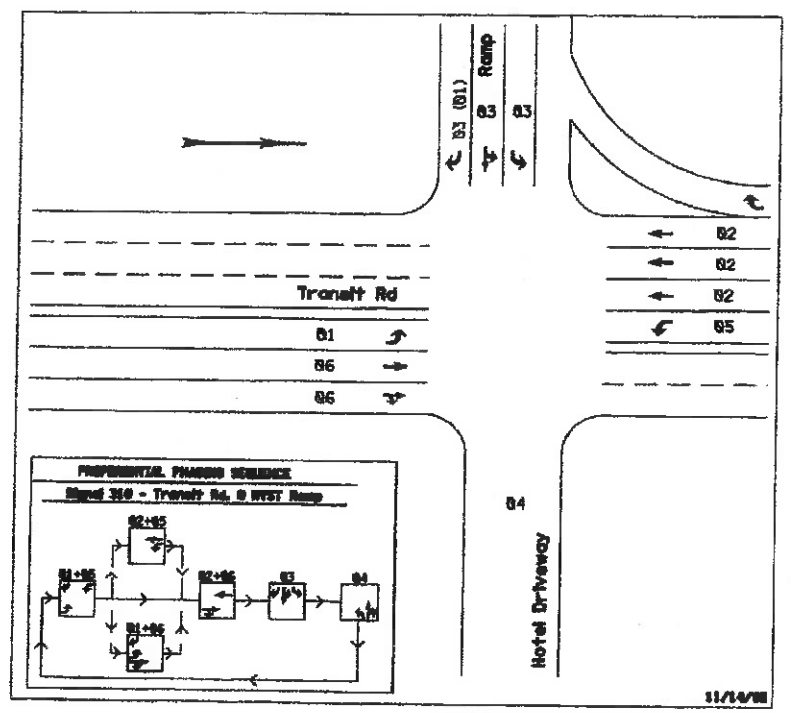
TRANSIT ROAD, PART 4, SH 1334
NY ROUTE 78 FROM AERO DRIVE
TO NY ROUTE 5, MAIN STREET
ERIE COUNTY
P.I.N. 5209.40 | B.I.N.

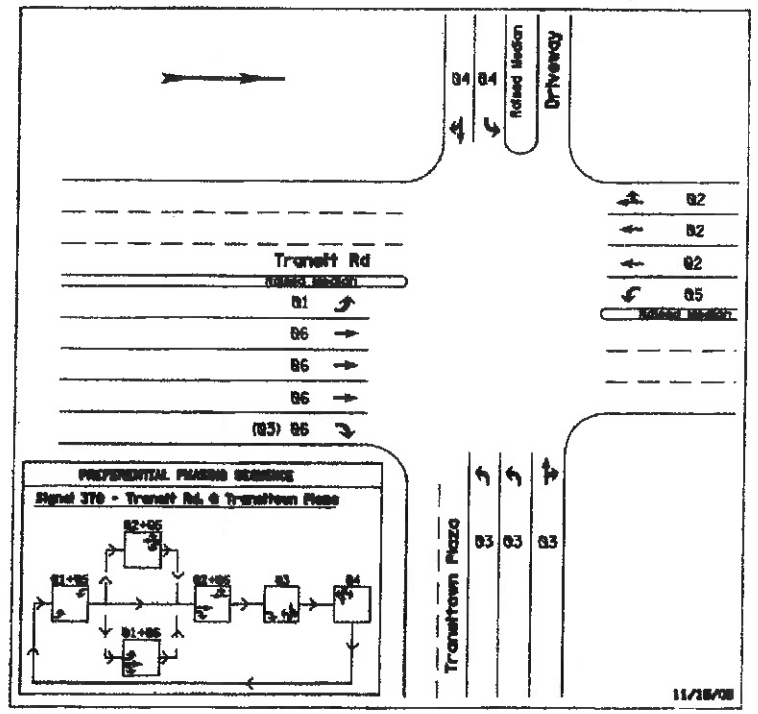






THESE PREFERENTIAL PHASING SEQUENCE DIAGRAMS HAVE BEEN PROVIDED BY THE NYSDOT REGION 5, REGIONAL TRAFFIC ENGINEER'S OFFICE. INPUT AND OUTPUT WIRING TABLES ARE AVAILIABLE THROUGH THE SAME OFFICE.





AS BUILT REVISIONS

SIGNATURE DATE

PREFERENTIAL PHASING SEQUENCE DIAGRAMS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
SIGTIMA.DGN	5	11-18-05	SIG-13

ESTIMATED BY ____ DRAFTED BY CADD ____ CHECKED BY ____
DESIGN SUPERVISOR J. BARNACK ____ JOB MANAGER D. SOBOL ____ DESIGNED BY E. THOMSEN ____ CHECKED BY ____
FILE NAME = d:\PW_Workgrp\edgeorge\dms28844\signal summA.dgn
DATE/TIME = 11-AUG-2008 13:37
USER = edgeorge

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	3	10	3	6	3	10	3	6
Gap, Ext	1.3	1.1	1.3	1.1	1.3	1.1	1.3	1.1
Max 1	25	40	20	30	25	40	20	30
Max 2								
Yel Clearance	4.3	4.3	3.9	3.9	4.3	4.3	3.9	3.9
Red Clearance	3.3	3.2	3.4	3.4	3.2	3.3	3.4	3.4
Walk		7		7		7		7
Ped Clearance		29		32		27		32
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk		ON				ON		
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

53143 78 (Transit) @ Wehrle Dr

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	35	50	30	45	35	50	30	45	13	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	30	45	30	40	30	45	30	40	14	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	35	55	30	45	35	55	30	45	15	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

53143

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Green	ON
2	1	Red	ON
3	1	Red	ON
4	1	Red	ON
5	2	Green	ON
6	2	Red	ON
7	2	Red	ON
8	2	Red	ON

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Splt	
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH_OVLP
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	Red
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

05/15/25 **Page 1**

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock: OFF | Overlap Lock Inhibit: OFF | Parent Ph Clearance: ON | Extra Included Ph: OFF

	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
1	Modifier Ø								Grn		9	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
A	Conflict Olap								Red	1.5	I	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø	3							Type	NORMAL		Included Ø								Type	NORMAL
2	Modifier Ø								Grn		10	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
B	Conflict Olap								Red	1.5	J	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
3	Modifier Ø								Grn		11	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
C	Conflict Olap								Red	1.5	K	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
4	Modifier Ø								Grn		12	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
D	Conflict Olap								Red	1.5	L	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
5	Modifier Ø								Grn		13	Modifier Ø								Grn	
	Conf o0l								Yel	3.5		Conflict Ø								Yel	3.5
E	Conflict Olap								Red	1.5	M	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø	7							Type	NORMAL		Included Ø								Type	NORMAL
6	Modifier Ø								Grn		14	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
F	Conflict Olap								Red	1.5	N	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
7	Modifier Ø								Grn		15	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
G	Conflict Olap								Red	1.5	O	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
8	Modifier Ø								Grn		16	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
H	Conflict Olap								Red	1.5	P	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6	7	8	2		6		2	4	6	8								
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	VEH	OLP	VEH	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	Red	Red	Red	Red	Red	Red	Red	Red	DRK	Red	DRK	Red	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovrd																								

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22							EndGRN				
2	12	22							EndGRN				
3	12	22							EndGRN				
4	12	22							EndGRN				
5	12	22							EndGRN				
6	12	22							EndGRN				
7	12	22							EndGRN				
8	12	22							EndGRN				
9	12	22							EndGRN				
10	12	22							EndGRN				
11	12	22							EndGRN				
12	12	22							EndGRN				
13	12	22							EndGRN				
14	12	22							EndGRN				
15	12	22							EndGRN				
16	12	22							EndGRN				
17	12	22							EndGRN				
18	12	22							EndGRN				
19	12	22							EndGRN				
20	12	22							EndGRN				
21	12	22							EndGRN				
22	12	22							EndGRN				
23	12	22							EndGRN				
24	12	22							EndGRN				
25									BegGRN				
26									BegGRN				
27									BegGRN				
28									BegGRN				
29									BegGRN				
30									BegGRN				
31									BegGRN				
32									BegGRN				
33									BegGRN				
34									BegGRN				
35									BegGRN				
36									BegGRN				
37									BegGRN				
38									BegGRN				
39									BegGRN				
40									BegGRN				
41									BegGRN				
42									BegGRN				
43									BegGRN				
44									BegGRN				
45									BegGRN				
46									BegGRN				
47									BegGRN				
48									BegGRN				

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	DEFAULT	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1						45	50	20
2	6						45	50	40
3	6								
4	6								
5	5						45	50	20
6	2						45	50	40
7	2								
8	2								
9	3		5				45	50	20
10	8		5				45	50	30
11	8		10				45	50	30
12	8		5						
13	7		5				45	50	20
14	4		5				45	50	30
15	4		10				45	50	30
16	4		5						
17	1						45	50	2
18	1						45	50	2
19	6						45	50	
20	6						45	50	
21	6						45	50	
22	6						45	50	
23	6						45	50	
24	6						45	50	
25	5						45	50	
26	5						45	50	
27	2						45	50	
28	2						45	50	
29	2						45	50	
30	2						45	50	
31	2						45	50	
32	2						45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49	1								
50	6								
51	6								
52	5								
53	2								
54	2								
55	3								
56	8								
57	8								
58	7								
59	4								
60	4								
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	vol	occ	Yell Lock	Red Lock	Ext	Add Init	Que	Call
33					ON	ON		ON
34					ON	ON		ON
35					ON	ON		ON
36					ON	ON		ON
37					ON	ON		ON
38					ON	ON		ON
39					ON	ON		ON
40					ON	ON		ON
41					ON	ON		ON
42					ON	ON		ON
43					ON	ON		ON
44					ON	ON		ON
45					ON	ON		ON
46					ON	ON		ON
47					ON	ON		ON
48					ON	ON		ON
49					ON	ON		ON
50					ON	ON		ON
51					ON	ON		ON
52					ON	ON		ON
53					ON	ON		ON
54					ON	ON		ON
55					ON	ON		ON
56					ON	ON		ON
57					ON	ON		ON
58					ON	ON		ON
59					ON	ON		ON
60					ON	ON		ON
61					ON	ON		ON
62					ON	ON		ON
63					ON	ON		ON
64					ON	ON		ON

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

78 (Transit) @ Wehrle Dr

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	2		15	
2	4		15	
3	6		15	
4	8		15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Annual Schedule [4.3]	Month of Year												Day of Week							Date																							Day	Link
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	1	
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON						ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	1	
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1	7	0	1
2	9	0	2
3	15	0	3
4	20	0	25
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 2

	Hour	Min	Act
1	9	0	2
2	11	0	3
3	14	0	2
4	19	0	25
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 3

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 4

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 5

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 6

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 7

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 8

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 9

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 10

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 11

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 12

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 13

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 14

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 15

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

PASSERO
engineering architecture

Uptown Apartments, Amherst, NY

Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Annual Growth
Main St (NY5)	Klein/Roll Rds	North French Rd		24,519	23,262			22,536		19,638			-2.09%
Wehrle Dr (CR290)	Youngs Rd	Transit Rd				16,639			7,693			13,356	-3.60%
												AVERAGE	**-2.84%**

Project: Uptown Apartments
Location: Town of Amherst, NY
Peak Hour: Weekday AM
Condition: Proposed Action

Figure: 3a 4a 5 6 7

# of Years: 5

Location Number	Intersection	2025 Collected Volumes	No-Build Volumes 0.50%	Trip Generation and Distribution				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 96		
1	Wehrle Dr/ Garrison Rd/Lehn Springs Dr								
	SR	8	8					0	8
	ST	221	227					0	227
	SL	262	269	9%		3		3	272
	WR	95	97		9%		9	9	106
	WT	2	2					0	2
	WL	371	380		20%		19	19	399
	NR	731	749	20%		6		6	755
	NT	206	211					0	211
	NL	0	0					0	0
	ER	4	4					0	4
	ET	6	6					0	6
	EL	8	8					0	8
2	Wehrle Dr/ College Pkwy								
	SR	8	8					0	8
	ST	0	0					0	0
	SL	3	3	1%		0		0	3
	WR	50	51		1%		1	1	52
	WT	424	435		29%		28	28	463
	WL	73	75		1%		1	1	76
	NR	14	14	1%		0		0	14
	NT	0	0					0	0
	NL	7	7					0	7
	ER	241	247					0	247
	ET	656	673	29%		9		9	682
	EL	102	105					0	105
3	Wehrle Dr/ Youngs Rd								
	SR	179	184					0	184
	ST	248	254					0	254
	SL	141	145	5%		2		2	147
	SU	1	1					0	1
	WR	25	26		5%		5	5	31
	WT	394	404		31%		30	30	434
	WL	106	109		6%		6	6	115
	NR	159	163	6%		2		2	165
	NT	215	220					0	220
	NL	37	38					0	38
	ER	41	42					0	42
	ET	388	398	31%		9		9	407
	EL	169	173					0	173
4	Wehrle Dr/ Spindrift Dr								
	SR	108	111					0	111
	ST	13	13					0	13
	SL	43	44					0	44
	WR	5	5					0	5
	WT	549	563		42%		40	40	603
	WL	48	49					0	49
	NR	8	8					0	8
	NT	8	8					0	8
	NL	6	6					0	6
	ER	29	30					0	30
	ET	334	342	42%		13		13	355
	EL	138	141					0	141
5	Wehrle Dr/ Proposed Westerly Driveway								
	SR				27%		26	26	26
	ST							0	0
	SL				22%		21	21	21
	WR			22%		7		7	7
	WT	602	617		15%		14	14	631
	WL							0	0
	NR							0	0
	NT							0	0
	NL							0	0
	ER							0	0
	ET	385	395	15%		5		5	400
	EL			27%		8		8	8
6	Wehrle Dr/ Proposed Easterly Driveway								
	SR		0		15%		14	14	14
	ST		0					0	0
	SL		0		36%		35	35	35
	WR		0	36%		11		11	11
	WT	602	617	22%		7		7	624
	WL		0					0	0
	NR		0					0	0
	NT		0					0	0
	NL		0					0	0
	ER		0					0	0
	ET	385	395		22%		21	21	416
	EL		0	15%		5		5	5

Project: Uptown Apartments
Location: Town of Amherst, NY
Peak Hour: Weekday AM
Condition: Proposed Action

Figure: 3a 4a 5 6 7

# of Years: 5

Location Number	Intersection	2025 Collected Volumes	No-Build Volumes 0.50%	Trip Generation and Distribution				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 30	Trips OUT 96		
7	Wehrle Dr/ George Karl Blvd								
	SR	18	18	1%		0		0	18
	ST	0	0					0	0
	SL	17	17					0	17
	WR	52	53					0	53
	WT	769	788	57%		17		17	805
	WL	23	24					0	24
	NR	17	17					0	17
	NT	0	0					0	0
	NL	8	8					0	8
	ER	10	10					0	10
	ET	332	340		57%		55	55	395
	EL	60	62		1%		1	1	63
8	Wehrle Dr/ Transit Rd								
	SR	132	135	14%		4		4	139
	ST	920	943					0	943
	SL	85	87					0	87
	SU	12	12					0	12
	WR	108	111					0	111
	WT	396	406	23%		7		7	413
	WL	283	290					0	290
	NR	217	222					0	222
	NT	1000	1025					0	1025
	NL	337	346	20%		6		6	352
	NU	3	3					0	3
	ER	137	140		20%		19	19	159
	ET	162	166		23%		22	22	188
	EL	78	80		14%		13	13	93

Project: Uptown Apartments
Location: Town of Amherst, NY
Peak Hour: Weekday PM
Condition: Proposed Action

Figure: 3b | 4b | 5 | 7

# of Years: 5

Location Number	Intersection	2025 Collected Volumes	No-Build Volumes 0.50%	Trip Generation and Distribution				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 103	Trips OUT 60		
1	Wehrle Dr/ Garrison Rd/Lehn Springs Dr								
	SR	11	11					0	11
	ST	319	327					0	327
	SL	78	80	9%		9		9	89
	WR	266	273		9%		5	5	278
	WT	6	6					0	6
	WL	757	776		20%		12	12	788
	NR	496	509	20%		21		21	530
	NT	254	260					0	260
	NL	2	2					0	2
	ER	2	2					0	2
	ET	6	6					0	6
	EL	6	6					0	6
2	Wehrle Dr/ College Pkwy								
	SR	111	114					0	114
	ST	0	0					0	0
	SL	58	59	1%		1		1	60
	WR	3	3		1%		1	1	4
	WT	794	814		29%		17	17	831
	WL	2	2		1%		1	1	3
	NR	42	43	1%		1		1	44
	NT	0	0					0	0
	NL	142	146					0	146
	ER	12	12					0	12
	ET	537	551	29%		30		30	581
	EL	6	6					0	6
3	Wehrle Dr/ Youngs Rd								
	SR	175	179					0	179
	ST	242	248					0	248
	SL	176	180	5%		5		5	185
	WR	30	31		5%		3	3	34
	WT	520	533		31%		19	19	552
	WL	141	145		6%		4	4	149
	NR	172	176	6%		6		6	182
	NT	255	261					0	261
	NL	68	70					0	70
	ER	59	60					0	60
	ET	461	473	31%		32		32	505
	EL	166	170					0	170
4	Wehrle Dr/ Spindrift Dr								
	SR	176	180					0	180
	ST	5	5					0	5
	SL	137	140					0	140
	WR	1	1					0	1
	WT	537	551		42%		25	25	576
	WL	18	18					0	18
	NR	68	70					0	70
	NT	16	16					0	16
	NL	22	23					0	23
	ER	5	5					0	5
	ET	593	608	42%		43		43	651
	EL	139	143					0	143
5	Wehrle Dr/ Proposed Westerly Driveway								
	SR				27%		16	16	16
	ST							0	0
	SL				22%		13	13	13
	WR			22%		23		23	23
	WT	556	570		15%		9	9	579
	WL							0	0
	NR							0	0
	NT							0	0
	NL							0	0
	ER							0	0
	ET	798	818	15%		15		15	833
	EL			27%		28		28	28
6	Wehrle Dr/ Proposed Easterly Driveway								
	SR		0		15%		9	9	9
	ST		0					0	0
	SL		0		36%		22	22	22
	WR		0	36%		37		37	37
	WT	556	570	22%		23		23	593
	WL		0					0	0
	NR		0					0	0
	NT		0					0	0
	NL		0					0	0
	ER		0					0	0
	ET	798	818		22%		13	13	831
	EL		0	15%		15		15	15

Project: Uptown Apartments
Location: Town of Amherst, NY
Peak Hour: Weekday PM
Condition: Proposed Action

Figure: 3b 4b 5 7

# of Years: 5

Location Number	Intersection	2025 Collected Volumes	No-Build Volumes 0.50%	Trip Generation and Distribution				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 103	Trips OUT 60		
7	Wehrle Dr/ George Karl Blvd								
	SR	31	32	1%		1		1	33
	ST	0	0					0	0
	SL	41	42					0	42
	WR	2	2					0	2
	WT	544	558	57%		59		59	617
	WL	7	7					0	7
	NR	13	13					0	13
	NT	0	0					0	0
	NL	11	11					0	11
	ER	5	5					0	5
	ET	887	909		57%		34	34	943
	EL	10	10		1%		1	1	11
8	Wehrle Dr/ Transit Rd								
	SR	150	154	14%		14		14	168
	ST	1320	1353					0	1353
	SL	198	203					0	203
	SU	12	12					0	12
	WR	196	201					0	201
	WT	241	247	23%		24		24	271
	WL	308	316					0	316
	NR	282	289					0	289
	NT	1170	1200					0	1200
	NL	162	166	20%		21		21	187
	NU	7	7					0	7
	ER	390	400		20%		12	12	412
	ET	372	381		23%		14	14	395
	EL	204	209		14%		8	8	217

PROJECT DETAILS

Project Name:	Uptown Apartments	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	3/4/2025	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	2
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	1	1	0		30	96	126
Scenario - 1	PM Peak	1	1	0		103	60	163

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not Close	General	Dwelling Units	332	Weekday, Peak Hour of	Best Fit (LIN)	30	96	126
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.31(X) + 22.85	24%	76%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	24	76

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	30	96	0	0	30	96
	126		0		126	

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not	**General**	**Dwelling Units**	**332**	**Weekday, Peak Hour of**	**Best Fit (LIN)**	**103**	**60**	**163**
Data Source: Trip Generation Manual, 11th Ed	**Urban/Suburban**			**Adjacent Street Traffic,**	T = 0.43(X) + 20.55	63%	37%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	63	37

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	103	60	0	0	103	60
	163		0		163	

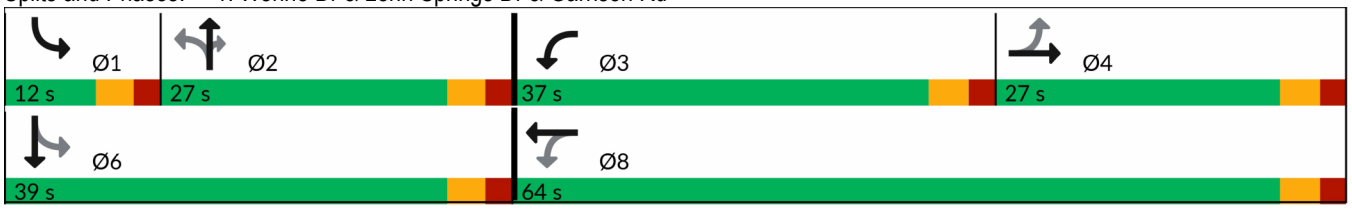
APPENDIX C: LOS CALCULATIONS – EXISTING CONDITIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	6	4	371	2	95	0	206	731	262	221	8
Future Volume (vph)	8	6	4	371	2	95	0	206	731	262	221	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		0	85		275	225		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.853				0.850		0.995	
Flt Protected		0.978		0.950						0.950		
Satd. Flow (prot)	0	1706	0	1736	1545	0	1900	1845	1583	1787	1837	0
Flt Permitted				0.667						0.437		
Satd. Flow (perm)	0	1744	0	1219	1545	0	1900	1845	1583	822	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			96				738		2	
Link Speed (mph)		30			35			35			30	
Link Distance (ft)		393			870			613			563	
Travel Time (s)		8.9			16.9			11.9			12.8	
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
Heavy Vehicles (%)	0%	17%	0%	4%	0%	5%	0%	3%	2%	1%	3%	0%
Adj. Flow (vph)	8	6	4	375	2	96	0	208	738	265	223	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	375	98	0	0	208	738	265	231	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		2	2		2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	20	49		49	49		49	49	49	49	49	
Trailing Detector (ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Position(ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)		29		29	29		29	29	29	29	29	
Detector 2 Size(ft)		20		20	20		20	20	20	20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		3	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	9.0		8.0	9.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	27.0	27.0		37.0	64.0		27.0	27.0	27.0	12.0	39.0	
Total Split (%)	26.2%	26.2%		35.9%	62.1%		26.2%	26.2%	26.2%	11.7%	37.9%	
Maximum Green (s)	22.0	22.0		32.0	59.0		22.0	22.0	22.0	7.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
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)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0	15.0		15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0		0	
Act Effct Green (s)		6.4		17.6	17.6			13.8	13.8	26.6	26.6	
Actuated g/C Ratio		0.12		0.32	0.32			0.25	0.25	0.49	0.49	
v/c Ratio		0.08		0.69	0.17			0.44	0.77	0.50	0.25	
Control Delay (s/veh)		26.0		23.2	4.3			22.2	8.6	14.8	11.1	
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay (s/veh)		26.0		23.2	4.3			22.2	8.6	14.8	11.1	
LOS		C		C	A			C	A	B	B	
Approach Delay (s/veh)		26.0			19.3			11.7			13.1	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 54.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

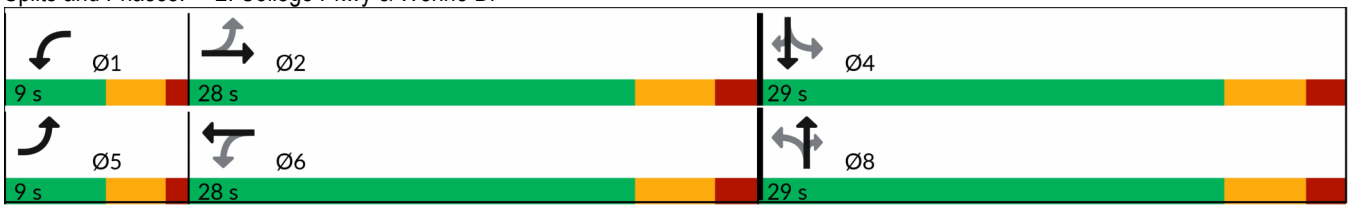


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	656	241	73	424	50	7	0	14	3	0	8
Future Volume (vph)	102	656	241	73	424	50	7	0	14	3	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		230	210		0	0		0	135		0
Storage Lanes	1		1	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
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		0.960			0.984				0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3416	0	1805	3416	0	0	1805	1615	0	1805	1429
Flt Permitted	0.462			0.262								
Satd. Flow (perm)	878	3416	0	498	3416	0	0	1900	1615	0	1900	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		85			20				116			116
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		362			932			421			370	
Travel Time (s)		5.5			14.1			9.6			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	4%	4%	0%	0%	0%	0%	0%	13%
Adj. Flow (vph)	111	713	262	79	461	54	8	0	15	3	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	975	0	79	515	0	0	8	15	0	3	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49	49	20	49	49
Trailing Detector (ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)	29	29		29	29			29	29		29	29
Detector 2 Size(ft)	20	20		20	20			20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	10.0		8.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	9.0	28.0		9.0	28.0		29.0	29.0	29.0	29.0	29.0	29.0
Total Split (%)	13.6%	42.4%		13.6%	42.4%		43.9%	43.9%	43.9%	43.9%	43.9%	43.9%
Maximum Green (s)	5.0	22.0		5.0	22.0		23.0	23.0	23.0	23.0	23.0	23.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0		1.0	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)	4.0	6.0		4.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		15.0			15.0		15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	20.4	19.7		20.4	19.7			6.8	6.8		6.7	6.7
Actuated g/C Ratio	0.71	0.69		0.71	0.69			0.24	0.24		0.23	0.23
v/c Ratio	0.13	0.40		0.12	0.21			0.01	0.03		0.00	0.02
Control Delay (s/veh)	2.0	5.7		2.1	5.0			15.1	0.1		15.3	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	2.0	5.7		2.1	5.0			15.1	0.1		15.3	0.1
LOS	A	A		A	A			B	A		B	A
Approach Delay (s/veh)		5.4			4.6			5.4			3.9	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 66			
Actuated Cycle Length: 28.6			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 5.1		Intersection LOS: A	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: College Pkwy & Wehrle Dr



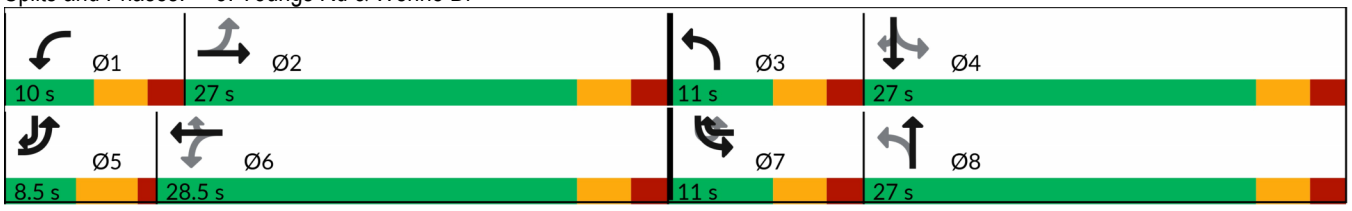
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	169	388	41	106	394	25	37	215	159	1	141	248
Future Volume (vph)	169	388	41	106	394	25	37	215	159	1	141	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	475		475	245		200		405	
Storage Lanes	1		0	1		1	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.986				0.850		0.936				
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1736	3480	0	1719	3539	1615	1626	3262	0	0	1736	1863
Flt Permitted	0.492			0.456			0.601				0.425	
Satd. Flow (perm)	899	3480	0	825	3539	1615	1029	3262	0	0	777	1863
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		15				95		164				
Link Speed (mph)		45			45			35				35
Link Distance (ft)		932			2674			517				767
Travel Time (s)		14.1			40.5			10.1				14.9
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
Heavy Vehicles (%)	4%	2%	5%	5%	2%	0%	11%	4%	3%	0%	4%	2%
Adj. Flow (vph)	174	400	42	109	406	26	38	222	164	1	145	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	442	0	109	406	26	38	386	0	0	146	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	R NA	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	15		9	15		9	9	15	
Number of Detectors	2	2		2	2	2	2	2		1	2	2
Detector Template										Left		
Leading Detector (ft)	49	49		49	49	49	49	49		20	49	49
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		0	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		0	-1	-1
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	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)	29	29		29	29	29	29	29			29	29
Detector 2 Size(ft)	20	20		20	20	20	20	20			20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		custom	pm+pt	NA
Protected Phases	5	2		1	6	7!	3	8			7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	179
Future Volume (vph)	179
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	185
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	185
Shared Lane Traffic (%)	
Lane Group Flow (vph)	185
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	2
Detector Template	
Leading Detector (ft)	49
Trailing Detector (ft)	-1
Detector 1 Position(ft)	-1
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)	29
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	
Detector 2 Extend (s)	0.0
Turn Type	pm+ov
Protected Phases	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	2			6		6	8			7!	4	
Detector Phase	5	2		1	6	7	3	8		7	7	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.5	9.0		9.0	9.0	9.0	9.0	9.0		9.0	9.0	9.0
Total Split (s)	8.5	27.0		10.0	28.5	11.0	11.0	27.0		11.0	11.0	27.0
Total Split (%)	11.3%	36.0%		13.3%	38.0%	14.7%	14.7%	36.0%		14.7%	14.7%	36.0%
Maximum Green (s)	4.0	22.0		5.0	23.5	6.0	6.0	22.0		6.0	6.0	22.0
Yellow Time (s)	3.5	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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		None	None	None
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		15.0			15.0			15.0				15.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	18.5	15.0		18.8	13.5	25.1	15.9	11.5			18.0	16.0
Actuated g/C Ratio	0.35	0.28		0.36	0.26	0.48	0.30	0.22			0.34	0.30
v/c Ratio	0.45	0.44		0.28	0.44	0.03	0.10	0.46			0.38	0.45
Control Delay (s/veh)	17.5	19.5		13.7	19.4	0.0	11.1	12.7			14.3	19.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	17.5	19.5		13.7	19.4	0.0	11.1	12.7			14.3	19.6
LOS	B	B		B	B	A	B	B			B	B
Approach Delay (s/veh)		19.0			17.4			12.6				13.1
Approach LOS		B			B			B				B

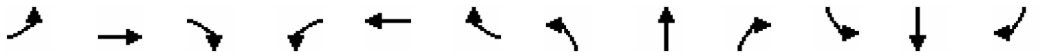
Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 52.7			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay (s/veh): 15.7		Intersection LOS: B	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3: Youngs Rd & Wehrle Dr



Lane Group	SBR
Permitted Phases	4
Detector Phase	5
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.5
Total Split (s)	8.5
Total Split (%)	11.3%
Maximum Green (s)	4.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	25.5
Actuated g/C Ratio	0.48
v/c Ratio	0.21
Control Delay (s/veh)	3.0
Queue Delay	0.0
Total Delay (s/veh)	3.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

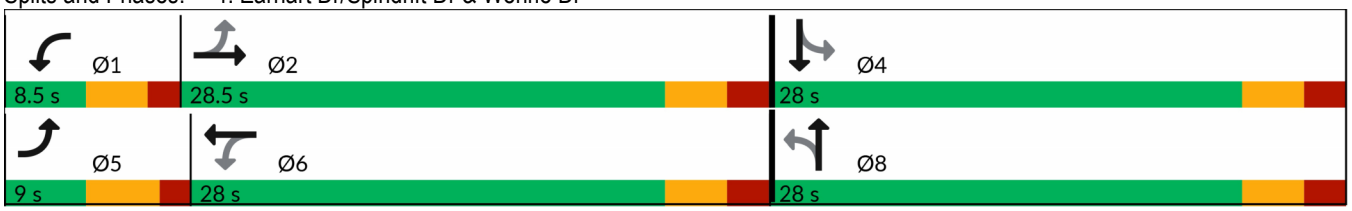


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	334	29	48	549	5	6	8	8	43	13	108
Future Volume (vph)	138	334	29	48	549	5	6	8	8	43	13	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	175		0	155		0	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.988			0.999			0.925			0.866	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3432	0	1805	3502	0	1805	1477	0	1656	1536	0
Flt Permitted	0.364			0.525			0.800			0.800		
Satd. Flow (perm)	659	3432	0	998	3502	0	1520	1477	0	1394	1536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			1			8			114	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2674			2699			660			533	
Travel Time (s)		40.5			40.9			15.0			12.1	
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
Heavy Vehicles (%)	5%	4%	3%	0%	3%	0%	0%	0%	38%	9%	0%	8%
Adj. Flow (vph)	145	352	31	51	578	5	6	8	8	45	14	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	383	0	51	583	0	6	16	0	45	128	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	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		8.5	9.0		9.0	9.0		9.0	9.0	
Total Split (s)	9.0	28.5		8.5	28.0		28.0	28.0		28.0	28.0	
Total Split (%)	13.8%	43.8%		13.1%	43.1%		43.1%	43.1%		43.1%	43.1%	
Maximum Green (s)	4.0	23.5		4.0	23.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	2.0		1.5	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		4.5	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	16.0	16.1		14.3	12.9		8.7	8.7		8.7	8.7	
Actuated g/C Ratio	0.48	0.48		0.43	0.39		0.26	0.26		0.26	0.26	
v/c Ratio	0.29	0.23		0.09	0.42		0.01	0.04		0.12	0.26	
Control Delay (s/veh)	6.3	7.4		4.6	11.0		13.6	11.1		14.9	6.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.3	7.4		4.6	11.0		13.6	11.1		14.9	6.5	
LOS	A	A		A	B		B	B		B	A	
Approach Delay (s/veh)		7.1			10.6			11.8			8.7	
Approach LOS		A			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 33.3			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 9.0		Intersection LOS: A	
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr

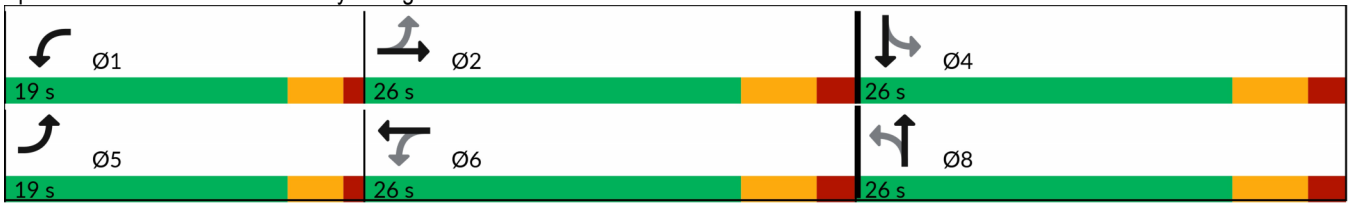


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	332	10	23	769	52	8	0	17	17	0	18
Future Volume (vph)	60	332	10	23	769	52	8	0	17	17	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	175		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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			0.991			0.908			0.931	
Flt Protected	0.950			0.950				0.984			0.976	
Satd. Flow (prot)	1752	3307	0	1736	3480	0	0	1698	0	0	1726	0
Flt Permitted	0.309			0.542								
Satd. Flow (perm)	570	3307	0	990	3480	0	0	1725	0	0	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			108			108	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2699			2030			176			384	
Travel Time (s)		40.9			30.8			4.0			8.7	
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
Heavy Vehicles (%)	3%	9%	0%	4%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	61	339	10	23	785	53	8	0	17	17	0	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	349	0	23	838	0	0	25	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)		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	2	2		2	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49		20	49	
Trailing Detector (ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29			29			29	
Detector 2 Size(ft)	20	20		20	20			20			20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	10.0		8.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	26.0		19.0	26.0		26.0	26.0		26.0	26.0	
Total Split (%)	26.8%	36.6%		26.8%	36.6%		36.6%	36.6%		36.6%	36.6%	
Maximum Green (s)	15.0	20.0		15.0	20.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		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	
Total Lost Time (s)	4.0	6.0		4.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.5	3.0		3.5	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	21.4	24.3		20.3	22.7			7.4			7.4	
Actuated g/C Ratio	0.72	0.82		0.68	0.76			0.25			0.25	
v/c Ratio	0.07	0.12		0.02	0.31			0.04			0.06	
Control Delay (s/veh)	2.2	4.0		2.4	6.8			0.1			0.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	2.2	4.0		2.4	6.8			0.1			0.2	
LOS	A	A		A	A			A			A	
Approach Delay (s/veh)		3.8			6.7			0.2			0.2	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 71			
Actuated Cycle Length: 29.8			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 5.5		Intersection LOS: A	
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr



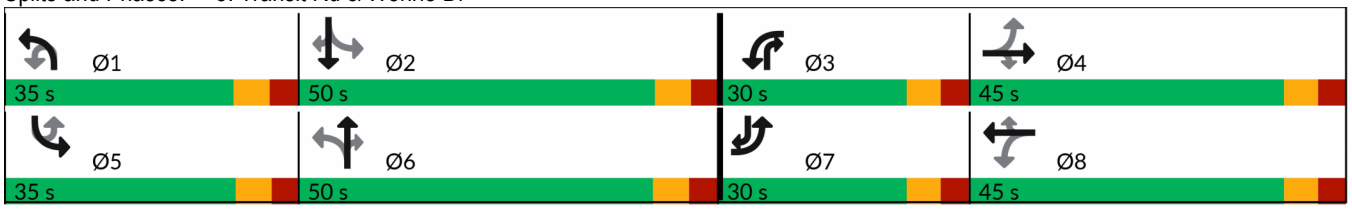
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	78	162	137	283	396	108	3	337	1000	217	12	85
Future Volume (vph)	78	162	137	283	396	108	3	337	1000	217	12	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		510	600		600		560		550		525
Storage Lanes	2		1	2		1		2		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.91	0.97	0.91	1.00	0.91	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3242	3374	1468	3099	3505	1495	0	3368	4893	1442	0	3441
Flt Permitted	0.514			0.489				0.169				0.225
Satd. Flow (perm)	1754	3374	1468	1595	3505	1495	0	599	4893	1442	0	815
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			140			133				221		
Link Speed (mph)		45			45				45			
Link Distance (ft)		2030			1089				988			
Travel Time (s)		30.8			16.5				15.0			
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
Heavy Vehicles (%)	8%	7%	10%	13%	3%	8%	0%	4%	6%	12%	0%	2%
Adj. Flow (vph)	80	165	140	289	404	110	3	344	1020	221	12	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	165	140	289	404	110	0	347	1020	221	0	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	2	2	2	2	2	2	1	2	2	2	1	2
Detector Template							Left				Left	
Leading Detector (ft)	49	49	49	49	49	49	20	49	49	49	20	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	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	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)	29	29	29	29	29	29		29	29	29		29
Detector 2 Size(ft)	20	20	20	20	20	20		20	20	20		20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA	pm+ov	custom	pm+pt
Protected Phases	7	4		3	8			1	6	3		5

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (vph)	920	132
Future Volume (vph)	920	132
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		585
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	4893	1568
Flt Permitted		
Satd. Flow (perm)	4893	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		123
Link Speed (mph)	45	
Link Distance (ft)	1053	
Travel Time (s)	16.0	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	6%	3%
Adj. Flow (vph)	939	135
Shared Lane Traffic (%)		
Lane Group Flow (vph)	939	135
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	49	49
Trailing Detector (ft)	-1	-1
Detector 1 Position(ft)	-1	-1
Detector 1 Size(ft)	20	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)	29	29
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		4	8		8	1	6		6	5	2
Detector Phase	7	4	4	3	8	8	1	1	6	3	5	5
Switch Phase												
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	3.0	10.0	3.0	3.0	3.0
Minimum Split (s)	12.3	46.3	46.3	12.3	46.3	46.3	12.6	12.6	41.6	12.3	12.5	12.5
Total Split (s)	30.0	45.0	45.0	30.0	45.0	45.0	35.0	35.0	50.0	30.0	35.0	35.0
Total Split (%)	18.8%	28.1%	28.1%	18.8%	28.1%	28.1%	21.9%	21.9%	31.3%	18.8%	21.9%	21.9%
Maximum Green (s)	22.7	37.7	37.7	22.7	37.7	37.7	27.4	27.4	42.4	22.7	27.5	27.5
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	4.3	4.3	4.3	3.9	4.3	4.3
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.3	3.3	3.3	3.4	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3		7.6	7.6	7.3		7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.3	1.1	1.1	1.3	1.1	1.1	1.3	1.3	1.1	1.3	1.3	1.3
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		32.0	32.0		32.0	32.0			27.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	16.9	11.1	11.1	24.1	14.7	14.7		33.9	24.4	41.6		26.6
Actuated g/C Ratio	0.21	0.14	0.14	0.30	0.18	0.18		0.42	0.30	0.51		0.33
v/c Ratio	0.16	0.35	0.43	0.44	0.63	0.29		0.60	0.69	0.26		0.21
Control Delay (s/veh)	20.7	35.7	11.3	22.3	36.5	6.1		18.1	27.9	2.4		14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	20.7	35.7	11.3	22.3	36.5	6.1		18.1	27.9	2.4		14.4
LOS	C	D	B	C	D	A		B	C	A		B
Approach Delay (s/veh)		23.7			27.3				22.3			
Approach LOS		C			C				C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 81			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 25.0		Intersection LOS: C	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Transit Rd & Wehrle Dr



Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	3.0
Minimum Split (s)	43.5	12.3
Total Split (s)	50.0	30.0
Total Split (%)	31.3%	18.8%
Maximum Green (s)	42.5	22.7
Yellow Time (s)	4.3	3.9
All-Red Time (s)	3.2	3.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.3
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	1.1	1.3
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	29.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	20.8	34.3
Actuated g/C Ratio	0.26	0.42
v/c Ratio	0.74	0.18
Control Delay (s/veh)	32.3	4.5
Queue Delay	0.0	0.0
Total Delay (s/veh)	32.3	4.5
LOS	C	A
Approach Delay (s/veh)	27.7	
Approach LOS	C	

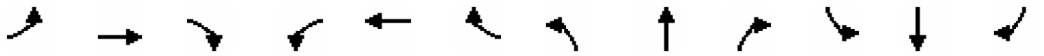
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	6	2	757	6	266	2	254	496	78	319	11
Future Volume (vph)	6	6	2	757	6	266	2	254	496	78	319	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		0	85		275	225		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.853				0.850		0.995	
Flt Protected		0.979		0.950			0.950			0.950		
Satd. Flow (prot)	0	1701	0	1787	1605	0	1805	1900	1599	1752	1855	0
Flt Permitted				0.656			0.552			0.355		
Satd. Flow (perm)	0	1737	0	1234	1605	0	1049	1900	1599	655	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			280				522		2	
Link Speed (mph)		30			35			35			30	
Link Distance (ft)		393			870			613			563	
Travel Time (s)		8.9			16.9			11.9			12.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	17%	0%	1%	0%	1%	0%	0%	1%	3%	2%	0%
Adj. Flow (vph)	6	6	2	797	6	280	2	267	522	82	336	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	797	286	0	2	267	522	82	348	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		2	2		2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	20	49		49	49		49	49	49	49	49	
Trailing Detector (ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Position(ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)		29		29	29		29	29	29	29	29	
Detector 2 Size(ft)		20		20	20		20	20	20	20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		3	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	27.0	27.0		8.0	27.0		9.0	9.0	9.0	9.0	27.0	
Total Split (s)	27.0	27.0		22.0	49.0		27.0	27.0	27.0	17.0	44.0	
Total Split (%)	29.0%	29.0%		23.7%	52.7%		29.0%	29.0%	29.0%	18.3%	47.3%	
Maximum Green (s)	22.0	22.0		17.0	44.0		22.0	22.0	22.0	12.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
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)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0	15.0		15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0		0	
Act Effct Green (s)		6.4		19.8	19.8		14.3	14.3	14.3	23.6	23.6	
Actuated g/C Ratio		0.12		0.37	0.37		0.27	0.27	0.27	0.44	0.44	
v/c Ratio		0.06		1.25	0.37		0.00	0.53	0.64	0.18	0.42	
Control Delay (s/veh)		25.7		149.4	4.0		17.0	22.8	6.4	9.8	12.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		25.7		149.4	4.0		17.0	22.8	6.4	9.8	12.0	
LOS		C		F	A		B	C	A	A	B	
Approach Delay (s/veh)		25.8			111.1			12.0			11.6	
Approach LOS		C			F			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 93			
Actuated Cycle Length: 53.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay (s/veh): 58.3		Intersection LOS: E	
Intersection Capacity Utilization 81.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

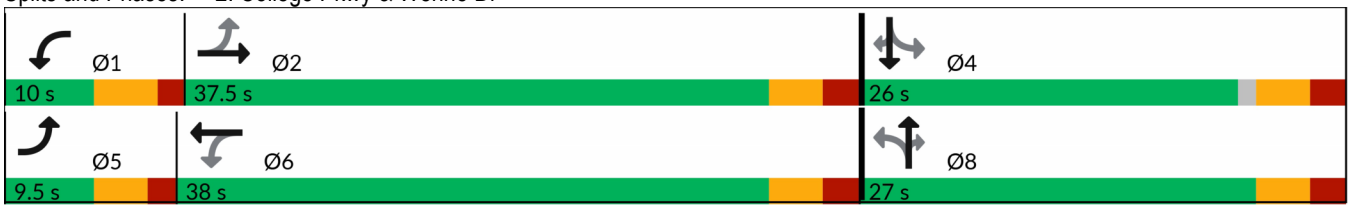


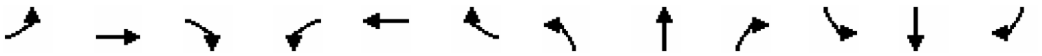
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	537	12	2	794	3	142	0	42	58	0	111
Future Volume (vph)	6	537	12	2	794	3	142	0	42	58	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		230	210		0	0		0	135		0
Storage Lanes	1		1	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
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		0.997							0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3564	0	1805	3574	0	0	1805	1615	0	1805	1615
Flt Permitted	0.254			0.387				0.713			0.653	
Satd. Flow (perm)	483	3564	0	735	3574	0	0	1355	1615	0	1241	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1				95			129
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		362			932			421			370	
Travel Time (s)		5.5			14.1			9.6			8.4	
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
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	7	624	14	2	923	3	165	0	49	67	0	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	638	0	2	926	0	0	165	49	0	67	129
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49	49	20	49	49
Trailing Detector (ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)	29	29		29	29			29	29		29	29
Detector 2 Size(ft)	20	20		20	20			20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.5	27.0		9.0	27.0		27.0	27.0	27.0	9.0	9.0	9.0
Total Split (s)	9.5	37.5		10.0	38.0		27.0	27.0	27.0	26.0	26.0	26.0
Total Split (%)	12.8%	50.3%		13.4%	51.0%		36.2%	36.2%	36.2%	34.9%	34.9%	34.9%
Maximum Green (s)	5.0	32.5		5.0	33.0		22.0	22.0	22.0	21.0	21.0	21.0
Yellow Time (s)	3.0	3.0		3.5	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.5	2.0		1.5	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)	4.5	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		15.0			15.0		15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	20.2	21.4		19.6	21.5			12.0	12.0		11.4	11.4
Actuated g/C Ratio	0.52	0.55		0.50	0.55			0.31	0.31		0.29	0.29
v/c Ratio	0.01	0.32		0.00	0.46			0.39	0.08		0.18	0.22
Control Delay (s/veh)	6.1	8.8		6.0	9.9			17.8	1.6		15.5	5.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	6.1	8.8		6.0	9.9			17.8	1.6		15.5	5.1
LOS	A	A		A	A			B	A		B	A
Approach Delay (s/veh)		8.8			10.0			14.2			8.7	
Approach LOS		A			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74.5			
Actuated Cycle Length: 38.9			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 9.9		Intersection LOS: A	
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: College Pkwy & Wehrle Dr



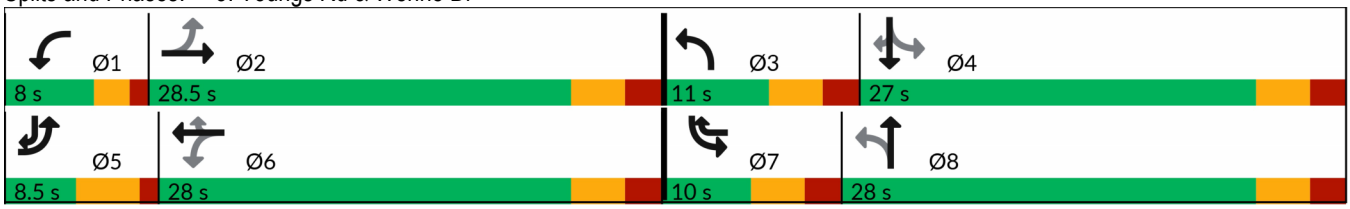


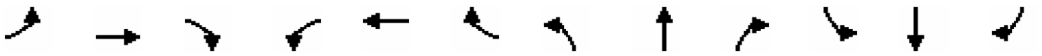
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	461	59	141	520	30	68	255	172	176	242	175
Future Volume (vph)	166	461	59	141	520	30	68	255	172	176	242	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	475		475	245		200	405		0
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.983				0.850		0.940				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3541	0	1805	3574	1615	1736	3360	0	1787	1845	1599
Flt Permitted	0.293			0.380			0.570			0.370		
Satd. Flow (perm)	546	3541	0	722	3574	1615	1041	3360	0	696	1845	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				73		191				194
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		932			2674			517			767	
Travel Time (s)		14.1			40.5			10.1			14.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	0%	2%	0%	1%	0%	4%	1%	1%	1%	3%	1%
Adj. Flow (vph)	184	512	66	157	578	33	76	283	191	196	269	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	578	0	157	578	33	76	474	0	196	269	194
Enter Blocked Intersection	No	No	No	No	No	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	2	2		2	2	2	2	2		2	2	2
Detector Template												
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	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)	29	29		29	29	29	29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.5	27.0		7.0	27.0	9.0	9.0	27.0		9.0	9.0	8.5
Total Split (s)	8.5	28.5		8.0	28.0	10.0	11.0	28.0		10.0	27.0	8.5
Total Split (%)	11.4%	38.3%		10.7%	37.6%	13.4%	14.8%	37.6%		13.4%	36.2%	11.4%
Maximum Green (s)	4.0	23.5		5.0	23.0	5.0	6.0	23.0		5.0	22.0	4.0
Yellow Time (s)	3.5	3.0		2.0	3.0	3.0	3.0	3.0		3.0	3.0	3.5
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	2.0	2.0		2.0	2.0	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)	4.5	5.0		3.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			15.0			15.0			15.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	21.3	17.7		22.3	15.1	25.4	19.4	13.3		20.4	17.7	27.0
Actuated g/C Ratio	0.37	0.31		0.39	0.26	0.44	0.34	0.23		0.35	0.31	0.47
v/c Ratio	0.63	0.52		0.41	0.61	0.04	0.18	0.51		0.57	0.47	0.22
Control Delay (s/veh)	26.3	19.5		15.0	22.5	0.8	12.3	13.2		20.8	22.2	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	26.3	19.5		15.0	22.5	0.8	12.3	13.2		20.8	22.2	3.1
LOS	C	B		B	C	A	B	B		C	C	A
Approach Delay (s/veh)		21.2			20.1			13.1			16.2	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74.5			
Actuated Cycle Length: 57.8			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Youngs Rd & Wehrle Dr



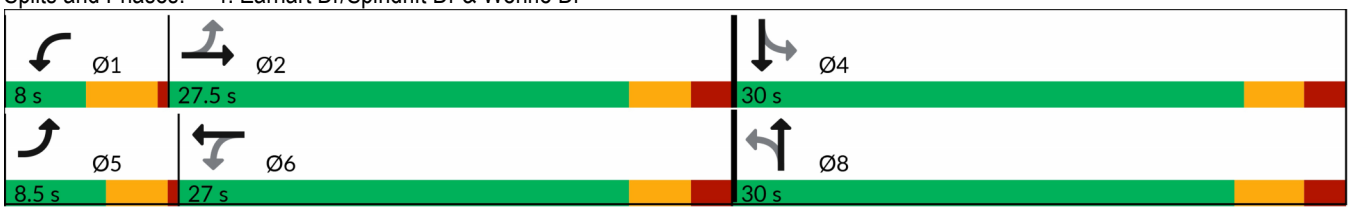


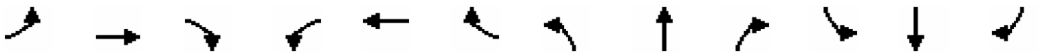
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	593	5	18	537	1	22	16	68	137	5	176
Future Volume (vph)	139	593	5	18	537	1	22	16	68	137	5	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	175		0	155		0	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.999						0.878			0.854	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3565	0	1626	3574	0	1805	1629	0	1787	1607	0
Flt Permitted	0.355			0.393			0.629			0.695		
Satd. Flow (perm)	668	3565	0	673	3574	0	1195	1629	0	1307	1607	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						77			200	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2674			2699			660			533	
Travel Time (s)		40.5			40.9			15.0			12.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	20%	11%	1%	0%	0%	0%	3%	1%	0%	1%
Adj. Flow (vph)	158	674	6	20	610	1	25	18	77	156	6	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	680	0	20	611	0	25	95	0	156	206	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	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	27.0		8.0	27.0		27.5	27.5		27.0	27.0	
Total Split (s)	8.5	27.5		8.0	27.0		30.0	30.0		30.0	30.0	
Total Split (%)	13.0%	42.0%		12.2%	41.2%		45.8%	45.8%		45.8%	45.8%	
Maximum Green (s)	5.0	22.5		4.0	22.0		24.5	24.5		25.0	25.0	
Yellow Time (s)	3.0	3.0		3.5	3.0		3.5	3.5		3.0	3.0	
All-Red Time (s)	0.5	2.0		0.5	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)	3.5	5.0		4.0	5.0		5.5	5.5		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	22.2	22.6		18.8	17.7		11.2	11.2		12.0	12.0	
Actuated g/C Ratio	0.57	0.58		0.48	0.45		0.29	0.29		0.31	0.31	
v/c Ratio	0.27	0.32		0.04	0.37		0.07	0.18		0.38	0.32	
Control Delay (s/veh)	7.0	8.6		6.2	12.5		14.0	6.5		17.6	4.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	7.0	8.6		6.2	12.5		14.0	6.5		17.6	4.6	
LOS	A	A		A	B		B	A		B	A	
Approach Delay (s/veh)		8.3			12.4			8.2			10.2	
Approach LOS		A			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65.5			
Actuated Cycle Length: 39			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr



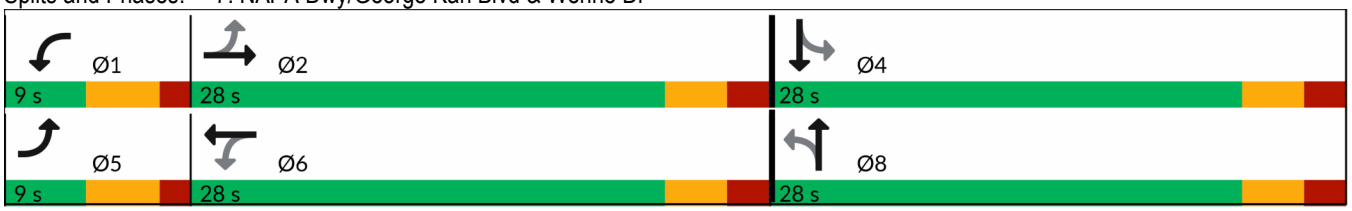


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	887	5	7	544	2	11	0	13	41	0	31
Future Volume (vph)	10	887	5	7	544	2	11	0	13	41	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	175		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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		0.999						0.925			0.942	
Flt Protected	0.950			0.950				0.978			0.972	
Satd. Flow (prot)	1805	3571	0	1805	3574	0	0	1719	0	0	1717	0
Flt Permitted	0.420			0.256								
Satd. Flow (perm)	798	3571	0	486	3574	0	0	1758	0	0	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			117			117	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2699			2030			176			384	
Travel Time (s)		40.9			30.8			4.0			8.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	11	997	6	8	611	2	12	0	15	46	0	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1003	0	8	613	0	0	27	0	0	81	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
Number of Detectors	2	2		2	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49		20	49	
Trailing Detector (ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29			29			29	
Detector 2 Size(ft)	20	20		20	20			20			20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	9.0	28.0		9.0	28.0		28.0	28.0		28.0	28.0	
Total Split (%)	13.8%	43.1%		13.8%	43.1%		43.1%	43.1%		43.1%	43.1%	
Maximum Green (s)	4.0	23.0		4.0	23.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.0		3.5	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	16.1	19.6		16.1	19.6			7.1			7.1	
Actuated g/C Ratio	0.57	0.70		0.57	0.70			0.25			0.25	
v/c Ratio	0.01	0.40		0.01	0.24			0.05			0.15	
Control Delay (s/veh)	3.6	5.8		3.5	5.0			0.1			3.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	3.6	5.8		3.5	5.0			0.1			3.6	
LOS	A	A		A	A			A			A	
Approach Delay (s/veh)		5.9			5.0			0.2			3.6	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 28.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 5.4		Intersection LOS: A	
Intersection Capacity Utilization 38.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr



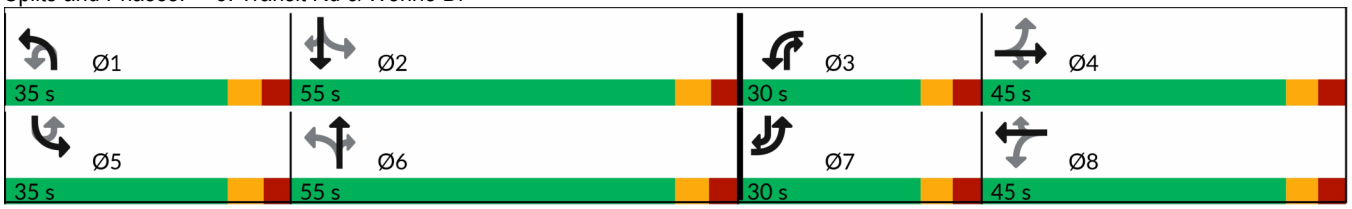
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	204	372	390	308	241	196	7	162	1170	282	12	198
Future Volume (vph)	204	372	390	308	241	196	7	162	1170	282	12	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		510	600		600		560		550		525
Storage Lanes	2		1	2		1		2		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.91	0.97	0.91	1.00	0.91	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3433	3574	1583	3433	3574	1599	0	3468	5136	1583	0	3469
Flt Permitted	0.599			0.415				0.133				0.126
Satd. Flow (perm)	2165	3574	1583	1500	3574	1599	0	486	5136	1583	0	460
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			339			200				198		
Link Speed (mph)		45			45				45			
Link Distance (ft)		2030			1089				988			
Travel Time (s)		30.8			16.5				15.0			
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
Heavy Vehicles (%)	2%	1%	2%	2%	1%	1%	0%	1%	1%	2%	0%	1%
Adj. Flow (vph)	208	380	398	314	246	200	7	165	1194	288	12	202
Shared Lane Traffic (%)												
Lane Group Flow (vph)	208	380	398	314	246	200	0	172	1194	288	0	214
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	2	2	2	2	2	2	1	2	2	2	1	2
Detector Template							Left				Left	
Leading Detector (ft)	49	49	49	49	49	49	20	49	49	49	20	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	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	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)	29	29	29	29	29	29		29	29	29		29
Detector 2 Size(ft)	20	20	20	20	20	20		20	20	20		20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA	pm+ov	custom	pm+pt
Protected Phases	7	4		3	8			1	6	3		5

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (vph)	1320	150
Future Volume (vph)	1320	150
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		585
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5036	1583
Flt Permitted		
Satd. Flow (perm)	5036	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		153
Link Speed (mph)	45	
Link Distance (ft)	1053	
Travel Time (s)	16.0	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	3%	2%
Adj. Flow (vph)	1347	153
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1347	153
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	49	49
Trailing Detector (ft)	-1	-1
Detector 1 Position(ft)	-1	-1
Detector 1 Size(ft)	20	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)	29	29
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		4	8		8	1	6		6	5	2
Detector Phase	7	4	4	3	8	8	1	1	6	3	5	5
Switch Phase												
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	3.0	10.0	3.0	3.0	3.0
Minimum Split (s)	12.3	46.3	46.3	12.3	46.3	46.3	12.6	12.6	41.6	12.3	12.5	12.5
Total Split (s)	30.0	45.0	45.0	30.0	45.0	45.0	35.0	35.0	55.0	30.0	35.0	35.0
Total Split (%)	18.2%	27.3%	27.3%	18.2%	27.3%	27.3%	21.2%	21.2%	33.3%	18.2%	21.2%	21.2%
Maximum Green (s)	22.7	37.7	37.7	22.7	37.7	37.7	27.4	27.4	47.4	22.7	27.5	27.5
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	4.3	4.3	4.3	3.9	4.3	4.3
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.3	3.3	3.3	3.4	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3		7.6	7.6	7.3		7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.3	1.1	1.1	1.3	1.1	1.1	1.3	1.3	1.1	1.3	1.3	1.3
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		32.0	32.0		32.0	32.0			27.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	24.7	15.5	15.5	26.6	16.5	16.5		36.9	30.1	48.0		40.3
Actuated g/C Ratio	0.26	0.16	0.16	0.28	0.17	0.17		0.39	0.32	0.51		0.43
v/c Ratio	0.30	0.64	0.73	0.49	0.39	0.45		0.42	0.73	0.31		0.46
Control Delay (s/veh)	23.8	43.8	16.7	25.9	37.9	9.0		17.7	32.0	5.5		17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	23.8	43.8	16.7	25.9	37.9	9.0		17.7	32.0	5.5		17.3
LOS	C	D	B	C	D	A		B	C	A		B
Approach Delay (s/veh)		28.7			25.4				25.9			
Approach LOS		C			C				C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 165			
Actuated Cycle Length: 94.6			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 27.1		Intersection LOS: C	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 8: Transit Rd & Wehrle Dr



Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	3.0
Minimum Split (s)	43.5	12.3
Total Split (s)	55.0	30.0
Total Split (%)	33.3%	18.2%
Maximum Green (s)	47.5	22.7
Yellow Time (s)	4.3	3.9
All-Red Time (s)	3.2	3.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.3
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	1.1	1.3
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	29.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	31.8	48.6
Actuated g/C Ratio	0.34	0.51
v/c Ratio	0.79	0.17
Control Delay (s/veh)	32.8	2.6
Queue Delay	0.0	0.0
Total Delay (s/veh)	32.8	2.6
LOS	C	A
Approach Delay (s/veh)	28.2	
Approach LOS	C	

Intersection Summary

1: Wehrle Dr & Lehn Springs Dr & Garrison Rd Performance by lane

Lane	EB	WB	WB	NB	NB	NB	SB	SB	All
Movements Served	LTR	L	TR	L	T	R	L	TR	
Denied Delay (hr)									4.1
Denied Del/Veh (s)									6.8
Total Delay (hr)	0.1	12.3	13.7	0.0	1.5	0.4	0.3	1.0	29.2
Total Del/Veh (s)	27.4	63.2	164.8	16.9	21.1	2.8	11.1	10.8	48.2
Stop Delay (hr)	0.1	10.8	10.9	0.0	0.9	0.1	0.2	0.7	23.6
Stop Del/Veh (s)	25.3	55.6	130.7	15.8	12.3	0.6	9.2	7.0	38.9

Intersection: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Movement	EB	WB	WB	B16	B22	B22	NB	NB	NB	SB	SB
Directions Served	LTR	L	TR	T	T		L	T	R	L	TR
Maximum Queue (ft)	49	390	892	1511	376	306	24	186	161	71	179
Average Queue (ft)	14	383	787	949	132	28	1	92	48	31	78
95th Queue (ft)	42	432	1154	1994	385	164	12	154	130	59	143
Link Distance (ft)	360		796	1416	294	294		580			517
Upstream Blk Time (%)			56	40	6	0					
Queuing Penalty (veh)			587	401	28	2					
Storage Bay Dist (ft)		365					85		275	225	
Storage Blk Time (%)		63	0					8			0
Queuing Penalty (veh)		170	2					39			0

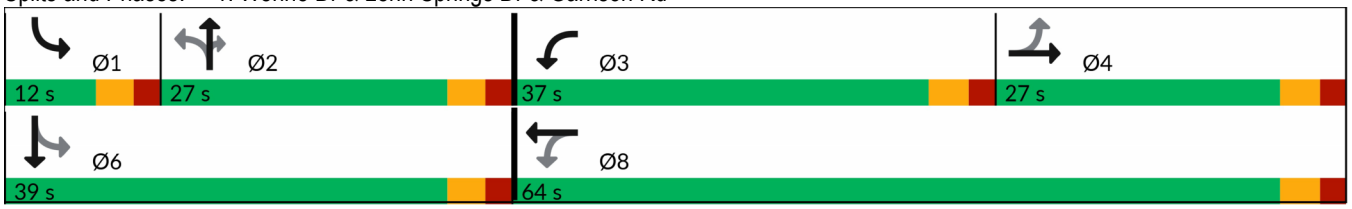
APPENDIX D: LOS CALCULATIONS – BACKGROUND CONDITIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	6	4	380	2	97	0	211	749	269	227	8
Future Volume (vph)	8	6	4	380	2	97	0	211	749	269	227	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		0	85		275	225		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.853				0.850		0.995	
Flt Protected		0.978		0.950						0.950		
Satd. Flow (prot)	0	1706	0	1736	1545	0	1900	1845	1583	1787	1837	0
Flt Permitted				0.656						0.430		
Satd. Flow (perm)	0	1744	0	1198	1545	0	1900	1845	1583	809	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			98				757		2	
Link Speed (mph)		30			35			35			30	
Link Distance (ft)		393			870			613			563	
Travel Time (s)		8.9			16.9			11.9			12.8	
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
Heavy Vehicles (%)	0%	17%	0%	4%	0%	5%	0%	3%	2%	1%	3%	0%
Adj. Flow (vph)	8	6	4	384	2	98	0	213	757	272	229	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	384	100	0	0	213	757	272	237	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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		2	2		2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	20	49		49	49		49	49	49	49	49	
Trailing Detector (ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Position(ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)		29		29	29		29	29	29	29	29	
Detector 2 Size(ft)		20		20	20		20	20	20	20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		3	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	9.0		8.0	9.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	27.0	27.0		37.0	64.0		27.0	27.0	27.0	12.0	39.0	
Total Split (%)	26.2%	26.2%		35.9%	62.1%		26.2%	26.2%	26.2%	11.7%	37.9%	
Maximum Green (s)	22.0	22.0		32.0	59.0		22.0	22.0	22.0	7.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
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)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0	15.0		15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0		0	
Act Effct Green (s)		6.5		18.0	18.0			14.0	14.0	26.7	26.7	
Actuated g/C Ratio		0.12		0.33	0.33			0.25	0.25	0.48	0.48	
v/c Ratio		0.08		0.70	0.17			0.45	0.78	0.52	0.26	
Control Delay (s/veh)		26.2		23.5	4.2			22.6	8.8	15.5	11.3	
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay (s/veh)		26.2		23.5	4.2			22.6	8.8	15.5	11.3	
LOS		C		C	A			C	A	B	B	
Approach Delay (s/veh)		26.3			19.6			11.9			13.6	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 55.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 14.3		Intersection LOS: B	
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

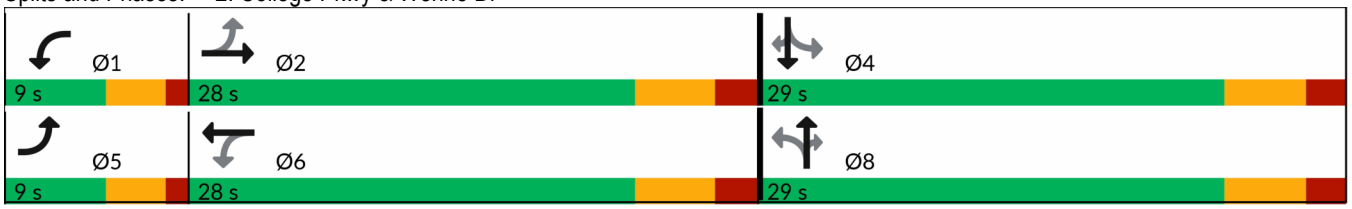


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	673	247	75	435	51	7	0	14	3	0	8
Future Volume (vph)	105	673	247	75	435	51	7	0	14	3	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		230	210		0	0		0	135		0
Storage Lanes	1		1	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
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		0.960			0.984				0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3416	0	1805	3416	0	0	1805	1615	0	1805	1429
Flt Permitted	0.456			0.251								
Satd. Flow (perm)	866	3416	0	477	3416	0	0	1900	1615	0	1900	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		85			20				116			116
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		362			932			421			370	
Travel Time (s)		5.5			14.1			9.6			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	4%	4%	0%	0%	0%	0%	0%	13%
Adj. Flow (vph)	114	732	268	82	473	55	8	0	15	3	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	1000	0	82	528	0	0	8	15	0	3	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49	49	20	49	49
Trailing Detector (ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)	29	29		29	29			29	29		29	29
Detector 2 Size(ft)	20	20		20	20			20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	10.0		8.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	9.0	28.0		9.0	28.0		29.0	29.0	29.0	29.0	29.0	29.0
Total Split (%)	13.6%	42.4%		13.6%	42.4%		43.9%	43.9%	43.9%	43.9%	43.9%	43.9%
Maximum Green (s)	5.0	22.0		5.0	22.0		23.0	23.0	23.0	23.0	23.0	23.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0		1.0	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)	4.0	6.0		4.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		15.0			15.0		15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	20.9	20.2		20.9	20.2			6.7	6.7		6.7	6.7
Actuated g/C Ratio	0.72	0.69		0.72	0.69			0.23	0.23		0.23	0.23
v/c Ratio	0.14	0.41		0.13	0.22			0.01	0.03		0.00	0.02
Control Delay (s/veh)	2.0	5.7		2.2	4.9			15.4	0.1		15.6	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	2.0	5.7		2.2	4.9			15.4	0.1		15.6	0.1
LOS	A	A		A	A			B	A		B	A
Approach Delay (s/veh)		5.4			4.6			5.5			4.0	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 66			
Actuated Cycle Length: 29.1			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay (s/veh): 5.1		Intersection LOS: A	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: College Pkwy & Wehrle Dr



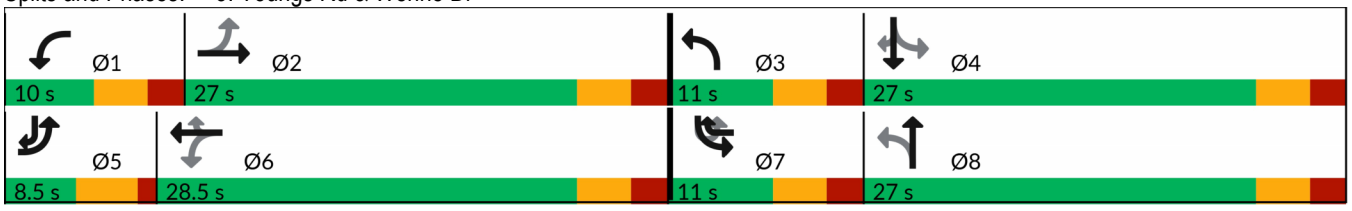
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	173	398	42	109	404	26	38	220	163	1	145	254
Future Volume (vph)	173	398	42	109	404	26	38	220	163	1	145	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	475		475	245		200		405	
Storage Lanes	1		0	1		1	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.986				0.850		0.936				
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1736	3480	0	1719	3539	1615	1626	3262	0	0	1736	1863
Flt Permitted	0.482			0.445			0.597				0.417	
Satd. Flow (perm)	881	3480	0	805	3539	1615	1022	3262	0	0	762	1863
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		15				95		168				
Link Speed (mph)		45			45			35				35
Link Distance (ft)		932			2674			517				767
Travel Time (s)		14.1			40.5			10.1				14.9
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
Heavy Vehicles (%)	4%	2%	5%	5%	2%	0%	11%	4%	3%	0%	4%	2%
Adj. Flow (vph)	178	410	43	112	416	27	39	227	168	1	149	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	453	0	112	416	27	39	395	0	0	150	262
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	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	15		9	15		9	9	15	
Number of Detectors	2	2		2	2	2	2	2		1	2	2
Detector Template										Left		
Leading Detector (ft)	49	49		49	49	49	49	49		20	49	49
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		0	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		0	-1	-1
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	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)	29	29		29	29	29	29	29			29	29
Detector 2 Size(ft)	20	20		20	20	20	20	20			20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		custom	pm+pt	NA
Protected Phases	5	2		1	6	7!	3	8			7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	184
Future Volume (vph)	184
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	190
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	190
Shared Lane Traffic (%)	
Lane Group Flow (vph)	190
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	2
Detector Template	
Leading Detector (ft)	49
Trailing Detector (ft)	-1
Detector 1 Position(ft)	-1
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)	29
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	
Detector 2 Extend (s)	0.0
Turn Type	pm+ov
Protected Phases	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	2			6		6	8			7!	4	
Detector Phase	5	2		1	6	7	3	8		7	7	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.5	9.0		9.0	9.0	9.0	9.0	9.0		9.0	9.0	9.0
Total Split (s)	8.5	27.0		10.0	28.5	11.0	11.0	27.0		11.0	11.0	27.0
Total Split (%)	11.3%	36.0%		13.3%	38.0%	14.7%	14.7%	36.0%		14.7%	14.7%	36.0%
Maximum Green (s)	4.0	22.0		5.0	23.5	6.0	6.0	22.0		6.0	6.0	22.0
Yellow Time (s)	3.5	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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		None	None	None
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		15.0			15.0			15.0				15.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	18.7	15.2		19.0	13.7	25.3	16.1	11.6			18.2	16.2
Actuated g/C Ratio	0.35	0.29		0.36	0.26	0.48	0.30	0.22			0.34	0.31
v/c Ratio	0.46	0.44		0.29	0.45	0.03	0.10	0.46			0.39	0.46
Control Delay (s/veh)	18.0	19.6		14.0	19.5	0.0	11.2	12.7			14.7	19.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	18.0	19.6		14.0	19.5	0.0	11.2	12.7			14.7	19.8
LOS	B	B		B	B	A	B	B			B	B
Approach Delay (s/veh)		19.2			17.5			12.6				13.3
Approach LOS		B			B			B				B

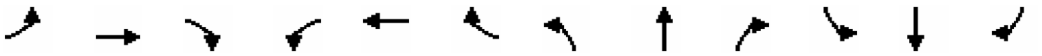
Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 53.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 15.9		Intersection LOS: B	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3: Youngs Rd & Wehrle Dr



Lane Group	SBR
Permitted Phases	4
Detector Phase	5
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.5
Total Split (s)	8.5
Total Split (%)	11.3%
Maximum Green (s)	4.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	25.7
Actuated g/C Ratio	0.48
v/c Ratio	0.21
Control Delay (s/veh)	3.0
Queue Delay	0.0
Total Delay (s/veh)	3.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

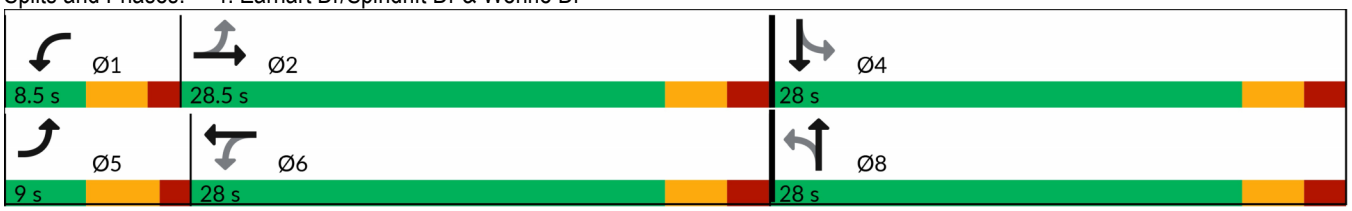


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	342	30	49	563	5	6	8	8	44	13	111
Future Volume (vph)	141	342	30	49	563	5	6	8	8	44	13	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	175		0	155		0	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.988			0.999			0.925			0.866	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3432	0	1805	3502	0	1805	1477	0	1656	1536	0
Flt Permitted	0.360			0.520			0.784			0.784		
Satd. Flow (perm)	651	3432	0	988	3502	0	1490	1477	0	1367	1536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			1			8			117	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2674			2699			660			533	
Travel Time (s)		40.5			40.9			15.0			12.1	
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
Heavy Vehicles (%)	5%	4%	3%	0%	3%	0%	0%	0%	38%	9%	0%	8%
Adj. Flow (vph)	148	360	32	52	593	5	6	8	8	46	14	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	392	0	52	598	0	6	16	0	46	131	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	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		8.5	9.0		9.0	9.0		9.0	9.0	
Total Split (s)	9.0	28.5		8.5	28.0		28.0	28.0		28.0	28.0	
Total Split (%)	13.8%	43.8%		13.1%	43.1%		43.1%	43.1%		43.1%	43.1%	
Maximum Green (s)	4.0	23.5		4.0	23.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	2.0		1.5	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		4.5	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	16.2	16.2		14.5	13.1		8.7	8.7		8.7	8.7	
Actuated g/C Ratio	0.48	0.48		0.43	0.39		0.26	0.26		0.26	0.26	
v/c Ratio	0.30	0.23		0.09	0.43		0.01	0.04		0.12	0.26	
Control Delay (s/veh)	6.4	7.4		4.6	11.1		13.8	11.2		15.1	6.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.4	7.4		4.6	11.1		13.8	11.2		15.1	6.5	
LOS	A	A		A	B		B	B		B	A	
Approach Delay (s/veh)		7.2			10.6			11.9			8.8	
Approach LOS		A			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 33.5			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 9.1		Intersection LOS: A	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr

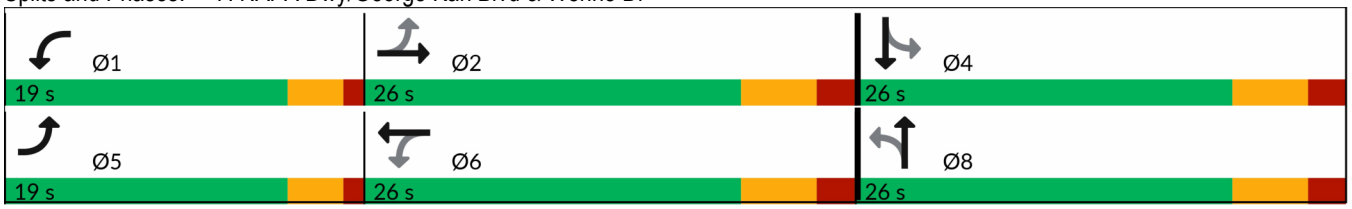


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	340	10	24	788	53	8	0	17	17	0	18
Future Volume (vph)	62	340	10	24	788	53	8	0	17	17	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	175		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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			0.991			0.908			0.931	
Flt Protected	0.950			0.950				0.984			0.976	
Satd. Flow (prot)	1752	3306	0	1736	3480	0	0	1698	0	0	1726	0
Flt Permitted	0.299			0.538								
Satd. Flow (perm)	552	3306	0	983	3480	0	0	1725	0	0	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			108			108	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2699			2030			176			384	
Travel Time (s)		40.9			30.8			4.0			8.7	
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
Heavy Vehicles (%)	3%	9%	0%	4%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	63	347	10	24	804	54	8	0	17	17	0	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	357	0	24	858	0	0	25	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)		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	2	2		2	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49		20	49	
Trailing Detector (ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29			29			29	
Detector 2 Size(ft)	20	20		20	20			20			20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	10.0		8.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	26.0		19.0	26.0		26.0	26.0		26.0	26.0	
Total Split (%)	26.8%	36.6%		26.8%	36.6%		36.6%	36.6%		36.6%	36.6%	
Maximum Green (s)	15.0	20.0		15.0	20.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		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	
Total Lost Time (s)	4.0	6.0		4.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.5	3.0		3.5	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	21.6	24.5		20.5	22.8			7.3			7.3	
Actuated g/C Ratio	0.72	0.82		0.68	0.76			0.24			0.24	
v/c Ratio	0.08	0.13		0.02	0.32			0.04			0.06	
Control Delay (s/veh)	2.2	4.0		2.5	6.8			0.2			0.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	2.2	4.0		2.5	6.8			0.2			0.2	
LOS	A	A		A	A			A			A	
Approach Delay (s/veh)		3.8			6.7			0.2			0.3	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 71			
Actuated Cycle Length: 30			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 5.5		Intersection LOS: A	
Intersection Capacity Utilization 43.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr



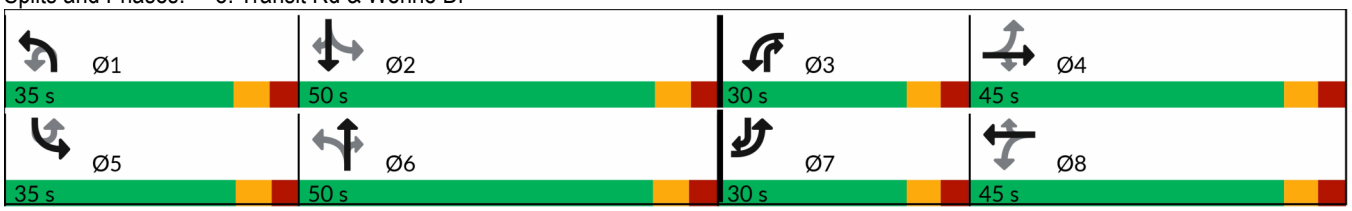
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	80	166	140	290	406	111	3	346	1025	222	12	87
Future Volume (vph)	80	166	140	290	406	111	3	346	1025	222	12	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		510	600		600		560		550		525
Storage Lanes	2		1	2		1		2		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.91	0.97	0.91	1.00	0.91	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3242	3374	1468	3099	3505	1495	0	3368	4893	1442	0	3441
Flt Permitted	0.509			0.484				0.160				0.215
Satd. Flow (perm)	1737	3374	1468	1579	3505	1495	0	567	4893	1442	0	779
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			143			133				227		
Link Speed (mph)		45			45				45			
Link Distance (ft)		2030			1089				988			
Travel Time (s)		30.8			16.5				15.0			
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
Heavy Vehicles (%)	8%	7%	10%	13%	3%	8%	0%	4%	6%	12%	0%	2%
Adj. Flow (vph)	82	169	143	296	414	113	3	353	1046	227	12	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	169	143	296	414	113	0	356	1046	227	0	101
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	2	2	2	2	2	2	1	2	2	2	1	2
Detector Template							Left				Left	
Leading Detector (ft)	49	49	49	49	49	49	20	49	49	49	20	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	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	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)	29	29	29	29	29	29		29	29	29		29
Detector 2 Size(ft)	20	20	20	20	20	20		20	20	20		20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA	pm+ov	custom	pm+pt
Protected Phases	7	4		3	8			1	6	3		5

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (vph)	943	135
Future Volume (vph)	943	135
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		585
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	4893	1568
Flt Permitted		
Satd. Flow (perm)	4893	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		115
Link Speed (mph)	45	
Link Distance (ft)	1053	
Travel Time (s)	16.0	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	6%	3%
Adj. Flow (vph)	962	138
Shared Lane Traffic (%)		
Lane Group Flow (vph)	962	138
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	49	49
Trailing Detector (ft)	-1	-1
Detector 1 Position(ft)	-1	-1
Detector 1 Size(ft)	20	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)	29	29
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		4	8		8	1	6		6	5	2
Detector Phase	7	4	4	3	8	8	1	1	6	3	5	5
Switch Phase												
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	3.0	10.0	3.0	3.0	3.0
Minimum Split (s)	12.3	46.3	46.3	12.3	46.3	46.3	12.6	12.6	41.6	12.3	12.5	12.5
Total Split (s)	30.0	45.0	45.0	30.0	45.0	45.0	35.0	35.0	50.0	30.0	35.0	35.0
Total Split (%)	18.8%	28.1%	28.1%	18.8%	28.1%	28.1%	21.9%	21.9%	31.3%	18.8%	21.9%	21.9%
Maximum Green (s)	22.7	37.7	37.7	22.7	37.7	37.7	27.4	27.4	42.4	22.7	27.5	27.5
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	4.3	4.3	4.3	3.9	4.3	4.3
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.3	3.3	3.3	3.4	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3		7.6	7.6	7.3		7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.3	1.1	1.1	1.3	1.1	1.1	1.3	1.3	1.1	1.3	1.3	1.3
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		32.0	32.0		32.0	32.0			27.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	17.4	11.4	11.4	24.8	15.1	15.1		34.9	25.3	42.7		27.3
Actuated g/C Ratio	0.21	0.14	0.14	0.30	0.18	0.18		0.42	0.31	0.52		0.33
v/c Ratio	0.17	0.36	0.43	0.45	0.64	0.29		0.62	0.69	0.26		0.22
Control Delay (s/veh)	21.1	36.3	11.3	22.8	37.1	6.5		18.7	28.2	2.3		14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	21.1	36.3	11.3	22.8	37.1	6.5		18.7	28.2	2.3		14.6
LOS	C	D	B	C	D	A		B	C	A		B
Approach Delay (s/veh)		24.1			27.8				22.6			
Approach LOS		C			C				C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 82.5			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 25.5		Intersection LOS: C	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Transit Rd & Wehrle Dr



Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	3.0
Minimum Split (s)	43.5	12.3
Total Split (s)	50.0	30.0
Total Split (%)	31.3%	18.8%
Maximum Green (s)	42.5	22.7
Yellow Time (s)	4.3	3.9
All-Red Time (s)	3.2	3.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.3
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	1.1	1.3
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	29.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	21.5	35.1
Actuated g/C Ratio	0.26	0.43
v/c Ratio	0.75	0.18
Control Delay (s/veh)	32.8	5.3
Queue Delay	0.0	0.0
Total Delay (s/veh)	32.8	5.3
LOS	C	A
Approach Delay (s/veh)	28.2	
Approach LOS	C	

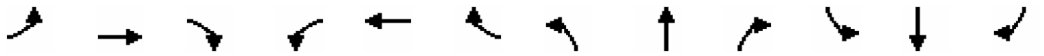
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	6	2	776	6	273	2	260	509	80	327	11
Future Volume (vph)	6	6	2	776	6	273	2	260	509	80	327	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		0	85		275	225		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.853				0.850		0.995	
Flt Protected		0.979		0.950			0.950			0.950		
Satd. Flow (prot)	0	1701	0	1787	1605	0	1805	1900	1599	1752	1855	0
Flt Permitted				0.656			0.548			0.347		
Satd. Flow (perm)	0	1737	0	1234	1605	0	1041	1900	1599	640	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			287				536		2	
Link Speed (mph)		30			35			35			30	
Link Distance (ft)		393			870			613			563	
Travel Time (s)		8.9			16.9			11.9			12.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	17%	0%	1%	0%	1%	0%	0%	1%	3%	2%	0%
Adj. Flow (vph)	6	6	2	817	6	287	2	274	536	84	344	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	817	293	0	2	274	536	84	356	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		2	2		2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	20	49		49	49		49	49	49	49	49	
Trailing Detector (ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Position(ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)		29		29	29		29	29	29	29	29	
Detector 2 Size(ft)		20		20	20		20	20	20	20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		3	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	27.0	27.0		8.0	27.0		9.0	9.0	9.0	9.0	27.0	
Total Split (s)	27.0	27.0		22.0	49.0		27.0	27.0	27.0	17.0	44.0	
Total Split (%)	29.0%	29.0%		23.7%	52.7%		29.0%	29.0%	29.0%	18.3%	47.3%	
Maximum Green (s)	22.0	22.0		17.0	44.0		22.0	22.0	22.0	12.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
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)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0	15.0		15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0		0	
Act Effct Green (s)		6.4		19.8	19.8		14.5	14.5	14.5	23.7	23.7	
Actuated g/C Ratio		0.12		0.37	0.37		0.27	0.27	0.27	0.44	0.44	
v/c Ratio		0.06		1.28	0.38		0.00	0.54	0.65	0.19	0.43	
Control Delay (s/veh)		25.8		164.2	4.0		17.0	22.9	6.4	9.8	12.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		25.8		164.2	4.0		17.0	22.9	6.4	9.8	12.1	
LOS		C		F	A		B	C	A	A	B	
Approach Delay (s/veh)		25.8			121.9			12.1			11.7	
Approach LOS		C			F			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 93			
Actuated Cycle Length: 54.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay (s/veh): 63.4		Intersection LOS: E	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

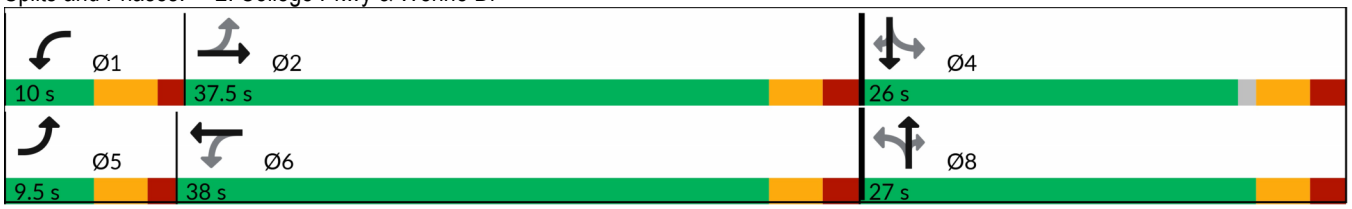


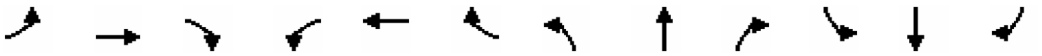
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	551	12	2	814	3	146	0	43	59	0	114
Future Volume (vph)	6	551	12	2	814	3	146	0	43	59	0	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		230	210		0	0		0	135		0
Storage Lanes	1		1	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
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		0.997							0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3564	0	1805	3574	0	0	1805	1615	0	1805	1615
Flt Permitted	0.243			0.376				0.712			0.650	
Satd. Flow (perm)	462	3564	0	714	3574	0	0	1353	1615	0	1235	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1				95			133
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		362			932			421			370	
Travel Time (s)		5.5			14.1			9.6			8.4	
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
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	7	641	14	2	947	3	170	0	50	69	0	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	655	0	2	950	0	0	170	50	0	69	133
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49	49	20	49	49
Trailing Detector (ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)	29	29		29	29			29	29		29	29
Detector 2 Size(ft)	20	20		20	20			20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.5	27.0		9.0	27.0		27.0	27.0	27.0	9.0	9.0	9.0
Total Split (s)	9.5	37.5		10.0	38.0		27.0	27.0	27.0	26.0	26.0	26.0
Total Split (%)	12.8%	50.3%		13.4%	51.0%		36.2%	36.2%	36.2%	34.9%	34.9%	34.9%
Maximum Green (s)	5.0	32.5		5.0	33.0		22.0	22.0	22.0	21.0	21.0	21.0
Yellow Time (s)	3.0	3.0		3.5	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.5	2.0		1.5	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)	4.5	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		15.0			15.0		15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	20.7	21.9		20.1	22.0			12.3	12.3		11.7	11.7
Actuated g/C Ratio	0.52	0.55		0.51	0.55			0.31	0.31		0.29	0.29
v/c Ratio	0.01	0.33		0.00	0.47			0.40	0.08		0.18	0.23
Control Delay (s/veh)	6.1	8.9		6.5	10.1			18.2	1.6		15.7	5.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	6.1	8.9		6.5	10.1			18.2	1.6		15.7	5.1
LOS	A	A		A	B			B	A		B	A
Approach Delay (s/veh)		9.0			10.2			14.4			8.7	
Approach LOS		A			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74.5			
Actuated Cycle Length: 39.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: College Pkwy & Wehrle Dr



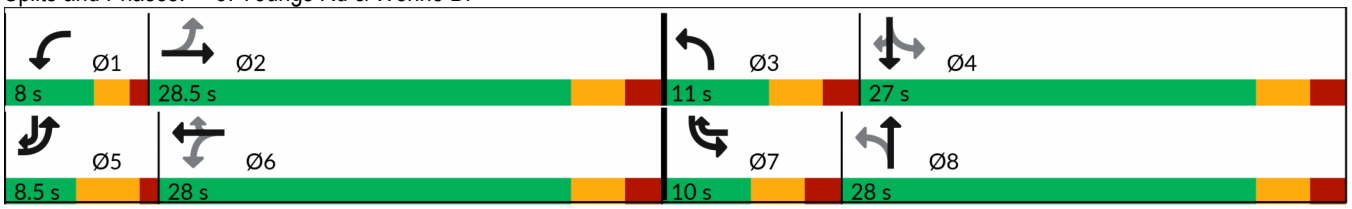


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	473	60	145	533	31	70	261	176	180	248	179
Future Volume (vph)	170	473	60	145	533	31	70	261	176	180	248	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	475		475	245		200	405		0
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.983				0.850		0.940				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3541	0	1805	3574	1615	1736	3360	0	1787	1845	1599
Flt Permitted	0.284			0.367			0.560			0.357		
Satd. Flow (perm)	529	3541	0	697	3574	1615	1023	3360	0	672	1845	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				73		196				199
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		932			2674			517			767	
Travel Time (s)		14.1			40.5			10.1			14.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	0%	2%	0%	1%	0%	4%	1%	1%	1%	3%	1%
Adj. Flow (vph)	189	526	67	161	592	34	78	290	196	200	276	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	593	0	161	592	34	78	486	0	200	276	199
Enter Blocked Intersection	No	No	No	No	No	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	2	2		2	2	2	2	2		2	2	2
Detector Template												
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	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)	29	29		29	29	29	29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.5	27.0		7.0	27.0	9.0	9.0	27.0		9.0	9.0	8.5
Total Split (s)	8.5	28.5		8.0	28.0	10.0	11.0	28.0		10.0	27.0	8.5
Total Split (%)	11.4%	38.3%		10.7%	37.6%	13.4%	14.8%	37.6%		13.4%	36.2%	11.4%
Maximum Green (s)	4.0	23.5		5.0	23.0	5.0	6.0	23.0		5.0	22.0	4.0
Yellow Time (s)	3.5	3.0		2.0	3.0	3.0	3.0	3.0		3.0	3.0	3.5
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	2.0	2.0		2.0	2.0	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)	4.5	5.0		3.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			15.0			15.0			15.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	21.6	18.0		22.6	15.4	25.7	19.7	13.6		20.7	18.0	27.3
Actuated g/C Ratio	0.37	0.31		0.39	0.26	0.44	0.34	0.23		0.35	0.31	0.47
v/c Ratio	0.66	0.53		0.43	0.62	0.04	0.18	0.52		0.59	0.48	0.23
Control Delay (s/veh)	28.4	19.8		15.6	22.8	0.9	12.4	13.3		22.1	22.4	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	28.4	19.8		15.6	22.8	0.9	12.4	13.3		22.1	22.4	3.1
LOS	C	B		B	C	A	B	B		C	C	A
Approach Delay (s/veh)		21.9			20.4			13.2			16.7	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74.5			
Actuated Cycle Length: 58.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 18.5		Intersection LOS: B	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Youngs Rd & Wehrle Dr

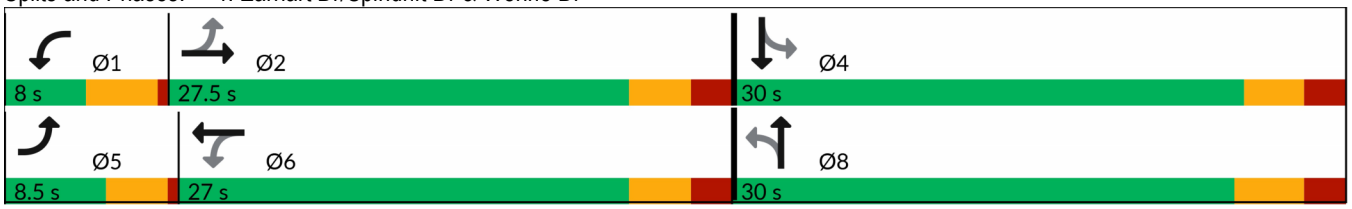


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	608	5	18	551	1	23	16	70	140	5	180
Future Volume (vph)	143	608	5	18	551	1	23	16	70	140	5	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	175		0	155		0	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.999						0.878			0.854	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3565	0	1626	3574	0	1805	1628	0	1787	1607	0
Flt Permitted	0.327			0.387			0.626			0.694		
Satd. Flow (perm)	615	3565	0	662	3574	0	1189	1628	0	1306	1607	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						80			205	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2674			2699			660			533	
Travel Time (s)		40.5			40.9			15.0			12.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	20%	11%	1%	0%	0%	0%	3%	1%	0%	1%
Adj. Flow (vph)	163	691	6	20	626	1	26	18	80	159	6	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	697	0	20	627	0	26	98	0	159	211	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	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	27.0		8.0	27.0		27.5	27.5		27.0	27.0	
Total Split (s)	8.5	27.5		8.0	27.0		30.0	30.0		30.0	30.0	
Total Split (%)	13.0%	42.0%		12.2%	41.2%		45.8%	45.8%		45.8%	45.8%	
Maximum Green (s)	5.0	22.5		4.0	22.0		24.5	24.5		25.0	25.0	
Yellow Time (s)	3.0	3.0		3.5	3.0		3.5	3.5		3.0	3.0	
All-Red Time (s)	0.5	2.0		0.5	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)	3.5	5.0		4.0	5.0		5.5	5.5		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	21.1	18.8		17.7	13.6		10.5	10.5		11.1	11.1	
Actuated g/C Ratio	0.50	0.45		0.42	0.33		0.25	0.25		0.27	0.27	
v/c Ratio	0.35	0.43		0.05	0.53		0.08	0.20		0.46	0.36	
Control Delay (s/veh)	8.0	9.7		6.3	14.3		14.3	6.7		19.3	5.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	8.0	9.7		6.3	14.3		14.3	6.7		19.3	5.0	
LOS	A	A		A	B		B	A		B	A	
Approach Delay (s/veh)		9.5			14.1			8.4			11.2	
Approach LOS		A			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65.5			
Actuated Cycle Length: 41.8			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 11.2		Intersection LOS: B	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr

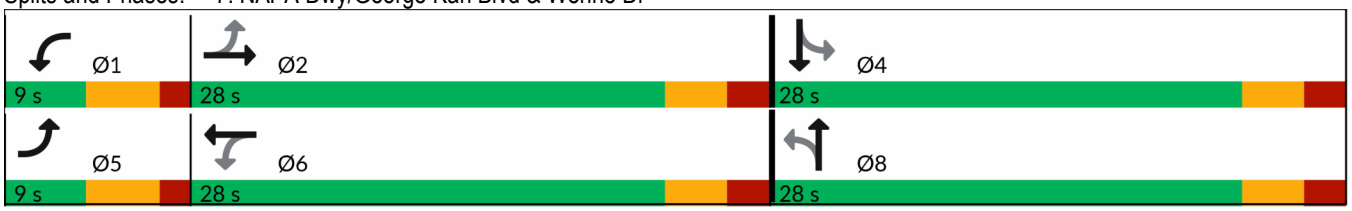


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	909	5	7	558	2	11	0	13	42	0	32
Future Volume (vph)	10	909	5	7	558	2	11	0	13	42	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	175		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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		0.999						0.925			0.941	
Flt Protected	0.950			0.950				0.978			0.972	
Satd. Flow (prot)	1805	3571	0	1805	3574	0	0	1719	0	0	1716	0
Flt Permitted	0.413			0.247								
Satd. Flow (perm)	785	3571	0	469	3574	0	0	1758	0	0	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			117			117	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2699			2030			176			384	
Travel Time (s)		40.9			30.8			4.0			8.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	11	1021	6	8	627	2	12	0	15	47	0	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1027	0	8	629	0	0	27	0	0	83	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
Number of Detectors	2	2		2	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49		20	49	
Trailing Detector (ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29			29			29	
Detector 2 Size(ft)	20	20		20	20			20			20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	9.0	28.0		9.0	28.0		28.0	28.0		28.0	28.0	
Total Split (%)	13.8%	43.1%		13.8%	43.1%		43.1%	43.1%		43.1%	43.1%	
Maximum Green (s)	4.0	23.0		4.0	23.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.0		3.5	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	16.6	20.0		16.6	20.0			7.0			7.0	
Actuated g/C Ratio	0.58	0.70		0.58	0.70			0.24			0.24	
v/c Ratio	0.01	0.41		0.01	0.25			0.05			0.15	
Control Delay (s/veh)	3.6	5.9		3.5	5.0			0.2			3.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	3.6	5.9		3.5	5.0			0.2			3.7	
LOS	A	A		A	A			A			A	
Approach Delay (s/veh)		5.9			5.0			0.2			3.8	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 28.6			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 5.4		Intersection LOS: A	
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr



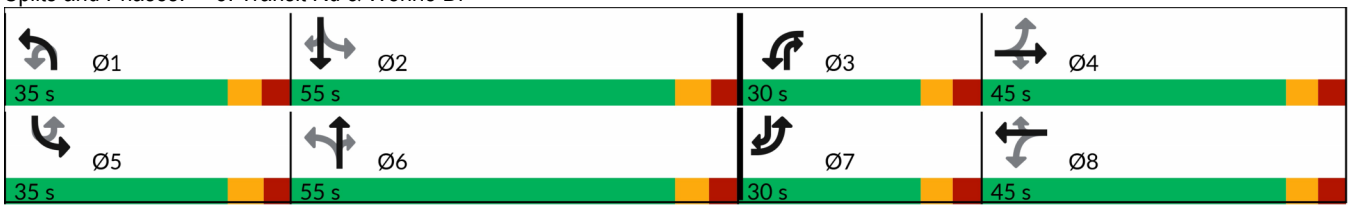
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	209	381	400	316	247	201	7	166	1200	289	12	203
Future Volume (vph)	209	381	400	316	247	201	7	166	1200	289	12	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		510	600		600		560		550		525
Storage Lanes	2		1	2		1		2		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.91	0.97	0.91	1.00	0.91	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3433	3574	1583	3433	3574	1599	0	3468	5136	1583	0	3469
Flt Permitted	0.596			0.390				0.124				0.118
Satd. Flow (perm)	2154	3574	1583	1409	3574	1599	0	453	5136	1583	0	431
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			335			205				188		
Link Speed (mph)		45			45				45			
Link Distance (ft)		2030			1089				988			
Travel Time (s)		30.8			16.5				15.0			
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
Heavy Vehicles (%)	2%	1%	2%	2%	1%	1%	0%	1%	1%	2%	0%	1%
Adj. Flow (vph)	213	389	408	322	252	205	7	169	1224	295	12	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	389	408	322	252	205	0	176	1224	295	0	219
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	2	2	2	2	2	2	1	2	2	2	1	2
Detector Template							Left				Left	
Leading Detector (ft)	49	49	49	49	49	49	20	49	49	49	20	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	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	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)	29	29	29	29	29	29		29	29	29		29
Detector 2 Size(ft)	20	20	20	20	20	20		20	20	20		20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA	pm+ov	custom	pm+pt
Protected Phases	7	4		3	8			1	6	3		5

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (vph)	1353	154
Future Volume (vph)	1353	154
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		585
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5036	1583
Flt Permitted		
Satd. Flow (perm)	5036	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		157
Link Speed (mph)	45	
Link Distance (ft)	1053	
Travel Time (s)	16.0	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	3%	2%
Adj. Flow (vph)	1381	157
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1381	157
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	49	49
Trailing Detector (ft)	-1	-1
Detector 1 Position(ft)	-1	-1
Detector 1 Size(ft)	20	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)	29	29
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		4	8		8	1	6		6	5	2
Detector Phase	7	4	4	3	8	8	1	1	6	3	5	5
Switch Phase												
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	3.0	10.0	3.0	3.0	3.0
Minimum Split (s)	12.3	46.3	46.3	12.3	46.3	46.3	12.6	12.6	41.6	12.3	12.5	12.5
Total Split (s)	30.0	45.0	45.0	30.0	45.0	45.0	35.0	35.0	55.0	30.0	35.0	35.0
Total Split (%)	18.2%	27.3%	27.3%	18.2%	27.3%	27.3%	21.2%	21.2%	33.3%	18.2%	21.2%	21.2%
Maximum Green (s)	22.7	37.7	37.7	22.7	37.7	37.7	27.4	27.4	47.4	22.7	27.5	27.5
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	4.3	4.3	4.3	3.9	4.3	4.3
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.3	3.3	3.3	3.4	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3		7.6	7.6	7.3		7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.3	1.1	1.1	1.3	1.1	1.1	1.3	1.3	1.1	1.3	1.3	1.3
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		32.0	32.0		32.0	32.0			27.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	25.6	16.2	16.2	28.0	17.5	17.5		39.2	32.3	50.6		42.6
Actuated g/C Ratio	0.26	0.17	0.17	0.29	0.18	0.18		0.40	0.33	0.52		0.43
v/c Ratio	0.31	0.65	0.75	0.51	0.39	0.45		0.45	0.72	0.32		0.48
Control Delay (s/veh)	24.7	45.3	18.6	27.0	38.7	8.9		18.3	32.2	6.1		17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	24.7	45.3	18.6	27.0	38.7	8.9		18.3	32.2	6.1		17.9
LOS	C	D	B	C	D	A		B	C	A		B
Approach Delay (s/veh)		30.2			26.1				26.3			
Approach LOS		C			C				C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 165			
Actuated Cycle Length: 98.1			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 27.8		Intersection LOS: C	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 8: Transit Rd & Wehrle Dr



Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	3.0
Minimum Split (s)	43.5	12.3
Total Split (s)	55.0	30.0
Total Split (%)	33.3%	18.2%
Maximum Green (s)	47.5	22.7
Yellow Time (s)	4.3	3.9
All-Red Time (s)	3.2	3.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.3
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	1.1	1.3
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	29.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.0	51.0
Actuated g/C Ratio	0.35	0.52
v/c Ratio	0.79	0.17
Control Delay (s/veh)	33.1	2.6
Queue Delay	0.0	0.0
Total Delay (s/veh)	33.1	2.6
LOS	C	A
Approach Delay (s/veh)	28.5	
Approach LOS	C	

Intersection Summary

1: Wehrle Dr & Lehn Springs Dr & Garrison Rd Performance by lane

Lane	EB	WB	WB	NB	NB	NB	SB	SB	All
Movements Served	LTR	L	TR	L	T	R	L	TR	
Denied Delay (hr)									2.8
Denied Del/Veh (s)									4.6
Total Delay (hr)	0.1	12.6	14.7	0.0	1.5	0.4	0.2	1.1	30.6
Total Del/Veh (s)	27.2	62.9	172.2	14.3	20.6	2.6	12.0	11.6	49.8
Stop Delay (hr)	0.1	11.1	11.6	0.0	0.8	0.0	0.2	0.7	24.6
Stop Del/Veh (s)	25.2	55.2	135.4	13.1	11.8	0.3	10.2	7.8	40.0

Intersection: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Movement	EB	WB	WB	B16	B22	B22	NB	NB	NB	SB	SB
Directions Served	LTR	L	TR	T	T		L	T	R	L	TR
Maximum Queue (ft)	60	390	896	1521	378	294	29	190	183	81	175
Average Queue (ft)	13	389	848	1107	164	30	2	84	39	28	85
95th Queue (ft)	43	398	1005	1996	416	162	12	149	117	61	149
Link Distance (ft)	360		796	1416	294	294		580			517
Upstream Blk Time (%)			61	46	7	0					
Queuing Penalty (veh)			654	491	36	2					
Storage Bay Dist (ft)		365					85		275	225	
Storage Blk Time (%)		66	0					7	0		0
Queuing Penalty (veh)		184	2					36	0		0

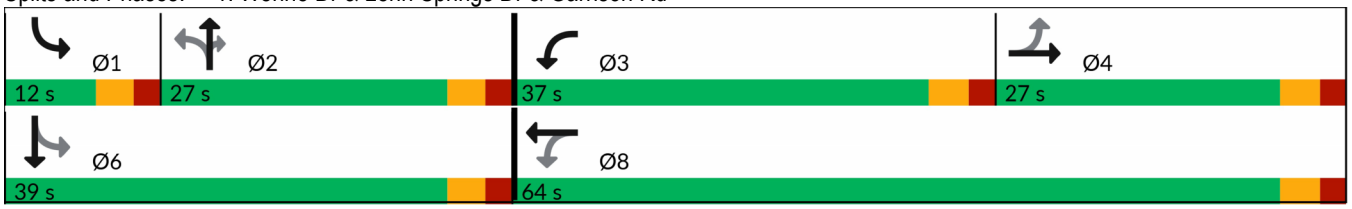
APPENDIX E: LOS CALCULATIONS – FULL BUILD CONDITIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	6	4	399	2	106	0	211	755	272	227	8
Future Volume (vph)	8	6	4	399	2	106	0	211	755	272	227	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		0	85		275	225		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.853				0.850		0.995	
Flt Protected		0.978		0.950						0.950		
Satd. Flow (prot)	0	1706	0	1736	1545	0	1900	1845	1583	1787	1837	0
Flt Permitted				0.656						0.428		
Satd. Flow (perm)	0	1744	0	1198	1545	0	1900	1845	1583	805	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			107				763		2	
Link Speed (mph)		30			35			35			30	
Link Distance (ft)		393			870			613			563	
Travel Time (s)		8.9			16.9			11.9			12.8	
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
Heavy Vehicles (%)	0%	17%	0%	4%	0%	5%	0%	3%	2%	1%	3%	0%
Adj. Flow (vph)	8	6	4	403	2	107	0	213	763	275	229	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	403	109	0	0	213	763	275	237	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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		2	2		2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	20	49		49	49		49	49	49	49	49	
Trailing Detector (ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Position(ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)		29		29	29		29	29	29	29	29	
Detector 2 Size(ft)		20		20	20		20	20	20	20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		3	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	9.0		8.0	9.0		9.0	9.0	9.0	9.0	9.0	
Total Split (s)	27.0	27.0		37.0	64.0		27.0	27.0	27.0	12.0	39.0	
Total Split (%)	26.2%	26.2%		35.9%	62.1%		26.2%	26.2%	26.2%	11.7%	37.9%	
Maximum Green (s)	22.0	22.0		32.0	59.0		22.0	22.0	22.0	7.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
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)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0	15.0		15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0		0	
Act Effct Green (s)		6.5		18.7	18.7			14.0	14.0	26.8	26.8	
Actuated g/C Ratio		0.12		0.33	0.33			0.25	0.25	0.48	0.48	
v/c Ratio		0.08		0.71	0.18			0.46	0.78	0.53	0.27	
Control Delay (s/veh)		26.7		23.9	4.0			23.1	9.0	16.3	11.7	
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay (s/veh)		26.7		23.9	4.0			23.1	9.0	16.3	11.7	
LOS		C		C	A			C	A	B	B	
Approach Delay (s/veh)		26.8			19.7			12.1			14.2	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 56.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 14.7		Intersection LOS: B	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

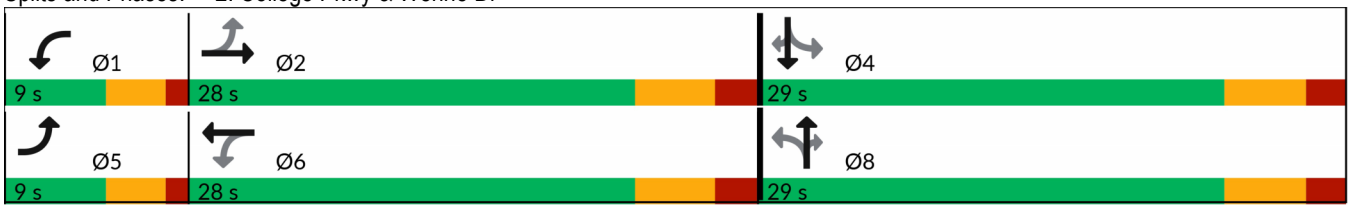


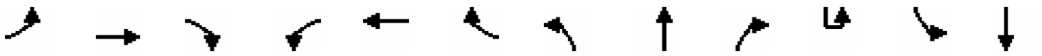
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	682	247	76	463	52	7	0	14	3	0	8
Future Volume (vph)	105	682	247	76	463	52	7	0	14	3	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		230	210		0	0		0	135		0
Storage Lanes	1		1	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
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		0.960			0.985				0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3415	0	1805	3419	0	0	1805	1615	0	1805	1429
Flt Permitted	0.442			0.248								
Satd. Flow (perm)	840	3415	0	471	3419	0	0	1900	1615	0	1900	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		83			20				116			116
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		362			932			421			370	
Travel Time (s)		5.5			14.1			9.6			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	4%	4%	0%	0%	0%	0%	0%	13%
Adj. Flow (vph)	114	741	268	83	503	57	8	0	15	3	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	1009	0	83	560	0	0	8	15	0	3	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49	49	20	49	49
Trailing Detector (ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)	29	29		29	29			29	29		29	29
Detector 2 Size(ft)	20	20		20	20			20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	10.0		8.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	9.0	28.0		9.0	28.0		29.0	29.0	29.0	29.0	29.0	29.0
Total Split (%)	13.6%	42.4%		13.6%	42.4%		43.9%	43.9%	43.9%	43.9%	43.9%	43.9%
Maximum Green (s)	5.0	22.0		5.0	22.0		23.0	23.0	23.0	23.0	23.0	23.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0		1.0	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)	4.0	6.0		4.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		15.0			15.0		15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	21.1	20.4		21.1	20.4			6.7	6.7		6.7	6.7
Actuated g/C Ratio	0.72	0.70		0.72	0.70			0.23	0.23		0.23	0.23
v/c Ratio	0.14	0.41		0.13	0.23			0.01	0.03		0.00	0.02
Control Delay (s/veh)	2.0	5.7		2.2	5.0			15.4	0.1		15.6	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	2.0	5.7		2.2	5.0			15.4	0.1		15.6	0.1
LOS	A	A		A	A			B	A		B	A
Approach Delay (s/veh)		5.4			4.6			5.5			4.0	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 66			
Actuated Cycle Length: 29.3			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay (s/veh): 5.1		Intersection LOS: A	
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: College Pkwy & Wehrle Dr





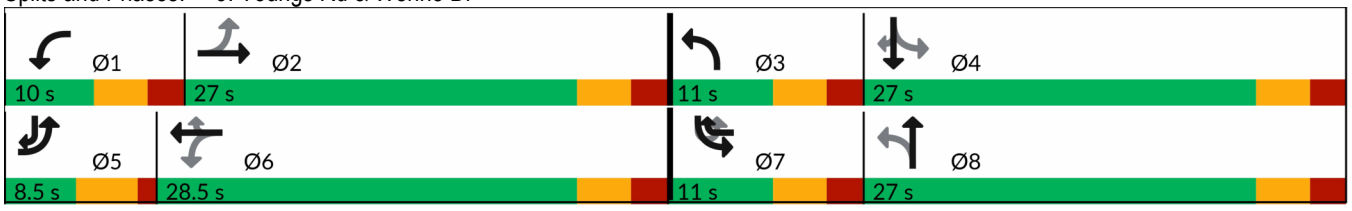
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	173	407	42	115	434	31	38	220	165	1	147	254
Future Volume (vph)	173	407	42	115	434	31	38	220	165	1	147	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	475		475	245		200		405	
Storage Lanes	1		0	1		1	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.986				0.850		0.936				
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1736	3480	0	1719	3539	1615	1626	3262	0	0	1736	1863
Flt Permitted	0.451			0.436			0.597				0.415	
Satd. Flow (perm)	824	3480	0	789	3539	1615	1022	3262	0	0	758	1863
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		15				95		170				
Link Speed (mph)		45			45			35				35
Link Distance (ft)		932			2674			517				767
Travel Time (s)		14.1			40.5			10.1				14.9
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
Heavy Vehicles (%)	4%	2%	5%	5%	2%	0%	11%	4%	3%	0%	4%	2%
Adj. Flow (vph)	178	420	43	119	447	32	39	227	170	1	152	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	463	0	119	447	32	39	397	0	0	153	262
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	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	15		9	15		9	9	15	
Number of Detectors	2	2		2	2	2	2	2		1	2	2
Detector Template										Left		
Leading Detector (ft)	49	49		49	49	49	49	49		20	49	49
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		0	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		0	-1	-1
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	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)	29	29		29	29	29	29	29			29	29
Detector 2 Size(ft)	20	20		20	20	20	20	20			20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		custom	pm+pt	NA
Protected Phases	5	2		1	6	7!	3	8			7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	184
Future Volume (vph)	184
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	190
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	190
Shared Lane Traffic (%)	
Lane Group Flow (vph)	190
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	2
Detector Template	
Leading Detector (ft)	49
Trailing Detector (ft)	-1
Detector 1 Position(ft)	-1
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)	29
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	
Detector 2 Extend (s)	0.0
Turn Type	pm+ov
Protected Phases	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	2			6		6	8			7!	4	
Detector Phase	5	2		1	6	7	3	8		7	7	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.5	9.0		9.0	9.0	9.0	9.0	9.0		9.0	9.0	9.0
Total Split (s)	8.5	27.0		10.0	28.5	11.0	11.0	27.0		11.0	11.0	27.0
Total Split (%)	11.3%	36.0%		13.3%	38.0%	14.7%	14.7%	36.0%		14.7%	14.7%	36.0%
Maximum Green (s)	4.0	22.0		5.0	23.5	6.0	6.0	22.0		6.0	6.0	22.0
Yellow Time (s)	3.5	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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		None	None	None
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		15.0			15.0			15.0				15.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	19.2	15.6		19.4	14.1	25.8	16.2	11.7			18.3	16.4
Actuated g/C Ratio	0.36	0.29		0.36	0.26	0.48	0.30	0.22			0.34	0.31
v/c Ratio	0.48	0.45		0.31	0.48	0.03	0.10	0.46			0.40	0.46
Control Delay (s/veh)	18.6	19.6		14.2	19.7	0.0	11.5	12.8			15.2	20.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	18.6	19.6		14.2	19.7	0.0	11.5	12.8			15.2	20.1
LOS	B	B		B	B	A	B	B			B	C
Approach Delay (s/veh)		19.3			17.6			12.8				13.6
Approach LOS		B			B			B				B

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 53.7			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 16.1		Intersection LOS: B	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3: Youngs Rd & Wehrle Dr



Lane Group	SBR
Permitted Phases	4
Detector Phase	5
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.5
Total Split (s)	8.5
Total Split (%)	11.3%
Maximum Green (s)	4.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	25.9
Actuated g/C Ratio	0.48
v/c Ratio	0.21
Control Delay (s/veh)	3.1
Queue Delay	0.0
Total Delay (s/veh)	3.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	

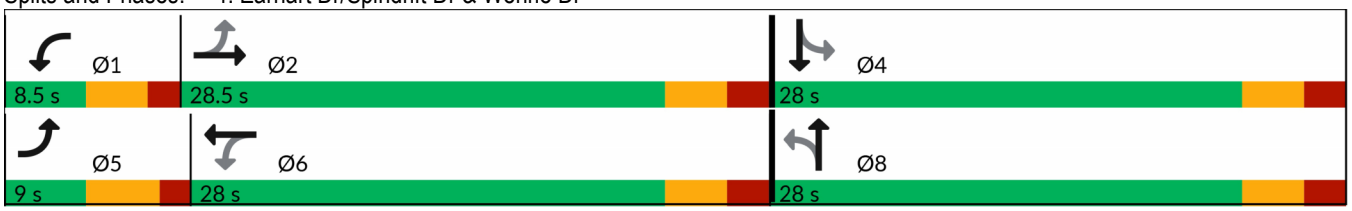
Intersection Summary

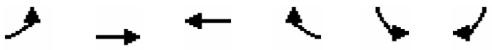
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	355	30	49	603	5	6	8	8	44	13	111
Future Volume (vph)	141	355	30	49	603	5	6	8	8	44	13	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	175		0	155		0	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.988			0.999			0.925			0.866	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3432	0	1805	3502	0	1805	1477	0	1656	1536	0
Flt Permitted	0.353			0.513			0.784			0.784		
Satd. Flow (perm)	639	3432	0	975	3502	0	1490	1477	0	1367	1536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			1			8			117	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2674			537			660			533	
Travel Time (s)		40.5			8.1			15.0			12.1	
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
Heavy Vehicles (%)	5%	4%	3%	0%	3%	0%	0%	0%	38%	9%	0%	8%
Adj. Flow (vph)	148	374	32	52	635	5	6	8	8	46	14	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	406	0	52	640	0	6	16	0	46	131	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	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		8.5	9.0		9.0	9.0		9.0	9.0	
Total Split (s)	9.0	28.5		8.5	28.0		28.0	28.0		28.0	28.0	
Total Split (%)	13.8%	43.8%		13.1%	43.1%		43.1%	43.1%		43.1%	43.1%	
Maximum Green (s)	4.0	23.5		4.0	23.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	2.0		1.5	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		4.5	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	17.9	19.6		16.5	16.0		8.4	8.4		8.4	8.4	
Actuated g/C Ratio	0.52	0.57		0.48	0.47		0.24	0.24		0.24	0.24	
v/c Ratio	0.29	0.20		0.08	0.39		0.01	0.04		0.13	0.28	
Control Delay (s/veh)	6.2	7.2		4.5	10.7		14.1	11.5		15.5	6.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.2	7.2		4.5	10.7		14.1	11.5		15.5	6.8	
LOS	A	A		A	B		B	B		B	A	
Approach Delay (s/veh)		7.0			10.3			12.3			9.1	
Approach LOS		A			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 34.3			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 8.9		Intersection LOS: A	
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	400	631	7	21	26
Future Volume (vph)	8	400	631	7	21	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.998		0.926	
Flt Protected	0.950				0.978	
Satd. Flow (prot)	1770	3471	3498	0	1687	0
Flt Permitted	0.950				0.978	
Satd. Flow (perm)	1770	3471	3498	0	1687	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		537	437		336	
Travel Time (s)		8.1	6.6		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	3%	2%	2%	2%
Adj. Flow (vph)	9	435	686	8	23	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	435	694	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

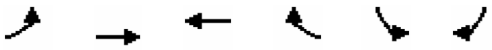
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	400	631	7	21	26
Future Vol, veh/h	8	400	631	7	21	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	4	3	2	2	2
Mvmt Flow	9	435	686	8	23	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	693	0	-	0	924	347
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	898	-	-	-	268	649
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	898	-	-	-	266	649
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.18	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	898	-	-	-	485
HCM Lane V/C Ratio	0.01	-	-	-	0.105
HCM Control Delay (s/veh)	9	-	-	-	13.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	416	624	11	35	14
Future Volume (vph)	5	416	624	11	35	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997		0.962	
Flt Protected	0.950				0.965	
Satd. Flow (prot)	1770	3471	3495	0	1729	0
Flt Permitted	0.950				0.965	
Satd. Flow (perm)	1770	3471	3495	0	1729	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		437	1724		326	
Travel Time (s)		6.6	26.1		7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	3%	2%	2%	2%
Adj. Flow (vph)	5	452	678	12	38	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	452	690	0	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	416	624	11	35	14
Future Vol, veh/h	5	416	624	11	35	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	4	3	2	2	2
Mvmt Flow	5	452	678	12	38	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	690	0	-	0	921	345
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	900	-	-	-	270	651
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	900	-	-	-	268	651
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.11	0	14.71
HCM LOS			B

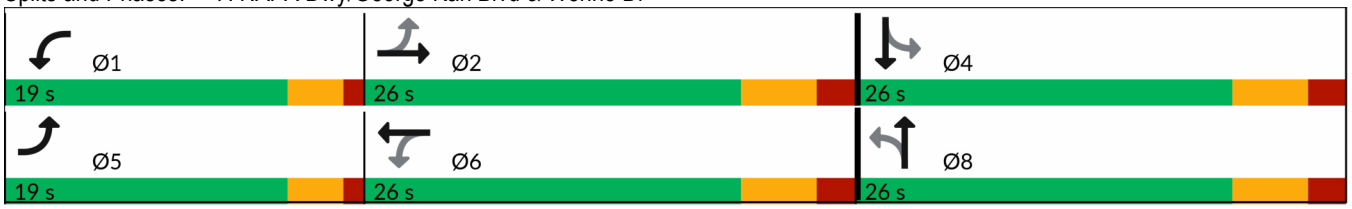
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	424
HCM Lane V/C Ratio	0.006	-	-	-	0.126
HCM Control Delay (s/veh)	9	-	-	-	14.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	395	10	24	805	53	8	0	17	17	0	18
Future Volume (vph)	63	395	10	24	805	53	8	0	17	17	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	175		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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			0.991			0.908			0.931	
Flt Protected	0.950			0.950				0.984			0.976	
Satd. Flow (prot)	1752	3305	0	1736	3480	0	0	1698	0	0	1726	0
Flt Permitted	0.292			0.510								
Satd. Flow (perm)	539	3305	0	932	3480	0	0	1725	0	0	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			9			108			108	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1724			2030			176			384	
Travel Time (s)		26.1			30.8			4.0			8.7	
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
Heavy Vehicles (%)	3%	9%	0%	4%	3%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	64	403	10	24	821	54	8	0	17	17	0	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	413	0	24	875	0	0	25	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)		24			24			0			0	
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	2	2		2	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49		20	49	
Trailing Detector (ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29			29			29	
Detector 2 Size(ft)	20	20		20	20			20			20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	10.0		8.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	26.0		19.0	26.0		26.0	26.0		26.0	26.0	
Total Split (%)	26.8%	36.6%		26.8%	36.6%		36.6%	36.6%		36.6%	36.6%	
Maximum Green (s)	15.0	20.0		15.0	20.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		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	
Total Lost Time (s)	4.0	6.0		4.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.5	3.0		3.5	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	21.9	24.7		20.9	23.1			7.2			7.2	
Actuated g/C Ratio	0.72	0.82		0.69	0.76			0.24			0.24	
v/c Ratio	0.08	0.15		0.02	0.33			0.05			0.06	
Control Delay (s/veh)	2.3	4.0		2.5	6.9			0.2			0.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	2.3	4.0		2.5	6.9			0.2			0.2	
LOS	A	A		A	A			A			A	
Approach Delay (s/veh)		3.8			6.8			0.2			0.3	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 71			
Actuated Cycle Length: 30.3			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay (s/veh): 5.5		Intersection LOS: A	
Intersection Capacity Utilization 44.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr



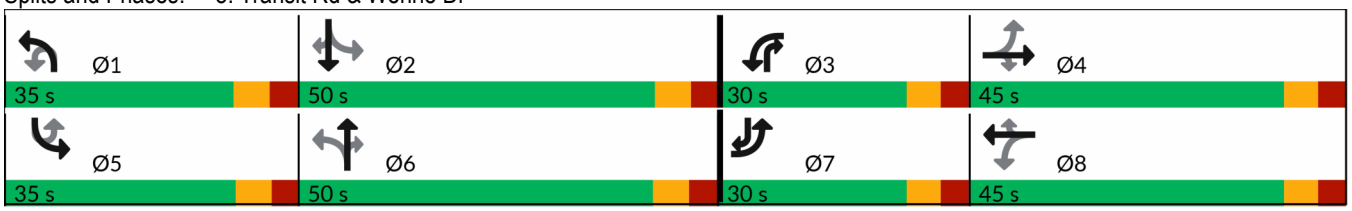
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	93	188	159	290	413	111	3	352	1025	222	12	87
Future Volume (vph)	93	188	159	290	413	111	3	352	1025	222	12	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		510	600		600		560		550		525
Storage Lanes	2		1	2		1		2		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.91	0.97	0.91	1.00	0.91	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3242	3374	1468	3099	3505	1495	0	3368	4893	1442	0	3441
Flt Permitted	0.506			0.492				0.157				0.216
Satd. Flow (perm)	1727	3374	1468	1605	3505	1495	0	557	4893	1442	0	782
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			162			133				227		
Link Speed (mph)		45			45				45			
Link Distance (ft)		2030			1089				988			
Travel Time (s)		30.8			16.5				15.0			
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
Heavy Vehicles (%)	8%	7%	10%	13%	3%	8%	0%	4%	6%	12%	0%	2%
Adj. Flow (vph)	95	192	162	296	421	113	3	359	1046	227	12	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	192	162	296	421	113	0	362	1046	227	0	101
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	2	2	2	2	2	2	1	2	2	2	1	2
Detector Template							Left				Left	
Leading Detector (ft)	49	49	49	49	49	49	20	49	49	49	20	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	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	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)	29	29	29	29	29	29		29	29	29		29
Detector 2 Size(ft)	20	20	20	20	20	20		20	20	20		20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA	pm+ov	custom	pm+pt
Protected Phases	7	4		3	8			1	6	3		5

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (vph)	943	139
Future Volume (vph)	943	139
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		585
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	4893	1568
Flt Permitted		
Satd. Flow (perm)	4893	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		110
Link Speed (mph)	45	
Link Distance (ft)	1053	
Travel Time (s)	16.0	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	6%	3%
Adj. Flow (vph)	962	142
Shared Lane Traffic (%)		
Lane Group Flow (vph)	962	142
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	49	49
Trailing Detector (ft)	-1	-1
Detector 1 Position(ft)	-1	-1
Detector 1 Size(ft)	20	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)	29	29
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		4	8		8	1	6		6	5	2
Detector Phase	7	4	4	3	8	8	1	1	6	3	5	5
Switch Phase												
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	3.0	10.0	3.0	3.0	3.0
Minimum Split (s)	12.3	46.3	46.3	12.3	46.3	46.3	12.6	12.6	41.6	12.3	12.5	12.5
Total Split (s)	30.0	45.0	45.0	30.0	45.0	45.0	35.0	35.0	50.0	30.0	35.0	35.0
Total Split (%)	18.8%	28.1%	28.1%	18.8%	28.1%	28.1%	21.9%	21.9%	31.3%	18.8%	21.9%	21.9%
Maximum Green (s)	22.7	37.7	37.7	22.7	37.7	37.7	27.4	27.4	42.4	22.7	27.5	27.5
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	4.3	4.3	4.3	3.9	4.3	4.3
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.3	3.3	3.3	3.4	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3		7.6	7.6	7.3		7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.3	1.1	1.1	1.3	1.1	1.1	1.3	1.3	1.1	1.3	1.3	1.3
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		32.0	32.0		32.0	32.0			27.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	18.3	12.0	12.0	25.1	15.4	15.4		35.6	25.7	43.2		27.6
Actuated g/C Ratio	0.22	0.14	0.14	0.30	0.18	0.18		0.43	0.31	0.52		0.33
v/c Ratio	0.19	0.39	0.46	0.45	0.65	0.29		0.63	0.69	0.26		0.22
Control Delay (s/veh)	21.3	36.7	10.9	22.8	37.6	6.4		19.2	28.5	2.4		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 (s/veh)	21.3	36.7	10.9	22.8	37.6	6.4		19.2	28.5	2.4		14.9
LOS	C	D	B	C	D	A		B	C	A		B
Approach Delay (s/veh)		24.2			28.2				22.8			
Approach LOS		C			C				C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 83.6			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 25.7		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Transit Rd & Wehrle Dr



Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	3.0
Minimum Split (s)	43.5	12.3
Total Split (s)	50.0	30.0
Total Split (%)	31.3%	18.8%
Maximum Green (s)	42.5	22.7
Yellow Time (s)	4.3	3.9
All-Red Time (s)	3.2	3.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.3
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	1.1	1.3
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	29.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	21.7	35.6
Actuated g/C Ratio	0.26	0.43
v/c Ratio	0.75	0.19
Control Delay (s/veh)	33.3	5.9
Queue Delay	0.0	0.0
Total Delay (s/veh)	33.3	5.9
LOS	C	A
Approach Delay (s/veh)	28.6	
Approach LOS	C	

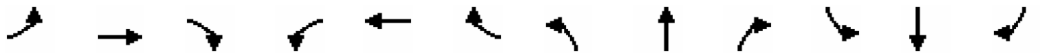
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	6	2	788	6	278	2	260	530	89	327	11
Future Volume (vph)	6	6	2	788	6	278	2	260	530	89	327	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		0	85		275	225		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.853				0.850		0.995	
Flt Protected		0.979		0.950			0.950			0.950		
Satd. Flow (prot)	0	1701	0	1787	1605	0	1805	1900	1599	1752	1855	0
Flt Permitted				0.656			0.548			0.347		
Satd. Flow (perm)	0	1737	0	1234	1605	0	1041	1900	1599	640	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			293				558		2	
Link Speed (mph)		30			35			35			30	
Link Distance (ft)		393			870			613			563	
Travel Time (s)		8.9			16.9			11.9			12.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	17%	0%	1%	0%	1%	0%	0%	1%	3%	2%	0%
Adj. Flow (vph)	6	6	2	829	6	293	2	274	558	94	344	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	829	299	0	2	274	558	94	356	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		2	2		2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	20	49		49	49		49	49	49	49	49	
Trailing Detector (ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Position(ft)	0	-1		-1	-1		-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)		29		29	29		29	29	29	29	29	
Detector 2 Size(ft)		20		20	20		20	20	20	20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		3	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	27.0	27.0		8.0	27.0		9.0	9.0	9.0	9.0	27.0	
Total Split (s)	27.0	27.0		22.0	49.0		27.0	27.0	27.0	17.0	44.0	
Total Split (%)	29.0%	29.0%		23.7%	52.7%		29.0%	29.0%	29.0%	18.3%	47.3%	
Maximum Green (s)	22.0	22.0		17.0	44.0		22.0	22.0	22.0	12.0	39.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
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)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0	15.0		15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0		0	
Act Effct Green (s)		6.4		19.8	19.8		14.5	14.5	14.5	23.9	23.9	
Actuated g/C Ratio		0.12		0.36	0.36		0.27	0.27	0.27	0.44	0.44	
v/c Ratio		0.06		1.31	0.38		0.00	0.54	0.66	0.21	0.43	
Control Delay (s/veh)		26.0		174.2	4.1		17.5	23.0	6.6	9.9	12.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		26.0		174.2	4.1		17.5	23.0	6.6	9.9	12.0	
LOS		C		F	A		B	C	A	A	B	
Approach Delay (s/veh)		26.0			129.1			12.1			11.6	
Approach LOS		C			F			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 93			
Actuated Cycle Length: 54.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay (s/veh): 66.5		Intersection LOS: E	
Intersection Capacity Utilization 84.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

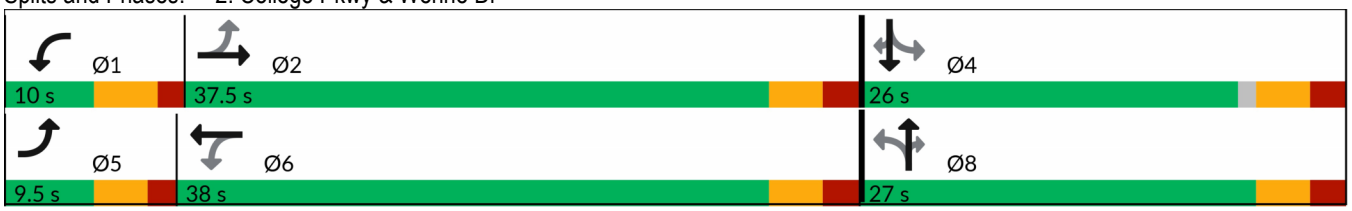


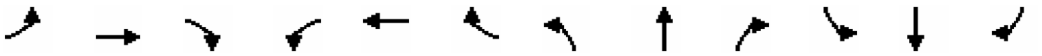
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	581	12	3	831	4	146	0	44	60	0	114
Future Volume (vph)	6	581	12	3	831	4	146	0	44	60	0	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		230	210		0	0		0	135		0
Storage Lanes	1		1	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
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		0.997			0.999				0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3564	0	1805	3571	0	0	1805	1615	0	1805	1615
Flt Permitted	0.234			0.356				0.711			0.650	
Satd. Flow (perm)	445	3564	0	676	3571	0	0	1351	1615	0	1235	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			1				95			133
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		362			932			421			370	
Travel Time (s)		5.5			14.1			9.6			8.4	
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
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	7	676	14	3	966	5	170	0	51	70	0	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	690	0	3	971	0	0	170	51	0	70	133
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49	49	20	49	49
Trailing Detector (ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1	-1	0	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	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)	29	29		29	29			29	29		29	29
Detector 2 Size(ft)	20	20		20	20			20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.5	27.0		9.0	27.0		27.0	27.0	27.0	9.0	9.0	9.0
Total Split (s)	9.5	37.5		10.0	38.0		27.0	27.0	27.0	26.0	26.0	26.0
Total Split (%)	12.8%	50.3%		13.4%	51.0%		36.2%	36.2%	36.2%	34.9%	34.9%	34.9%
Maximum Green (s)	5.0	32.5		5.0	33.0		22.0	22.0	22.0	21.0	21.0	21.0
Yellow Time (s)	3.0	3.0		3.5	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.5	2.0		1.5	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)	4.5	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		15.0			15.0		15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	21.0	22.3		20.5	22.3			12.4	12.4		11.8	11.8
Actuated g/C Ratio	0.52	0.56		0.51	0.56			0.31	0.31		0.29	0.29
v/c Ratio	0.01	0.34		0.00	0.48			0.40	0.09		0.19	0.23
Control Delay (s/veh)	6.1	9.0		6.3	10.2			18.4	1.7		16.0	5.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	6.1	9.0		6.3	10.2			18.4	1.7		16.0	5.1
LOS	A	A		A	B			B	A		B	A
Approach Delay (s/veh)		9.1			10.2			14.6			8.9	
Approach LOS		A			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74.5			
Actuated Cycle Length: 40.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 10.2		Intersection LOS: B	
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: College Pkwy & Wehrle Dr



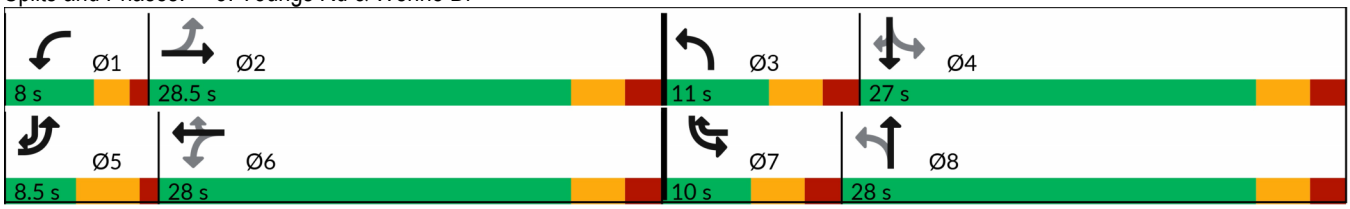


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	505	60	149	552	34	70	261	182	185	248	179
Future Volume (vph)	170	505	60	149	552	34	70	261	182	185	248	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	475		475	245		200	405		0
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.984				0.850		0.938				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3545	0	1805	3574	1615	1736	3353	0	1787	1845	1599
Flt Permitted	0.272			0.339			0.557			0.350		
Satd. Flow (perm)	507	3545	0	644	3574	1615	1018	3353	0	658	1845	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				73		202				197
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		932			2674			517			767	
Travel Time (s)		14.1			40.5			10.1			14.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	0%	2%	0%	1%	0%	4%	1%	1%	1%	3%	1%
Adj. Flow (vph)	189	561	67	166	613	38	78	290	202	206	276	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	628	0	166	613	38	78	492	0	206	276	199
Enter Blocked Intersection	No	No	No	No	No	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	2	2		2	2	2	2	2		2	2	2
Detector Template												
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	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)	29	29		29	29	29	29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.5	27.0		7.0	27.0	9.0	9.0	27.0		9.0	9.0	8.5
Total Split (s)	8.5	28.5		8.0	28.0	10.0	11.0	28.0		10.0	27.0	8.5
Total Split (%)	11.4%	38.3%		10.7%	37.6%	13.4%	14.8%	37.6%		13.4%	36.2%	11.4%
Maximum Green (s)	4.0	23.5		5.0	23.0	5.0	6.0	23.0		5.0	22.0	4.0
Yellow Time (s)	3.5	3.0		2.0	3.0	3.0	3.0	3.0		3.0	3.0	3.5
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	2.0	2.0		2.0	2.0	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)	4.5	5.0		3.0	5.0	5.0	5.0	5.0		5.0	5.0	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			15.0			15.0			15.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	22.0	18.4		23.0	15.8	26.1	19.7	13.6		20.7	18.0	27.3
Actuated g/C Ratio	0.37	0.31		0.39	0.27	0.44	0.34	0.23		0.35	0.31	0.46
v/c Ratio	0.68	0.56		0.47	0.63	0.05	0.18	0.52		0.62	0.48	0.23
Control Delay (s/veh)	29.6	20.1		16.4	22.9	1.2	12.6	13.3		23.9	22.7	3.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	29.6	20.1		16.4	22.9	1.2	12.6	13.3		23.9	22.7	3.2
LOS	C	C		B	C	A	B	B		C	C	A
Approach Delay (s/veh)		22.3			20.6			13.3			17.4	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74.5			
Actuated Cycle Length: 58.8			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 18.9		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Youngs Rd & Wehrle Dr

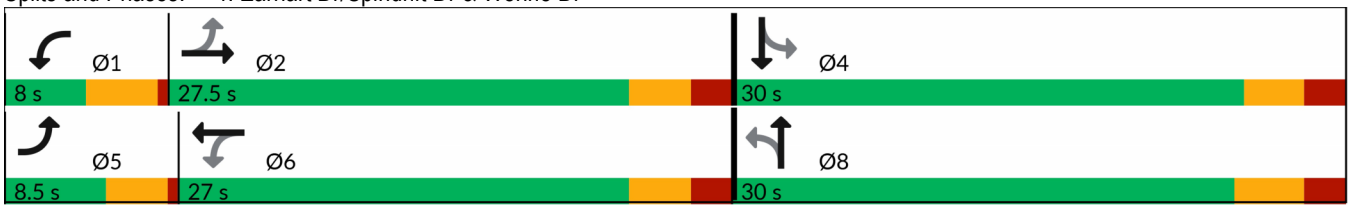


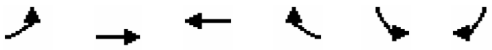
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	651	5	18	576	1	23	16	70	140	5	180
Future Volume (vph)	143	651	5	18	576	1	23	16	70	140	5	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	175		0	155		0	230		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.999						0.878			0.854	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3565	0	1626	3574	0	1805	1628	0	1787	1607	0
Flt Permitted	0.313			0.368			0.626			0.694		
Satd. Flow (perm)	589	3565	0	630	3574	0	1189	1628	0	1306	1607	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						80			205	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2674			561			660			533	
Travel Time (s)		40.5			8.5			15.0			12.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	20%	11%	1%	0%	0%	0%	3%	1%	0%	1%
Adj. Flow (vph)	163	740	6	20	655	1	26	18	80	159	6	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	746	0	20	656	0	26	98	0	159	211	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	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	27.0		8.0	27.0		27.5	27.5		27.0	27.0	
Total Split (s)	8.5	27.5		8.0	27.0		30.0	30.0		30.0	30.0	
Total Split (%)	13.0%	42.0%		12.2%	41.2%		45.8%	45.8%		45.8%	45.8%	
Maximum Green (s)	5.0	22.5		4.0	22.0		24.5	24.5		25.0	25.0	
Yellow Time (s)	3.0	3.0		3.5	3.0		3.5	3.5		3.0	3.0	
All-Red Time (s)	0.5	2.0		0.5	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)	3.5	5.0		4.0	5.0		5.5	5.5		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	21.8	19.5		18.4	14.3		10.6	10.6		11.2	11.2	
Actuated g/C Ratio	0.51	0.46		0.43	0.34		0.25	0.25		0.26	0.26	
v/c Ratio	0.35	0.45		0.05	0.54		0.08	0.21		0.46	0.36	
Control Delay (s/veh)	8.1	9.8		6.2	14.3		14.8	6.9		19.9	5.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	8.1	9.8		6.2	14.3		14.8	6.9		19.9	5.1	
LOS	A	A		A	B		B	A		B	A	
Approach Delay (s/veh)		9.6			14.1			8.6			11.5	
Approach LOS		A			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65.5			
Actuated Cycle Length: 42.6			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Earhart Dr/Spindrift Dr & Wehrle Dr





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	28	833	579	23	13	16
Future Volume (vph)	28	833	579	23	13	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.994		0.926	
Flt Protected	0.950				0.978	
Satd. Flow (prot)	1770	3574	3551	0	1687	0
Flt Permitted	0.950				0.978	
Satd. Flow (perm)	1770	3574	3551	0	1687	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		561	340		372	
Travel Time (s)		8.5	5.2		8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	1%	2%	2%	2%
Adj. Flow (vph)	30	905	629	25	14	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	905	654	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.3%		ICU Level of Service A	
Analysis Period (min) 15			

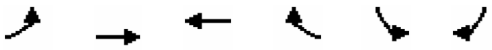
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	833	579	23	13	16
Future Vol, veh/h	28	833	579	23	13	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	1	1	2	2	2
Mvmt Flow	30	905	629	25	14	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	654	0	-	0	1155	327
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	514	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	929	-	-	-	190	669
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	929	-	-	-	184	669
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.29	0	13.67
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	929	-	-	-	447
HCM Lane V/C Ratio	0.033	-	-	-	0.071
HCM Control Delay (s/veh)	9	-	-	-	13.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	831	593	37	22	9
Future Volume (vph)	15	831	593	37	22	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.991		0.960	
Flt Protected	0.950				0.966	
Satd. Flow (prot)	1770	3574	3540	0	1727	0
Flt Permitted	0.950				0.966	
Satd. Flow (perm)	1770	3574	3540	0	1727	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		340	1798		378	
Travel Time (s)		5.2	27.2		8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	1%	2%	2%	2%
Adj. Flow (vph)	16	903	645	40	24	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	903	685	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	831	593	37	22	9
Future Vol, veh/h	15	831	593	37	22	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	1	1	2	2	2
Mvmt Flow	16	903	645	40	24	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	685	0	-	0	1149	342
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	484	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	905	-	-	-	192	654
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	905	-	-	-	188	654
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	585	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.16	0	15.51
HCM LOS			C

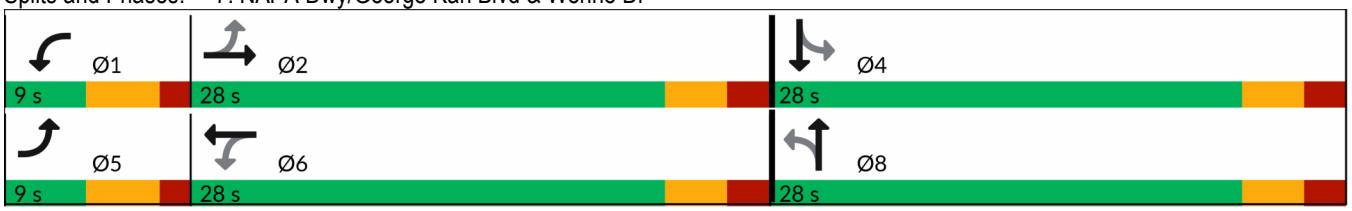
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	905	-	-	-	376
HCM Lane V/C Ratio	0.018	-	-	-	0.09
HCM Control Delay (s/veh)	9.1	-	-	-	15.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	943	5	7	617	2	11	0	13	42	0	33
Future Volume (vph)	11	943	5	7	617	2	11	0	13	42	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	175		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
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		0.999						0.925			0.941	
Flt Protected	0.950			0.950				0.978			0.973	
Satd. Flow (prot)	1805	3571	0	1805	3574	0	0	1719	0	0	1717	0
Flt Permitted	0.387			0.240								
Satd. Flow (perm)	735	3571	0	456	3574	0	0	1758	0	0	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						117			117	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1798			2030			176			384	
Travel Time (s)		27.2			30.8			4.0			8.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	12	1060	6	8	693	2	12	0	15	47	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	1066	0	8	695	0	0	27	0	0	84	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		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	2	2		2	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	49	49		49	49		20	49		20	49	
Trailing Detector (ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		0	-1		0	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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)	29	29		29	29			29			29	
Detector 2 Size(ft)	20	20		20	20			20			20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	9.0	28.0		9.0	28.0		28.0	28.0		28.0	28.0	
Total Split (%)	13.8%	43.1%		13.8%	43.1%		43.1%	43.1%		43.1%	43.1%	
Maximum Green (s)	4.0	23.0		4.0	23.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.0		3.5	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	17.1	20.5		17.1	20.5			7.0			7.0	
Actuated g/C Ratio	0.59	0.70		0.59	0.70			0.24			0.24	
v/c Ratio	0.01	0.42		0.01	0.27			0.05			0.16	
Control Delay (s/veh)	3.5	5.9		3.5	5.0			0.2			3.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	3.5	5.9		3.5	5.0			0.2			3.9	
LOS	A	A		A	A			A			A	
Approach Delay (s/veh)		6.0			5.1			0.2			3.9	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 29.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay (s/veh): 5.5		Intersection LOS: A	
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: NAPA Dwy/George Karl Blvd & Wehrle Dr



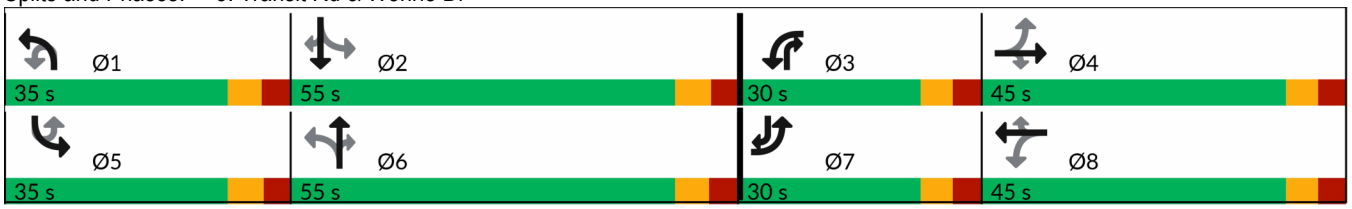
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	217	395	412	316	271	201	7	187	1200	289	12	203
Future Volume (vph)	217	395	412	316	271	201	7	187	1200	289	12	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		510	600		600		560		550		525
Storage Lanes	2		1	2		1		2		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.91	0.97	0.91	1.00	0.91	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3433	3574	1583	3433	3574	1599	0	3468	5136	1583	0	3469
Flt Permitted	0.581			0.377				0.119				0.121
Satd. Flow (perm)	2100	3574	1583	1362	3574	1599	0	434	5136	1583	0	442
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			334			205				183		
Link Speed (mph)		45			45				45			
Link Distance (ft)		2030			1089				988			
Travel Time (s)		30.8			16.5				15.0			
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
Heavy Vehicles (%)	2%	1%	2%	2%	1%	1%	0%	1%	1%	2%	0%	1%
Adj. Flow (vph)	221	403	420	322	277	205	7	191	1224	295	12	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	403	420	322	277	205	0	198	1224	295	0	219
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	2	2	2	2	2	2	1	2	2	2	1	2
Detector Template							Left				Left	
Leading Detector (ft)	49	49	49	49	49	49	20	49	49	49	20	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	0	-1	-1	-1	0	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	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	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)	29	29	29	29	29	29		29	29	29		29
Detector 2 Size(ft)	20	20	20	20	20	20		20	20	20		20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA	pm+ov	custom	pm+pt
Protected Phases	7	4		3	8			1	6	3		5

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (vph)	1353	168
Future Volume (vph)	1353	168
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		585
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5036	1583
Flt Permitted		
Satd. Flow (perm)	5036	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		171
Link Speed (mph)	45	
Link Distance (ft)	1053	
Travel Time (s)	16.0	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	3%	2%
Adj. Flow (vph)	1381	171
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1381	171
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	49	49
Trailing Detector (ft)	-1	-1
Detector 1 Position(ft)	-1	-1
Detector 1 Size(ft)	20	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)	29	29
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	pm+ov
Protected Phases	2	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		4	8		8	1	6		6	5	2
Detector Phase	7	4	4	3	8	8	1	1	6	3	5	5
Switch Phase												
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	3.0	10.0	3.0	3.0	3.0
Minimum Split (s)	12.3	46.3	46.3	12.3	46.3	46.3	12.6	12.6	41.6	12.3	12.5	12.5
Total Split (s)	30.0	45.0	45.0	30.0	45.0	45.0	35.0	35.0	55.0	30.0	35.0	35.0
Total Split (%)	18.2%	27.3%	27.3%	18.2%	27.3%	27.3%	21.2%	21.2%	33.3%	18.2%	21.2%	21.2%
Maximum Green (s)	22.7	37.7	37.7	22.7	37.7	37.7	27.4	27.4	47.4	22.7	27.5	27.5
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	4.3	4.3	4.3	3.9	4.3	4.3
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.3	3.3	3.3	3.4	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3		7.6	7.6	7.3		7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.3	1.1	1.1	1.3	1.1	1.1	1.3	1.3	1.1	1.3	1.3	1.3
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0			
Flash Dont Walk (s)		32.0	32.0		32.0	32.0			27.0			
Pedestrian Calls (#/hr)		0	0		0	0			0			
Act Effct Green (s)	26.5	16.9	16.9	28.7	18.0	18.0		40.9	33.5	52.0		43.3
Actuated g/C Ratio	0.26	0.17	0.17	0.29	0.18	0.18		0.41	0.33	0.52		0.43
v/c Ratio	0.32	0.66	0.77	0.52	0.43	0.45		0.49	0.71	0.32		0.48
Control Delay (s/veh)	25.2	46.1	20.4	27.6	39.8	8.9		19.2	32.2	6.4		18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay (s/veh)	25.2	46.1	20.4	27.6	39.8	8.9		19.2	32.2	6.4		18.3
LOS	C	D	C	C	D	A		B	C	A		B
Approach Delay (s/veh)		31.4			27.1				26.3			
Approach LOS		C			C				C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 165			
Actuated Cycle Length: 100.2			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 28.3		Intersection LOS: C	
Intersection Capacity Utilization 91.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 8: Transit Rd & Wehrle Dr



Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	3.0
Minimum Split (s)	43.5	12.3
Total Split (s)	55.0	30.0
Total Split (%)	33.3%	18.2%
Maximum Green (s)	47.5	22.7
Yellow Time (s)	4.3	3.9
All-Red Time (s)	3.2	3.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.3
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	1.1	1.3
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	29.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.7	52.0
Actuated g/C Ratio	0.35	0.52
v/c Ratio	0.79	0.18
Control Delay (s/veh)	33.8	2.7
Queue Delay	0.0	0.0
Total Delay (s/veh)	33.8	2.7
LOS	C	A
Approach Delay (s/veh)	29.0	
Approach LOS	C	

Intersection Summary

1: Wehrle Dr & Lehn Springs Dr & Garrison Rd Performance by lane

Lane	EB	WB	WB	NB	NB	NB	SB	SB	All
Movements Served	LTR	L	TR	L	T	R	L	TR	
Denied Delay (hr)									3.0
Denied Del/Veh (s)									4.9
Total Delay (hr)	0.1	12.7	14.9	0.0	1.5	0.4	0.3	1.0	30.9
Total Del/Veh (s)	28.8	64.8	188.5	20.7	20.6	2.9	11.9	10.9	49.9
Stop Delay (hr)	0.1	11.2	12.0	0.0	0.8	0.1	0.2	0.7	25.2
Stop Del/Veh (s)	26.6	57.0	152.6	19.7	11.5	0.6	10.1	7.2	40.7

Intersection: 1: Wehrle Dr & Lehn Springs Dr & Garrison Rd

Movement	EB	WB	WB	B16	B22	B22	NB	NB	NB	SB	SB
Directions Served	LTR	L	TR	T	T		L	T	R	L	TR
Maximum Queue (ft)	54	390	902	1440	300	219	12	164	173	78	160
Average Queue (ft)	14	389	847	1005	167	20	1	87	50	33	81
95th Queue (ft)	42	399	1036	2022	425	135	10	145	132	64	140
Link Distance (ft)	360		796	1416	294	294		580			517
Upstream Blk Time (%)			61	48	7	0					
Queuing Penalty (veh)			672	524	38	1					
Storage Bay Dist (ft)		365					85		275	225	
Storage Blk Time (%)		67	0					7			
Queuing Penalty (veh)		191	3					38			