

Appendix A

EXHIBIT A.1 — BUS RAPID TRANSIT SCENARIO "H"

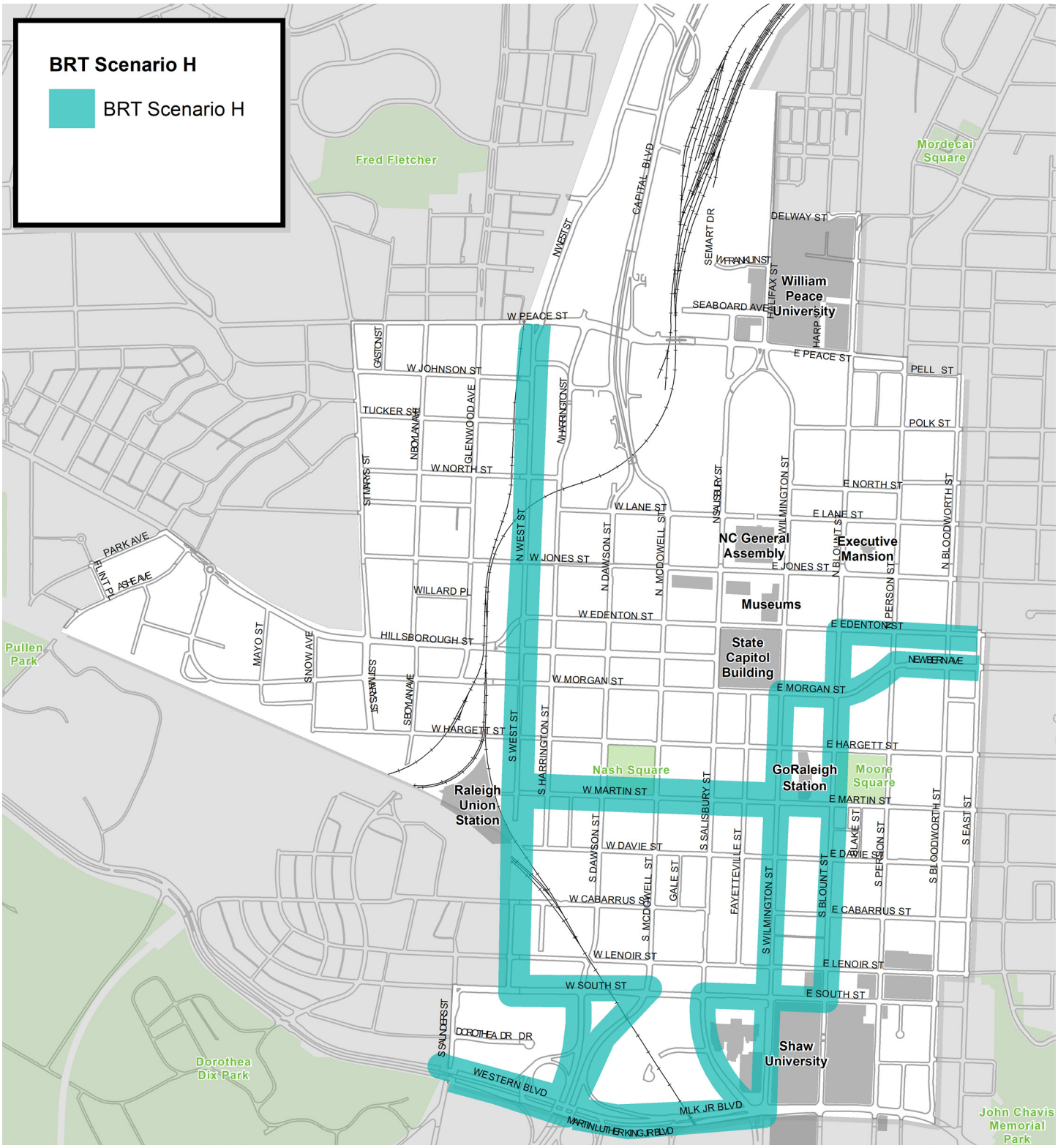


EXHIBIT A.2 — BUS RAPID TRANSIT SCENARIO "I1"

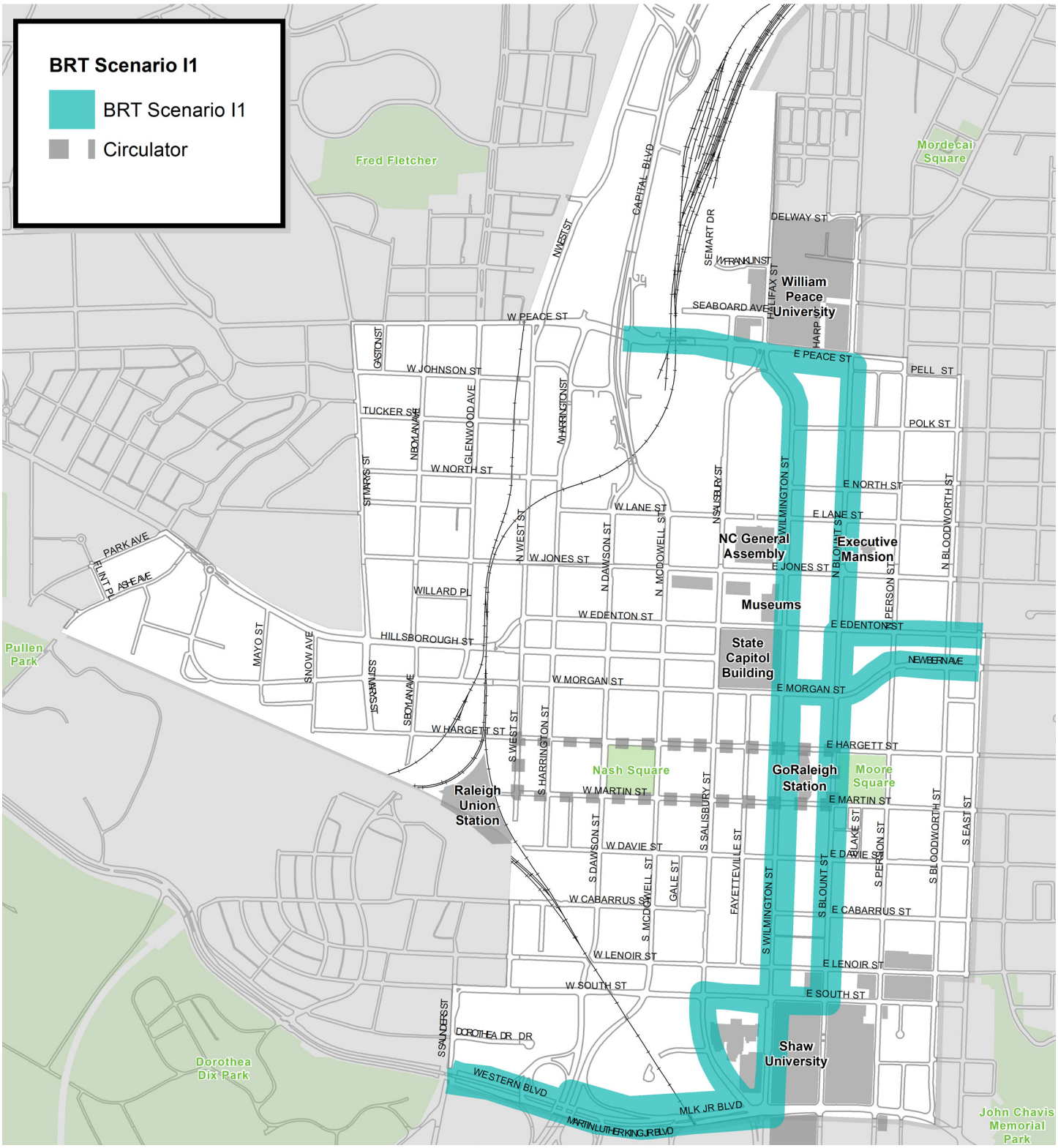


EXHIBIT A.3 — BUS RAPID TRANSIT SCENARIO "I2"

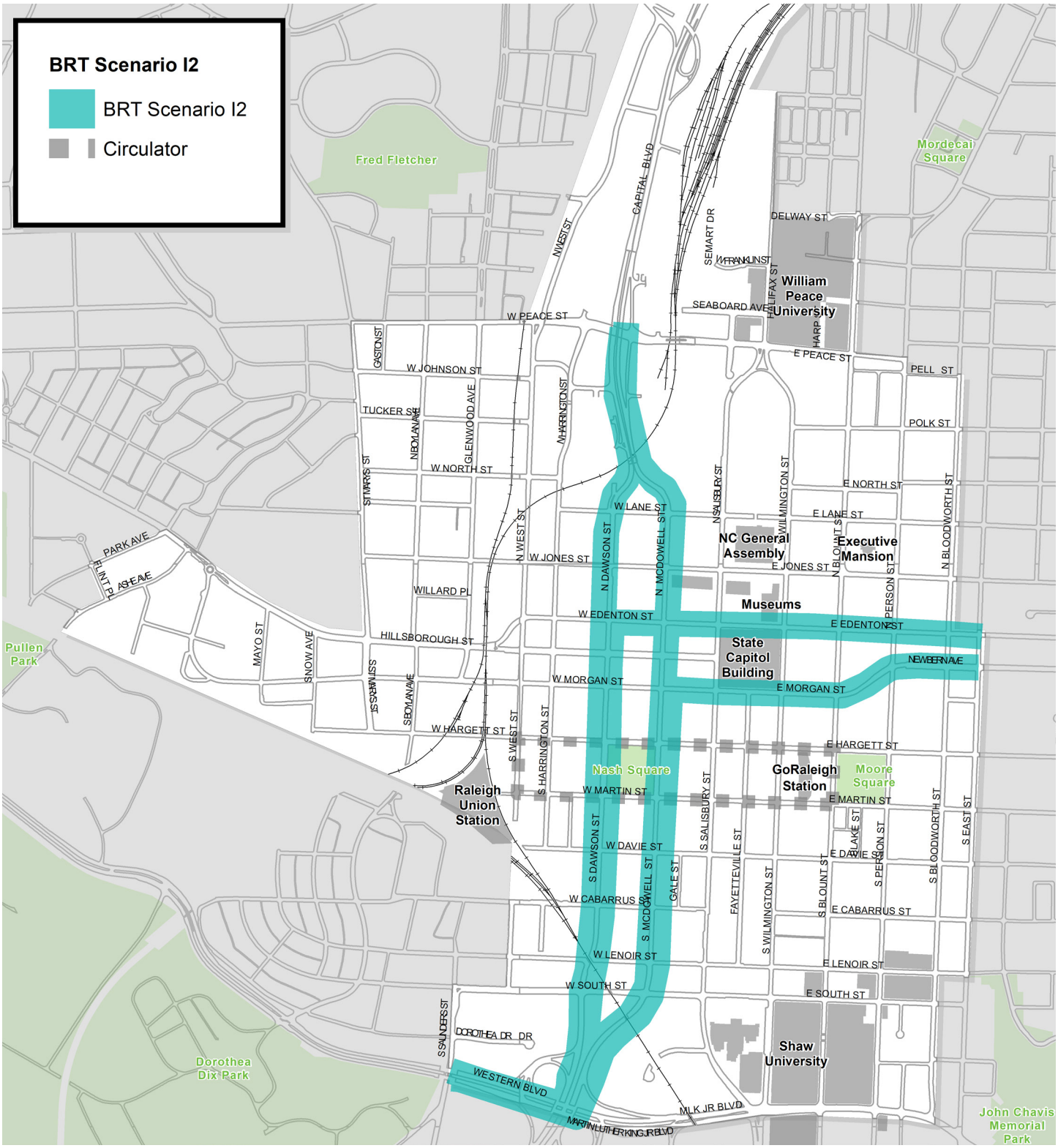


EXHIBIT A.4 — BUS RAPID TRANSIT SCENARIO "O"

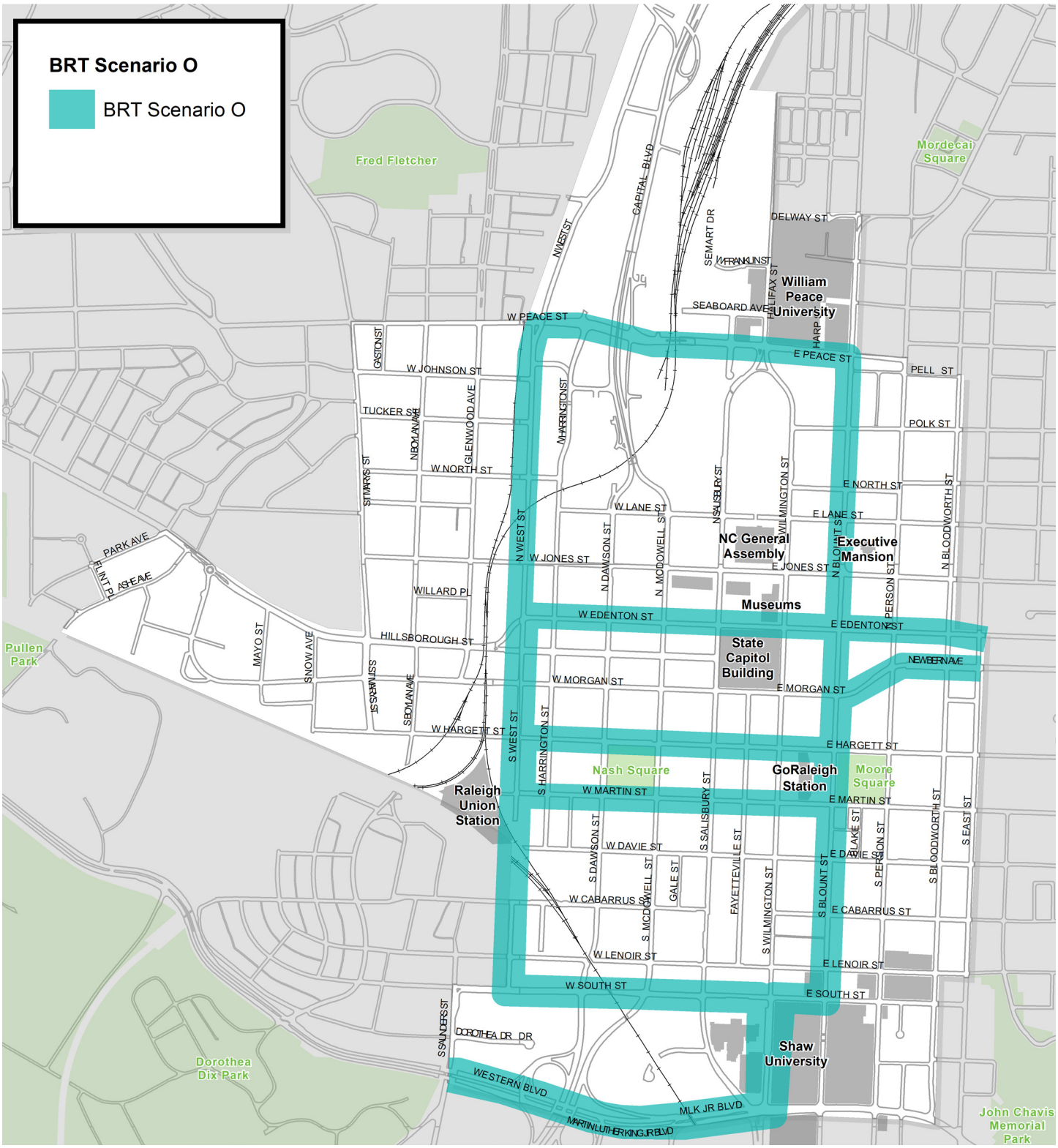


EXHIBIT A.5 — BUS RAPID TRANSIT SCENARIO A

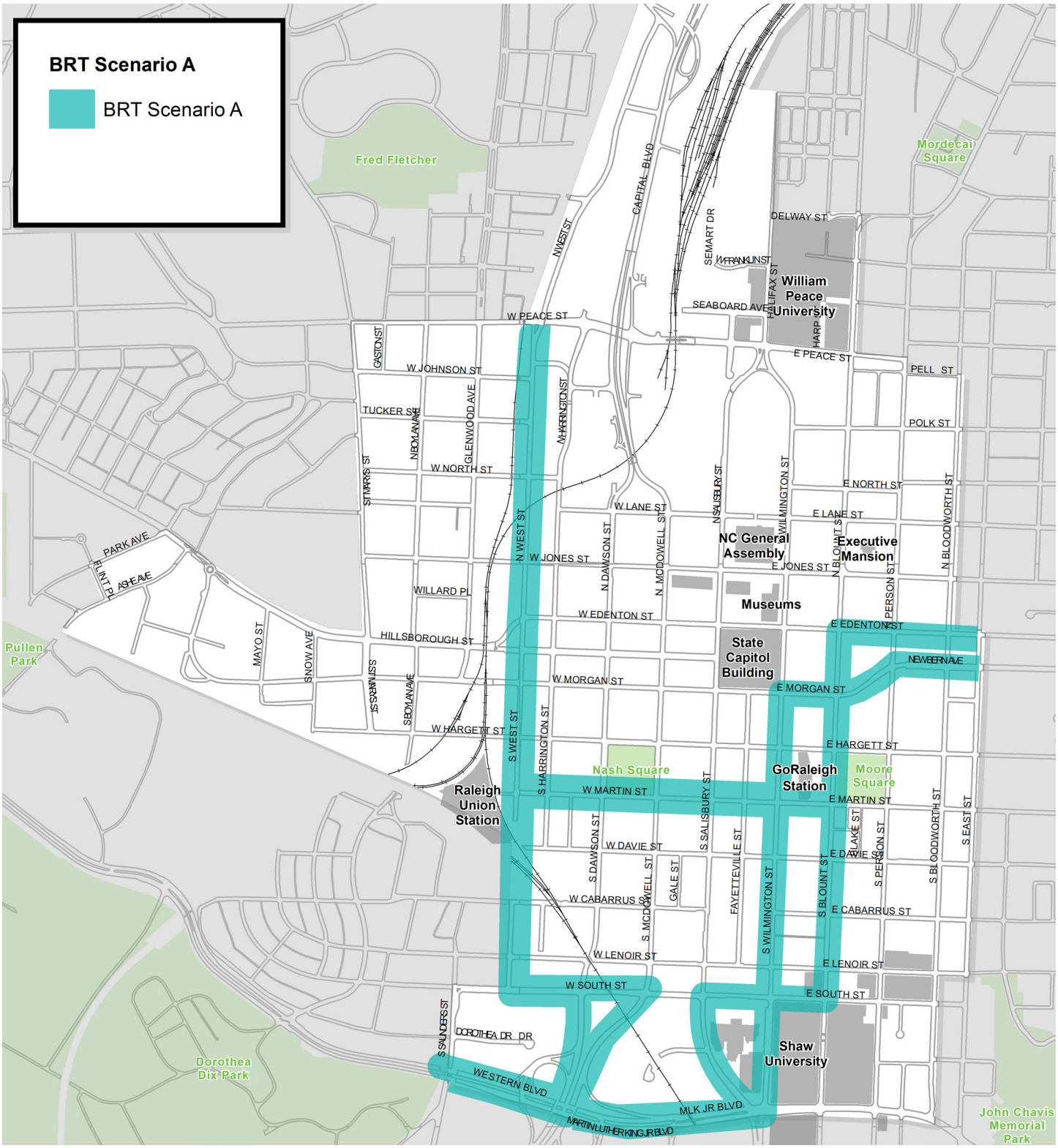


EXHIBIT A.6 — BUS RAPID TRANSIT SCENARIO B

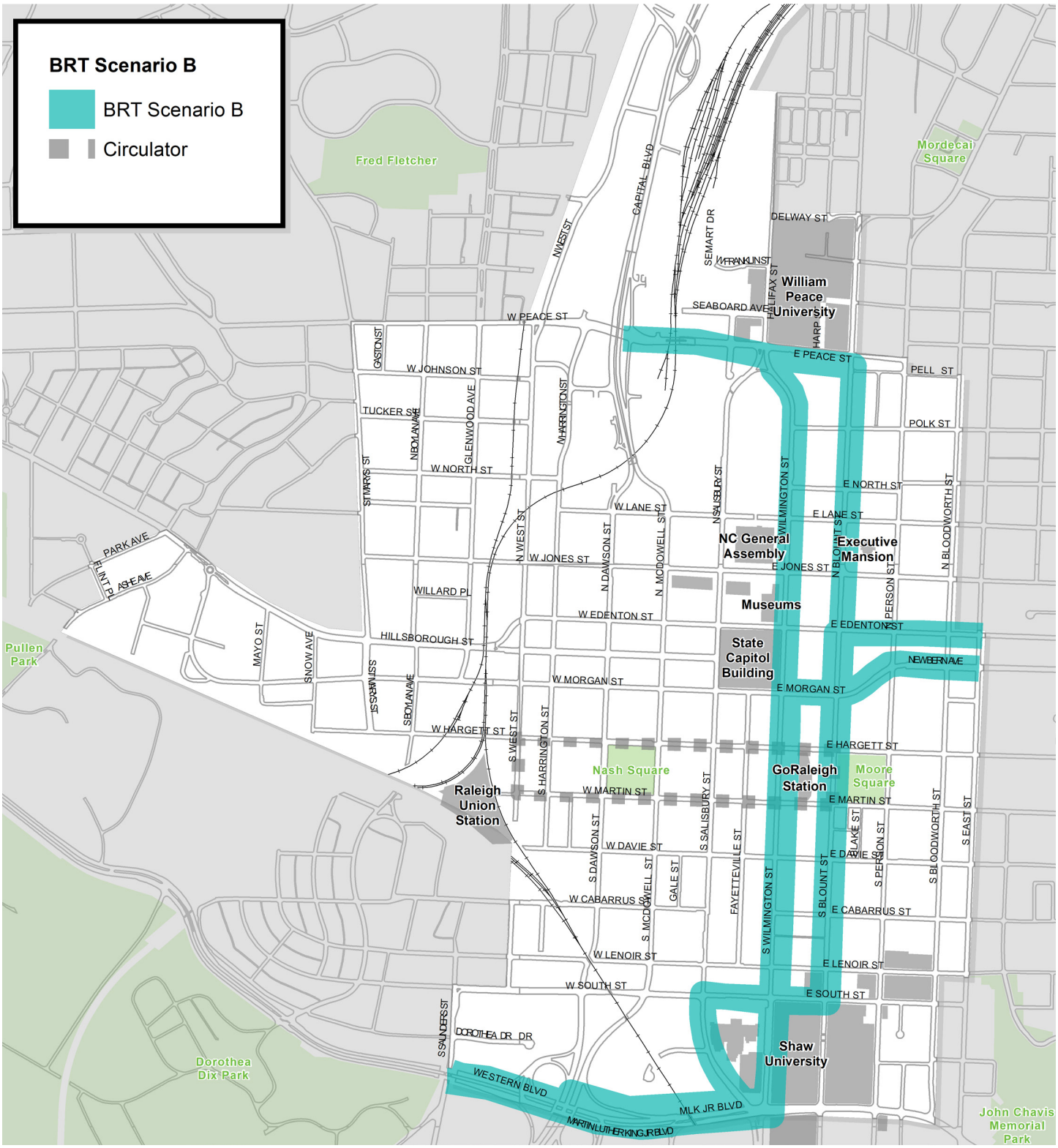


EXHIBIT A.7 — BUS RAPID TRANSIT SCENARIO C

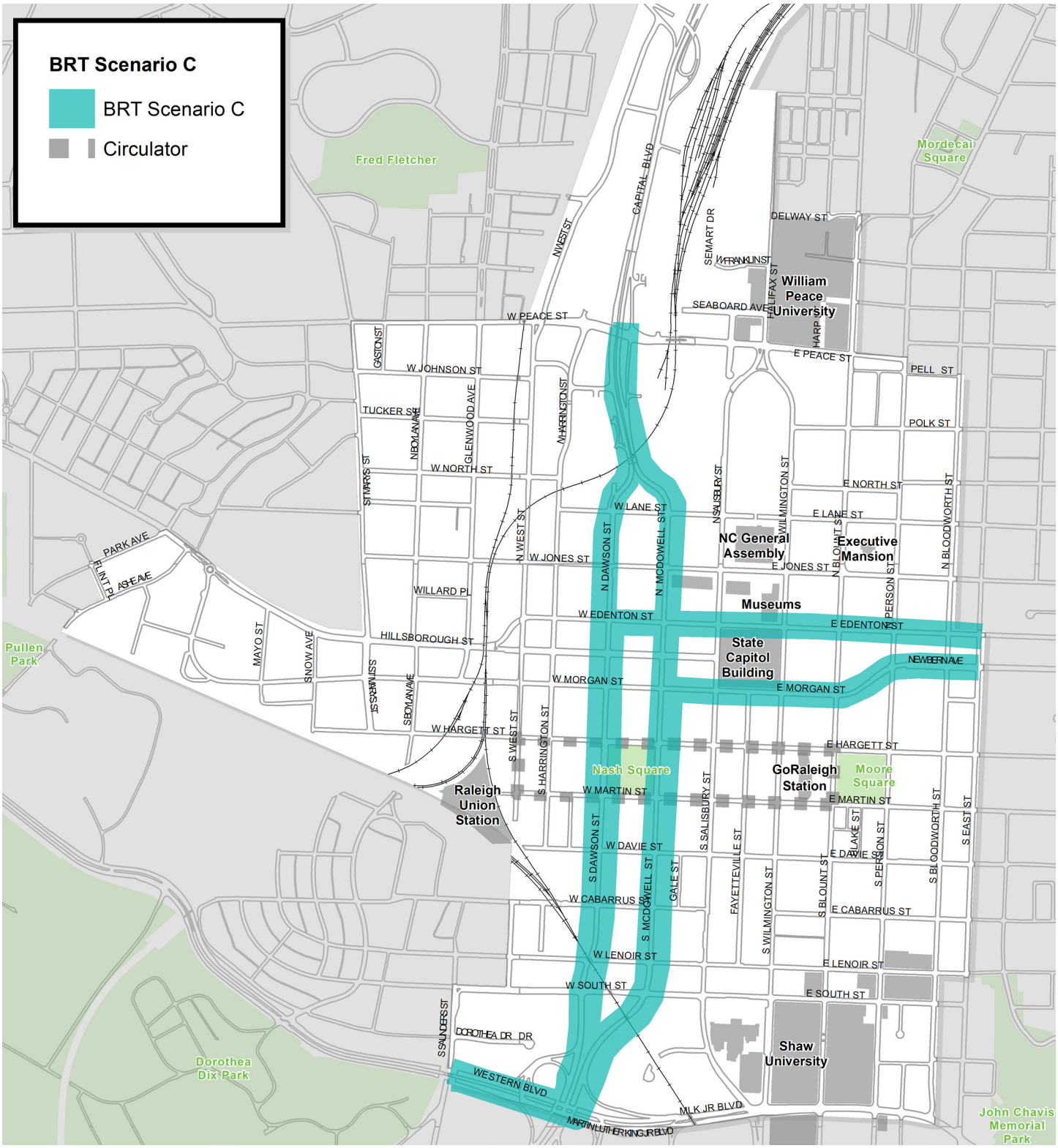


EXHIBIT A.8 — BUS RAPID TRANSIT SCENARIO D

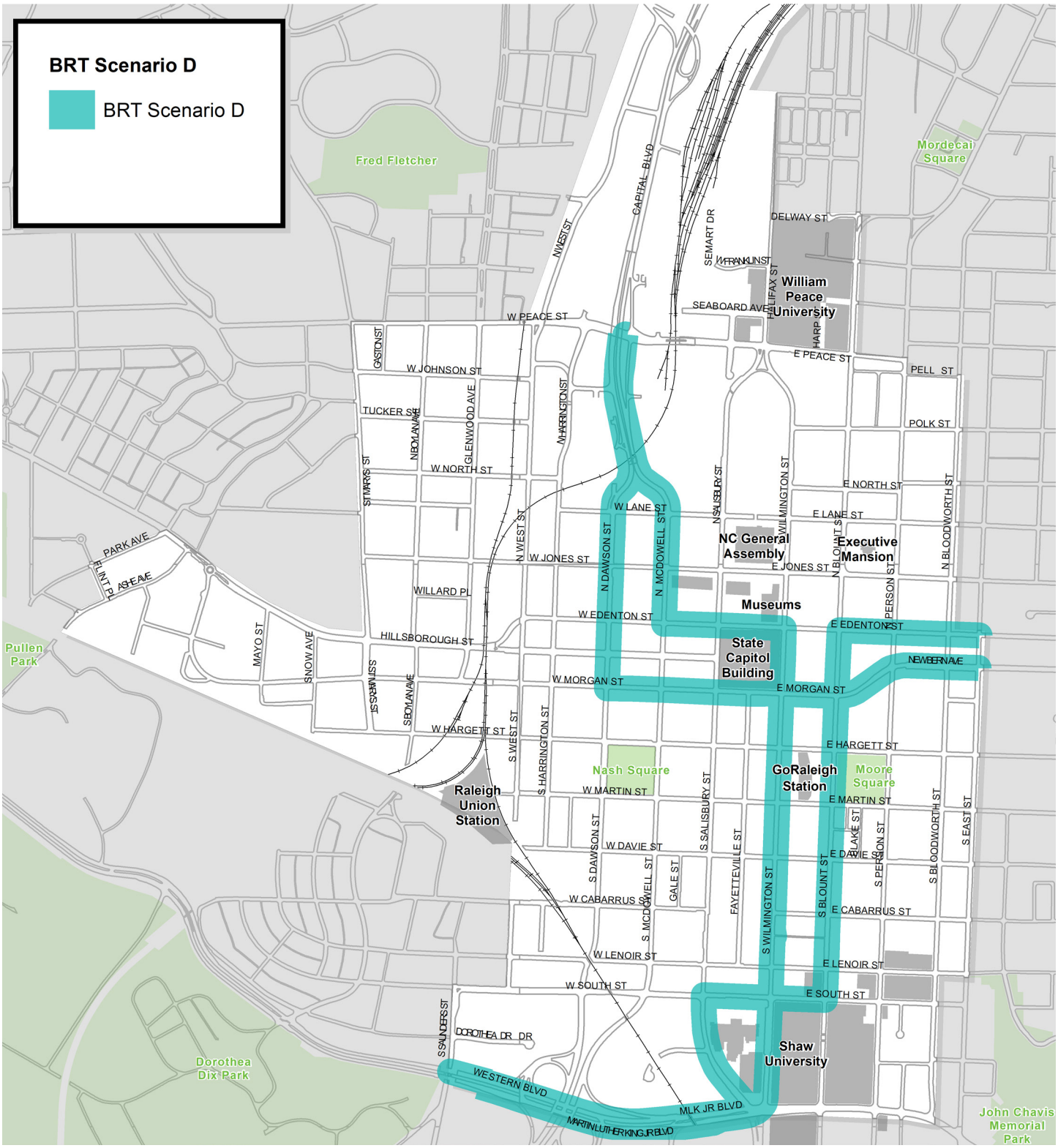


EXHIBIT A.9 — MULTIMODAL SCENARIO A

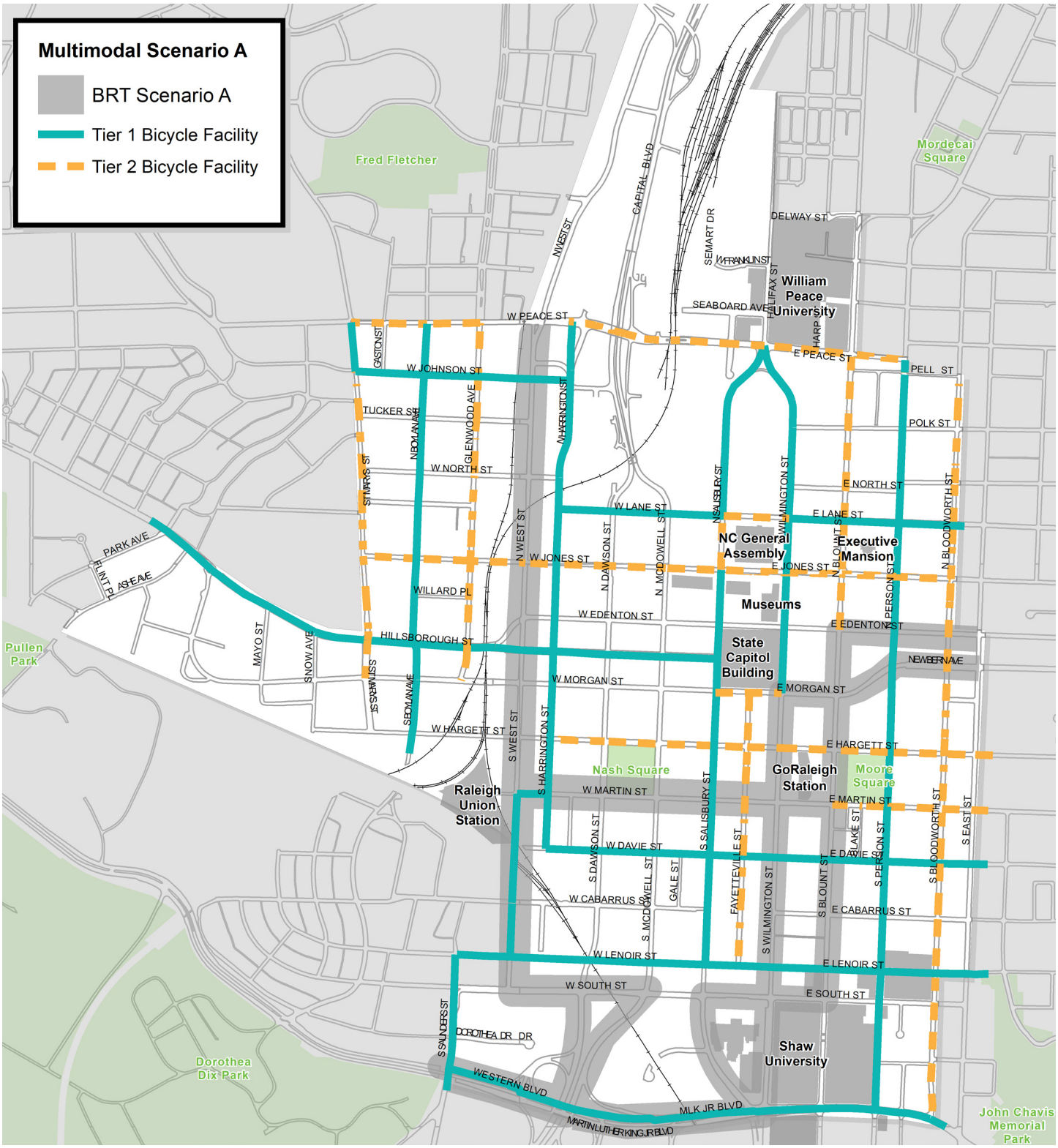


EXHIBIT A.10 — MULTIMODAL SCENARIO B

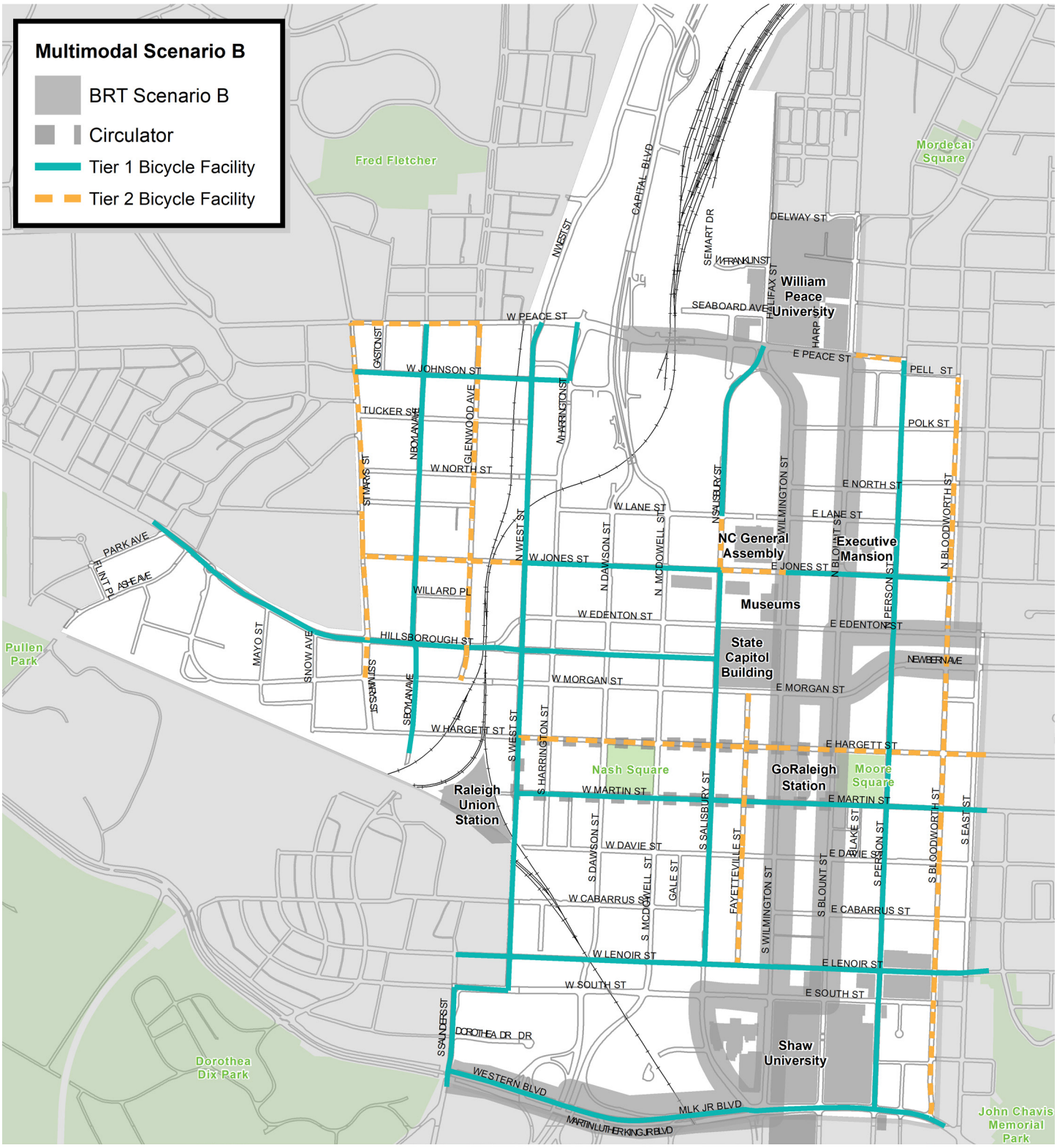


EXHIBIT A.11 — MULTIMODAL SCENARIO C

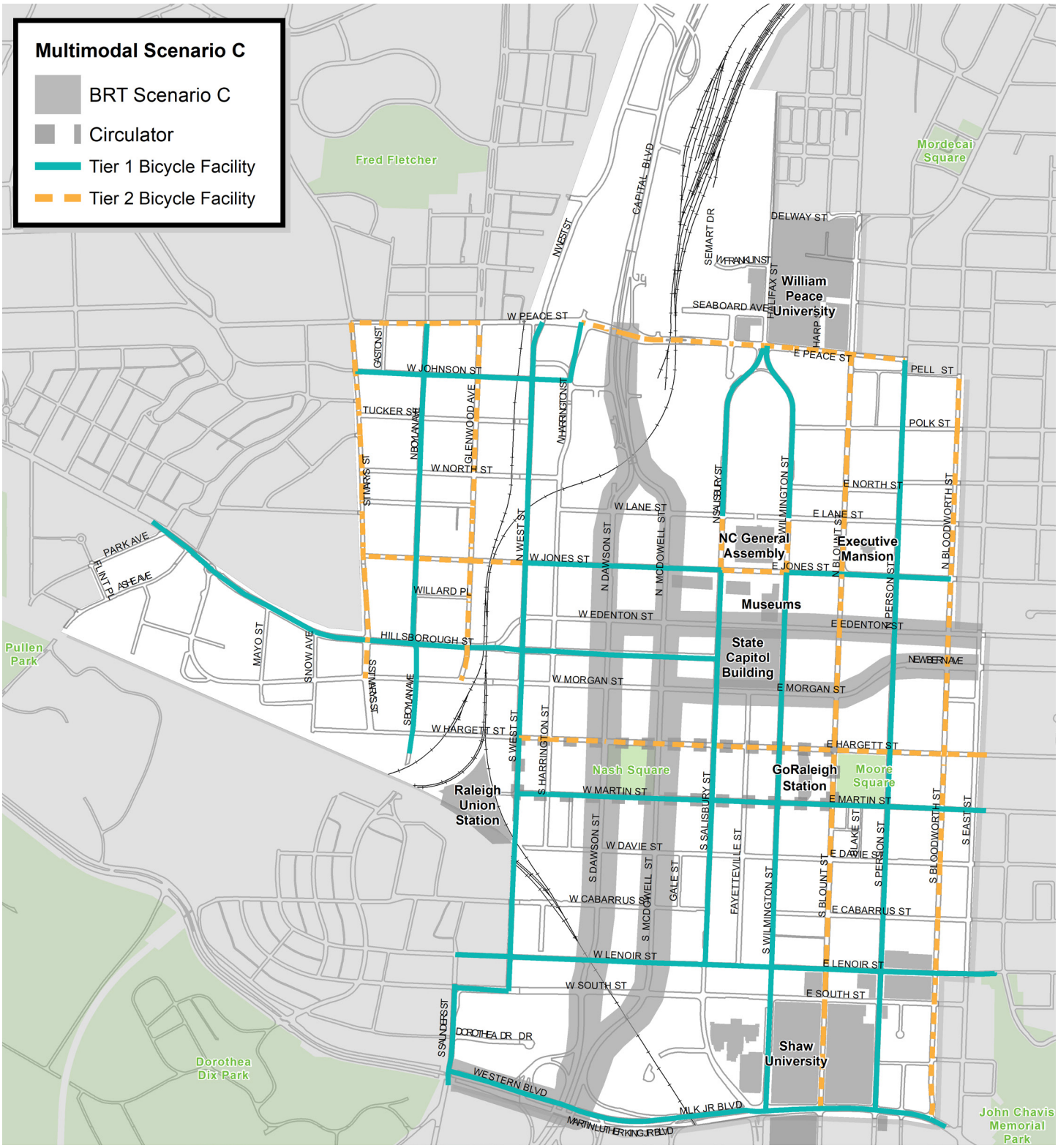


EXHIBIT A.12 — MULTIMODAL SCENARIO D

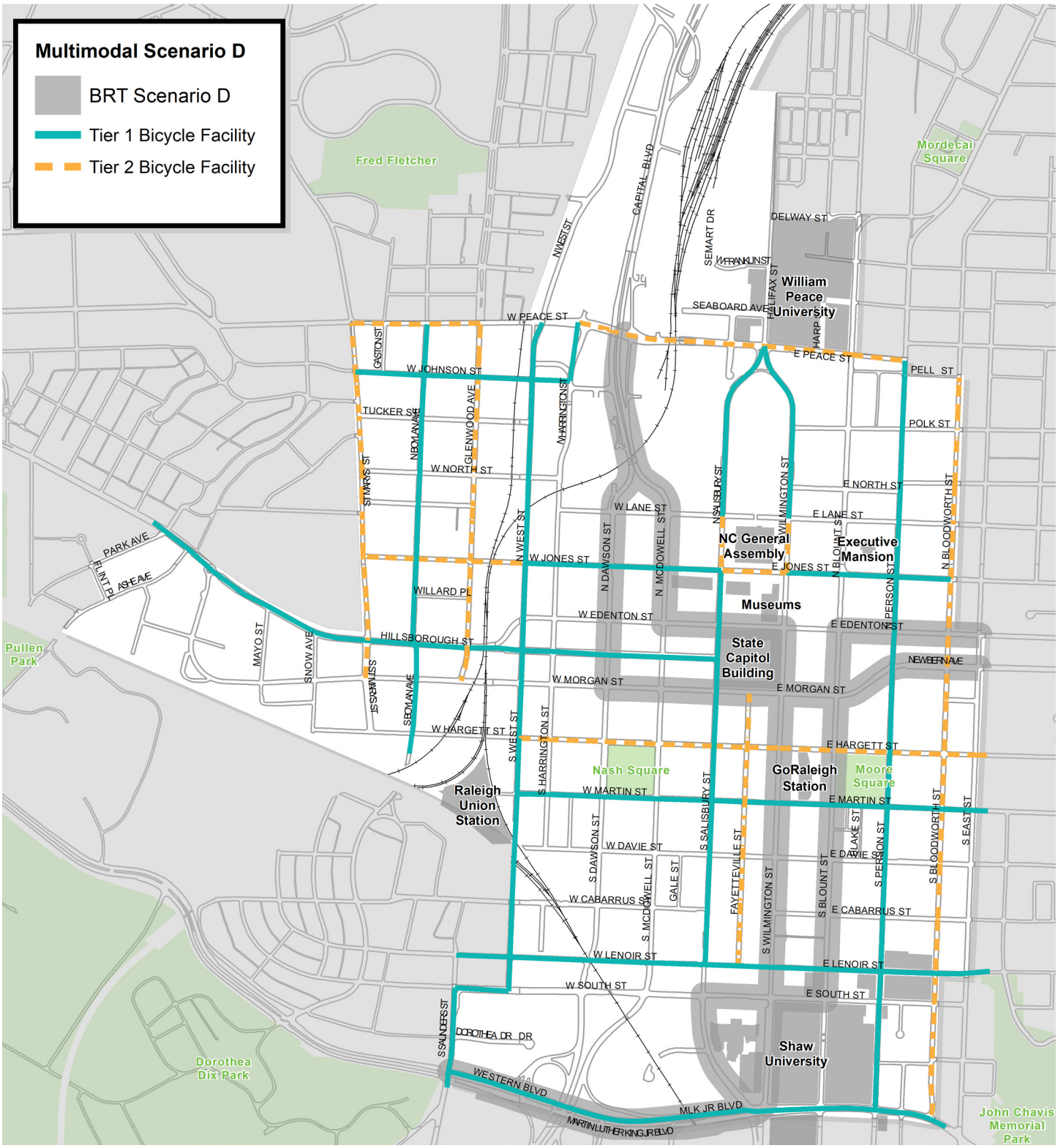


EXHIBIT A.13 — BRT SCENARIO A STATION ASSUMPTIONS

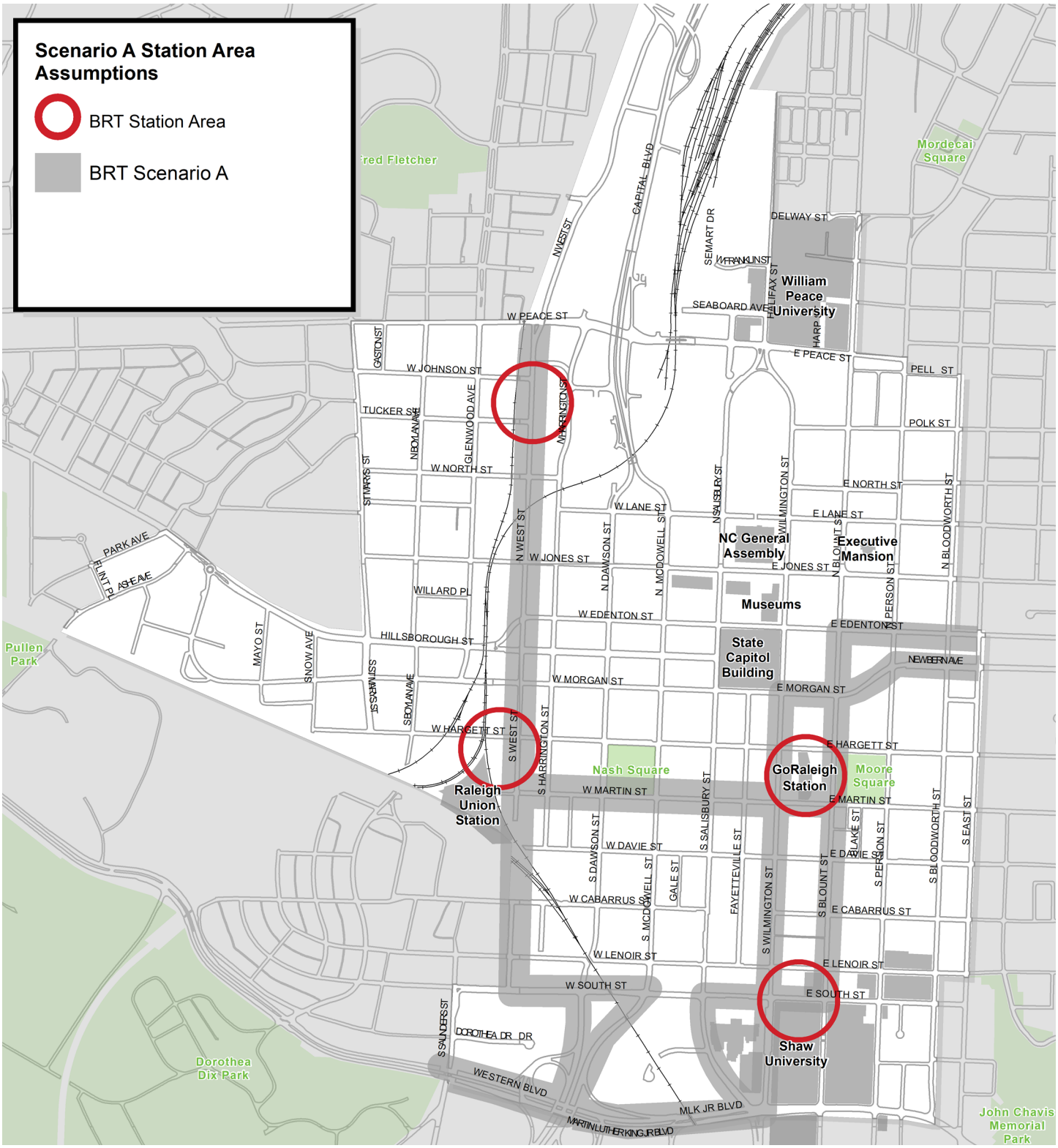


EXHIBIT A.14 — BRT SCENARIO B STATION ASSUMPTIONS

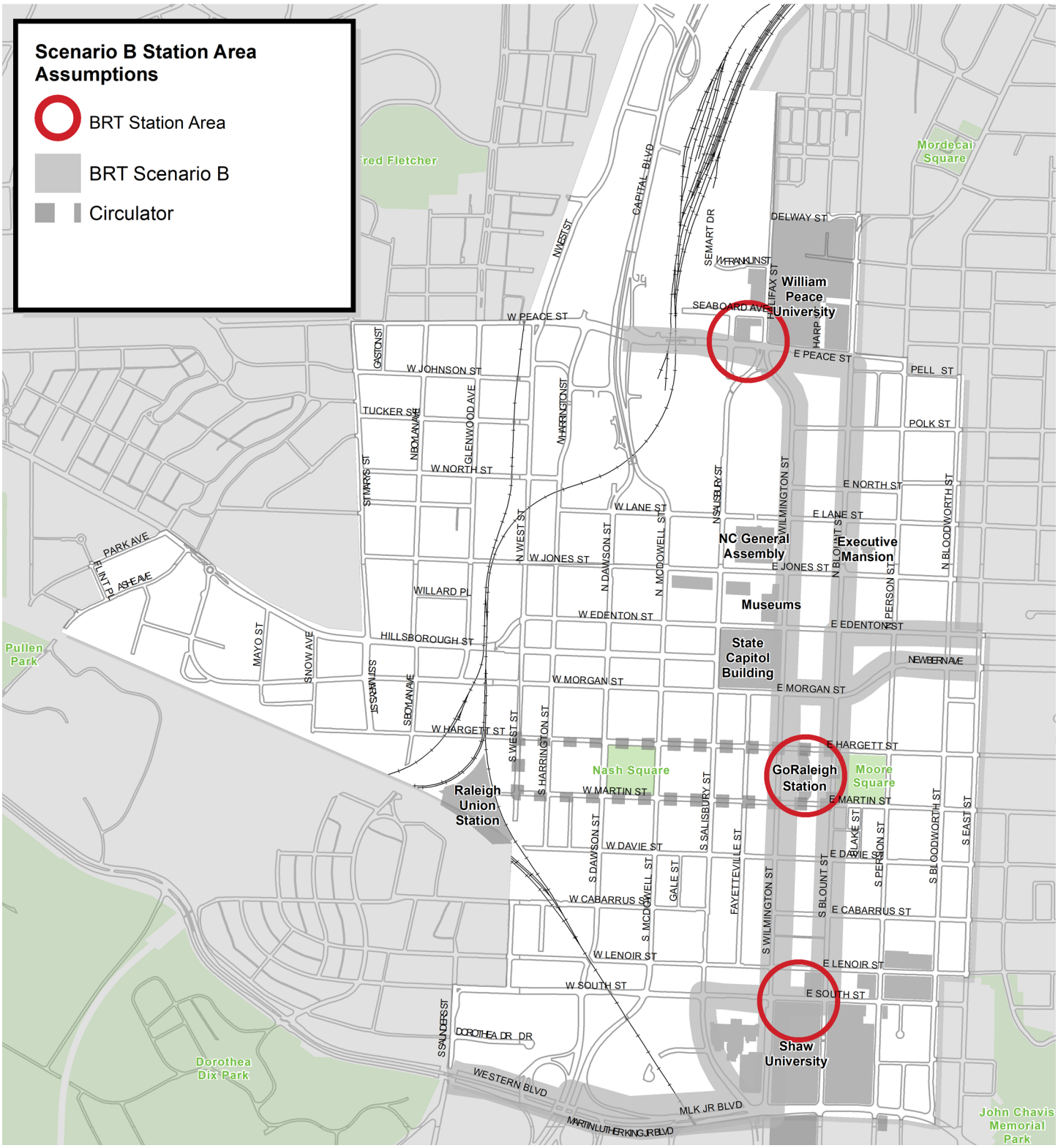


EXHIBIT A.15 — BRT SCENARIO C STATION ASSUMPTIONS

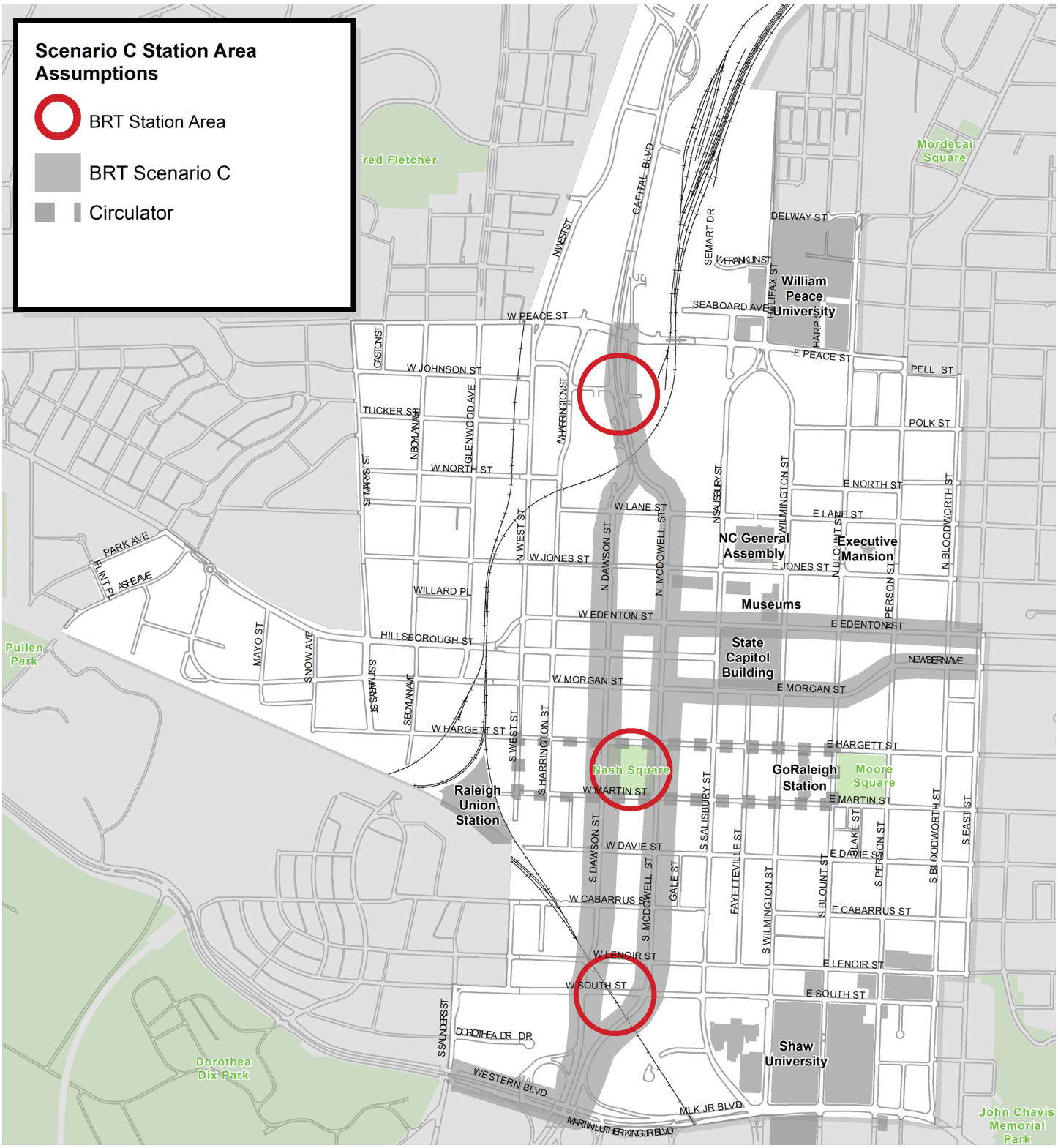


EXHIBIT A.16 — BRT SCENARIO D STATION ASSUMPTIONS

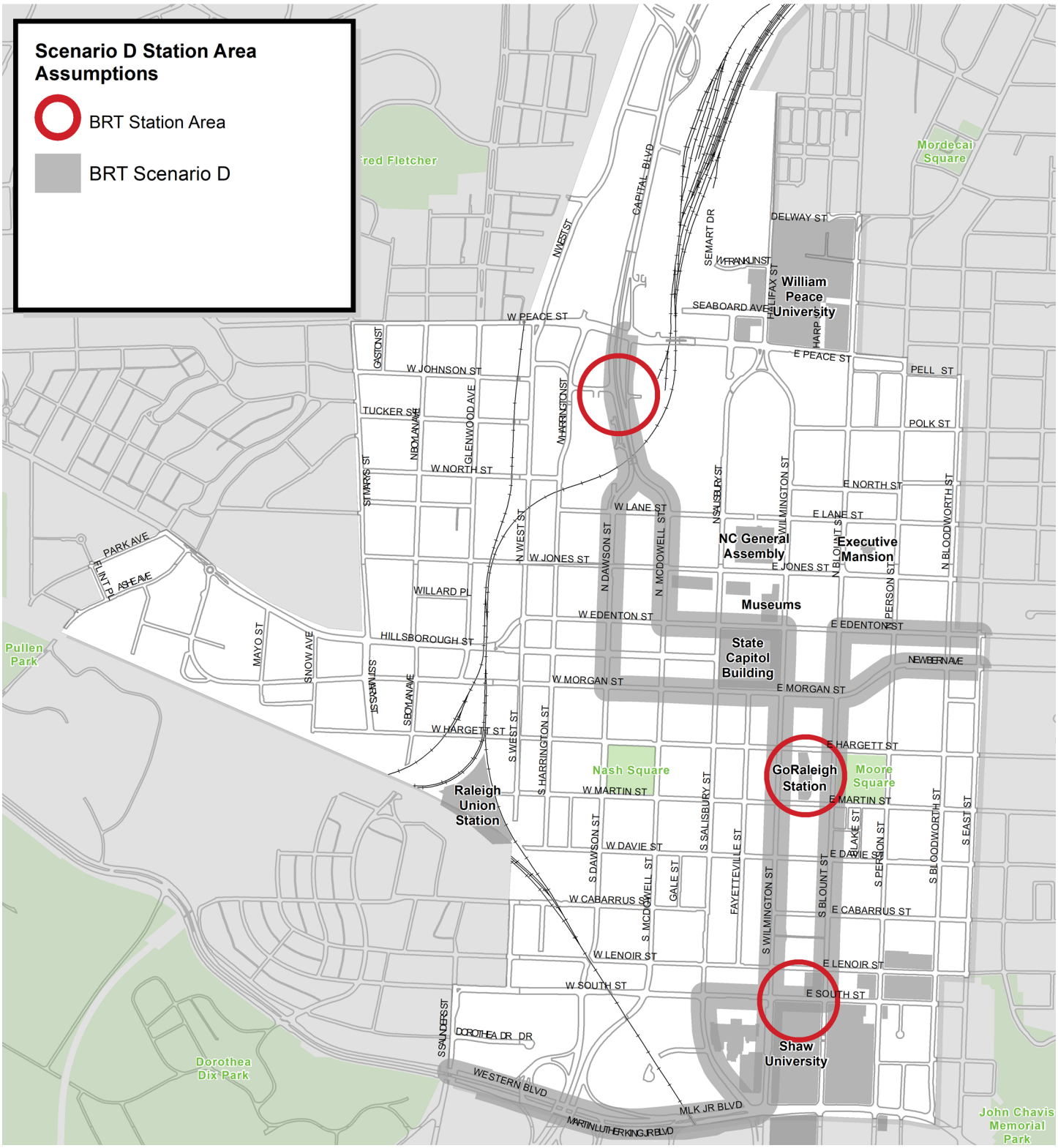


EXHIBIT A.17 — BRT SCENARIO C STATION ASSUMPTIONS

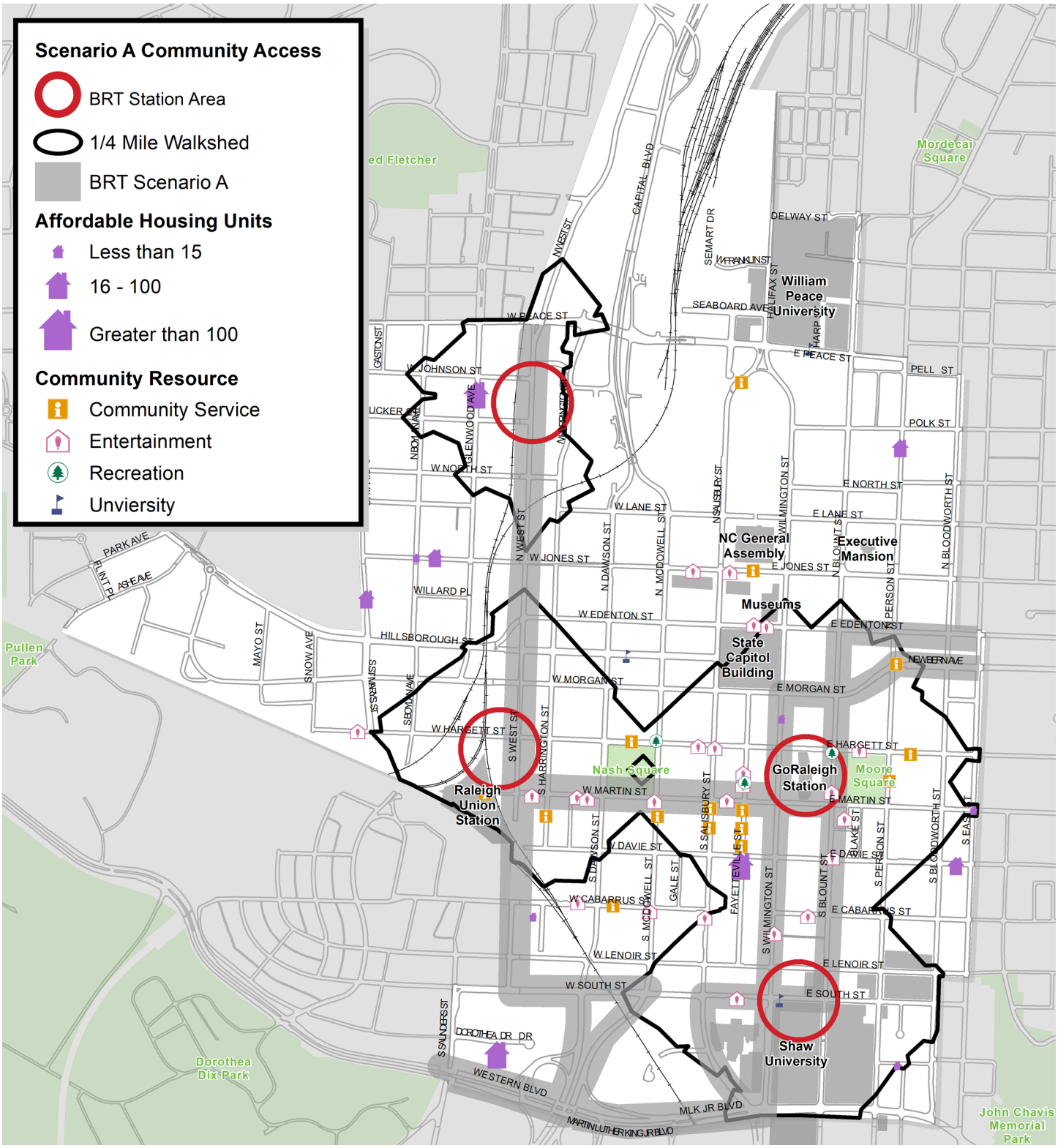


EXHIBIT A.18 — BRT SCENARIO D STATION ASSUMPTIONS

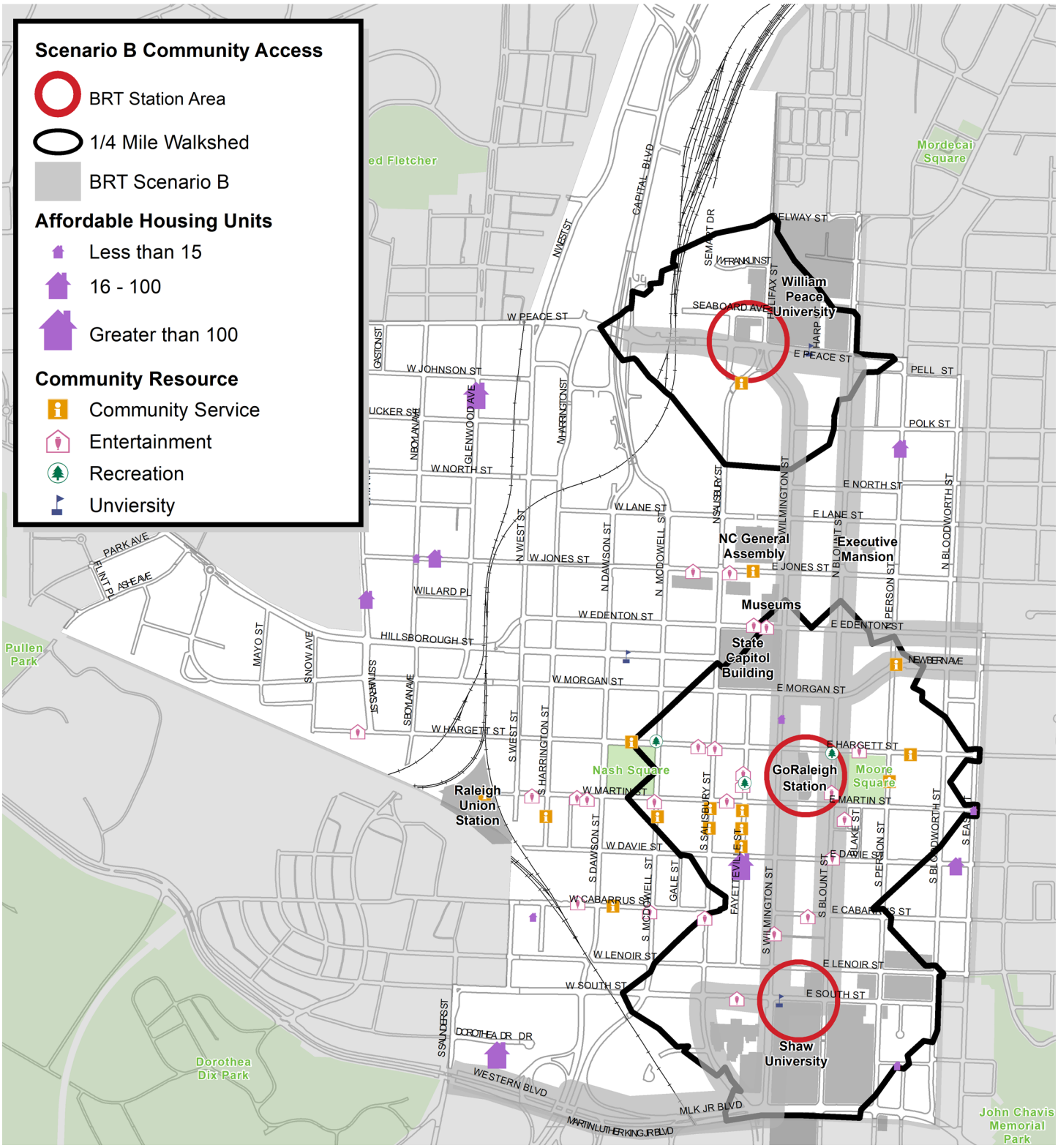


EXHIBIT A.19 — BRT SCENARIO C STATION ASSUMPTIONS

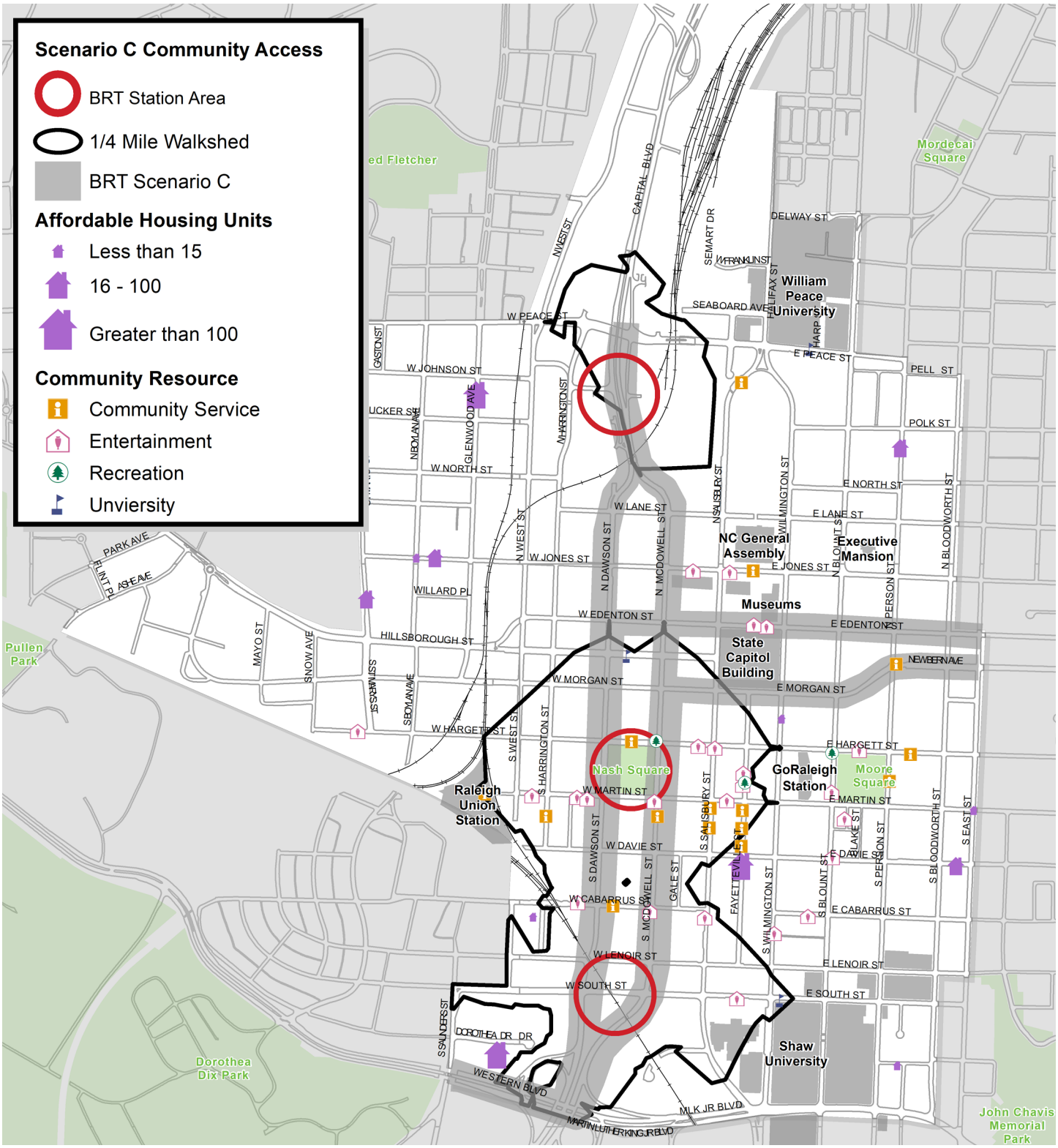


EXHIBIT A.20 — BRT SCENARIO D STATION ASSUMPTIONS

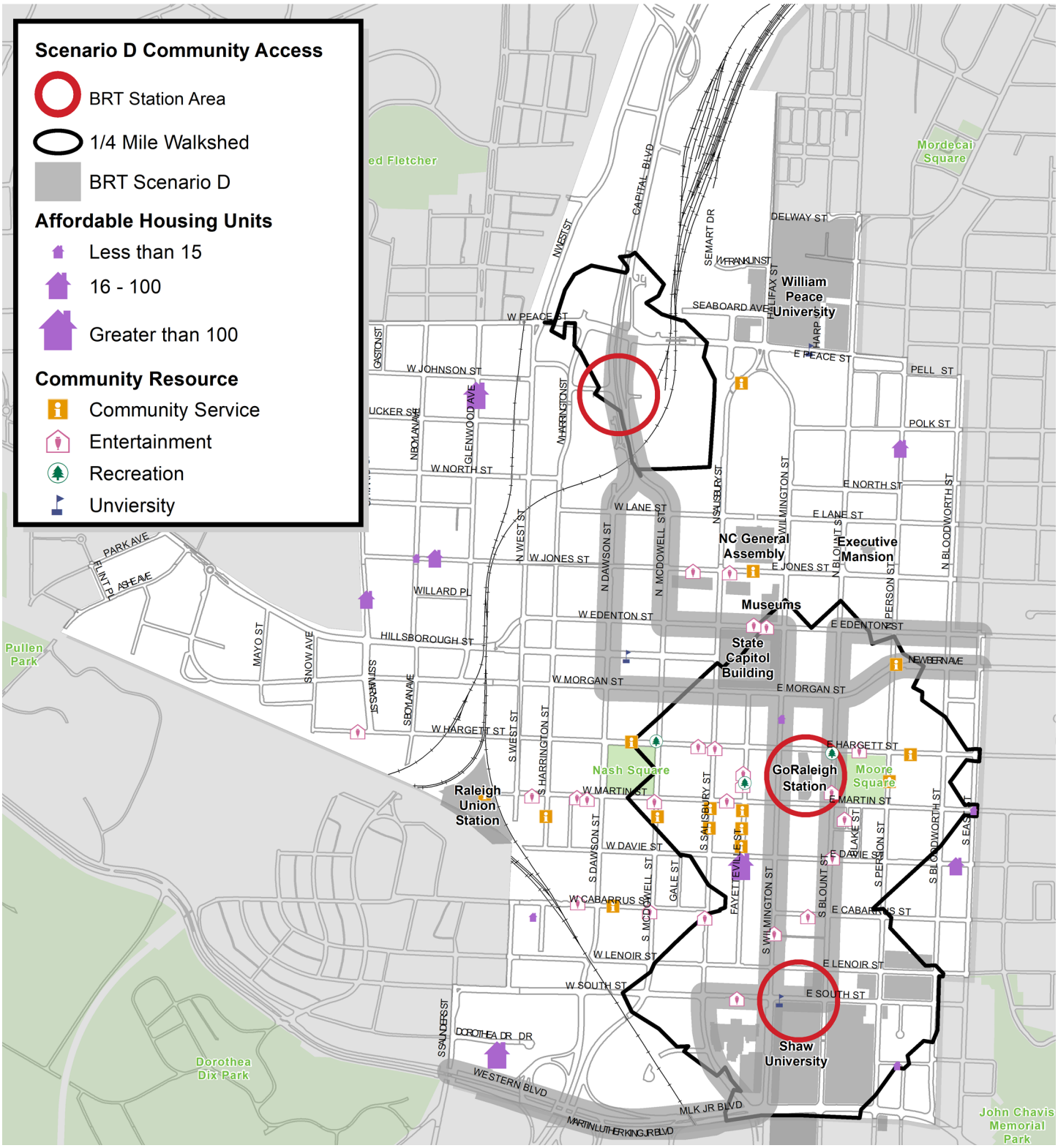


EXHIBIT A.21 — EXISTING (2013) POPULATION

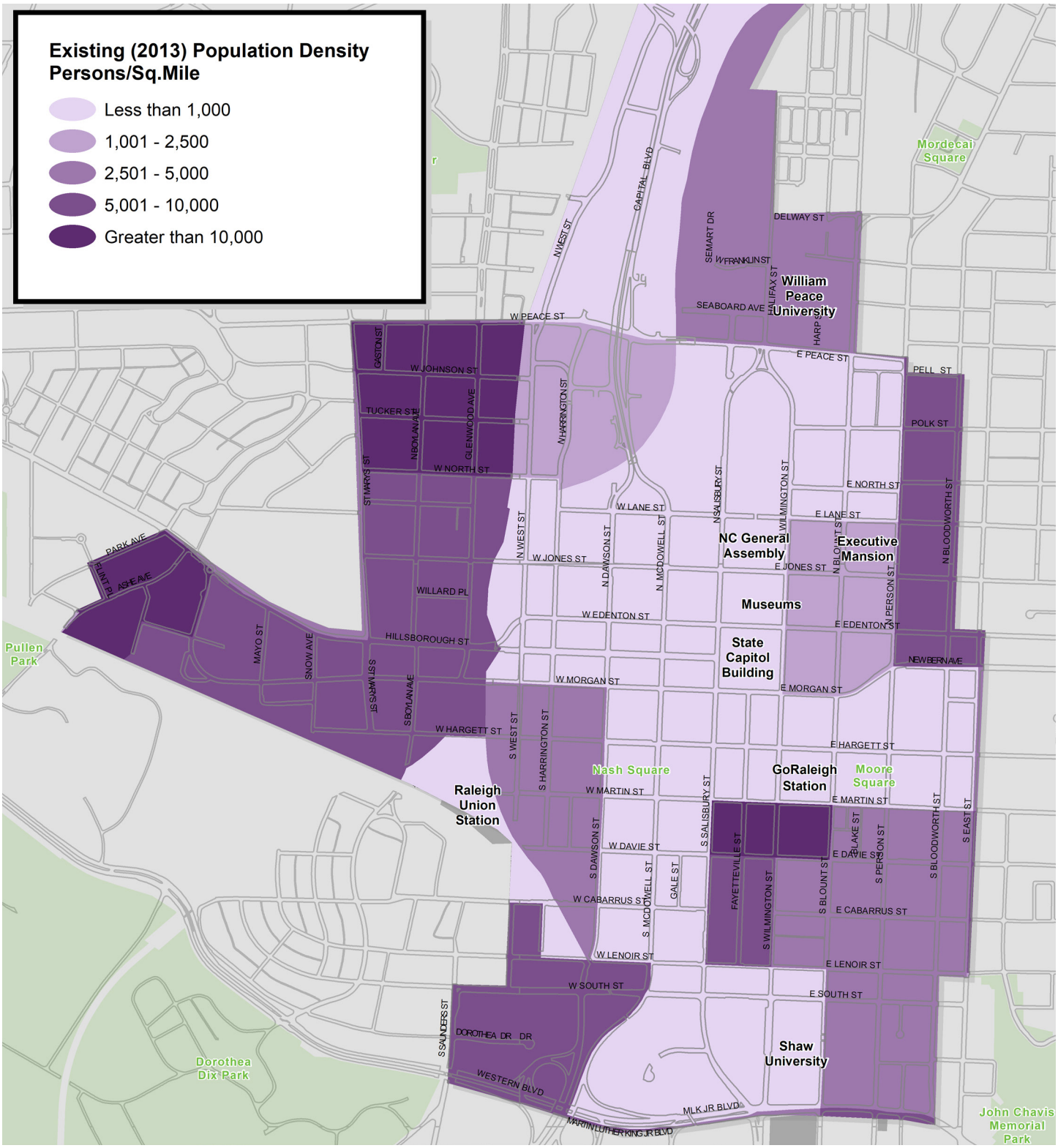


EXHIBIT A.22 — FUTURE (2045) POPULATION

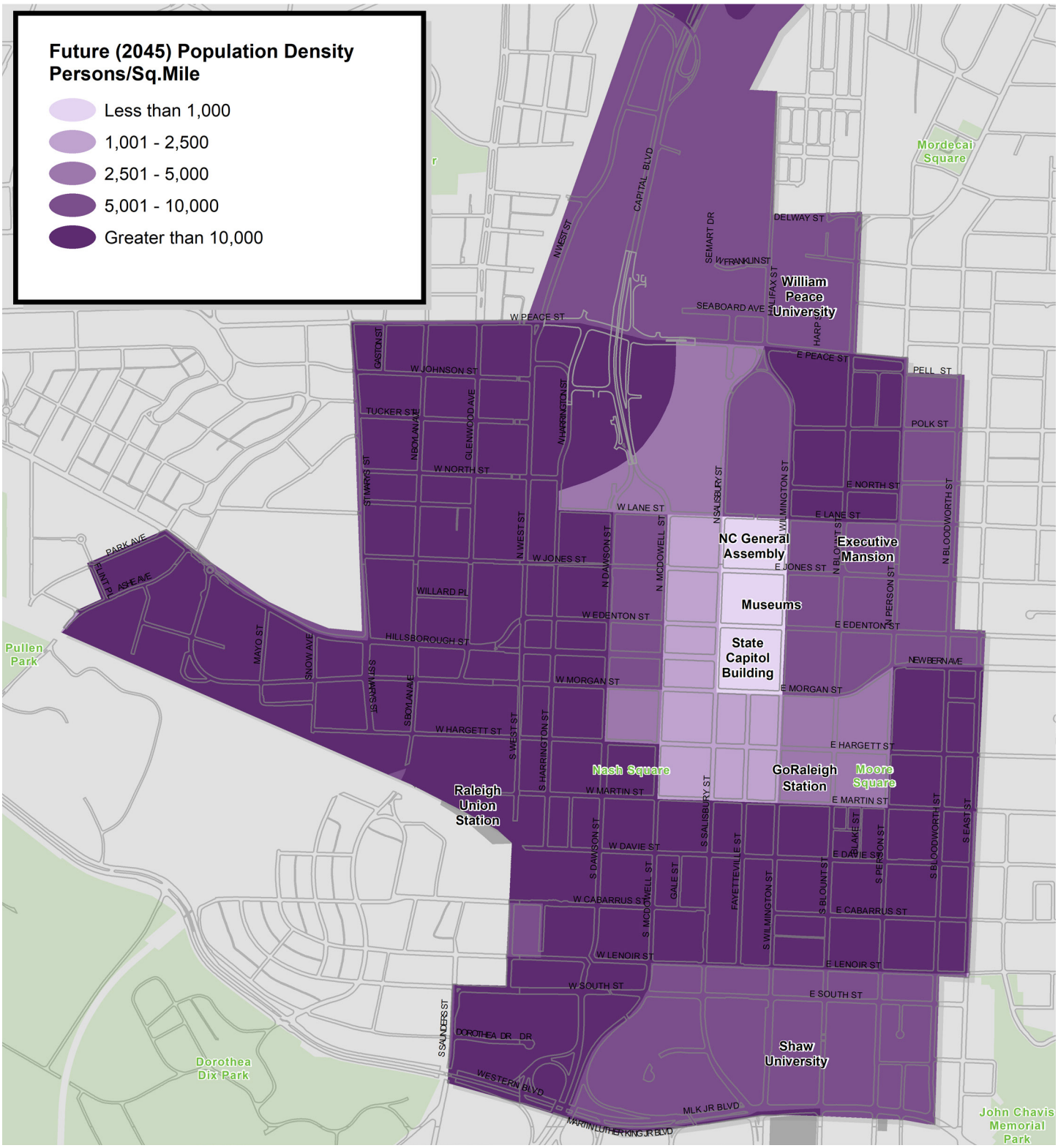


EXHIBIT A.23 — EXISTING (2013) EMPLOYMENT

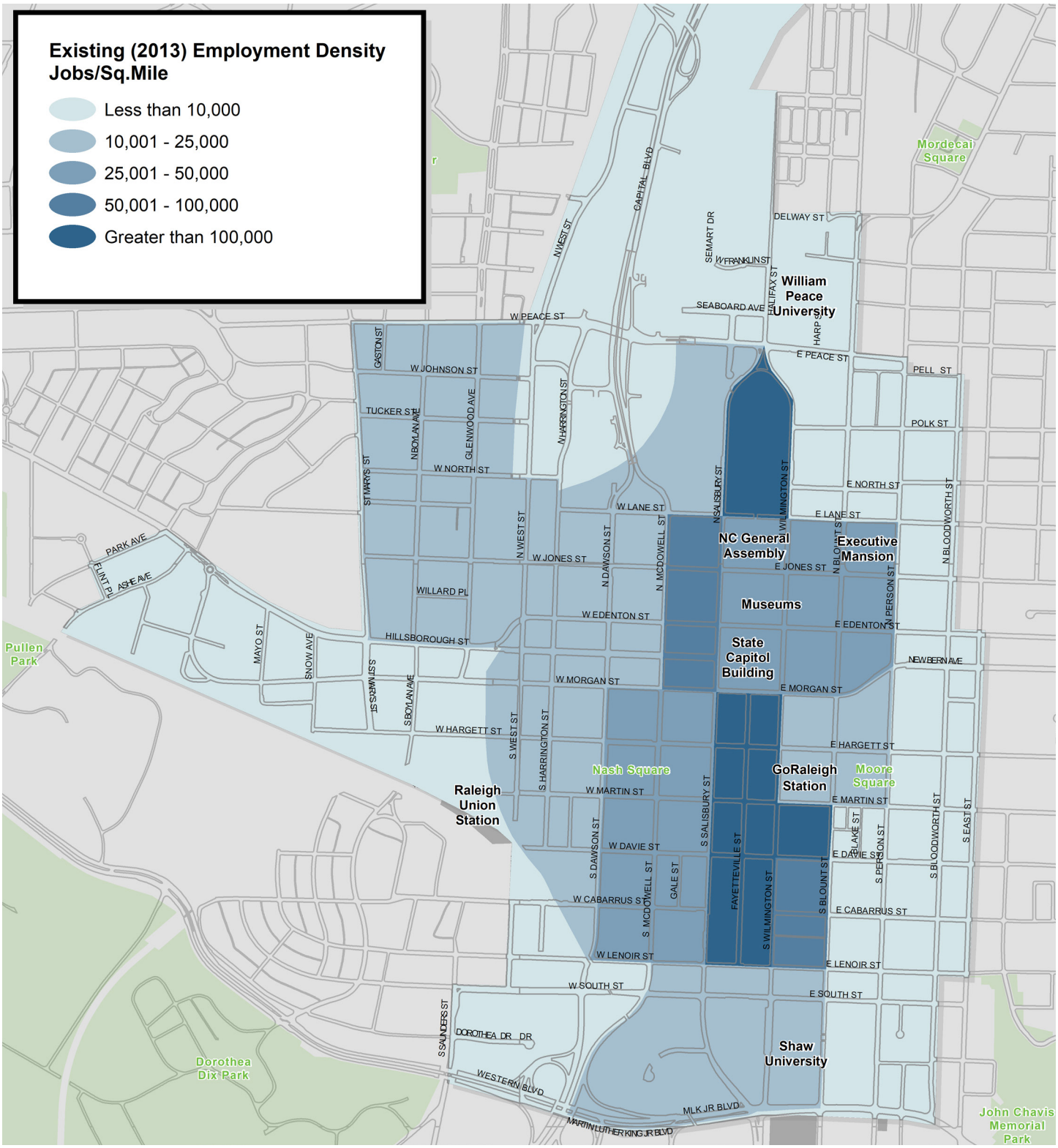


EXHIBIT A.24 — FUTURE (2045) EMPLOYMENT

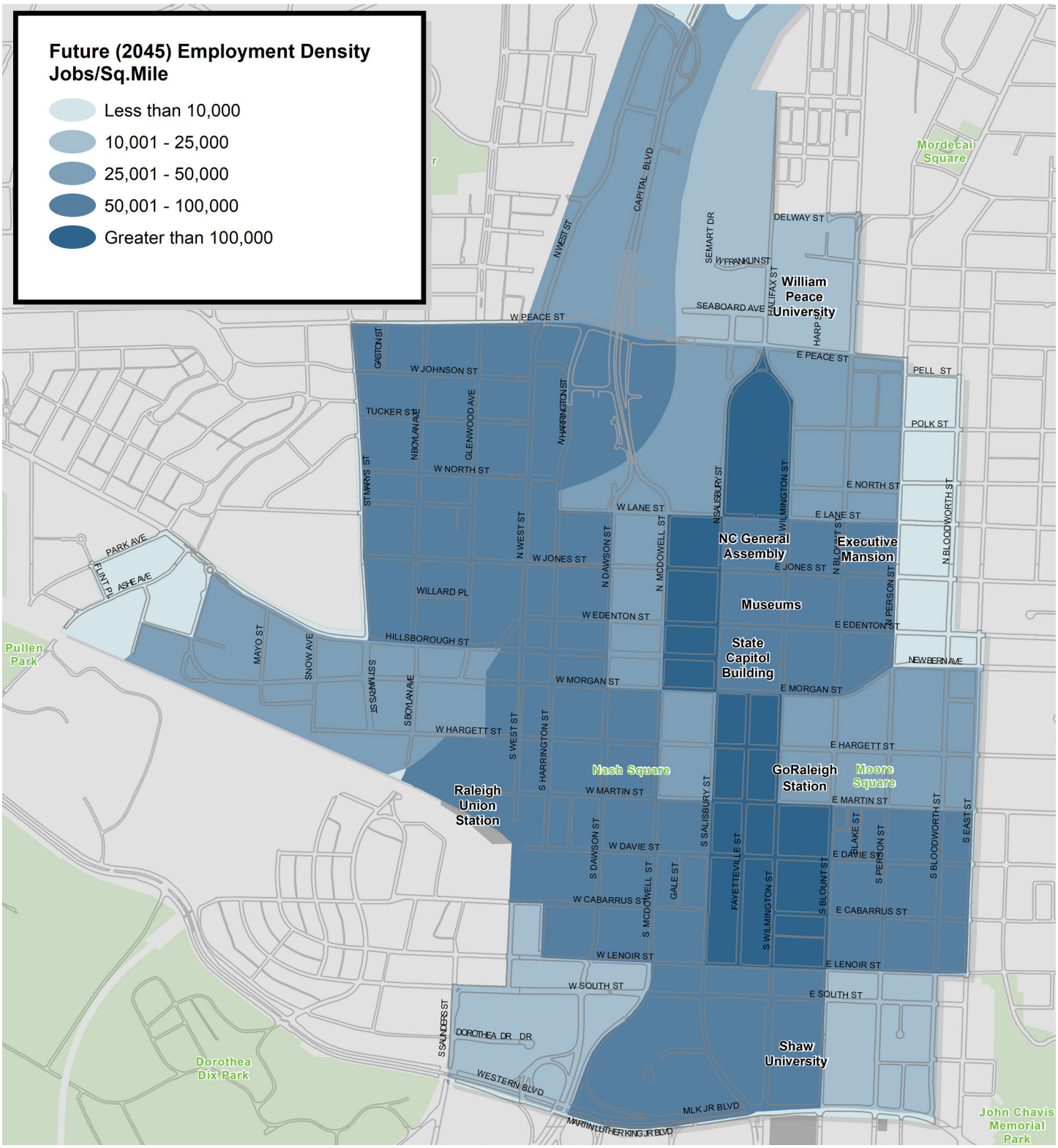


EXHIBIT A.25 — EXISTING (2013) EMPLOYMENT

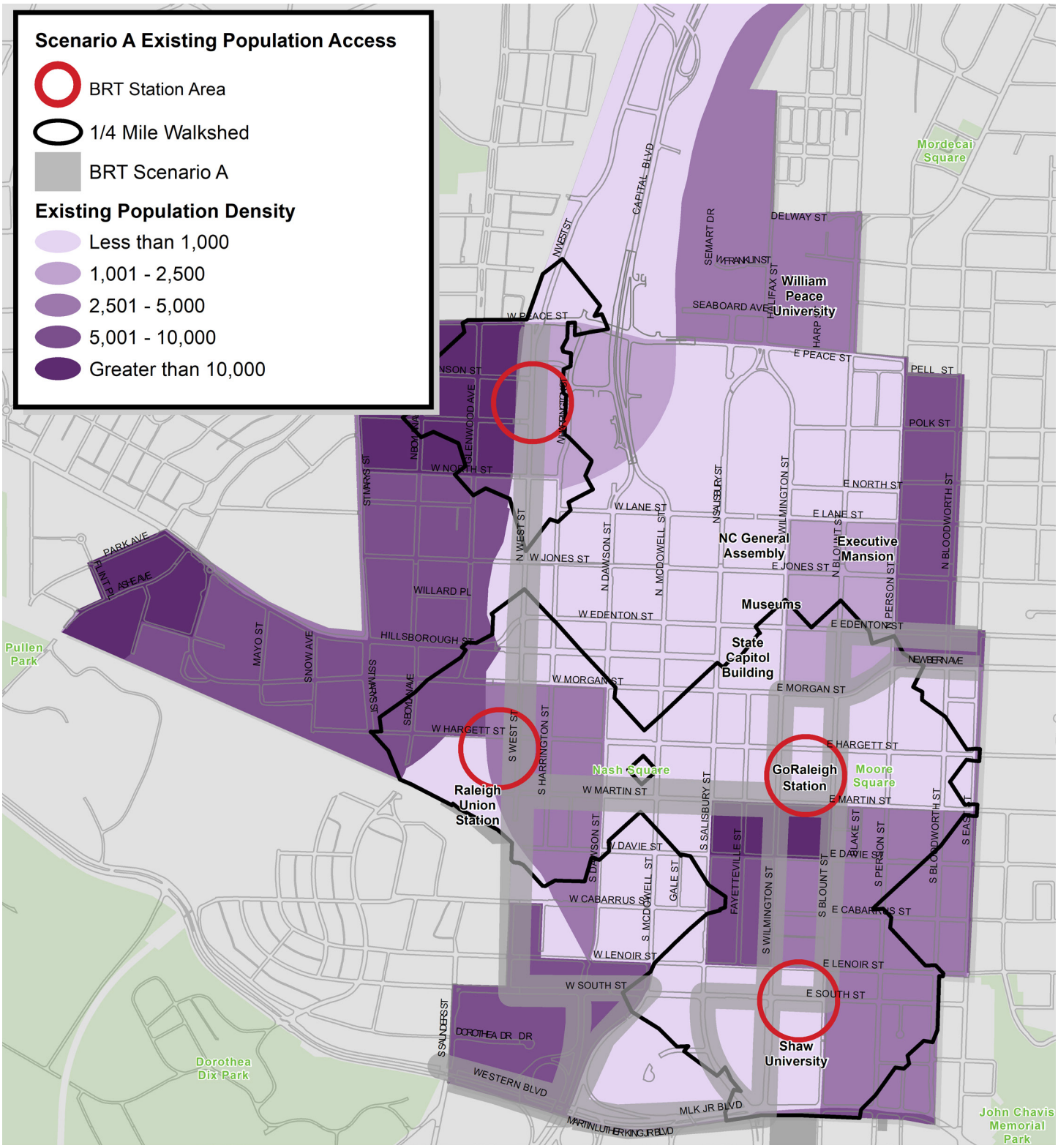


EXHIBIT A.26 — FUTURE (2045) EMPLOYMENT

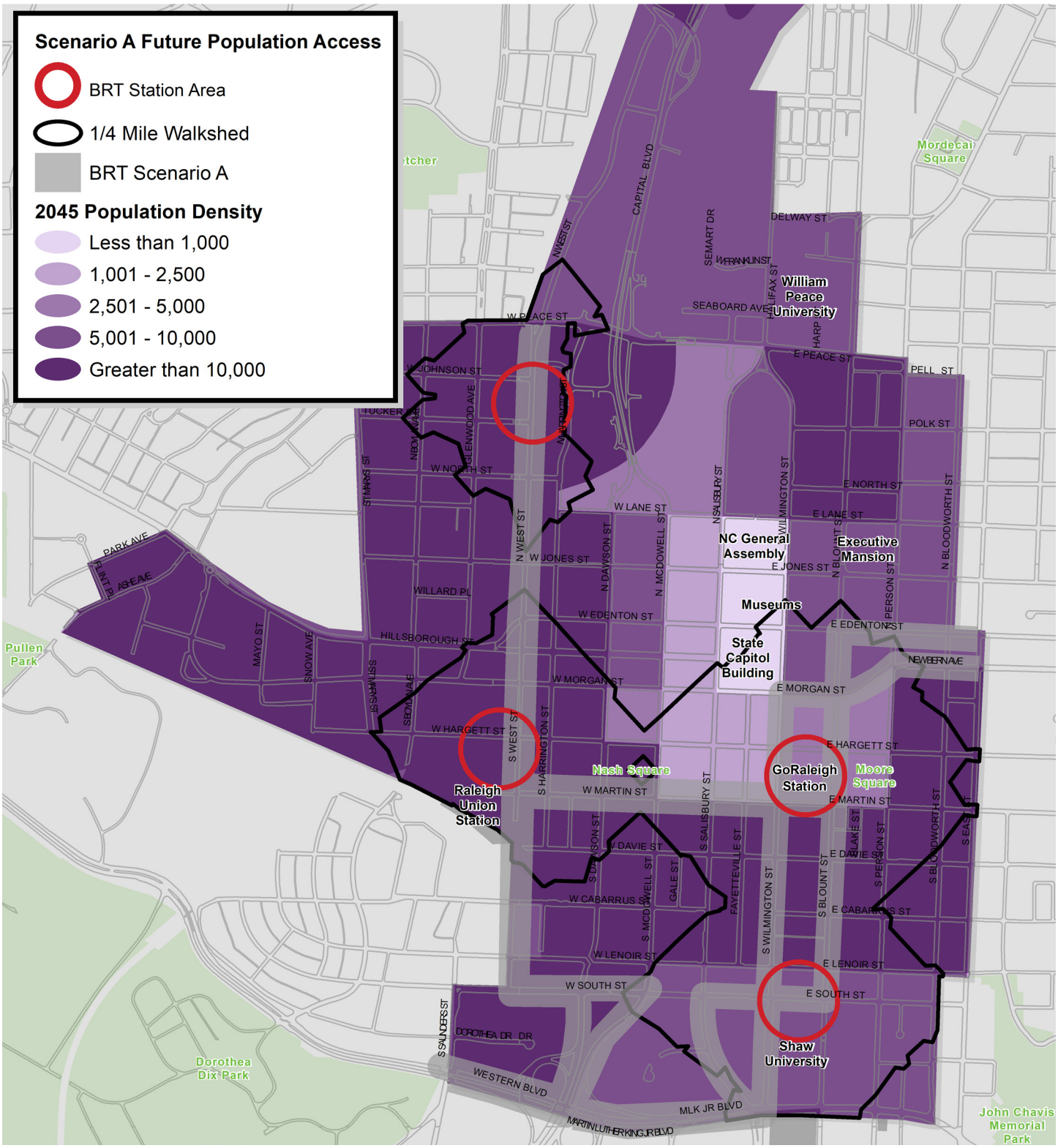


EXHIBIT A.27 — EXISTING (2013) EMPLOYMENT

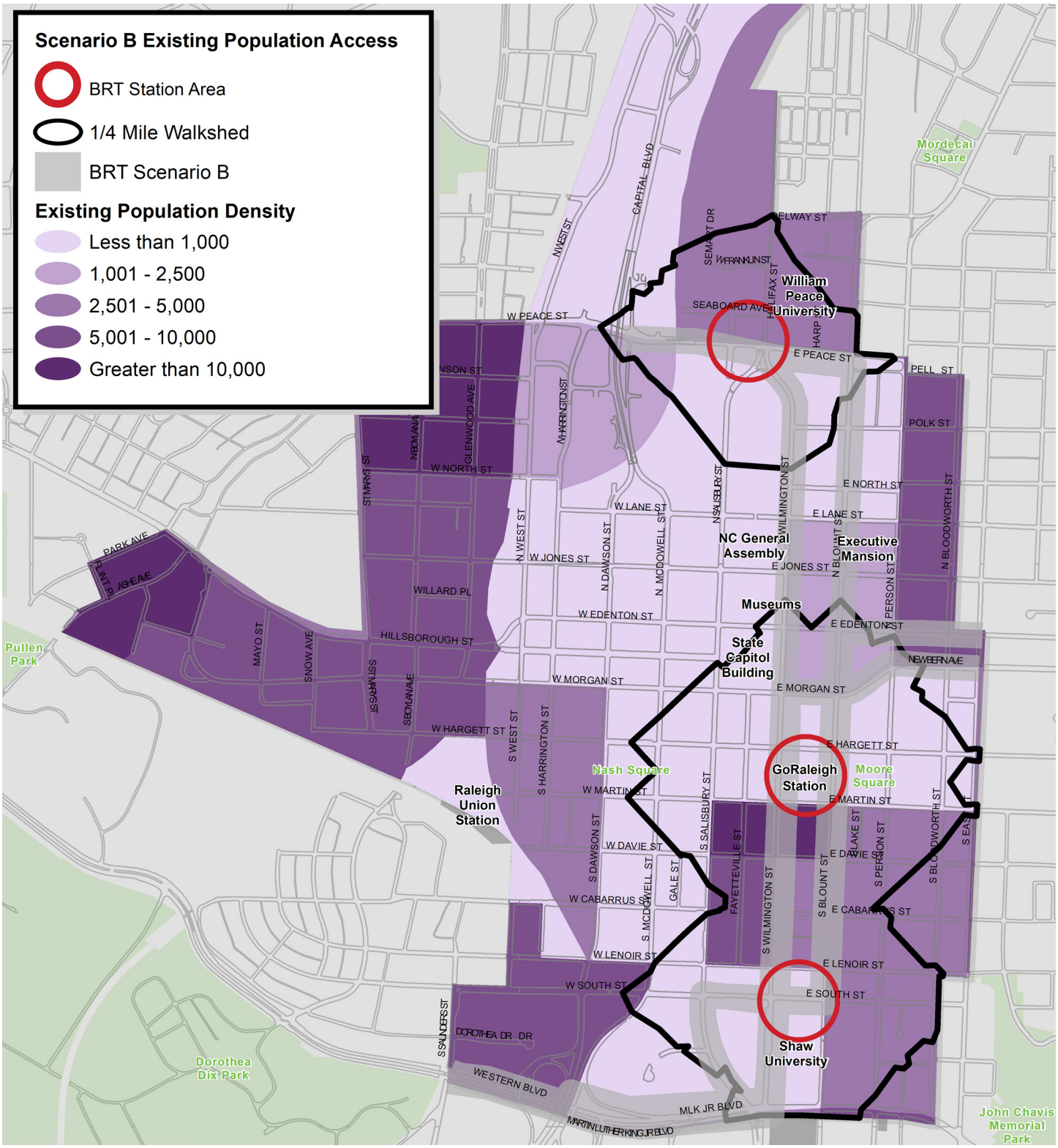


EXHIBIT A.28 — FUTURE (2045) EMPLOYMENT

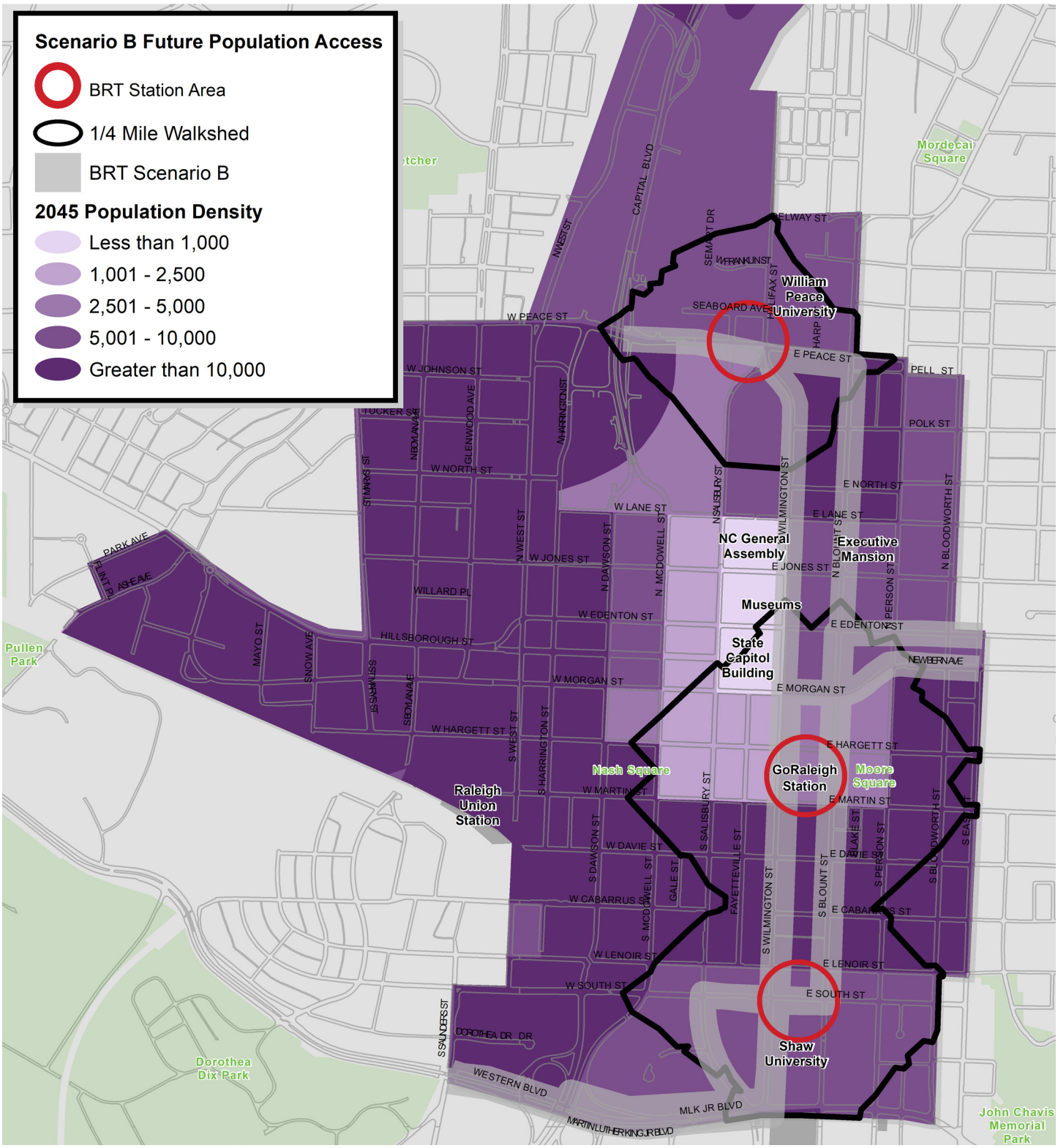


EXHIBIT A.29 — EXISTING (2013) EMPLOYMENT

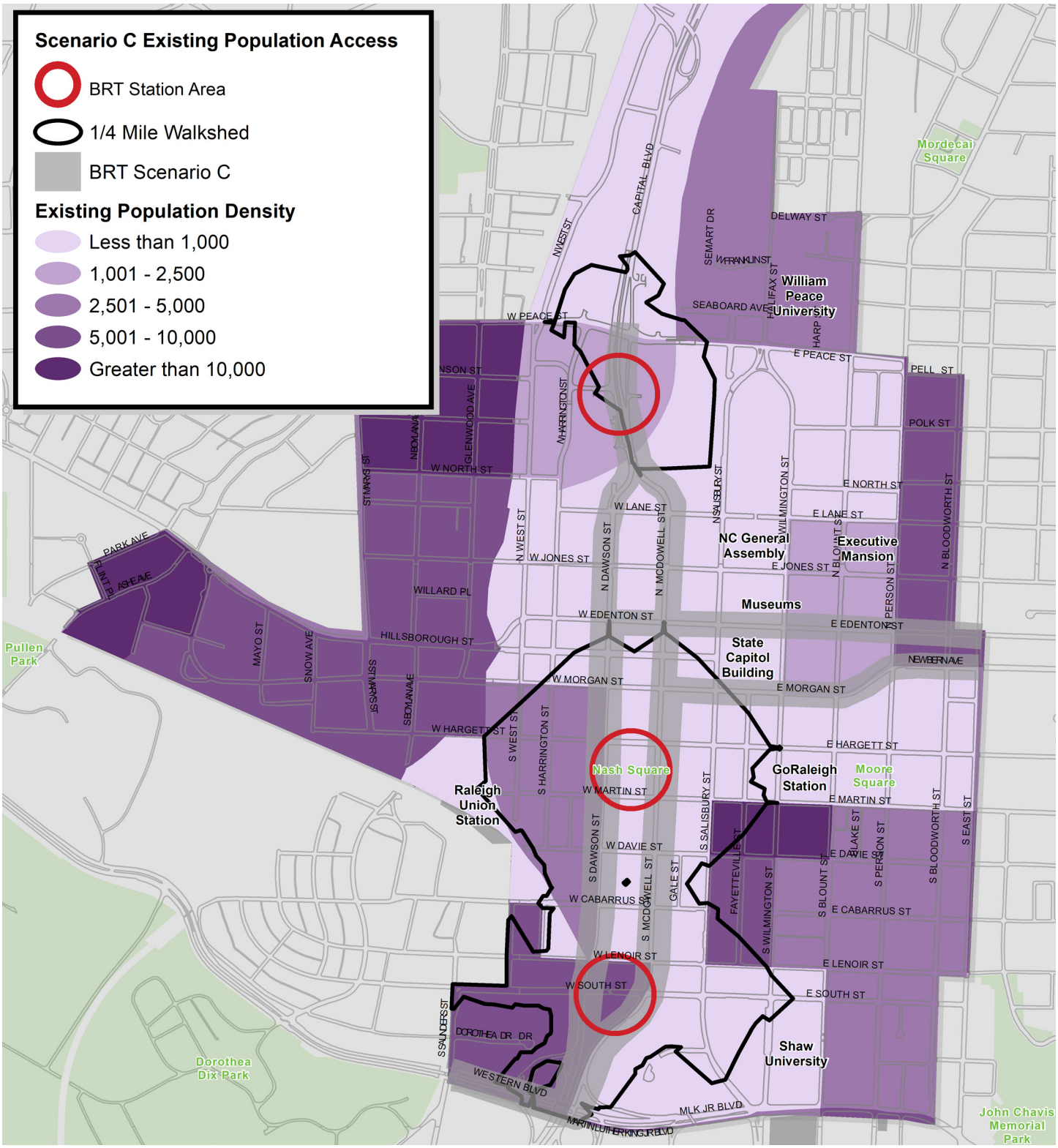


EXHIBIT A.30 — FUTURE (2045) EMPLOYMENT

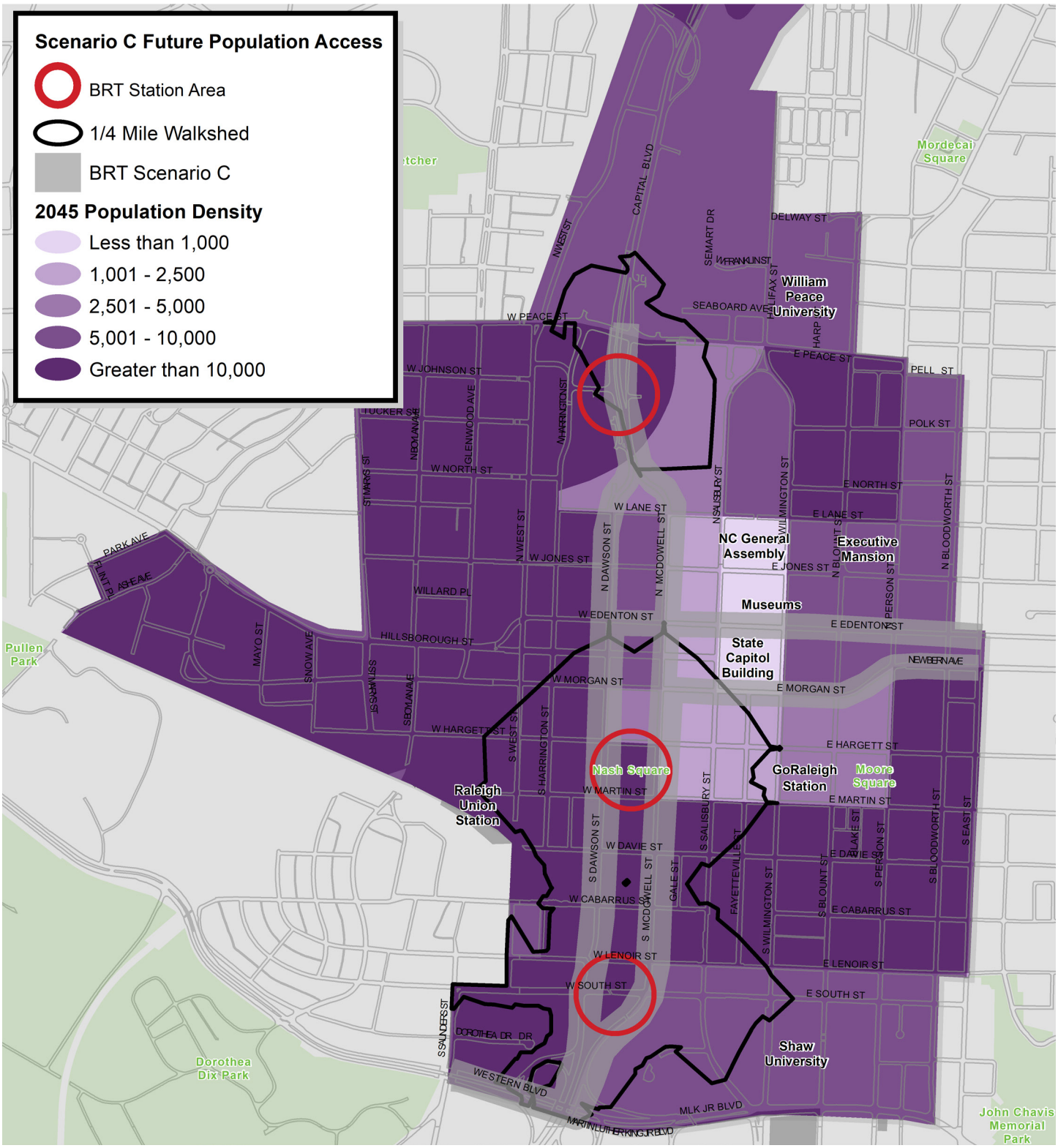


EXHIBIT A.31 — EXISTING (2013) EMPLOYMENT

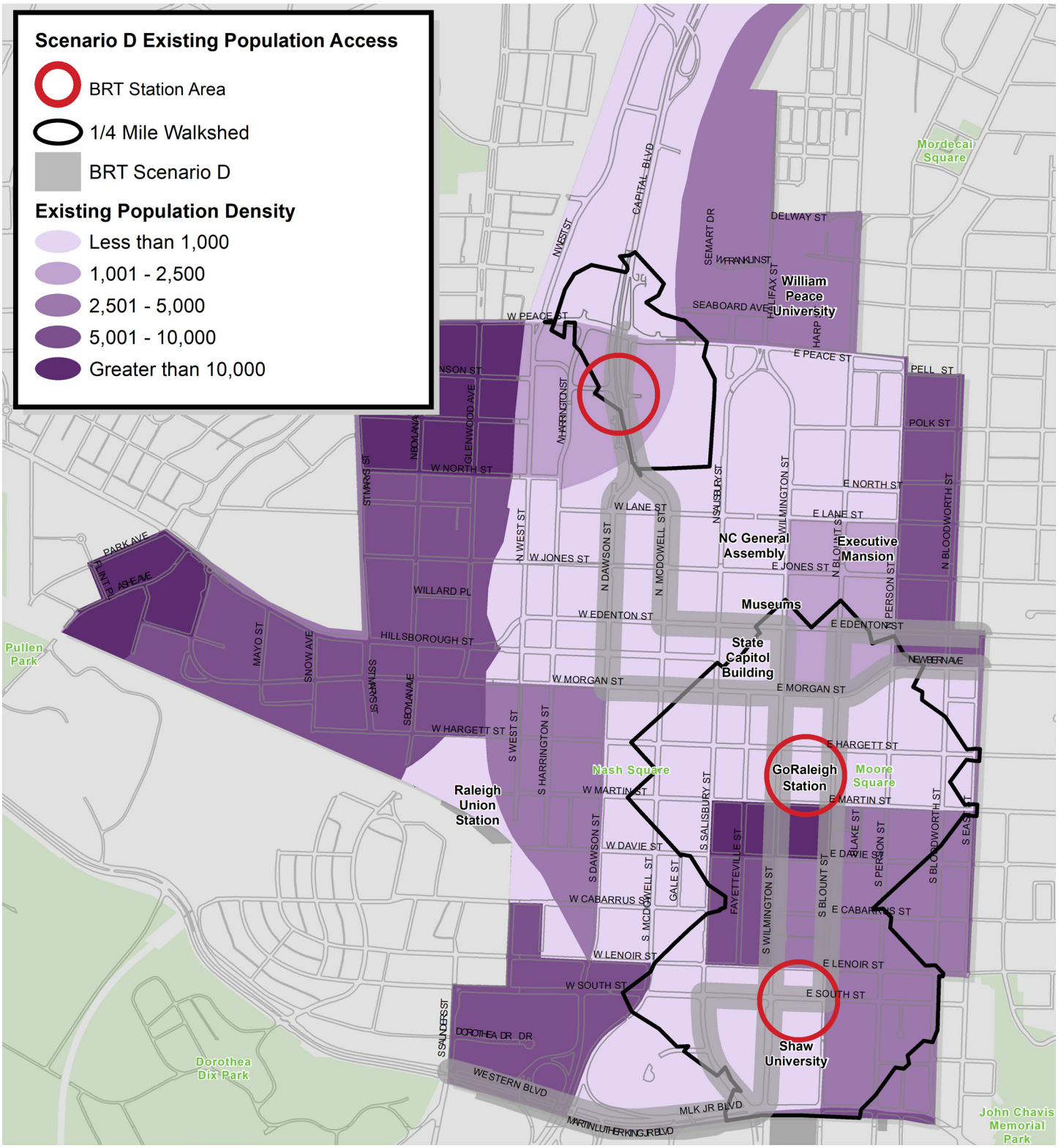


EXHIBIT A.32 — FUTURE (2045) EMPLOYMENT

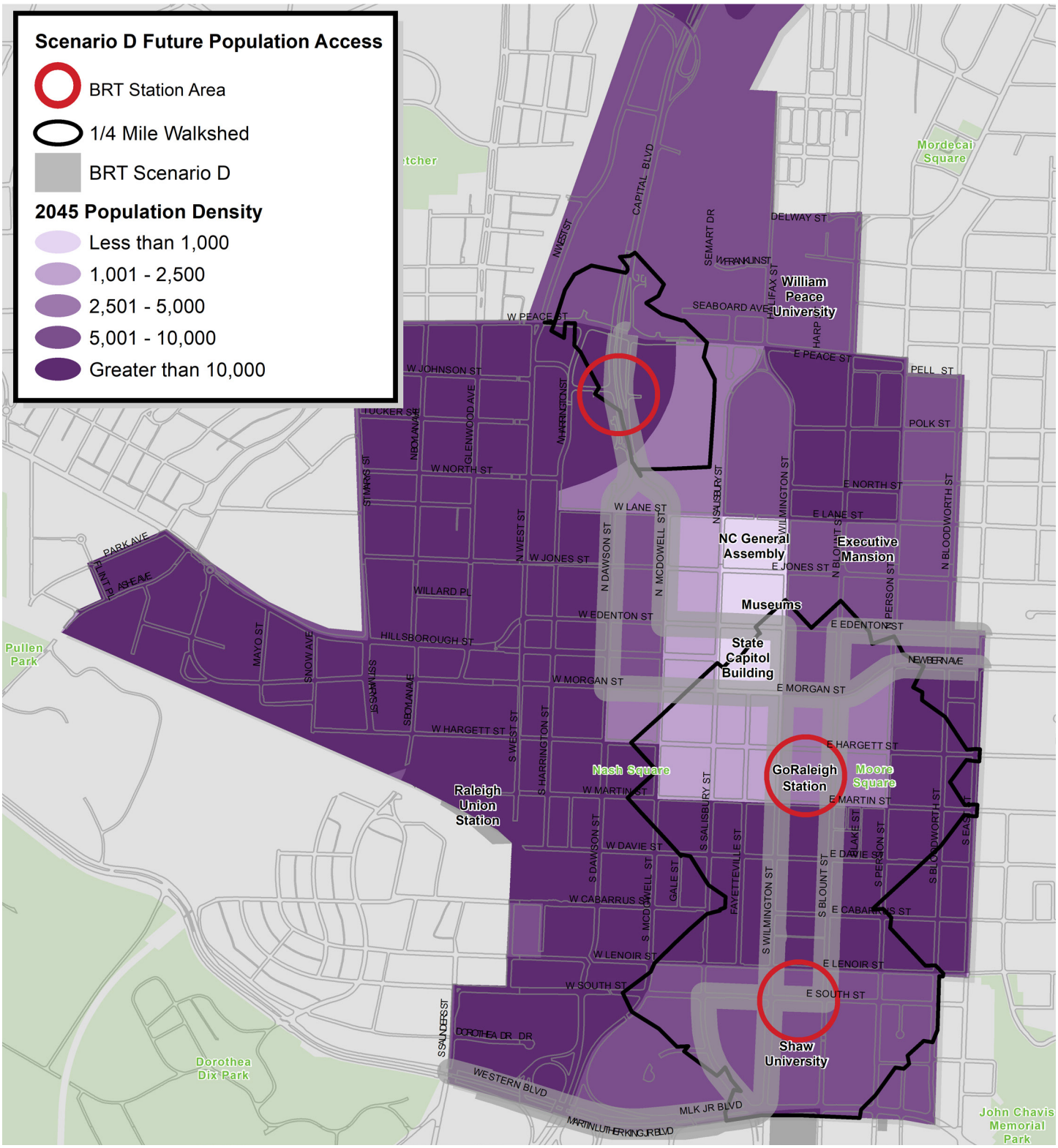


EXHIBIT A.33 — EXISTING (2013) EMPLOYMENT

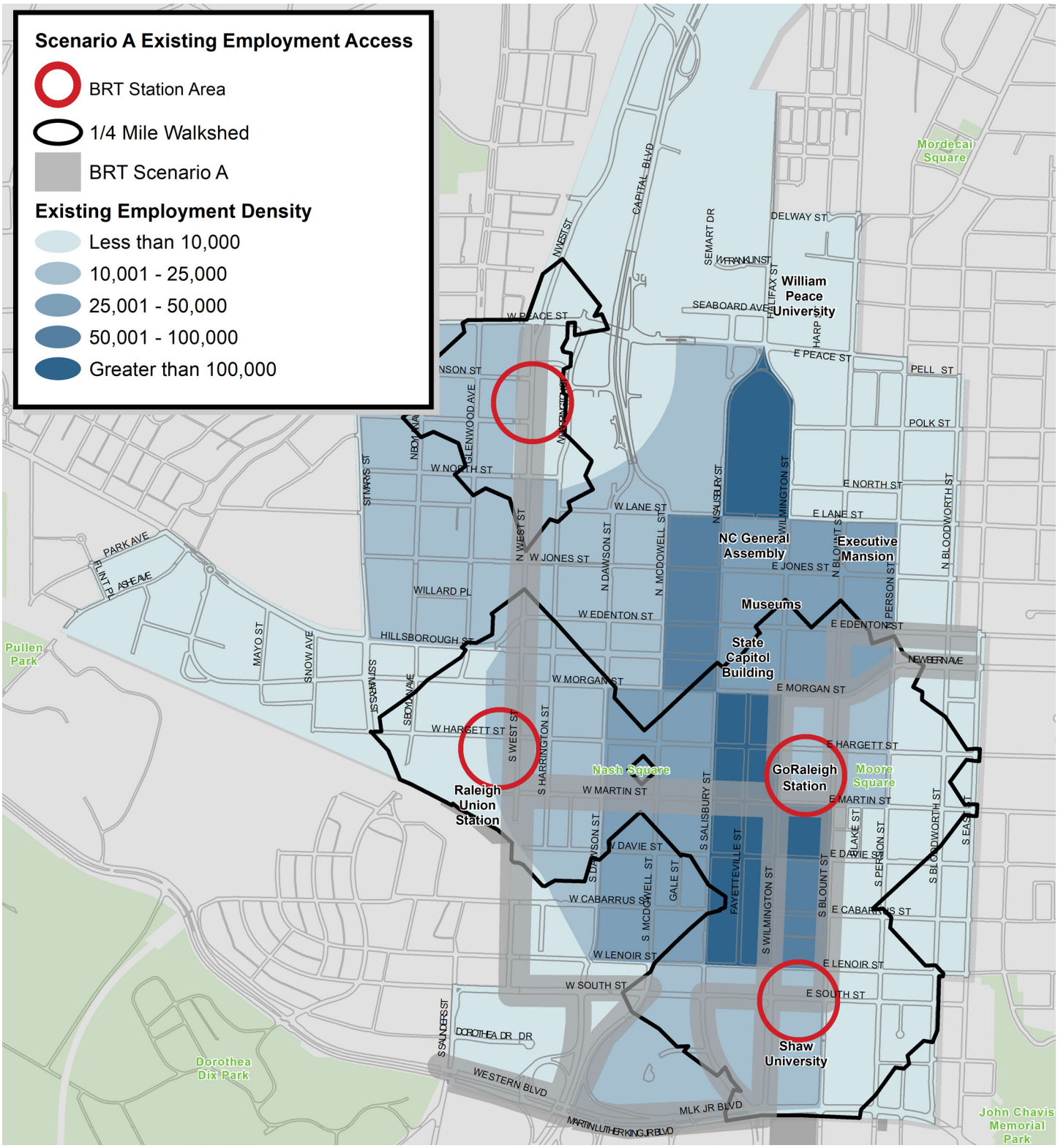


EXHIBIT A.34 — FUTURE (2045) EMPLOYMENT

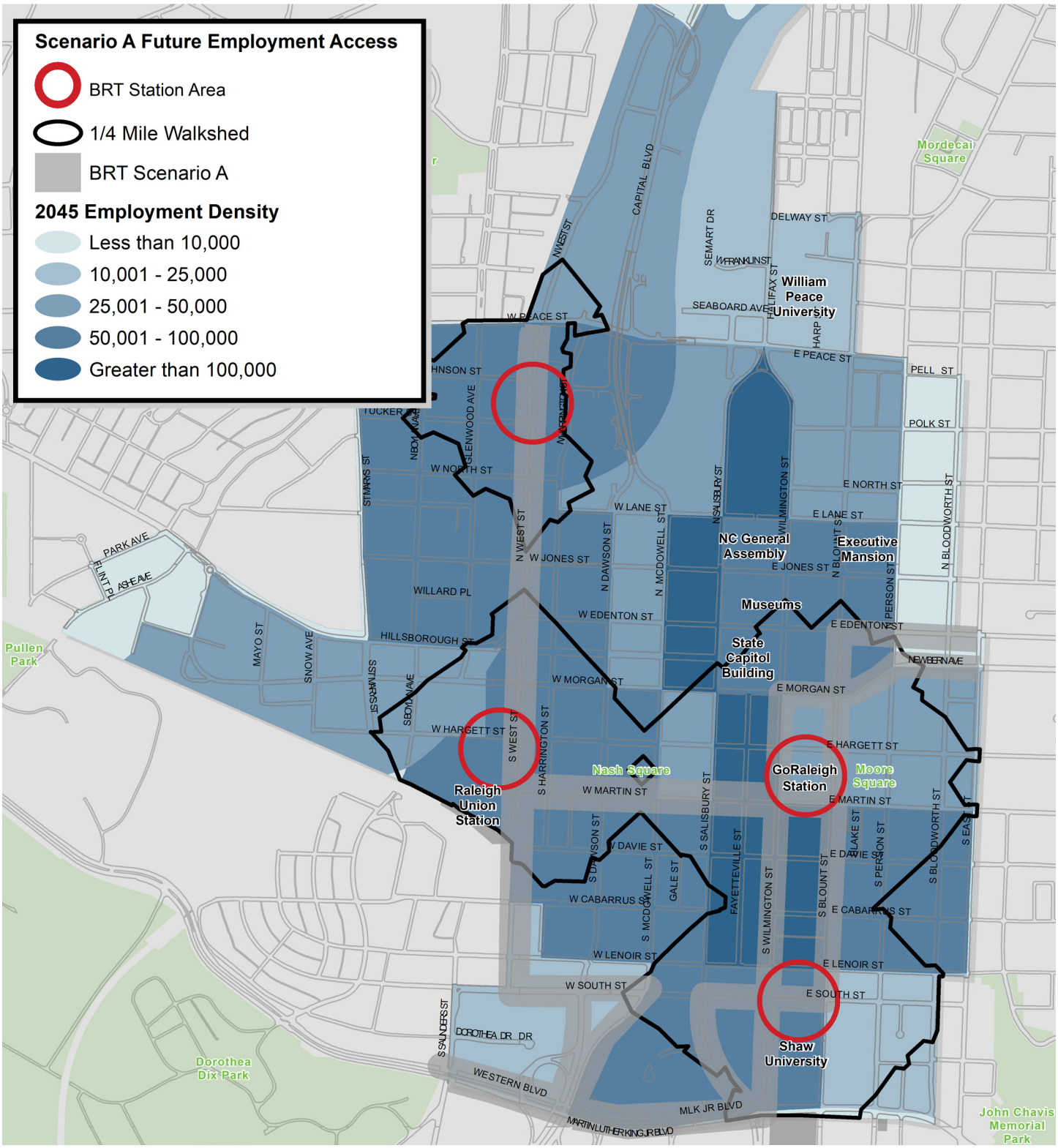


EXHIBIT A.35 — EXISTING (2013) EMPLOYMENT

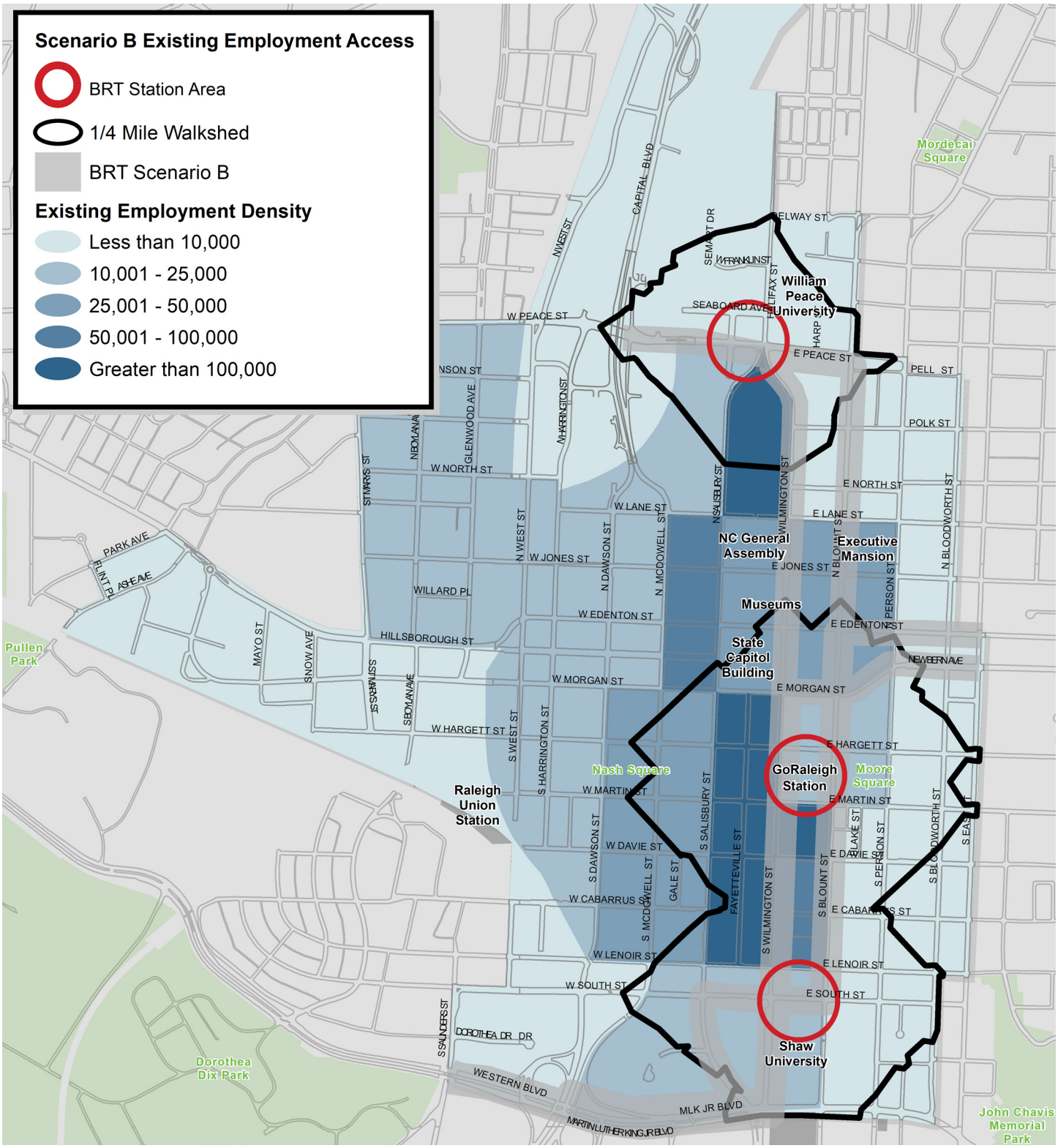


EXHIBIT A.36 — FUTURE (2045) EMPLOYMENT

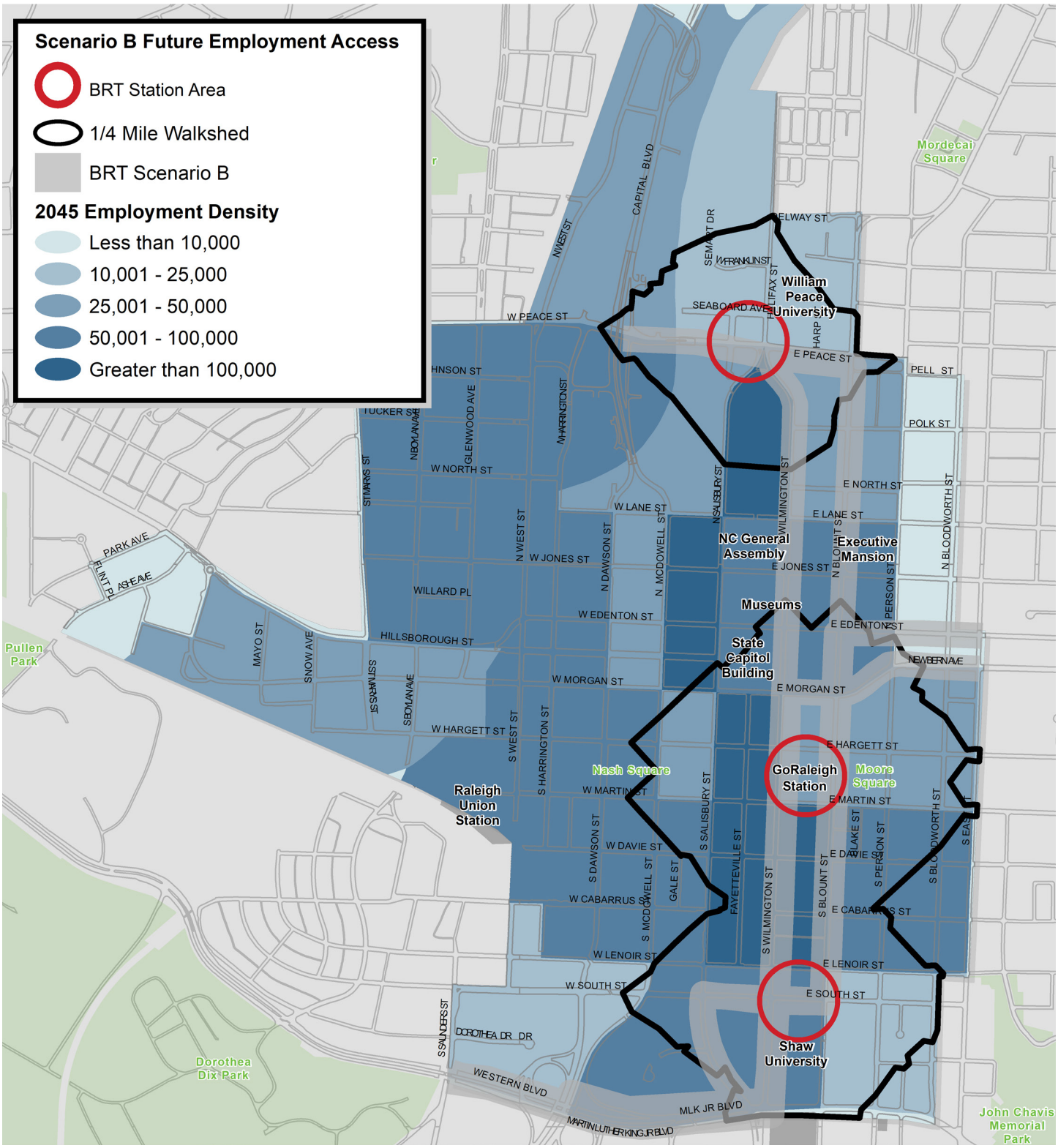


EXHIBIT A.37 — EXISTING (2013) EMPLOYMENT

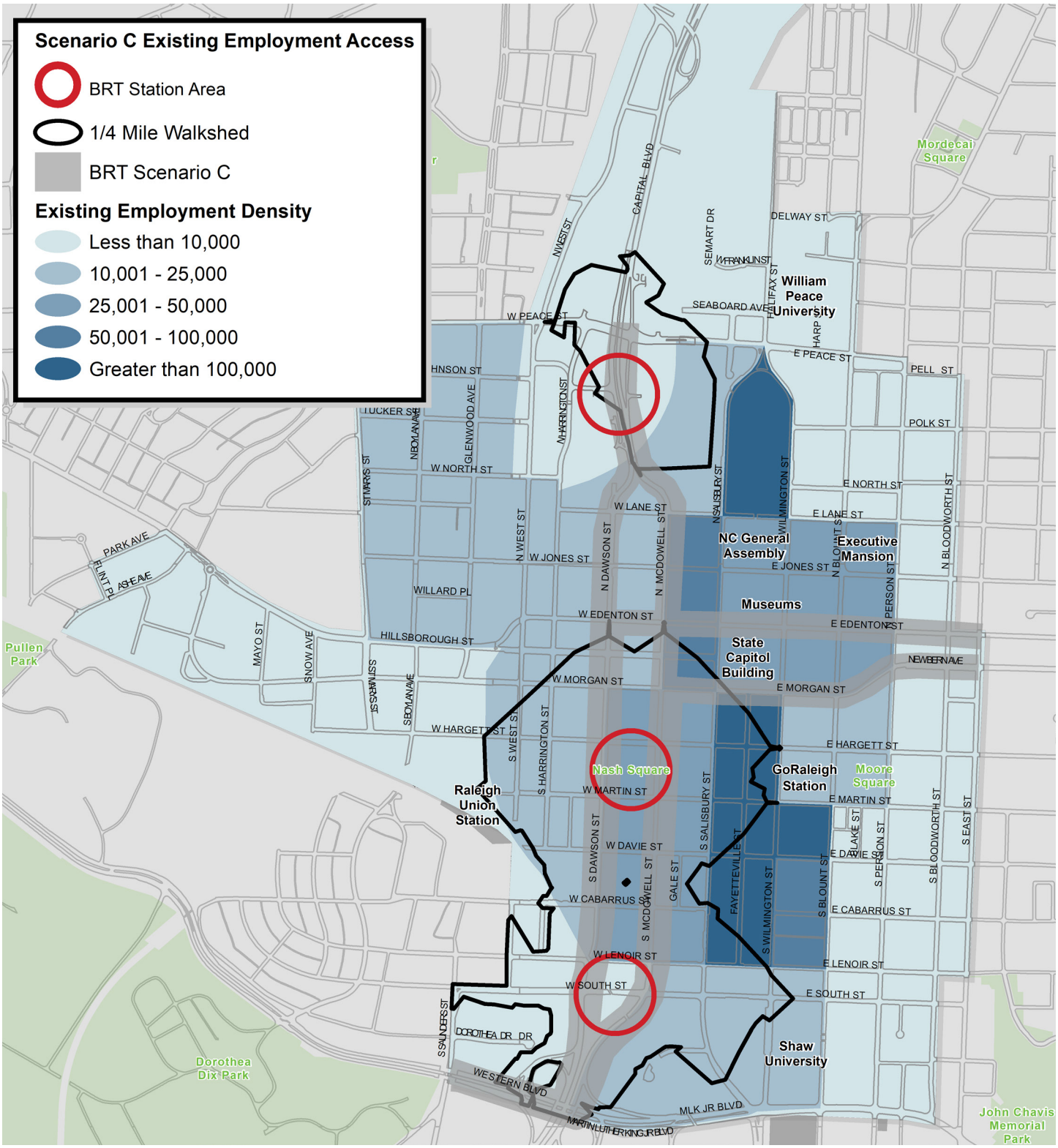


EXHIBIT A.38 — FUTURE (2045) EMPLOYMENT

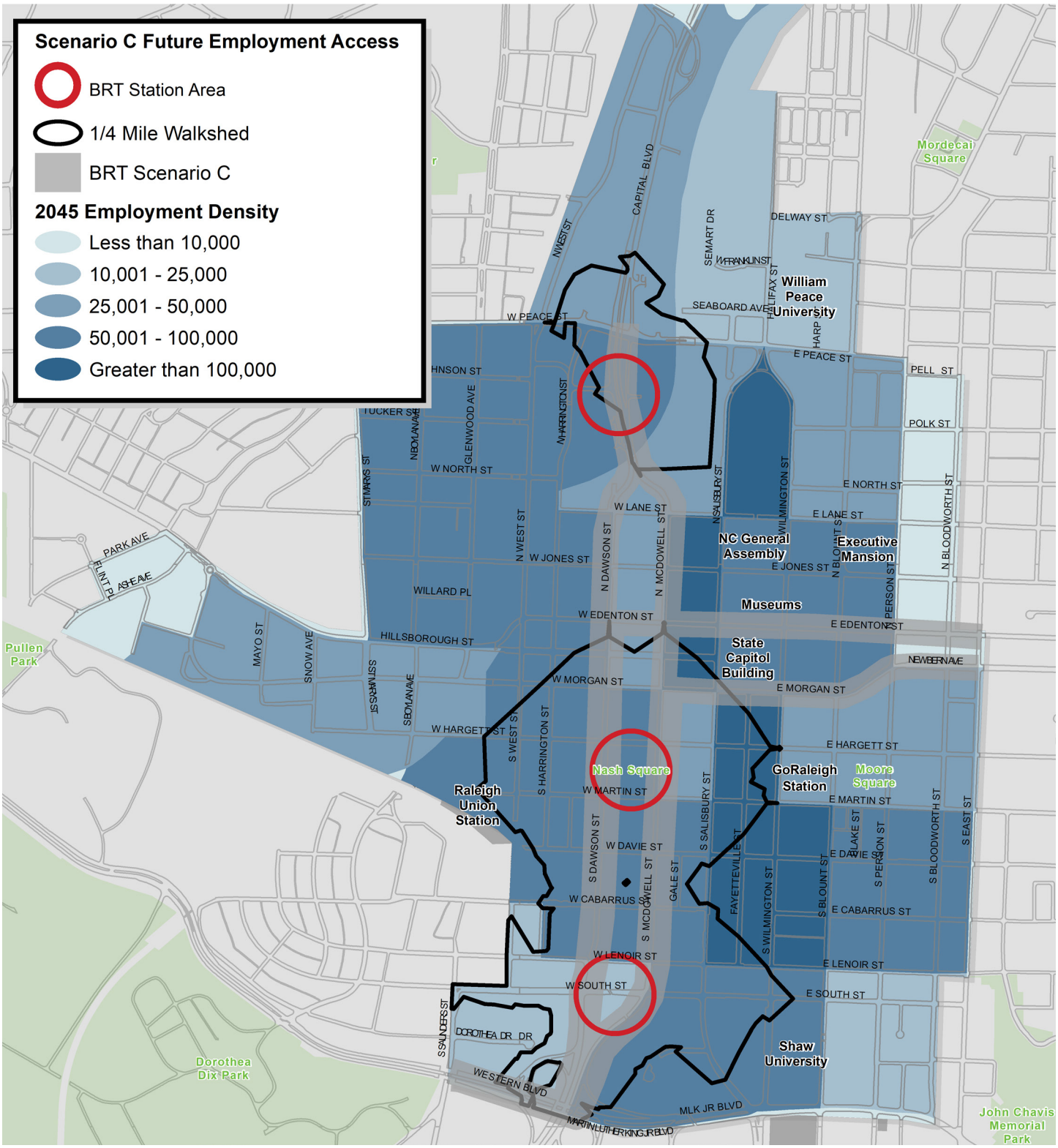


EXHIBIT A.39 — EXISTING (2013) EMPLOYMENT

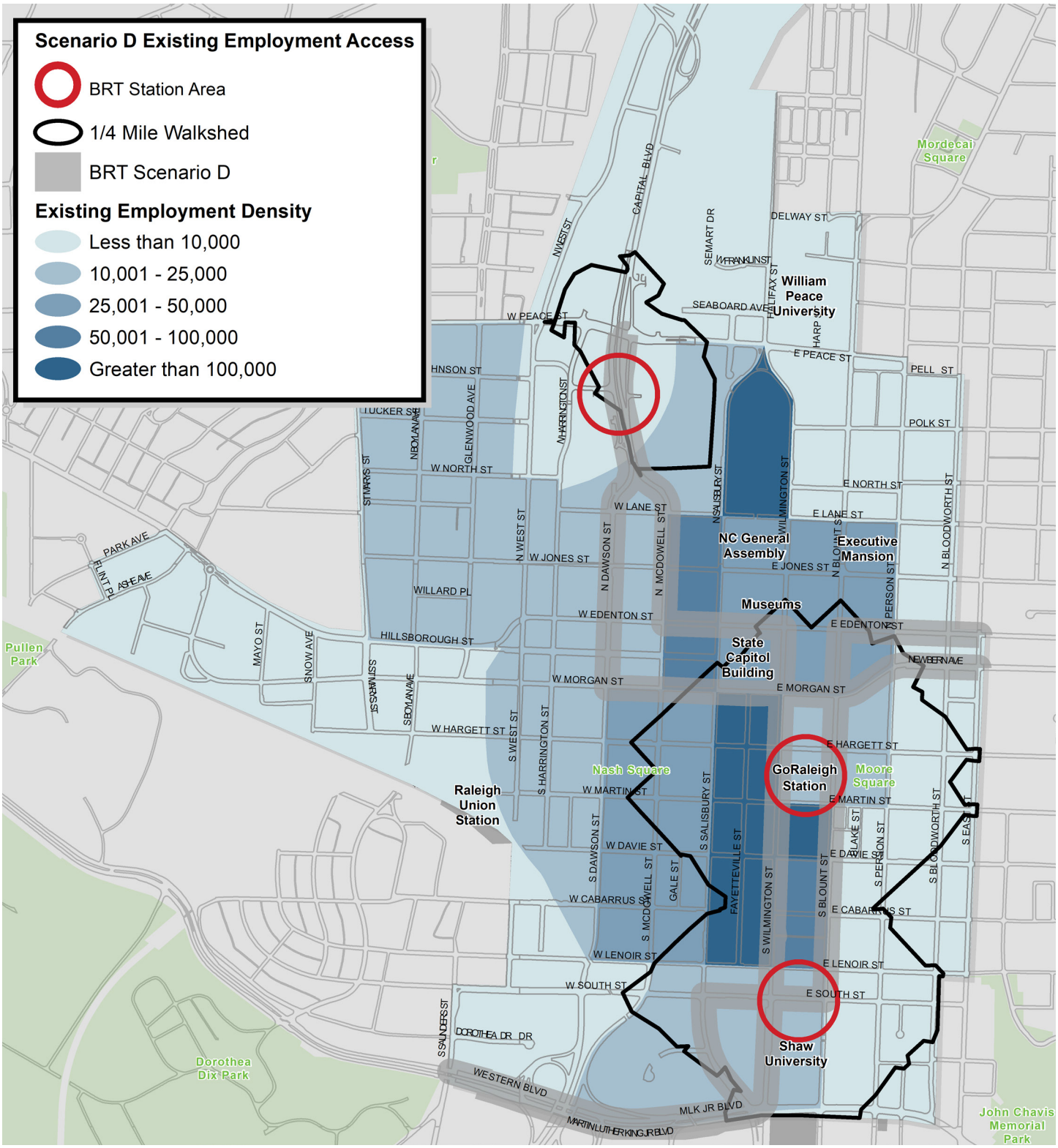


EXHIBIT A.40 — FUTURE (2045) EMPLOYMENT

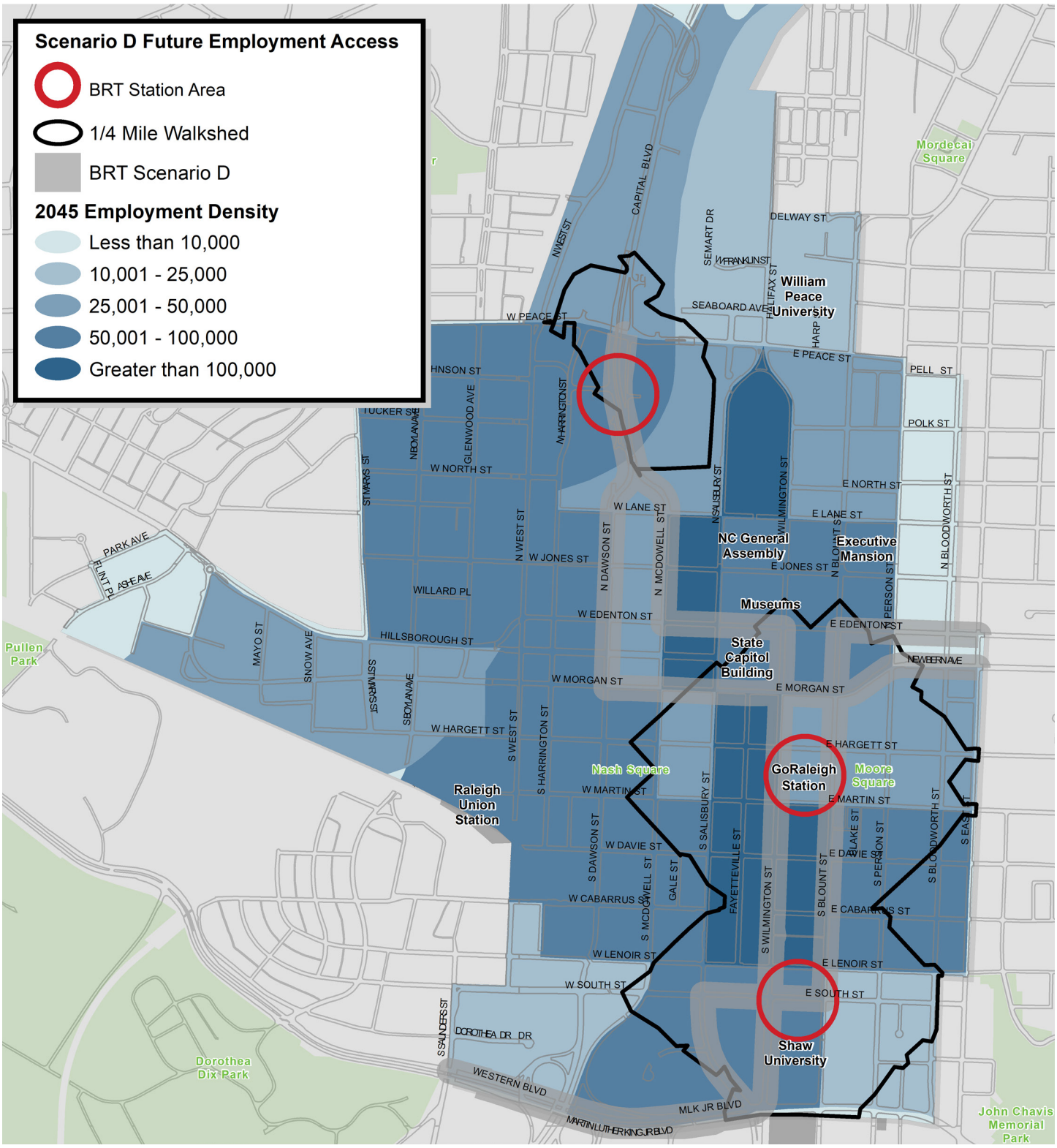


EXHIBIT A.41 — SCENARIO A LOW STRESS ISLAND ANALYSIS

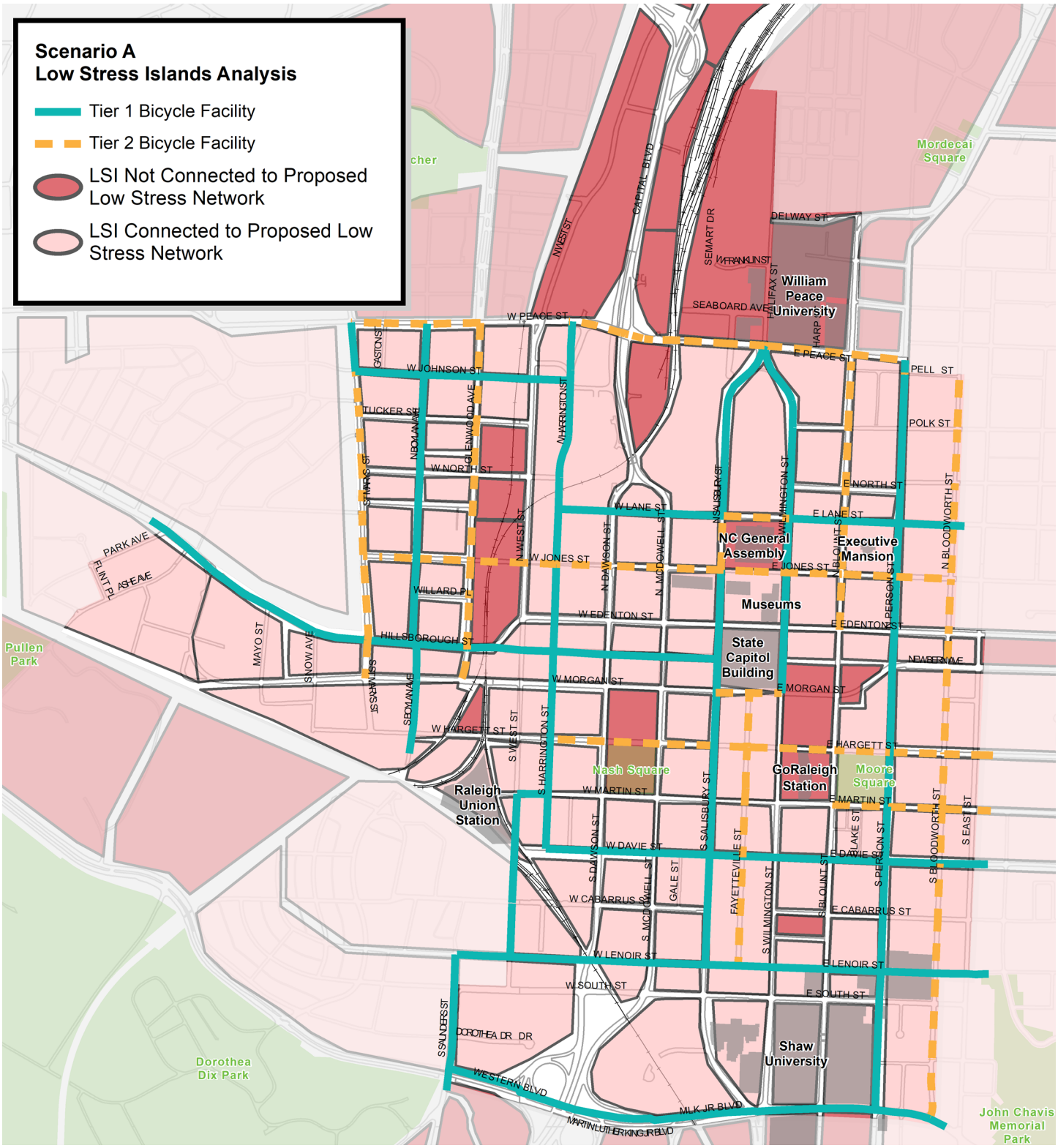


EXHIBIT A.42 — SCENARIO B LOW STRESS ISLAND ANALYSIS

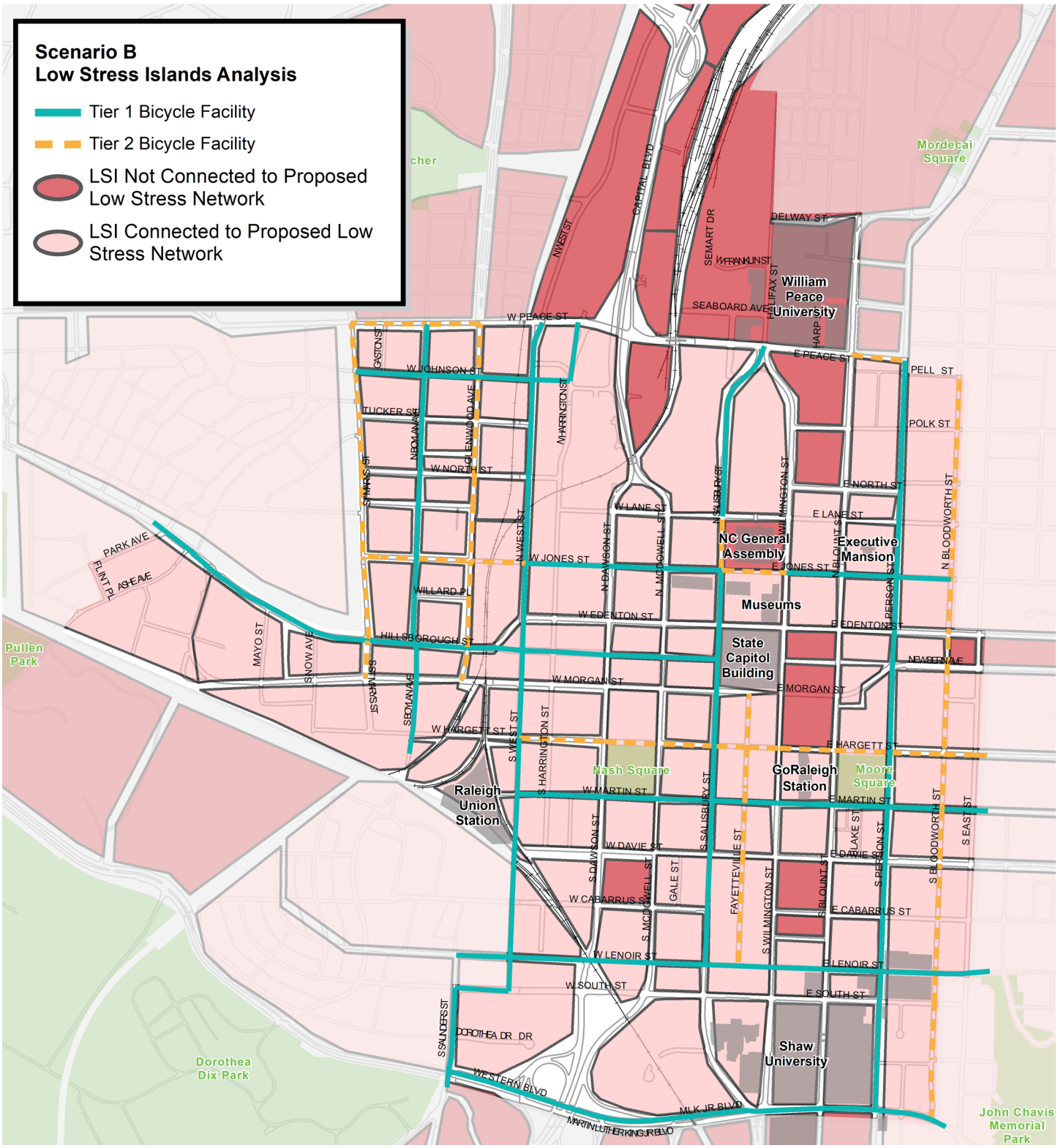


EXHIBIT A.43 — SCENARIO C LOW STRESS ISLAND ANALYSIS

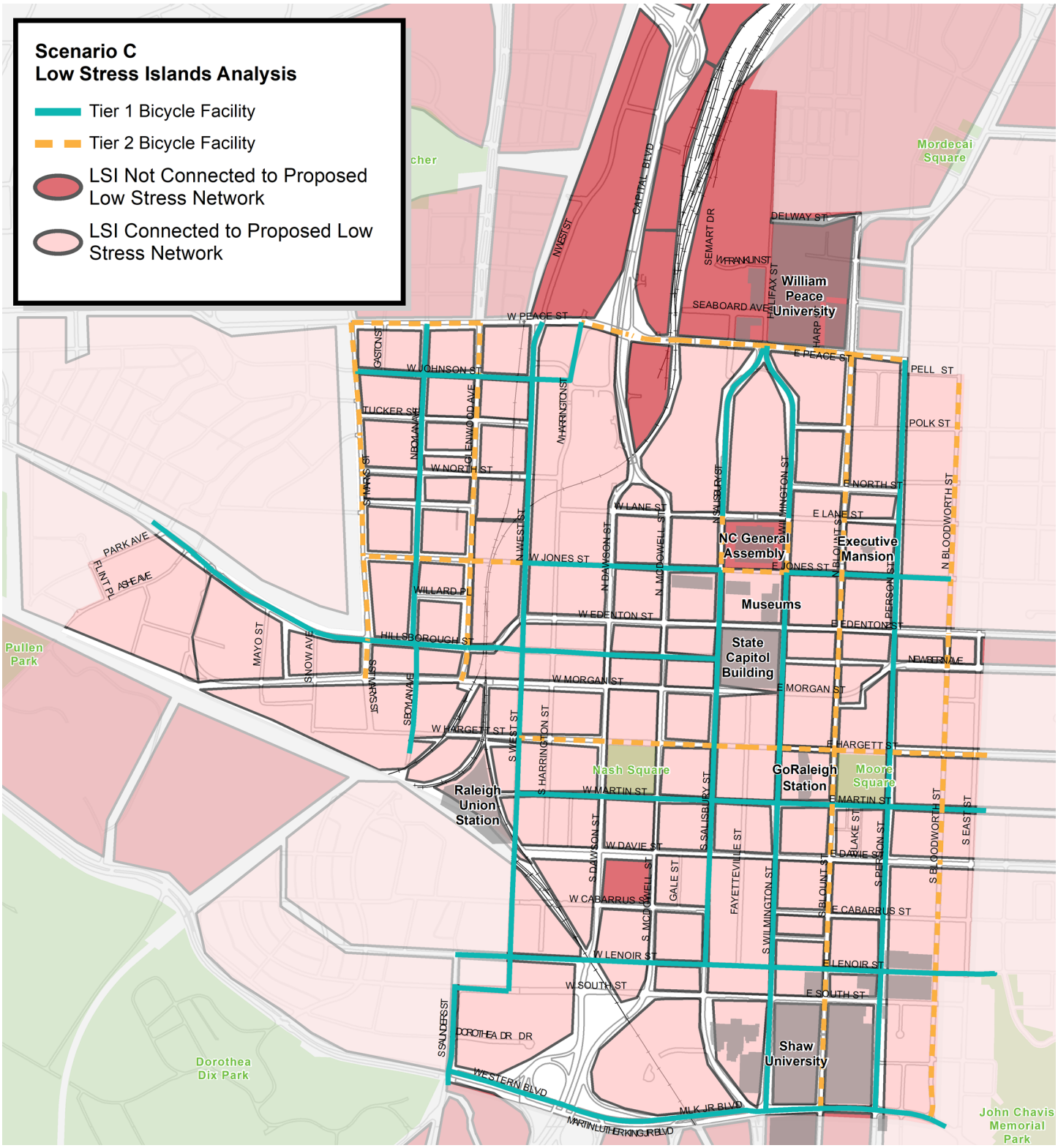


EXHIBIT A.44 — SCENARIO D LOW STRESS ISLAND ANALYSIS

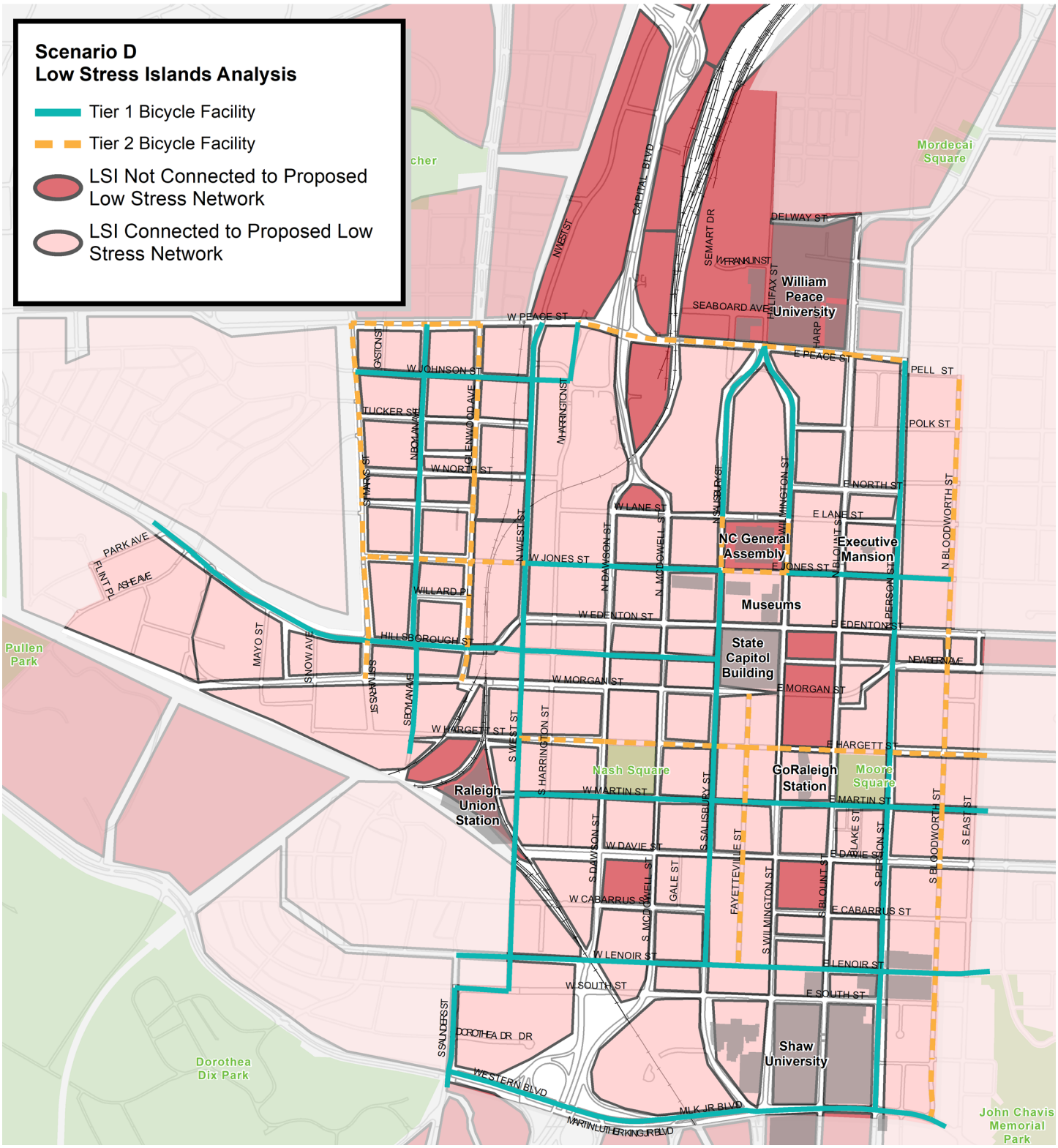


EXHIBIT A.45 — SCENARIO A BICYCLE SHED

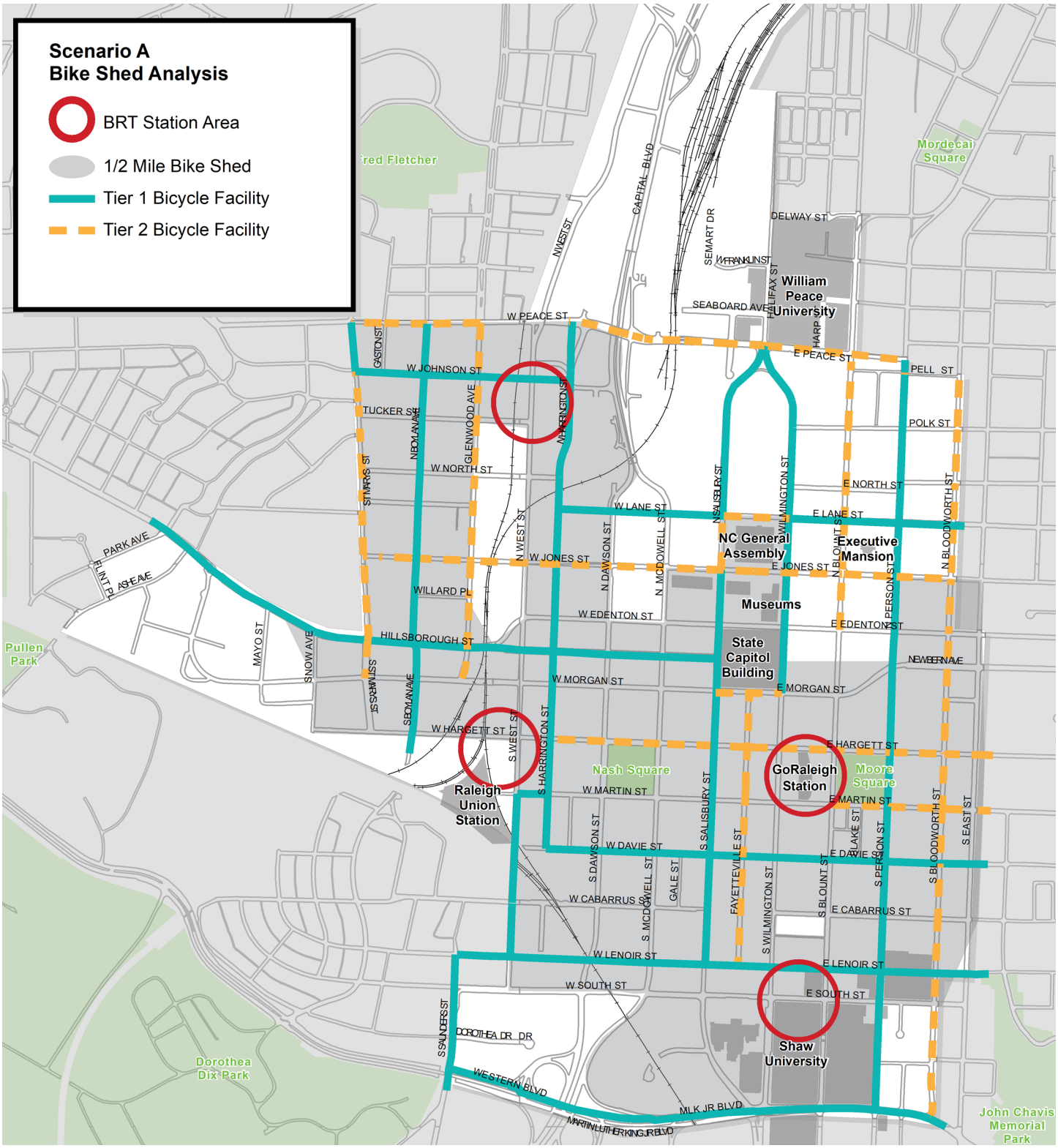


EXHIBIT A.46 — SCENARIO B BICYCLE SHED

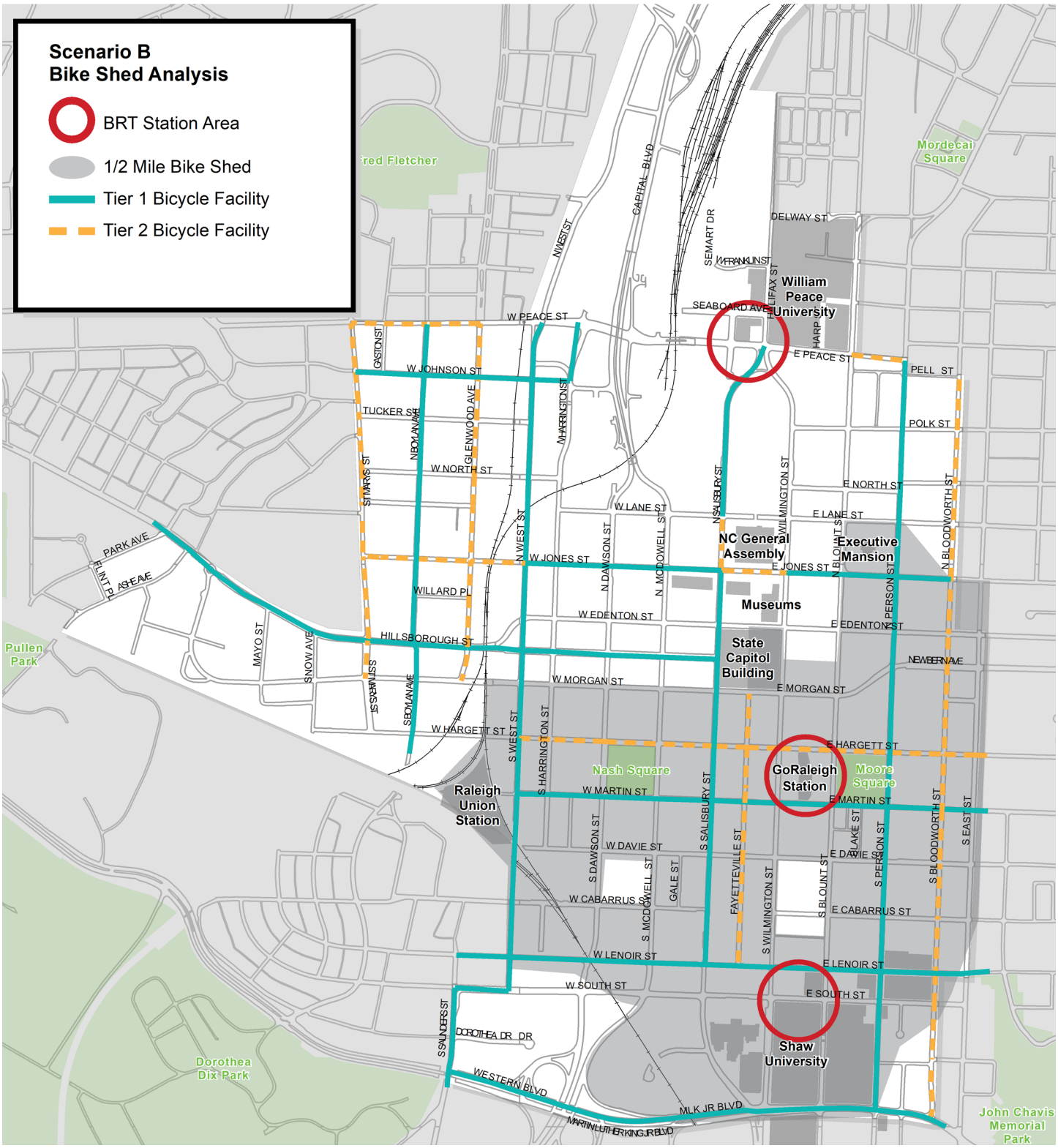


EXHIBIT A.47 — SCENARIO C BICYCLE SHED

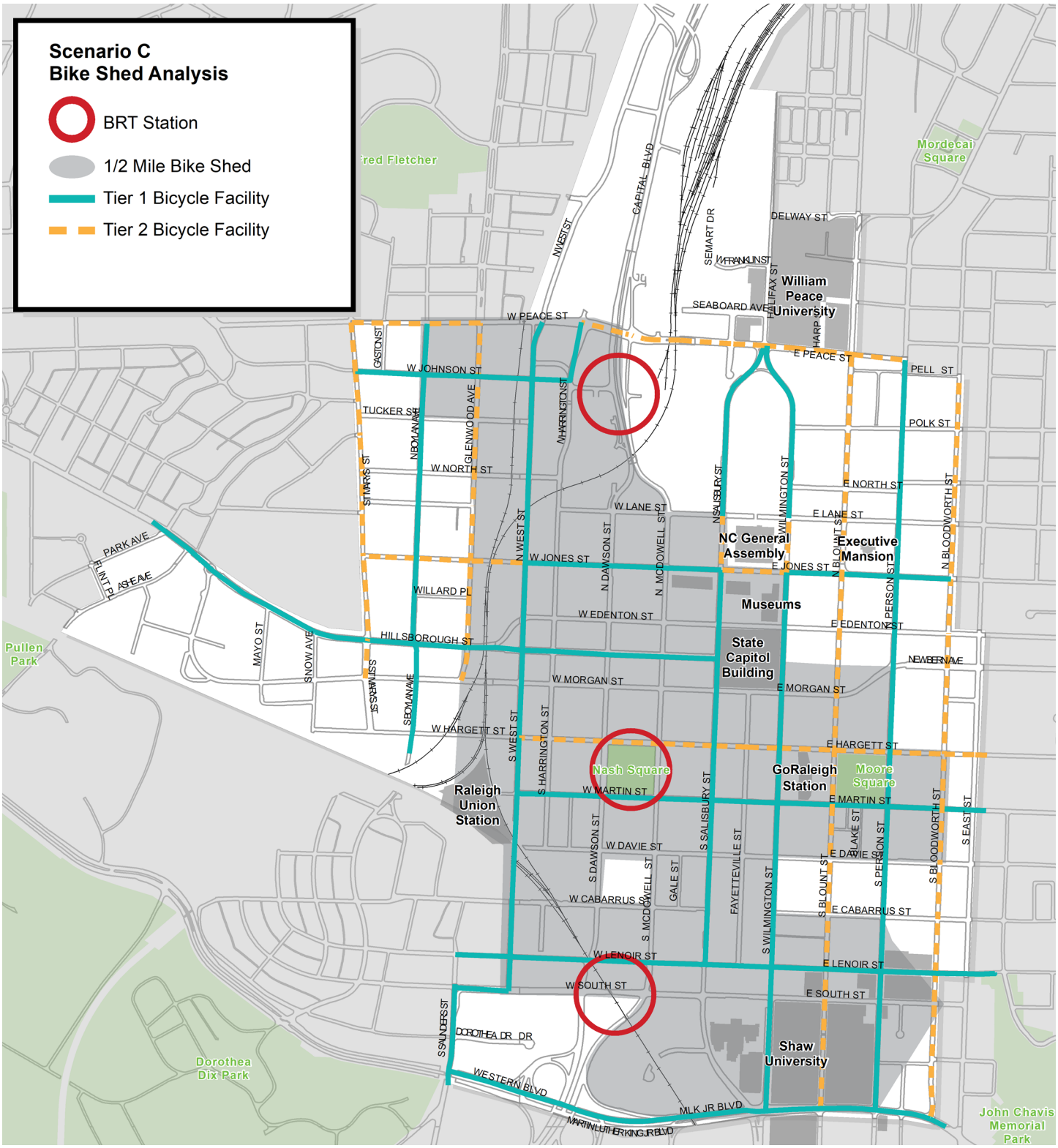


EXHIBIT A.48 — SCENARIO D BICYCLE SHED

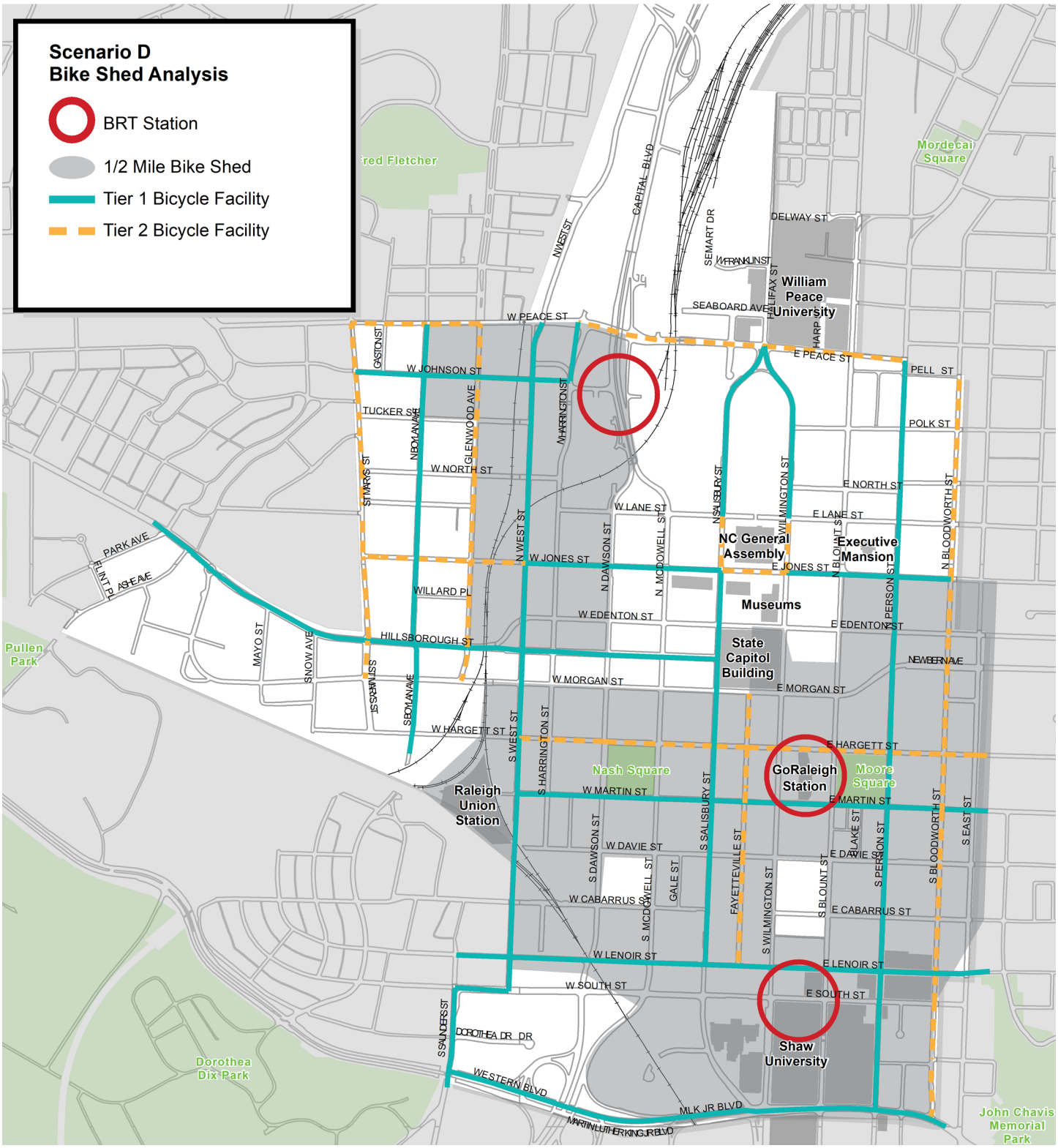


EXHIBIT A.49 — SCENARIO A EXISTING ON-STREET PARKING AND LOADING ZONE IMPACTS

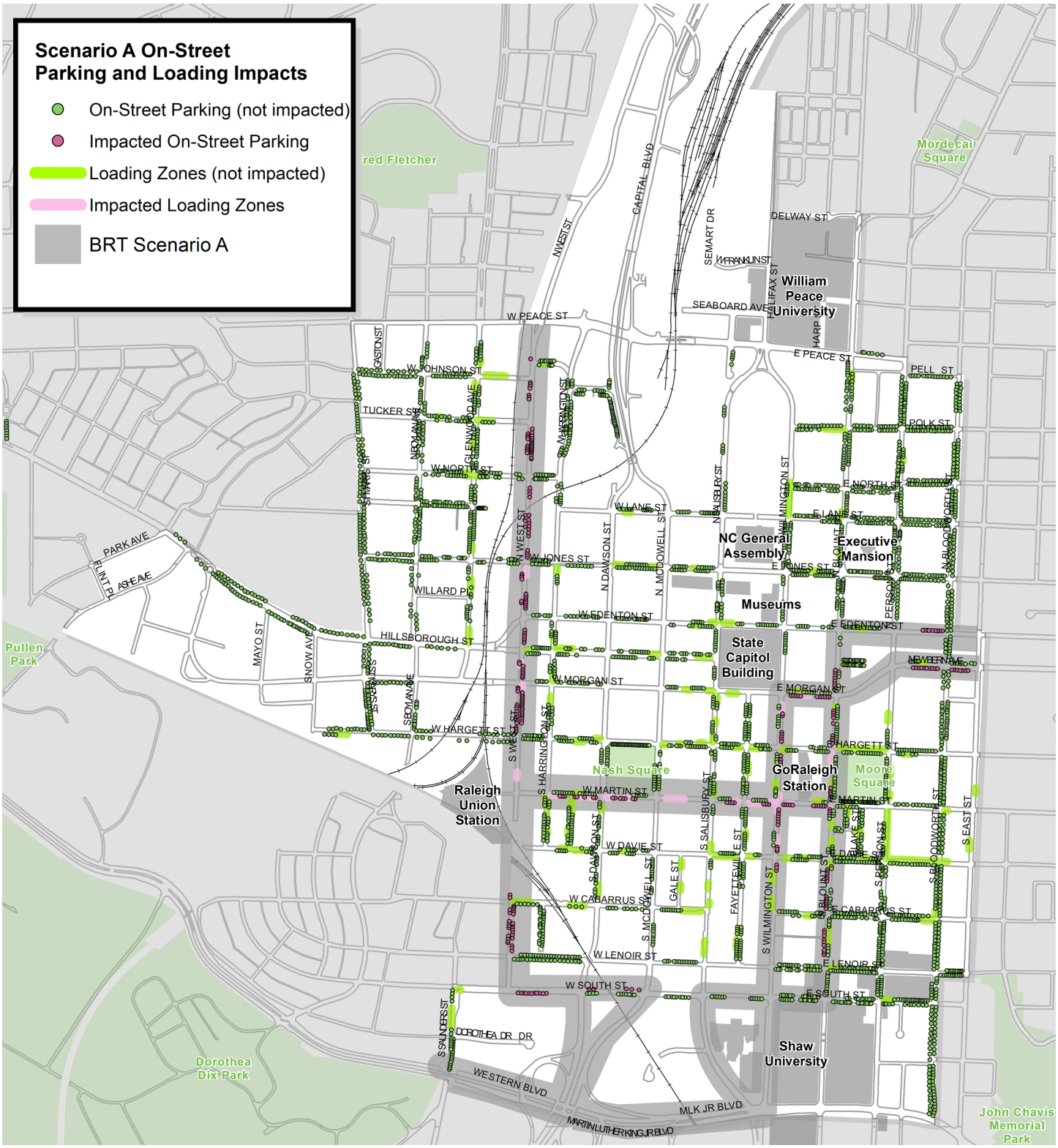


EXHIBIT A.50 — SCENARIO B EXISTING ON-STREET PARKING AND LOADING ZONE IMPACTS

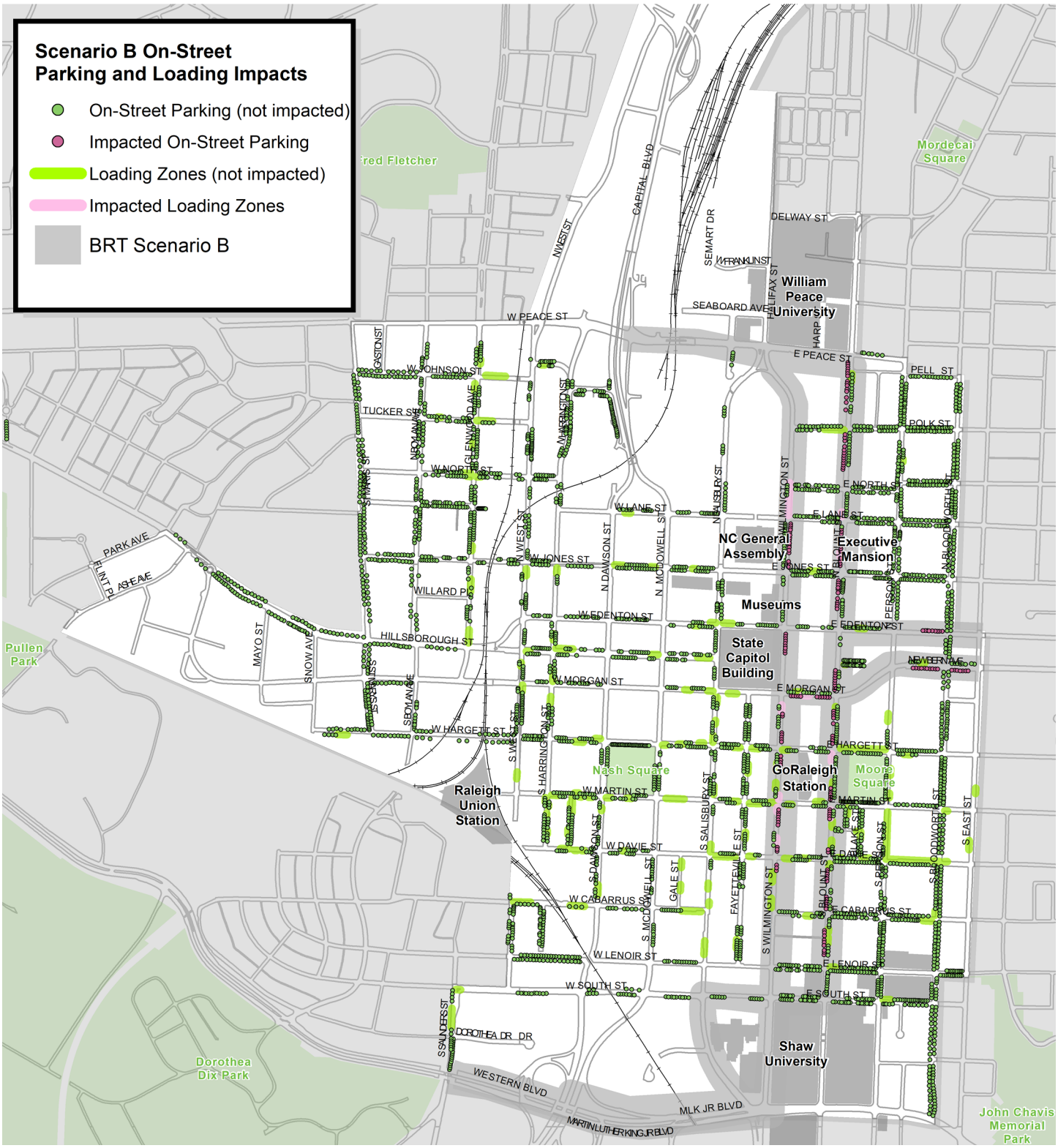


EXHIBIT A.51 — SCENARIO C EXISTING ON-STREET PARKING AND LOADING ZONE IMPACTS

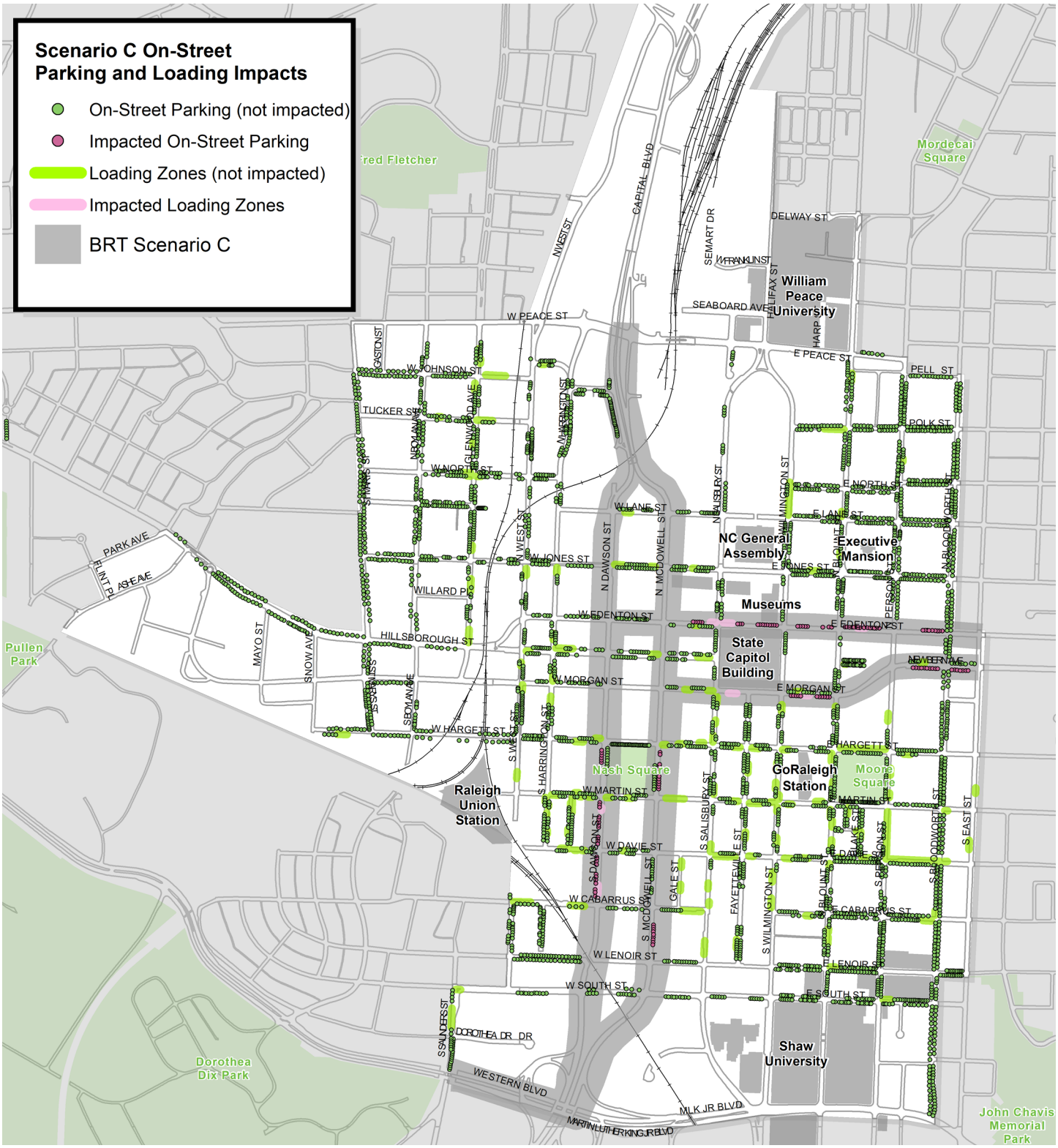
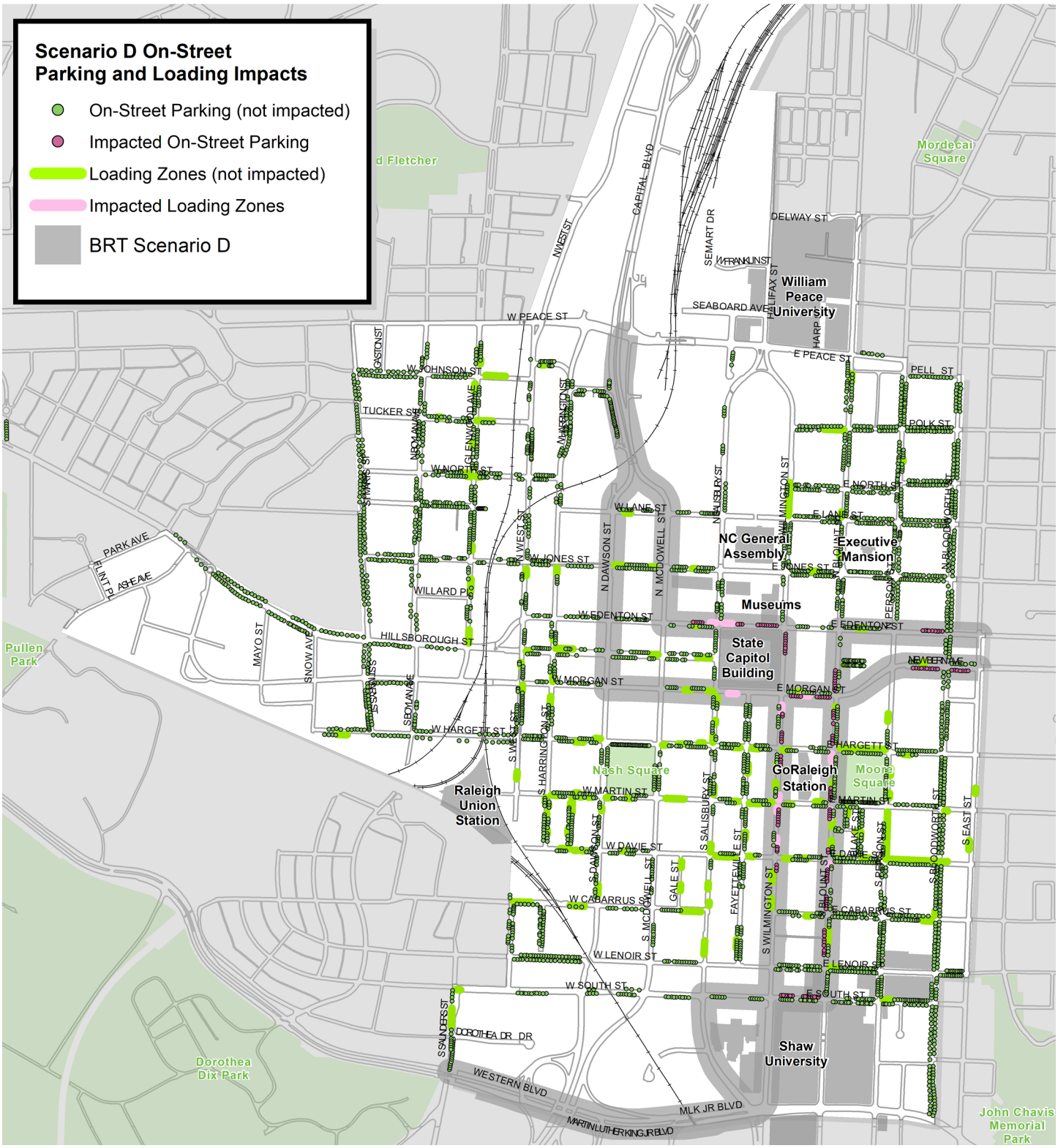


EXHIBIT A.52 — SCENARIO D EXISTING ON-STREET PARKING AND LOADING ZONE IMPACTS





Appendix B

Scenario A - EB

EB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	MLK Jr Blvd / Saunders St				No	n/a	No		n/a					0.00				0:00:00
				MLK Jr Blvd from Saunders St to McDowell St	Busway					35		A	35	**35**	0.20		0:00:30			
		2	MLK Jr Blvd / McDowell St				No	3	No		A					0.20		0:00:00		**0:00:30**
				McDowell St from MLK Jr Blvd to South St	Busway					35		A	35	**35**	0.45		0:00:55			
L	#N/A	3	McDowell St / South St				No	2	No		B					0.65		0:00:15		**0:01:40**
				South St from McDowell St to Dawson St	Busway					25		A	25	**25**	0.10		0:00:21			
	#N/A	4	South St / Dawson St				No	3	No		C					0.75		0:00:25		**0:02:26**
				South St from Dawson St to West St	Busway					25		A	25	**25**	0.15		0:00:28			
R	#N/A	5	South St / West St				No	2	No		C					0.90		0:00:15		**0:03:09**
				West St from South St to Lenoir St	Busway					25		A	20	**25**	0.05		0:00:14			
	#N/A	6	West St / Lenoir St				No	3	No		C					0.95		0:00:15		**0:03:38**
				West St from Lenoir St to Cabarrus St	Busway					25		A	25	**25**	0.10		0:00:15			
		7	West St / Cabarrus St				No	2	No		C					1.05		0:00:00		**0:03:53**
				West St from Cabarrus St to Martin St	Busway					25		A	25	**25**	0.20		0:00:35			
R	1	8	West St / Martin St			RUS	No	2	No		C					1.25		0:00:25	0:00:35	**0:05:28**
				Martin St from West St to Dawson St	Busway					25		A	25	**25**	0.15		0:00:28			
	#N/A	9	Martin St / Dawson St				No	2	No		C					1.40		0:00:35		**0:06:31**
				Martin St from Dawson St to McDowell St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	10	Martin St / McDowell St				No	2	No		B					1.50		0:00:00		**0:06:45**
				Martin St from McDowell St to Salibury St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	11	Martin St / Salisbury St				No	2	No		B					1.60		0:00:50		**0:07:49**
				Martin St from Salibury St to Fayetteville St	Busway					25		A	25	**25**	0.05		0:00:07			
		12	Martin St / Fayetteville St				No	3	No		C					1.65		0:00:00		**0:07:56**
				Martin St from Fayetteville St to Wilmington St	Busway					25		A	25	**25**	0.05		0:00:13			
L	2	13	Martin St / Wilmington St			GO	No	2	No		B					1.70		0:00:50	0:00:50	**0:09:49**
				Wilmington St from Martin St to Hargett St	Busway					25		A	25	**25**	0.10		0:00:21			
	#N/A	14	Wilmington St / Hargett St				No	2	No		B					1.80		0:00:15		**0:10:25**
				Wilmington St from Hargett St to Morgan St	Busway					25		A	25	**25**	0.10		0:00:21			
R	#N/A	15	Wilmington St / Morgan St				No	2	No		C					1.90		0:00:50		**0:11:36**
				Morgan St from Wilmington St to Blount St	Busway					35		A	30	**35**	0.10		0:00:20			
	#N/A	16	Morgan St / Blount St				No	2	No		C					2.00		0:00:00		**0:11:56**
				Morgan St from Blount St to Person St	Busway					35		A	35	**35**	0.10		0:00:11			
	#N/A	17	Morgan St / Person St				No	2	No		A					2.10		0:00:00		**0:12:07**
				Morgan St from Person St to Bloodworth St	Busway					35		A	35	**35**	0.10		0:00:11			
	#N/A	18	Morgan St / Bloodworth St				No	3	No		C					2.20		0:00:00		**0:12:18**
				Morgan St from Bloodworth St to East St	Busway					35		A	25	**35**	0.05		0:00:13			
		19	Morgan St / East St				No	n/a	No		n/a					2.25		0:00:00		**0:12:31**
			Totals													**2.25**	**0:06:11**	**0:04:55**	**0:01:25**	**0:12:31**
																			Avg. Speed (mph):	**10.79**
															Avg. Speed (mph):		**21.83**	**12.16**		**10.79**

Scenario A - WB
WB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	Edenton St / East St				No	n/a	No		n/a					0.00				0:00:00
				Edenton St from East St to Bloodworth St	Busway					35		A	20	**35**	0.05		0:00:14			
	#N/A	2	Edenton St / Bloodworth St				No	3	No		C					0.05		0:00:00		**0:00:14**
				Edenton St from Bloodworth St to Person St	Busway					35		A	30	**35**	0.10		0:00:13			
		3	Edenton St / Person St				No	2	No		A					0.15		0:00:00		**0:00:27**
				Edenton St from Person St to Blount St	Busway					35		A	30	**35**	0.10		0:00:20			
L	#N/A	4	Edenton St / Blount St				No	2	No		C					0.25		0:00:50		**0:01:37**
				Blount St from Edenton St to Morgan St	Busway					35		A	30	**35**	0.10		0:00:20			
	#N/A	5	Blount St / Morgan St				No	2	No		C					0.35		0:00:00		**0:01:57**
				Blount St from Morgan St to Hargett St	Busway					35		A	35	**35**	0.10		0:00:11			
	#N/A	6	Blount St / Hargett St				No	2	No		B					0.45		0:00:00		**0:02:08**
				Blount St from Hargett St to Martin St	Busway					35		A	35	**35**	0.10		0:00:19			
R	#N/A	7	Blount St / Martin St				No	2	No		A					0.55		0:00:00		**0:02:27**
				Martin St from Blount St to Wilmington St	Busway					25		A	25	**25**	0.10		0:00:27			
	2	8	Martin St / Wilmington St			GO	No	2	No		B					0.65		0:00:35	0:00:50	**0:04:19**
				Martin St from Wilmington St to Fayetteville St	Busway					25		A	20	**25**	0.05		0:00:14			
	#N/A	9	Martin St / Fayetteville St				No	3	No		C					0.70		0:00:00		**0:04:33**
				Martin St from Fayetteville St to Salibury St	Busway					25		A	25	**25**	0.05		0:00:08			
		10	Martin St / Salisbury St				No	2	No		B					0.75		0:00:50		**0:05:31**
				Martin St from Salibury St to McDowell St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	11	Martin St / McDowell St				No	2	No		B					0.85		0:00:00		**0:05:45**
				Martin St from McDowell St to Dawson St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	12	Martin St / Dawson St				No	2	No		C					0.95		0:00:50		**0:06:49**
				Martin St from Dawson St to West St	Busway					25		A	25	**25**	0.15		0:00:28			
L	1	13	Martin St / West St			RUS	No	2	No		C					1.10		0:00:35	0:00:35	**0:08:27**
				West St from Martin St Cabarrus St	Busway					25		A	25	**25**	0.20		0:00:35			
	#N/A	14	West St / Cabarrus St				No	2	No		C					1.30		0:00:00		**0:09:02**
				West St from Cabarrus St to Lenoir St	Busway					25		A	25	**25**	0.10		0:00:14			
		15	West St / Lenoir St				No	3	No		C					1.40		0:00:15		**0:09:31**
				West St from Lenoir St to South St	Busway					25		A	25	**25**	0.05		0:00:13			
L	#N/A	16	South St / West St				No	Stop	No		C					1.45		0:00:15		**0:09:59**
				South St from West St to Dawson St	Busway					25		A	25	**25**	0.15		0:00:34			
R	#N/A	17	South St / Dawson St				No	3	No		C					1.60		0:00:25		**0:10:58**
				Dawson St from South St to Saunders-MLK	Busway					35		A	35	**35**	0.30		0:00:50			
	#N/A	18	MLK Jr Blvd / Saunders St				No	n/a	No		n/a					1.90		0:00:00		**0:11:48**
			Totals													**1.90**	**0:05:48**	**0:04:35**	**0:01:25**	**0:11:48**
																		Avg. Speed (mph):		**9.66**
															Avg. Speed (mph):		**19.66**	**10.98**		**9.66**
																	0:20:25	**0:13:44**	**0:00:00**	

Scenario A - NB

NB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	MLK Jr Blvd / McDowell St				No	n/a	No							0.00				0:00:00
				MLK Jr Blvd from McDowell St to Wilmington St	Busway					35		A	35	**35**	0.25		0:00:44			
	1	2	MLK Jr Blvd / Wilmington St			BRT	No	1	No		E					0.25		0:00:26	0:00:20	**0:01:30**
				Wilmington St from MLK Jr Blvd to South St	Busway					25		A	25	**25**	0.20		0:00:35			
	#N/A	3	Wilmington St / South St				No	3	No		C					0.45		0:00:23		**0:02:27**
				Wilmington St from South St to Lenoir St	Busway					25		A	25	**25**	0.05		0:00:07			
	#N/A	4	Wilmington St / Lenoir St				No	3	No		C					0.50		0:00:00		**0:02:34**
				Wilmington St from Lenoir St to Cabarrus St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	5	Wilmington St / Cabarrus St				No	3	No		C					0.60		0:00:00		**0:02:48**
				Wilmington St from Cabarrus St to Davie St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	6	Wilmington St / Davie St				No	3	No		C					0.70		0:00:00		**0:03:02**
				Wilmington St from Davie St to Martin St	Busway					25		A	25	**25**	0.10		0:00:21			
L	2	7	Wilmington St / Martin St			GO	No	2	No		B					0.80		0:00:00	0:00:50	**0:04:13**
				Martin St from Wilmington St to Fayetteville St	Busway					25		A	20	**25**	0.05		0:00:14			
	#N/A	8	Martin St / Fayetteville St				No	3	No		C					0.85		0:00:35		**0:05:02**
				Martin St from Fayetteville St to Salibury St	Busway					25		A	25	**25**	0.05		0:00:08			
	#N/A	9	Martin St / Salisbury St				No	2	No		B					0.90		0:00:00		**0:05:10**
				Martin St from Salibury St to McDowell St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	10	Martin St / McDowell St				No	2	No		B					1.00		0:00:50		**0:06:14**
				Martin St from McDowell St to Dawson St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	11	Martin St / Dawson St				No	2	No		C					1.10		0:00:00		**0:06:28**
				Martin St from Dawson St to West St	Busway					25		A	25	**25**	0.15		0:00:28			
R	3	12	Martin St / West St			RUS	No	2	No		C					1.25		0:00:35	0:00:35	**0:08:06**
				West St from Martin St to Hargette St	Busway					25		A	25	**25**	0.10		0:00:21			
	#N/A	13	West St / Hargett St				No	2	No		C					1.35		0:00:00		**0:08:27**
				West St from Hargette St to Morgan St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	14	West St / Morgan St				No	2	No		B					1.45		0:00:25		**0:09:06**
				West St from Morgan St to Hillsborough St	Busway					25		A	25	**25**	0.05		0:00:07			
	#N/A	15	West St / Hillsborough St				No	3	No		C					1.50		0:00:25		**0:09:38**
				West St from Hillsborough St to Edenton St	Busway					25		A	25	**25**	0.05		0:00:07			
	#N/A	16	West St / Edenton St				No	3	No		C					1.55		0:00:25		**0:10:11**
				West St from Edenton St to Jones St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	17	West St / Jones St				No	3	No		C					1.65		0:00:00		**0:10:24**
				West St from Jones St to RR Crossing 1	Busway					25		A	25	**25**	0.10		0:00:15			
	#N/A	18	West St / RR Crossing 1				No	2	No		C					1.75		0:00:00		**0:10:39**
				West St from RR Crossing 1 to North St	Busway					25		A	15	**25**	0.05		0:00:16			
	4	19	West St / North St			BRT	No	2	No		C					1.80		0:00:00	0:00:20	**0:11:15**
				West St from North St to Peace St	Busway					25		A	25	**25**	0.25		0:00:49			
R	#N/A	20	West St / Peace St				No	1	No		B					2.05		0:00:33		**0:12:37**
				Peace St from West St to Capital Blvd	Busway					35		A	30	**35**	0.15		0:00:33			
	#N/A	21	Peace St / Capital Blvd				No	n/a	No		n/a					2.20		0:00:00		**0:13:11**
			Totals													**2.20**	**0:06:29**	**0:04:37**	**0:02:05**	**0:13:10**
																			Avg. Speed (mph):	**10.03**
															Avg. Speed (mph):		**20.36**	**11.91**		**10.03**

Scenario A - SB
SB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	Peace St / Capital Blvd				No	n/a	No		n/a					0.00				0:00:00
				Peace St from Capital Blvd to West St	Busway					35		A	30	**35**	0.15		0:00:33			
L	#N/A	2	Peace St / West St				No	1	No		B					0.15		0:00:20		**0:00:53**
				West St from Peace St to North St	Busway					25		A	25	**25**	0.25		0:00:49			
	4	3	West St / North St			BRT	No	2	No		C					0.40		0:00:00	0:00:20	**0:02:02**
				West St from North St to RR Crossing 1	Busway					25		A	15	**25**	0.05		0:00:16			
	#N/A	4	West St / RR Crossing 1				No	2	No		C					0.45		0:00:00		**0:02:18**
				West St from RR Crossing 1 to Jones St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	5	West St / Jones St				No	3	No		C					0.55		0:00:00		**0:02:32**
				West St from Jones St to Edenton St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	6	West St / Edenton St				No	3	No		C					0.65		0:00:25		**0:03:11**
				West St from Edenton St to Hillsborough St	Busway					25		A	25	**25**	0.05		0:00:07			
	#N/A	7	West St / Hillsborough St				No	3	No		C					0.70		0:00:25		**0:03:43**
				West St from Hillsborough St to Morgan St	Busway					25		A	25	**25**	0.05		0:00:07			
	#N/A	8	West St / Morgan St				No	2	No		B					0.75		0:00:25		**0:04:15**
				West St from Morgan St to Hargette St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	9	West St / Hargett St				No	2	No		C					0.85		0:00:00		**0:04:29**
				West St from Hargette St to Martin St	Busway					25		A	25	**25**	0.10		0:00:21			
L	3	10	West St / Martin St			RUS	No	2	No		C					0.95		0:00:25	0:00:35	**0:05:50**
				Martin St from West St to Dawson St	Busway					25		A	25	**25**	0.15		0:00:28			
	#N/A	11	Martin St / Dawson St				No	2	No		C					1.10		0:00:35		**0:06:53**
				Martin St from Dawson St to McDowell St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	12	Martin St / McDowell St				No	2	No		B					1.20		0:00:00		**0:07:07**
				Martin St from McDowell St to Salibury St	Busway					25		A	25	**25**	0.10		0:00:14			
	#N/A	13	Martin St / Salisbury St				No	2	No		B					1.30		0:00:50		**0:08:11**
				Martin St from Salibury St to Fayetteville St	Busway					25		A	25	**25**	0.05		0:00:07			
	#N/A	14	Martin St / Fayetteville St				No	3	No		C					1.35		0:00:00		**0:08:18**
				Martin St from Fayetteville St to Wilmington St	Busway					25		A	25	**25**	0.05		0:00:13			
	2	15	Martin St / Wilmington St			GO	No	2	No		B					1.40		0:00:50	0:00:50	**0:10:11**
				Martin St from Wilmington St to Blount St	Busway					25		A	25	**25**	0.10		0:00:27			
R	#N/A	16	Martin St / Blount St				No	2	No		A					1.50		0:00:35		**0:11:13**
				Blount St from Martin St to Davie St	Busway					35		A	30	**35**	0.10		0:00:20			
	#N/A	17	Blount St / Davie St				No	3	No		C					1.60		0:00:50		**0:12:23**
				Blount St from Davie St to Cabarrus St	Busway					35		A	35	**35**	0.10		0:00:11			
	#N/A	18	Blount St / Cabarrus St				No	3	No		C					1.70		0:00:00		**0:12:34**
				Blount St from Cabarrus St to Lenoir St	Busway					35		A	35	**35**	0.10		0:00:11			
	#N/A	19	Blount St / Lenoir St				No	3	No		C					1.80		0:00:00		**0:12:45**
				Blount St from Lenoir St to South St	Busway					35		A	25	**35**	0.05		0:00:13			
R	#N/A	20	Blount St / South St				No	3	No		C					1.85		0:00:00		**0:12:58**
				South St from Blount St to Wilmington St	Busway					25		A	25	**25**	0.10		0:00:21			
	#N/A	21	South St / Wilmington St				No	3	No		C					1.95		0:00:50		**0:14:09**
				South St from Wilmington St to Salisbury St	Busway					25		A	25	**25**	0.10		0:00:21			
L	#N/A	22	South St / Salisbury St				No	3	No		C					1.95		0:00:50		**0:15:20**
				Salisbury St from South St to MLK Jr Blvd	Busway					25		A	25	**25**	0.20		0:00:41			
R	1	23	Salisbury St / MLK Jr Blvd			BRT	No	1	No		E					2.05		0:00:33	0:00:20	**0:16:53**
				MLK Jr Blvd from Salisbury St to McDowell St	Busway					45		A	35	**45**	0.30		0:00:50			
	#N/A	24	MLK Jr Blvd / McDowell St				No	n/a	No		n/a					2.35				
			Totals													**2.35**	**0:07:46**	**0:07:52**	**0:02:05**	**0:17:43**
																			Avg. Speed (mph):	**7.96**
															Avg. Speed (mph):	**18.15**	**9.02**			**7.96**
																0:20:25	**0:13:44**	**0:00:00**		

Scenario B - EB

EB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station / Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
		1	MLK Jr Blvd / Saunders St			No	n/a	No		n/a					0.00				0:00:00
			MLK Jr Blvd from Saunders St to McDowell St	Busway					35		A	35	**35**	0.20		0:00:30			
		2	MLK Jr Blvd / McDowell St			No	3	No		A					0.20		0:00:00		**0:00:30**
			MLK Jr Blvd from McDowell St to Wilmington St	Busway					35		A	35	**35**	0.25		0:00:34			
L	1	3	MLK Jr Blvd / Wilmington St		BRT	No	1	No		E					0.45		0:01:05	0:00:20	**0:02:29**
			Wilmington St from MLK Jr Blvd to South St	Busway					25		A	25	**25**	0.20		0:00:35			
		4	Wilmington St / South St			No	3	No		C					0.65		0:00:23		**0:03:27**
			Wilmington St from South St to Lenoir St	Busway					25		A	25	**25**	0.05		0:00:07			
		5	Wilmington St / Lenoir St			No	3	No		C					0.70		0:00:00		**0:03:34**
			Wilmington St from Lenoir St to Cabarrus St	Busway					25		A	25	**25**	0.10		0:00:14			
		6	Wilmington St / Cabarrus St			No	3	No		C					0.80		0:00:00		**0:03:48**
			Wilmington St from Cabarrus St to Davie St	Busway					25		A	25	**25**	0.10		0:00:14			
		7	Wilmington St / Davie St			No	3	No		C					0.90		0:00:00		**0:04:01**
			Wilmington St from Davie St to Martin St	Busway					25		A	25	**25**	0.10		0:00:21			
	2	8	Wilmington St / Martin St		GO	No	2	No		B					1.00		0:00:00	0:00:50	**0:05:12**
			Wilmington St from Martin St to Hargett St	Busway					25		A	25	**25**	0.10		0:00:21			
		9	Wilmington St / Hargett St			No	2	No		B					1.10		0:00:23		**0:05:56**
			Wilmington St from Hargett St to Morgan St	Busway					25		A	25	**25**	0.10		0:00:21			
R		10	Wilmington St / Morgan St			No	2	No		C					1.20		0:00:50		**0:07:07**
			Morgan St from Wilmington St to Blount St	Busway					35		A	30	**35**	0.10		0:00:20			
		11	Morgan St / Blount St			No	2	No		C					1.30		0:00:00		**0:07:27**
			Morgan St from Blount St to Person St	Busway					35		A	35	**35**	0.10		0:00:11			
		12	Morgan St / Person St			No	2	No		A					1.40		0:00:00		**0:07:38**
			Morgan St from Person St to Bloodworth St	Busway					35		A	35	**35**	0.10		0:00:11			
		13	Morgan St / Bloodworth St			No	3	No		C					1.50		0:00:00		**0:07:49**
			Morgan St from Bloodworth St to East St	Busway					35		A	25	**35**	0.05		0:00:13			
		14	Morgan St / East St			No	n/a	No		n/a					1.55		0:00:00		**0:08:02**
			Totals												**1.55**	**0:04:12**	**0:02:40**	**0:01:10**	**0:08:02**
																		Avg. Speed (mph):	**11.58**
														Avg. Speed (mph):		**22.14**	**13.54**		**11.58**

Scenario B - WB
WB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	Edenton St / East St				No	n/a	No		n/a					0.00				0:00:00
				Edenton St from East St to Bloodworth St	Busway					35		A	20	**35**	0.05		0:00:14			
	#N/A	2	Edenton St / Bloodworth St				No	3	No		C					0.05		0:00:00		**0:00:14**
				Edenton St from Bloodworth St to Person St	Busway					35		A	30	**35**	0.10		0:00:13			
		3	Edenton St / Person St				No	2	No		A					0.15		0:00:00		**0:00:27**
				Edenton St from Person St to Blount St	Busway					35		A	30	**35**	0.10		0:00:20			
L	#N/A	4	Edenton St / Blount St				No	2	No		C					0.25		0:00:50		**0:01:37**
				Blount St from Edenton St to Morgan St	Busway					35		A	30	**35**	0.10		0:00:20			
		5	Blount St / Morgan St				No	2	No		C					0.35		0:00:00		**0:01:57**
				Blount St from Morgan St to Hargett St	Busway					35		A	35	**35**	0.10		0:00:11			
		6	Blount St / Hargett St				No	2	No		B					0.45		0:00:00		**0:02:08**
				Blount St from Hargett St to Martin St	Busway					35		A	35	**35**	0.10		0:00:19			
	2	7	Blount St / Martin St			GO	No	2	No		A					0.55		0:00:23	0:00:50	**0:03:40**
				Blount St from Martin St to Davie St	Busway					35		A	30	**35**	0.10		0:00:20			
		8	Blount St / Davie St				No	3	No		C					0.65		0:00:00		**0:04:00**
				Blount St from Davie St to Cabarrus St	Busway					35		A	35	**35**	0.10		0:00:11			
		9	Blount St / Cabarrus St				No	3	No		C					0.75		0:00:00		**0:04:11**
				Blount St from Cabarrus St to Lenoir St	Busway					35		A	35	**35**	0.10		0:00:11			
		10	Blount St / Lenoir St				No	3	No		C					0.85		0:00:00		**0:04:22**
				Blount St from Lenoir St to South St	Busway					35		A	25	**35**	0.05		0:00:13			
R		12	Blount St / South St				No	3	No		C					0.90		0:00:00		**0:04:35**
				South St from Blount St to Wilmington St	Busway					25		A	25	**25**	0.10		0:00:21			
		13	South St / Wilmington St				No	3	No		C					1.00		0:00:50		**0:05:46**
				South St from Wilmington St to Salisbury St	Busway					25		A	25	**25**	0.10		0:00:21			
L		14	South St / Salisbury St				No	3	No		C					1.10		0:00:50		**0:06:57**
				Salisbury St from South St to MLK Jr Blvd	Busway					25		A	25	**25**	0.20		0:00:41			
R	1	15	Salisbury St / MLK Jr Blvd			BRT	No	1	No		E					1.30		0:00:33	0:00:20	**0:08:30**
				MLK Jr Blvd from Salisbury St to McDowell St	Busway					45		A	35	**45**	0.30		0:00:41			
		16	MLK Jr Blvd / McDowell St				No	3	No		C					1.60		0:00:13		**0:09:24**
				MLK Jr Blvd from McDowell St to S Saunders	Busway					45		A	35	**45**	0.20		0:00:29			
	#N/A	18	MLK Jr Blvd / Saunders St				No	n/a	No		n/a					1.80		0:00:00		**0:09:53**
			Totals													**1.30**	**0:05:05**	**0:03:38**	**0:01:10**	**0:09:53**
																			Avg. Speed (mph):	**7.89**
															Avg. Speed (mph):		**15.34**	**8.95**		**7.89**
																	0:20:25	**0:13:44**	**0:00:00**	

Scenario B - NB

NB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station / Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	MLK Jr Blvd / McDowell St			No	n/a	No		n/a					0.00				0:00:00
			MLK Jr Blvd from McDowell St to Wilmington St	Busway					35		A	35	**35**	0.25		0:00:44			
L	1	2	MLK Jr Blvd / Wilmington St		BRT	No	1	No		E					0.25		0:00:26	0:00:20	**0:01:30**
			Wilmington St from MLK Jr Blvd to South St	Busway					25		A	25	**25**	0.20		0:00:35			
		3	Wilmington St / South St			No	3	No		C					0.45		0:00:23		**0:02:27**
			Wilmington St from South St to Lenoir St	Busway					25		A	25	**25**	0.05		0:00:07			
		4	Wilmington St / Lenoir St			No	3	No		C					0.50		0:00:00		**0:02:34**
			Wilmington St from Lenoir St to Cabarrus St	Busway					25		A	25	**25**	0.10		0:00:14			
		5	Wilmington St / Cabarrus St			No	3	No		C					0.60		0:00:00		**0:02:48**
			Wilmington St from Cabarrus St to Davie St	Busway					25		A	25	**25**	0.10		0:00:14			
		6	Wilmington St / Davie St			No	3	No		C					0.70		0:00:00		**0:03:02**
			Wilmington St from Davie St to Martin St	Busway					25		A	25	**25**	0.10		0:00:21			
	2	7	Wilmington St / Martin St		GO	No	2	No		B					0.80		0:00:00	0:00:50	**0:04:13**
			Wilmington St from Martin St to Hargett St	Busway					25		A	25	**25**	0.10		0:00:21			
		8	Wilmington St / Hargett St			No	2	No		B					0.90		0:00:23		**0:04:57**
			Wilmington St from Hargett St to Morgan St	Busway					25		A	25	**25**	0.10		0:00:14			
		9	Wilmington St / Morgan St			No	2	No		C					1.00		0:00:50		**0:06:01**
			Wilmington St from Morgan St to Edenton St	Busway					25		A	25	**25**	0.10		0:00:14			
		10	Wilmington St / Edenton St			No	2	No		C					1.10		0:00:50		**0:07:05**
			Wilmington St from Edenton St to Jones St	Busway					25		A	25	**25**	0.10		0:00:14			
		11	Wilmington St / Jones St			No	3	No		C					1.20		0:00:00		**0:07:19**
			Wilmington St from Jones St to Lane St	Busway					25		A	25	**25**	0.10		0:00:14			
		12	Wilmington St / Lane St			No	3	No		C					1.30		0:00:00		**0:07:33**
			Wilmington St from Lane St to Polk St	Busway					25		A	25	**25**	0.25		0:00:42			
	3	13	Wilmington St / Polk St		BRT	No	3	No		C					1.55		0:00:23	0:00:20	**0:08:57**
			Wilmington St from to Polk St to Peace St	Busway					25		A	25	**25**	0.15		0:00:34			
L		14	Wilmington St / Peace St			No	2	No		C					1.70		0:00:23		**0:09:54**
			Peace St from Wilmington St to Capital Blvd	Busway					35		A	35	**35**	0.25		0:00:44			
		15	Peace St / Capital Blvd			No	n/a	No		n/a					1.95		0:00:00		**0:10:38**
			Totals												**1.95**	**0:05:32**	**0:03:36**	**0:01:30**	**0:10:38**
																		Avg. Speed (mph):	**11.00**
														Avg. Speed (mph):		**21.14**	**12.81**		**11.00**

Scenario B - SB
SB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	Peace St / Capital Blvd				No	n/a	No		n/a					0.00				0:00:00
				Peace St from Capital Blvd to Wilmington St	Busway					35		A	35	**35**	0.25		0:00:36			
	#N/A	2	Peace St / Wilmington St				No	2	No		C					0.25		0:00:50		**0:01:26**
				Peace St from Wilmington St to Blount St	Busway					35		A	35	**35**	0.15		0:00:24			
R		3	Peace St / Blount St				No	2	No		B					0.40		0:00:00		**0:01:50**
				Blount St from Peace St to Polk St	Busway					35		A	25	**35**	0.10		0:00:27			
	3	4	Blount St / Polk St			BRT	No	3	No		C					0.50		0:00:23	0:00:20	**0:03:00**
				Blount St from Polk St to Lane St	Busway					35		A	35	**35**	0.15		0:00:25			
		5	Blount St / Lane St				No	3	No		C					0.65		0:00:23		**0:03:47**
				Blount St from Lane St to Jones St	Busway					35		A	35	**35**	0.10		0:00:10			
		6	Blount St / Jones St				No	3	No		C					0.75		0:00:00		**0:03:57**
				Blount St from Jones St to Edenton St	Busway					35		A	35	**35**	0.10		0:00:10			
		7	Blount St / Edenton St				No	2	No		C					0.85		0:00:50		**0:04:57**
				Blount St from Edenton St to Morgan St	Busway					35		A	35	**35**	0.10		0:00:10			
		8	Blount St / Morgan St				No	2	No		C					0.95		0:00:50		**0:05:57**
				Blount St from Morgan St to Hargett St	Busway					35		A	35	**35**	0.10		0:00:10			
		9	Blount St / Hargett St				No	2	No		B					1.05		0:00:00		**0:06:07**
				Blount St from Hargett St to Martin St	Busway					35		A	35	**35**	0.10		0:00:19			
	2	10	Blount St / Martin St			GO	No	2	No		A					1.15		0:00:23	0:00:50	**0:07:39**
				Blount St from Martin St to Davie St	Busway					35		A	30	**35**	0.10		0:00:20			
		11	Blount St / Davie St				No	3	No		C					1.25		0:00:00		**0:07:59**
				Blount St from Davie St to Cabarrus St	Busway					35		A	35	**35**	0.10		0:00:11			
		12	Blount St / Cabarrus St				No	3	No		C					1.35		0:00:00		**0:08:10**
				Blount St from Cabarrus St to Lenoir St	Busway					35		A	35	**35**	0.10		0:00:11			
		13	Blount St / Lenoir St				No	3	No		C					1.45		0:00:00		**0:08:20**
				Blount St from Lenoir St to South St	Busway					35		A	25	**35**	0.05		0:00:13			
R		14	Blount St / South St				No	3	No		C					1.50		0:00:00		**0:08:33**
				South St from Blount St to Wilmington St	Busway					25		A	25	**25**	0.10		0:00:21			
		15	South St / Wilmington St				No	3	No		C					1.60		0:00:50		**0:09:45**
				South St from Wilmington St to Salisbury St	Busway					25		A	25	**25**	0.10		0:00:21			
L		16	South St / Salisbury St				No	3	No		C					1.60		0:00:50		**0:10:56**
				Salisbury St from South St to MLK Jr Blvd	Busway					25		A	25	**25**	0.20		0:00:41			
R	1	17	Salisbury St / MLK Jr Blvd			BRT	No	1	No		E					1.70		0:00:33	0:00:20	**0:12:29**
				MLK Jr Blvd from Salisbury St to McDowell St	Busway					45		A	35	**45**	0.30		0:00:50			
		18	MLK Jr Blvd / McDowell St				No	n/a	#N/A		n/a					2.00				**0:13:19**
			Totals													**2.00**	**0:05:59**	**0:05:50**	**0:01:30**	**0:13:19**
																			Avg. Speed (mph):	9.01
															Avg. Speed (mph):		**20.06**	**10.16**		9.01
																	0:20:25	**0:13:44**	**0:00:00**	

Scenario C - EB

EB PM Peak Run Time Estimate

Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	1	MLK Jr Blvd / Saunders St				No	n/a	No		n/a					0.00				0:00:00
			MLK Jr Blvd from Saunders St to McDowell St	Busway					35		A	35	**35**	0.20		0:00:30			
	2	MLK Jr Blvd / McDowell St				No	3	No		A					0.20		0:00:13		**0:00:43**
			McDowell St from MLK Jr Blvd to South St	Busway					35		A	35	**35**	0.45		0:00:55			
1	3	McDowell St / South St			BRT	No	2	No		B					0.65		0:00:50	0:00:20	**0:02:48**
			McDowell St from South St to Lenoir St	Busway					35		A	20	**35**	0.05		0:00:14			
	4	McDowell St / Lenoir				No	3	No		C					0.70		0:00:00		**0:03:02**
			McDowell St from Lenoir St to Cabarrus St	Busway					35		A	30	**35**	0.10		0:00:13			
	5	McDowell St / Cabarrus St				No	3	No		C					0.80		0:00:15		**0:03:30**
			McDowell St from Cabarrus St to Davie St	Busway					35		A	35	**35**	0.10		0:00:11			
	6	McDowell St / Davie St				No	2	No		C					0.90		0:00:00		**0:03:41**
			McDowell St from Davie St to Martin St	Busway					35		A	35	**35**	0.10		0:00:19			
2	7	McDowell St / Martin St			BRT	No	2	No		B					1.00		0:00:00	0:00:20	**0:04:20**
			McDowell St from Martin St to Hargett St	Busway					35		A	30	**35**	0.10		0:00:20			
	8	McDowell St / Hargett St				No	2	No		B					1.10		0:00:15		**0:04:55**
			McDowell St from Martin St to Morgan St	Busway					35		A	30	**35**	0.10		0:00:20			
	9	McDowell St / Morgan St				No	2	No		B					1.20		0:00:00		**0:05:15**
			Morgan St from McDowell to Salisbury St	Busway					35		A	30	**35**	0.10		0:00:20			
	10	Morgan St / Salisbury St				No	2	No		A					1.30		0:00:50		**0:06:25**
			Morgan St from Salisbury St to Fayetteville St	Busway					35		A	30	**35**	0.05		0:00:06			
	11	Morgan St / Fayetteville St				No	3	No		C					1.35		0:00:00		**0:06:31**
			Morgan St from Fayetteville St to Wilmington St	Busway					35		A	30	**35**	0.05		0:00:06			
	12	Morgan St / Wilmington St				No	2	No		C					1.40		0:00:50		**0:07:27**
			Morgan St from Wilmington St to Blount St	Busway					35		A	35	**35**	0.10		0:00:11			
	13	Morgan St / Blount St				No	2	No		C					1.50		0:00:50		**0:08:28**
			Morgan St from Blount St to Person St	Busway					35		A	35	**35**	0.10		0:00:10			
	14	Morgan St / Person St				No	2	No		A					1.60		0:00:00		**0:08:38**
			Morgan St from Person St to Bloodworth St	Busway					35		A	35	**35**	0.10		0:00:11			
	15	Morgan St / Bloodworth St				No	3	No		C					1.70		0:00:00		**0:08:49**
			Morgan St from Bloodworth St to East St	Busway					35		A	25	**35**	0.05		0:00:13			
	16	Morgan St / East St				No	n/a	No		n/a					1.75		0:00:00		**0:09:02**
	Totals														**1.75**	**0:04:19**	**0:04:03**	**0:00:40**	0:09:02
																		Avg. Speed (mph):	11.62
														Avg. Speed (mph):		24.32	12.55		11.62

Scenario C - WB
WB PM Peak Run Time Estimate

Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
#N/A	1	Edenton St / East St				No	n/a	No		n/a					0.00				0:00:00
			Edenton St from East St to Bloodworth St	Busway					35		A	20	**35**	0.05		0:00:14			
#N/A	2	Edenton St / Bloodworth St				No	3	No		C					0.05		0:00:00		**0:00:14**
			Edenton St from Bloodworth St to Person St	Busway					35		A	30	**35**	0.10		0:00:13			
	3	Edenton St / Person St				No	2	No		A					0.15		0:00:00		**0:00:27**
			Edenton St from Person St to Blount St	Busway					35		A	35	**35**	0.10		0:00:11			
#N/A	4	Edenton St / Blount St				No	2	No		C					0.25		0:00:50		**0:01:28**
			Edenton St from Blount St to Wilmington St	Busway					35		A	35	**35**	0.10		0:00:10			
	5	Edenton St / Wilmington St				No	2	No		C					0.35		0:00:50		**0:02:28**
			Edenton St from Wilmington St to Salisbury St	Busway					35		A	35	**35**	0.10		0:00:10			
	6	Edenton St / Salisbury St				No	2	No		B					0.45		0:00:00		**0:02:38**
			Edenton St from Salisbury St to McDowell St	Busway					35		A	35	**35**	0.10		0:00:10			
	7	Edenton St / McDowell St				No	2	No		B					0.55		0:00:00		**0:02:48**
			Edenton St from McDowell St to Dawson St	Busway					35		A	35	**35**	0.10		0:00:19			
	8	Edenton St / Dawson St				No	2	No		C					0.65		0:00:50		**0:03:57**
			Dawson St from Edenton St to Hillsborough St	Busway					35		A	20	**35**	0.05		0:00:14			
	9	Dawson St / Hillsborough St				No	3	No		C					0.70		0:00:50		**0:05:01**
			Dawson St from Hillsborough St to Morgan St	Busway					35		A	25	**35**	0.05		0:00:08			
	10	Dawson St / Morgan St				No	2	No		C					0.75		0:00:00		**0:05:09**
			Dawson St from Morgan St to Martin St	Busway					35		A	35	**35**	0.10		0:00:12			
	11	Dawson St / Hargett St				No	2	No		A					0.85		0:00:00		**0:05:21**
			Dawson St from Hargett St to Martin St	Busway					35		A	35	**35**	0.10		0:00:19			
2	12	Dawson St / Martin St			BRT	No	2	No		C					0.95		0:00:15	0:00:20	**0:06:15**
			Dawson St from Martin St to Davie St	Busway					35		A	30	**35**	0.10		0:00:20			
	13	Dawson St / Davie St				No	2	No		D					1.05		0:00:00		**0:06:35**
			Dawson St from Davie St to Cabarrus St	Busway					35		A	35	**35**	0.10		0:00:11			
	14	Dawson St / Cabarrus St				No	3	No		C					1.15		0:00:00		**0:06:46**
			Dawson St from Cabarrus St to Lenoir St	Busway					35		A	35	**35**	0.10		0:00:11			
	15	Dawson St / Lenoir				No	3	No		C					1.25		0:00:00		**0:06:57**
			Dawson St from Lenoir St to South St	Busway					35		A	25	**35**	0.05		0:00:13			
1	16	Dawson St / South St			BRT	No	2	No		B					1.30		0:00:00	0:00:20	**0:07:30**
			Dawson St from South St to MLK Jr Blvd	Busway					35		A	35	**35**	0.30		0:00:41			
#N/A	17	Dawson St / MLK Jr Blvd				No	3	No		B					1.60		0:00:10		**0:08:21**
			MLK Jr Blvd from Dawson St to Saunders St	Busway					35		A	35	**35**	0.15		0:00:24			
#N/A	18	MLK Jr Blvd / Saunders St				No	n/a	No		n/a					1.75		0:00:00		**0:08:45**
		Totals													**1.75**	**0:04:20**	**0:03:45**	**0:00:40**	**0:08:45**
																		Avg. Speed (mph):	**12.00**
														Avg. Speed (mph):		**24.23**	**12.99**		**12.00**
																0:20:25	**0:13:44**	**0:00:00**	

Scenario C - NB

NB PM Peak Run Time Estimate

Sta. No.	Int No.	Intersection/Station / Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
#N/A	1	MLK Jr Blvd / McDowell St			No	n/a	No		n/a					0.00				0:00:00
		McDowell St from MLK Jr Blvd to South St	Busway					35		A	35	**35**	0.45		0:01:05			
1	2	McDowell St / South St		BRT	No	2	No		B					0.45		0:00:50	0:00:20	**0:02:15**
		McDowell St from South St to Lenoir St	Busway					35		A	20	**35**	0.05		0:00:14			
	3	McDowell St / Lenoir			No	3	No		C					0.50		0:00:00		**0:02:29**
		McDowell St from Lenoir St to Cabarrus St	Busway					35		A	30	**35**	0.10		0:00:13			
	4	McDowell St / Cabarrus St			No	3	No		C					0.60		0:00:15		**0:02:57**
		McDowell St from Cabarrus St to Davie St	Busway					35		A	35	**35**	0.10		0:00:11			
	5	McDowell St / Davie St			No	2	No		C					0.70		0:00:00		**0:03:08**
		McDowell St from Davie St to Martin St	Busway					35		A	30	**35**	0.10		0:00:20			
2	6	McDowell St / Martin St		BRT	No	2	No		B					0.80		0:00:00	0:00:20	**0:03:48**
		McDowell St from Martin St to Hargett St	Busway					35		A	30	**35**	0.10		0:00:20			
	7	McDowell St / Hargett St			No	2	No		B					0.90		0:00:15		**0:04:23**
		McDowell St from Martin St to Morgan St	Busway					35		A	35	**35**	0.10		0:00:11			
	8	McDowell St / Morgan St			No	2	No		B					1.00		0:00:00		**0:04:34**
		McDowell St from Morgan St to Hillsborough St	Busway					35		A	35	**35**	0.05		0:00:05			
	9	McDowell St / Hillsborough St			No	3	No		C					1.05		0:00:00		**0:04:39**
		McDowell St from Hillsborough St to Edenton St	Busway					35		A	35	**35**	0.05		0:00:05			
	10	McDowell St / Edenton St			No	2	No		B					1.10		0:00:00		**0:04:44**
		McDowell St from Edenton St to Jones St	Busway					35		A	35	**35**	0.10		0:00:10			
	11	McDowell St / Jones St			No	2	No		A					1.20		0:00:00		**0:04:54**
		McDowell St from Jones St to Lane St	Busway					35		A	35	**35**	0.10		0:00:19			
3	12	McDowell St / Lane St		BRT	No	2	No		B					1.30		0:00:00	0:00:20	**0:05:33**
		McDowell St / Capital Blvd from Lane St to Peace St	Busway					45		A	35	**45**	0.30		0:00:50			
	13	Capital Blvd / Peace			No	n/a	No		n/a					1.60		0:00:00		**0:06:23**
		Totals												**1.60**	**0:04:03**	**0:01:20**	**0:01:00**	**0:06:23**
																	Avg. Speed (mph):	**15.04**

Avg. Speed (mph):	**23.70**	**17.83**

Scenario C - SB
SB PM Peak Run Time Estimate

Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
#N/A	1	Capital Blvd / Peace				No	n/a	No		n/a					0.00				0:00:00
			Dawson St / Capital Blvd from Peace St to Lane St	Busway					45		A	35	**45**	0.30		0:00:50			
3	2	Dawson St / Lane St			BRT	No	2	No		B					0.30		0:00:15	0:00:20	**0:01:25**
			Dawson St from Lane St to Jones St	Busway					35		A	30	**35**	0.10		0:00:20			
	3	Dawson St / Jones St				No	2	No		D					0.40		0:00:15		**0:02:00**
			Dawson St from Jones St to Edenton St	Busway					35		A	35	**35**	0.10		0:00:11			
	4	Dawson St / Edenton St				No	2	No		B					0.50		0:00:00		**0:02:11**
			Dawson St from Edenton St to Hillsborough St	Busway					35		A	35	**35**	0.05		0:00:05			
	5	Dawson St / Hillsborough St				No	3	No		C					0.55		0:00:00		**0:02:16**
			Dawson St from Hillsborough St to Morgan St	Busway					35		A	35	**35**	0.05		0:00:05			
	6	Dawson St / Morgan St				No	2	No		C					0.60		0:00:00		**0:02:21**
			Dawson St from Morgan St to Martin St	Busway					35		A	35	**35**	0.10		0:00:10			
	7	Dawson St / Hargett St				No	2	No		A					0.70		0:00:00		**0:02:31**
			Dawson St from Hargett St to Martin St	Busway					35		A	35	**35**	0.10		0:00:19			
2	8	Dawson St / Martin St			BRT	No	2	No		C					0.80		0:00:15	0:00:20	**0:03:25**
			Dawson St from Martin St to Davie St	Busway					35		A	30	**35**	0.10		0:00:20			
	9	Dawson St / Davie St				No	2	No		D					0.90		0:00:00		**0:03:45**
			Dawson St from Davie St to Cabarrus St	Busway					35		A	35	**35**	0.10		0:00:11			
	10	Dawson St / Cabarrus St				No	3	No		C					1.00		0:00:00		**0:03:56**
			Dawson St from Cabarrus St to Lenoir St	Busway					35		A	35	**35**	0.10		0:00:11			
	11	Dawson St / Lenoir				No	3	No		C					1.10		0:00:00		**0:04:07**
			Dawson St from Lenoir St to South St	Busway					35		A	25	**35**	0.05		0:00:13			
1	12	Dawson St / South St			BRT	No	2	No		B					1.15		0:00:50	0:00:20	**0:05:30**
			Dawson St from South St to MLK Jr Blvd	Busway					35		A	35	**35**	0.45		0:01:05			
	13	MLK Jr Blvd / Dawson St				No	n/a	No		n/a					1.60		0:00:15		**0:06:50**
		Totals													**1.60**	**0:04:00**	**0:01:50**	**0:01:00**	**0:06:50**
																		Avg. Speed (mph):	**14.05**
														Avg. Speed (mph):	**24.00**	**16.46**		**14.05**	
															0:20:25	**0:13:44**	**0:00:00**		

Scenario D - EB

EB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station / Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
		1	MLK Jr Blvd / Saunders St			No	n/a	No		n/a					0.00				0:00:00
			MLK Jr Blvd from Saunders St to McDowell St	Busway					35		A	35	**35**	0.20		0:00:30			
		2	MLK Jr Blvd / McDowell St			No	3	No		A					0.20		0:00:00		**0:00:30**
			MLK Jr Blvd from McDowell St to Wilmington St	Busway					35		A	35	**35**	0.25		0:00:34			
L	1	3	MLK Jr Blvd / Wilmington St		BRT	No	1	No		E					0.45		0:01:05	0:00:20	**0:02:29**
			Wilmington St from MLK Jr Blvd to South St	Busway					25		A	25	**25**	0.20		0:00:35			
		4	Wilmington St / South St			No	3	No		C					0.65		0:00:23		**0:03:27**
			Wilmington St from South St to Lenoir St	Busway					25		A	25	**25**	0.05		0:00:07			
		5	Wilmington St / Lenoir St			No	3	No		C					0.70		0:00:00		**0:03:34**
			Wilmington St from Lenoir St to Cabarrus St	Busway					25		A	25	**25**	0.10		0:00:14			
		6	Wilmington St / Cabarrus St			No	3	No		C					0.80		0:00:00		**0:03:48**
			Wilmington St from Cabarrus St to Davie St	Busway					25		A	25	**25**	0.10		0:00:14			
		7	Wilmington St / Davie St			No	3	No		C					0.90		0:00:00		**0:04:01**
			Wilmington St from Davie St to Martin St	Busway					25		A	25	**25**	0.10		0:00:21			
	2	8	Wilmington St / Martin St		GO	No	2	No		B					1.00		0:00:00	0:00:50	**0:05:12**
			Wilmington St from Martin St to Hargett St	Busway					25		A	25	**25**	0.10		0:00:21			
		9	Wilmington St / Hargett St			No	2	No		B					1.10		0:00:23		**0:05:56**
			Wilmington St from Hargett St to Morgan St	Busway					25		A	25	**25**	0.10		0:00:21			
R		10	Wilmington St / Morgan St			No	2	No		C					1.20		0:00:50		**0:07:07**
			Morgan St from Wilmington St to Blount St	Busway					35		A	30	**35**	0.10		0:00:20			
		11	Morgan St / Blount St			No	2	No		C					1.30		0:00:00		**0:07:27**
			Morgan St from Blount St to Person St	Busway					35		A	35	**35**	0.10		0:00:11			
		12	Morgan St / Person St			No	2	No		A					1.40		0:00:00		**0:07:38**
			Morgan St from Person St to Bloodworth St	Busway					35		A	35	**35**	0.10		0:00:11			
		13	Morgan St / Bloodworth St			No	3	No		C					1.50		0:00:00		**0:07:49**
			Morgan St from Bloodworth St to East St	Busway					35		A	25	**35**	0.05		0:00:13			
		14	Morgan St / East St			No	n/a	No		n/a					1.55		0:00:00		**0:08:02**
			Totals												**1.55**	**0:04:12**	**0:02:40**	**0:01:10**	**0:08:02**
																		Avg. Speed (mph):	**11.58**
														Avg. Speed (mph):		**22.14**	**13.54**		**11.58**

Scenario D - WB
WB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	Edenton St / East St				No	n/a	No		n/a					0.00				0:00:00
				Edenton St from East St to Bloodworth St	Busway					35		A	20	**35**	0.05		0:00:14			
	#N/A	2	Edenton St / Bloodworth St				No	3	No		C					0.05		0:00:00		**0:00:14**
				Edenton St from Bloodworth St to Person St	Busway					35		A	30	**35**	0.10		0:00:13			
		3	Edenton St / Person St				No	2	No		C					0.15		0:00:00		**0:00:27**
				Edenton St from Person St to Blount St	Busway					35		A	30	**35**	0.10		0:00:20			
L	#N/A	4	Edenton St / Blount St				No	2	No		C					0.25		0:00:50		**0:01:37**
				Blount St from Edenton St to Morgan St	Busway					35		A	30	**35**	0.10		0:00:20			
		5	Blount St / Morgan St				No	2	No		C					0.35		0:00:00		**0:01:57**
				Blount St from Morgan St to Hargett St	Busway					35		A	35	**35**	0.10		0:00:11			
		6	Blount St / Hargett St				No	2	No		B					0.45		0:00:00		**0:02:08**
				Blount St from Hargett St to Martin St	Busway					35		A	35	**35**	0.10		0:00:19			
	2	7	Blount St / Martin St			GO	No	2	No		A					0.55		0:00:23	0:00:50	**0:03:40**
				Blount St from Martin St to Davie St	Busway					35		A	30	**35**	0.10		0:00:20			
		8	Blount St / Davie St				No	3	No		C					0.65		0:00:00		**0:04:00**
				Blount St from Davie St to Cabarrus St	Busway					35		A	35	**35**	0.10		0:00:11			
		9	Blount St / Cabarrus St				No	3	No		C					0.75		0:00:00		**0:04:11**
				Blount St from Cabarrus St to Lenoir St	Busway					35		A	35	**35**	0.10		0:00:11			
		10	Blount St / Lenoir St				No	3	No		C					0.85		0:00:00		**0:04:22**
				Blount St from Lenoir St to South St	Busway					35		A	25	**35**	0.05		0:00:13			
R		12	Blount St / South St				No	3	No		C					0.90		0:00:00		**0:04:35**
				South St from Blount St to Wilmington St	Busway					25		A	25	**25**	0.10		0:00:21			
		13	South St / Wilmington St				No	3	No		C					1.00		0:00:50		**0:05:46**
				South St from Wilmington St to Salisbury St	Busway					25		A	25	**25**	0.10		0:00:21			
L		14	South St / Salisbury St				No	3	No		C					1.10		0:00:50		**0:06:57**
				Salisbury St from South St to MLK Jr Blvd	Busway					25		A	25	**25**	0.20		0:00:41			
R	1	15	Salisbury St / MLK Jr Blvd			BRT	No	1	No		E					1.30		0:00:33	0:00:20	**0:08:30**
				MLK Jr Blvd from Salisbury St to McDowell St	Busway					45		A	35	**45**	0.30		0:00:41			
		16	MLK Jr Blvd / McDowell St								C							0:00:13		**0:09:24**
				MLK Jr Blvd from McDowell St to S Saunders	Busway					45		A	35	**45**	0.20		0:00:29			
	#N/A	18	MLK Jr Blvd / Saunders St								n/a									**0:09:53**
			Totals													**1.30**	**0:05:05**	**0:03:38**	**0:01:10**	**0:09:53**
																			Avg. Speed (mph):	**7.89**
															Avg. Speed (mph):		**15.34**	**8.95**		**7.89**
																	0:20:25	**0:13:44**	**0:00:00**	

Scenario D - NB

NB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	MLK Jr Blvd / McDowell St				No	n/a	No		n/a					0.00				0:00:00
				MLK Jr Blvd from McDowell St to Wilmington St	Busway					35		A	35	**35**	0.25		0:00:44			
L	1	2	MLK Jr Blvd / Wilmington St			BRT	No	1	No		E					0.25		0:00:26	0:00:20	**0:01:30**
				Wilmington St from MLK Jr Blvd to South St	Busway					25		A	25	**25**	0.20		0:00:35			
		3	Wilmington St / South St				No	3	No		C					0.45		0:00:23		**0:02:27**
				Wilmington St from South St to Lenoir St	Busway					25		A	25	**25**	0.05		0:00:07			
		4	Wilmington St / Lenoir St				No	3	No		C					0.50		0:00:00		**0:02:34**
				Wilmington St from Lenoir St to Cabarrus St	Busway					25		A	25	**25**	0.10		0:00:14			
		5	Wilmington St / Cabarrus St				No	3	No		C					0.60		0:00:00		**0:02:48**
				Wilmington St from Cabarrus St to Davie St	Busway					25		A	25	**25**	0.10		0:00:14			
		6	Wilmington St / Davie St				No	3	No		C					0.70		0:00:00		**0:03:02**
				Wilmington St from Davie St to Martin St	Busway					25		A	25	**25**	0.10		0:00:21			
	2	7	Wilmington St / Martin St			GO	No	2	No		B					0.80		0:00:00	0:00:50	**0:04:13**
				Wilmington St from Martin St to Hargett St	Busway					25		A	25	**25**	0.10		0:00:21			
		8	Wilmington St / Hargett St				No	2	No		B					0.90		0:00:23		**0:04:57**
				Wilmington St from Hargett St to Morgan St	Busway					25		A	25	**25**	0.10		0:00:14			
		9	Wilmington St / Morgan St				No	2	No		C					1.00		0:00:50		**0:06:01**
				Wilmington St from Morgan St to Edenton St	Busway					25		A	25	**25**	0.10		0:00:21			
L		10	Wilmington St / Edenton St				No	2	No		C					1.10		0:00:50		**0:07:12**
				Edenton St from Wilmington St to Salisbury St	Busway					35		A	30	**35**	0.10		0:00:20			
		11	Edenton St / Salisbury St				No	2	No		B					1.20		0:00:50		**0:08:22**
				Edenton St from Salisbury St to McDowell St	Busway					35		A	30	**35**	0.10		0:00:20			
R		12	Edenton St / McDowell St				No	2	No		B					1.30		0:00:00		**0:08:42**
				McDowell St from Edenton St to Jones St	Busway					35		A	30	**35**	0.10		0:00:20			
		13	McDowell St / Jones St				No	2	No		A					1.40		0:00:50		**0:09:52**
				McDowell St from Jones St to Lane St	Busway					35		A	30	**35**	0.10		0:00:20			
	3	14	McDowell St / Lane St			BRT	No	2	No		B					1.50		0:00:00	0:00:20	**0:10:32**
				McDowell St / Capital Blvd from Lane St to Peace St	Busway					45		A	35	**45**	0.30		0:00:50			
		15	Capital Blvd / Peace				No	n/a	No		n/a					1.80		0:00:00		**0:11:22**
			Totals													**1.80**	**0:05:21**	**0:04:31**	**0:01:30**	**0:11:22**
																			Avg. Speed (mph):	**9.50**
															Avg. Speed (mph):		**20.19**	**10.95**		**9.50**

Scenario D - SB
SB PM Peak Run Time Estimate

	Sta. No.	Int No.	Intersection/Station	Segment	Seg Type	Pax. Volume	Pre-Pay?	Inter. Class.	TSP?	Posted Speed	INT LOS	Segment LOS	Coded Speed	Max Speed	Distance [mi]	Total Distance	Run Time	Delay Time	Dwell Time	Total Time
	#N/A	1	Capital Blvd / Peace				No	n/a	No		n/a					0.00				0:00:00
				Dawson St / Capital Blvd from Peace St to Lane St	Busway					45		A	35	**45**	0.30		0:00:50			
	3	2	Dawson St / Lane St			BRT	No	2	No		B					0.30		0:00:15	0:00:20	**0:01:25**
				Dawson St from Lane St to Jones St	Busway					35		A	30	**35**	0.10		0:00:20			
		3	Dawson St / Jones St				No	2	No		D					0.40		0:00:15		**0:02:00**
				Dawson St from Jones St to Edenton St	Busway					35		A	35	**35**	0.10		0:00:11			
		4	Dawson St / Edenton St				No	2	No		B					0.50		0:00:00		**0:02:11**
				Dawson St from Edenton St to Hillsborough St	Busway					35		A	30	**35**	0.05		0:00:06			
		5	Dawson St / Hillsborough St				No	3	No		C					0.55		0:00:00		**0:02:17**
				Dawson St from Hillsborough St to Morgan St	Busway					35		A	25	**35**	0.05		0:00:13			
		6	Dawson St / Morgan St				No	2	No		C					0.60		0:00:00		**0:02:30**
				Morgan St from Dawson St to McDowell St	Busway					35		A	30	**35**	0.10		0:00:20			
		7	Morgan St / McDowell St				No	2	No		B					1.20		0:00:50		**0:03:40**
				Morgan St from McDowell to Salisbury St	Busway					35		A	30	**30**	0.10		0:00:20			
		8	Morgan St / Salisbury St				No	2	No		A					1.30		0:00:00		**0:04:00**
				Morgan St from Salisbury St to Fayetteville St	Busway					35		A	30	**30**	0.05		0:00:06			
		9	Morgan St / Fayetteville St				No	3	No		C					1.35		0:00:00		**0:04:06**
				Morgan St from Fayetteville St to Wilmington St	Busway					35		A	30	**30**	0.05		0:00:06			
		10	Morgan St / Wilmington St				No	2	No		C					1.40		0:00:50		**0:05:02**
				Morgan St from Wilmington St to Blount St	Busway					35		A	30	**30**	0.10		0:00:12			
R		11	Morgan St / Blount St				No	2	No		C					1.50		0:00:50		**0:06:04**
				Blount St from Morgan St to Hargett St	Busway					35		A	30	**35**	0.10		0:00:20			
		12	Blount St / Hargett St				No	2	No		B					1.60		0:00:50		**0:07:14**
				Blount St from Hargett St to Martin St	Busway					35		A	30	**35**	0.10		0:00:20			
	2	13	Blount St / Martin St			GO	No	2	No		A					1.70		0:00:00	0:00:50	**0:08:24**
				Blount St from Martin St to Davie St	Busway					35		A	30	**35**	0.10		0:00:20			
		14	Blount St / Davie St				No	3	No		C					1.80		0:00:23		**0:09:07**
				Blount St from Davie St to Cabarrus St	Busway					35		A	35	**35**	0.10		0:00:11			
		15	Blount St / Cabarrus St				No	3	No		C					1.90		0:00:00		**0:09:18**
				Blount St from Cabarrus St to Lenoir St	Busway					35		A	35	**35**	0.10		0:00:11			
		16	Blount St / Lenoir St				No	3	No		C					2.00		0:00:00		**0:09:29**
				Blount St from Lenoir St to South St	Busway					35		A	25	**35**	0.05		0:00:13			
R		17	Blount St / South St				No	3	No		C					2.05		0:00:00		**0:09:42**
				South St from Blount St to Wilmington St	Busway					25		A	25	**25**	0.10		0:00:21			
		18	South St / Wilmington St				No	3	No		C					2.15		0:00:00		**0:10:02**
				South St from Wilmington St to Salisbury St	Busway					25		A	25	**25**	0.10		0:00:21			
L		19	South St / Salisbury St				No	3	No		C					2.15		0:00:50		**0:11:13**
				Salisbury St from South St to MLK Jr Blvd	Busway					25		A	25	**25**	0.20		0:00:41			
R	1	20	Salisbury St / MLK Jr Blvd			BRT	No	1	No		E					2.25		0:00:33	0:00:20	**0:12:47**
				MLK Jr Blvd from Salisbury St to McDowell St	Busway					45		A	35	**45**	0.30		0:00:50			
		21	MLK Jr Blvd / McDowell St				No	n/a	No		n/a					2.55				**0:13:37**
			Totals													**2.55**	**0:06:32**	**0:05:35**	**0:01:30**	**0:13:37**
																			Avg. Speed (mph):	**11.24**
															Avg. Speed (mph):		**23.42**	**12.63**		**11.24**
																	0:20:25	**0:13:44**	**0:00:00**	

Raleigh BRT Alignment Scenario Running Time Summary				
Direction	**Scenario A**	**Scenario B**	**Scenario C**	**Scenario D**
NB	0:13:10	0:10:38	0:06:23	0:11:22
SB	0:17:43	0:13:19	0:06:50	0:13:37
EB	0:12:31	0:08:02	0:09:02	0:08:02
WB	0:11:48	0:09:53	0:08:45	0:09:53
Total Time	**0:55:13**	**0:41:52**	**0:31:00**	**0:42:54**

** Based on PM Peak Traffic*

Raleigh BRT Alignment Scenario Speed Summary				
Direction	**Scenario A**	**Scenario B**	**Scenario C**	**Scenario D**
Northbound	10.0	11.0	15.0	9.5
Southbound	8.0	9.0	14.0	11.2
Eastbound	10.8	11.6	11.6	11.6
Westbound	9.7	7.9	12.0	7.9
Avg Speed	**9.6**	**9.9**	**13.2**	**10.1**

corridor	cycle	g/C	progression
Wilmington	100	0.55	y
Blount	100	0.55	y
Edenton	100	0.50	n
Morgan/New Bern	100	0.50	n
Dawson	100	0.70	y
McDowell	100	0.70	y
Martin	100	0.30	n
West	100	0.50	n

Scenario A				
Direction	*Run Time*	*Int. Delay*	*Dwell*	*Total*
NB	0:06:29	0:04:37	0:02:05	0:13:10
SB	0:07:46	0:07:52	0:02:05	0:17:43
EB	0:06:11	0:04:55	0:01:25	0:12:31
WB	0:05:48	0:04:35	0:01:25	0:11:48

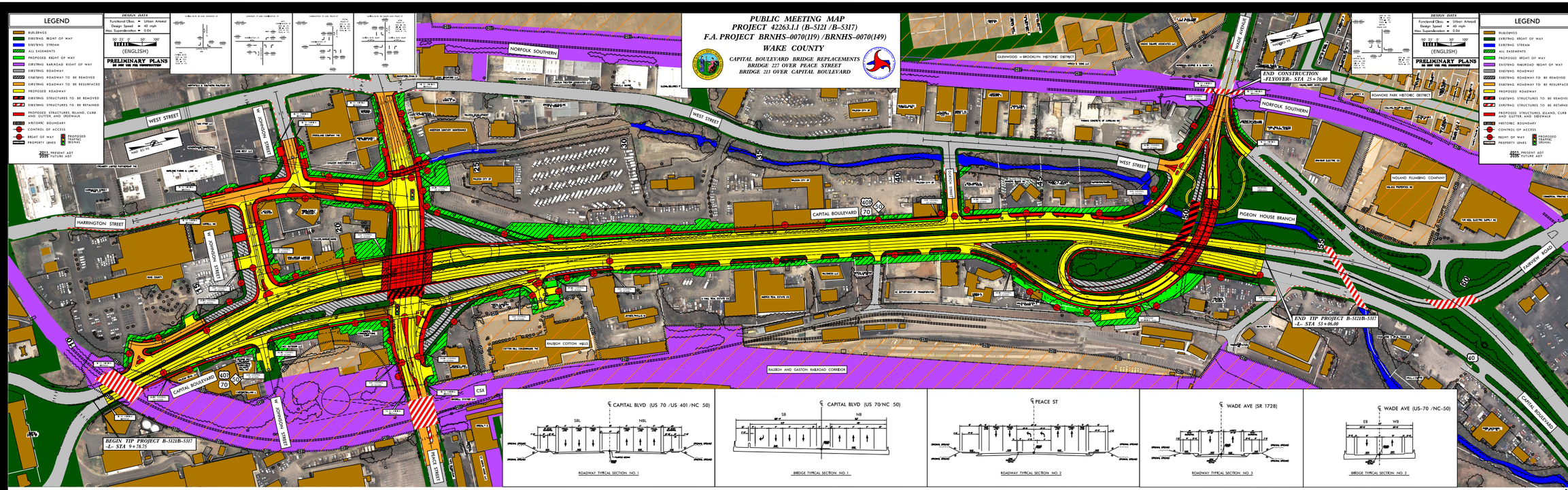
Scenario B				
Direction	*Run Time*	*Int. Delay*	*Dwell*	*Total*
NB	0:05:32	0:03:36	0:01:30	0:10:38
SB	0:05:59	0:05:50	0:01:30	0:13:19
EB	0:04:12	0:02:40	0:01:10	0:08:02
WB	0:05:05	0:03:38	0:01:10	0:09:53

Scenario C				
Direction	*Run Time*	*Int. Delay*	*Dwell*	*Total*
NB	0:04:03	0:01:20	0:01:00	0:06:23
SB	0:04:00	0:01:50	0:01:00	0:06:50
EB	0:04:19	0:04:03	0:00:40	0:09:02
WB	0:04:20	0:03:45	0:00:40	0:08:45

Scenario D				
Direction	*Run Time*	*Int. Delay*	*Dwell*	*Total*
NB	0:05:21	0:04:31	0:01:30	0:11:22
SB	0:06:32	0:05:35	0:01:30	0:13:37
EB	0:04:12	0:02:40	0:01:10	0:08:02
WB	0:05:05	0:03:38	0:01:10	0:09:53



Appendix C



COMBINED PUBLIC MEETING MAP
PROJECT 42263.1.1 (B-5121 /B-5317)
F.A. PROJECT BRNHS-0070(119) /BRNHS-0070(149)
WAKE COUNTY
CAPITAL BOULEVARD BRIDGE REPLACEMENTS
BRIDGE 227 OVER PEACE STREET
BRIDGE 213 OVER CAPITAL BOULEVARD

COMBINED PUBLIC MEETING MAP
PROJECT 42263.1.1 (B-5121 /B-5317)
F.A. PROJECT BRNHS-0070(119) /BRNHS-0070(149)
WAKE COUNTY
CAPITAL BOULEVARD BRIDGE REPLACEMENTS
BRIDGE 227 OVER PEACE STREET
BRIDGE 213 OVER CAPITAL BOULEVARD

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**1/6/2015**
N/S Street:	**St Marys St**
E/W Street:	**Peace St**
Synchro Node #:	**1**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			St Marys St Northbound			St Marys St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 Traffic Count	12	415	55	80	291	48	38	201	64	76	223	13
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	12	415	55	80	291	48	38	201	64	76	223	13
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	12	415	55	80	291	48	38	201	64	76	223	13
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	12	415	55	80	291	48	38	201	64	76	223	13
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	12	415	55	80	291	48	38	201	64	76	223	13
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	12	415	55	80	291	48	38	201	64	76	223	13
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	12	415	55	80	291	48	38	201	64	76	223	13

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			St Marys St Northbound			St Marys St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 Traffic Count	23	772	91	72	538	49	77	274	69	95	253	27
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	23	772	91	72	538	49	77	274	69	95	253	27
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	23	772	91	72	538	49	77	274	69	95	253	27
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	23	772	91	72	538	49	77	274	69	95	253	27
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	23	772	91	72	538	49	77	274	69	95	253	27
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	23	772	91	72	538	49	77	274	69	95	253	27
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	23	772	91	72	538	49	77	274	69	95	253	27

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**7/25/2013**
N/S Street:	**Glenwood Ave**
E/W Street:	**Peace St**
Synchro Node #:	**2**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Glenwood Ave Northbound			Glenwood Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2013 Traffic Count	73	482	30	0	483	172	0	180	27	509	555	153
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	73	482	30	0	483	172	0	180	27	509	555	153
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	73	482	30	0	483	172	0	180	27	509	555	153
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	73	482	30	0	483	172	0	180	27	509	555	153
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	73	482	30	0	483	172	0	180	27	509	555	153
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	73	482	30	0	483	172	0	180	27	509	555	153
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	73	482	30	0	483	172	0	180	27	509	555	153

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Glenwood Ave Northbound			Glenwood Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2013 Traffic Count	85	569	69	0	618	340	0	367	67	262	479	121
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	85	569	69	0	618	340	0	367	67	262	479	121
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	85	569	69	0	618	340	0	367	67	262	479	121
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	85	569	69	0	618	340	0	367	67	262	479	121
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	85	569	69	0	618	340	0	367	67	262	479	121
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	85	569	69	0	618	340	0	367	67	262	479	121
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	85	569	69	0	618	340	0	367	67	262	479	121

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**12/12/13 (AM) & 12/11/13 (PM)**
N/S Street:	**West St**
E/W Street:	**Peace St**
Synchro Node #:	**3**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Peace St Eastbound Left	Through	Right	Peace St Westbound Left	Through	Right	West St Northbound Left	Through	Right	West St Southbound Left	Through	Right
2013 Traffic Count	9	861	35	189	652	32	37	7	160	117	36	20
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	9	861	35	189	652	32	37	7	160	117	36	20
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	9	861	35	189	652	32	37	7	160	117	36	20
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	25	0	0	0
Total Additional Scenario A Traffic	0	0	0	25	0	0	0	0	25	0	0	0
2020 Scenario A Buildout Total	9	861	35	214	652	32	37	7	185	117	36	20
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	9	861	35	189	652	32	37	7	160	117	36	20
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	9	861	35	189	652	32	37	7	160	117	36	20
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	9	861	35	189	652	32	37	7	160	117	36	20

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Peace St Eastbound Left	Through	Right	Peace St Westbound Left	Through	Right	West St Northbound Left	Through	Right	West St Southbound Left	Through	Right
2013 Traffic Count	5	864	33	190	966	13	115	11	221	87	30	27
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	5	864	33	190	966	13	115	11	221	87	30	27
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	5	864	33	190	966	13	115	11	221	87	30	27
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	25	0	0	0
Total Additional Scenario A Traffic	0	0	0	25	0	0	0	0	25	0	0	0
2020 Scenario A Buildout Total	5	864	33	215	966	13	115	11	246	87	30	27
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	5	864	33	190	966	13	115	11	221	87	30	27
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	5	864	33	190	966	13	115	11	221	87	30	27
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	5	864	33	190	966	13	115	11	221	87	30	27

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**3/8/2011**
N/S Street:	**Capital Blvd SB Ramps/Harrington St**
E/W Street:	**Peace St**
Synchro Node #:	**4**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Capital Blvd SB Ramps/Harrington St Northbound			Capital Blvd SB Ramps/Harrington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2011 Traffic Count	20	1299	0	0	505	16	0	0	0	270	0	275
Count Balancing	5	-199	0	0	95	9	0	0	0	-70	0	-25
2018 Existing Traffic	25	1100	0	0	600	25	0	0	0	200	0	250
Committed Projects												
Capital Boulevard Interchange Upgrade												
Existing Traffic Volume Diversion	-25	0	25	25	0	-25	250	0	200	-200	0	-250
Additional Volume Adjustments	0	-100	25	25	-200	0	200	0	200	0	0	0
Overall Project Traffic Volume Adjustments	-25	-100	50	50	-200	-25	450	0	400	-200	0	-250
Total Committed Traffic Volume Adjustments	-25	-100	50	50	-200	-25	450	0	400	-200	0	-250
2020 No Build Traffic	0	1000	50	50	400	0	450	0	400	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	25	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	25	0	0	0	25	0	0	0	0	0
2020 Scenario A Buildout Total	0	1000	75	50	400	0	475	0	400	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	0	1000	50	50	400	0	450	0	425	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	1000	50	50	400	0	450	0	400	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	1000	50	50	400	0	450	0	400	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Capital Blvd SB Ramps/Harrington St Northbound			Capital Blvd SB Ramps/Harrington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2011 Traffic Count	30	1073	0	0	706	34	0	0	0	168	0	212
Count Balancing	20	27	0	0	244	16	0	0	0	-18	0	-12
2018 Existing Traffic	50	1100	0	0	950	50	0	0	0	150	0	200
Committed Projects												
Capital Boulevard Interchange Upgrade												
Existing Traffic Volume Diversion	-50	0	50	50	0	-50	200	0	150	-150	0	-200
Additional Volume Adjustments	0	0	0	0	-100	0	100	0	50	0	0	0
Overall Project Traffic Volume Adjustments	-50	0	50	50	-100	-50	300	0	200	-150	0	-200
Total Committed Traffic Volume Adjustments	-50	0	50	50	-100	-50	300	0	200	-150	0	-200
2020 No Build Traffic	0	1100	50	50	850	0	300	0	200	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	25	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	25	0	0	0	25	0	0	0	0	0
2020 Scenario A Buildout Total	0	1100	75	50	850	0	325	0	200	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	0	1100	50	50	850	0	300	0	225	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	1100	50	50	850	0	300	0	200	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	1100	50	50	850	0	300	0	200	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**3/21/2014**
N/S Street:	**Capital Blvd NB Ramp**
E/W Street:	**Peace St**
Synchro Node #:	**5**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Capital Blvd NB Ramp Northbound			Capital Blvd NB Ramp Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	223	785	0	0	348	356	0	0	0	43	0	43
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	223	785	0	0	348	356	0	0	0	43	0	43
Committed Projects												
Capital Boulevard Interchange Upgrade												
Existing Traffic Volume Diversion	0	0	0	0	0	0	43	0	43	-43	0	-43
Additional Volume Adjustments	77	315	0	0	52	244	7	4	7	0	0	0
Overall Project Traffic Volume Adjustments	77	315	0	0	52	244	50	4	50	-43	0	-43
Total Committed Traffic Volume Adjustments	77	315	0	0	52	244	50	4	50	-43	0	-43
2020 No Build Traffic	300	1100	0	0	400	600	50	4	50	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	300	1100	0	0	400	600	50	4	50	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario B Buildout Total	300	1100	0	0	400	625	50	4	50	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	300	1100	0	0	400	600	50	4	50	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	300	1100	0	0	400	600	50	4	50	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Capital Blvd NB Ramp Northbound			Capital Blvd NB Ramp Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	339	817	0	0	880	701	0	0	0	49	0	73
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	339	817	0	0	880	701	0	0	0	49	0	73
Committed Projects												
Capital Boulevard Interchange Upgrade												
Existing Traffic Volume Diversion	0	0	0	0	0	0	73	0	49	-49	0	-73
Additional Volume Adjustments	11	133	0	0	-55	-1	2	4	1	0	0	0
Overall Project Traffic Volume Adjustments	11	133	0	0	-55	-1	75	4	50	-49	0	-73
Total Committed Traffic Volume Adjustments	11	133	0	0	-55	-1	75	4	50	-49	0	-73
2020 No Build Traffic	350	950	0	0	825	700	75	4	50	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	350	950	0	0	825	700	75	4	50	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario B Buildout Total	350	950	0	0	825	725	75	4	50	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	350	950	0	0	825	700	75	4	50	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	350	950	0	0	825	700	75	4	50	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**3/29/2017**
N/S Street:	**Halifax/Salisbury/Wilmington**
E/W Street:	**Peace St**
Synchro Node #:	**6**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Salisbury/Wilmington St Northbound			Halifax St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2017 Traffic Count	70	588	484	53	671	31	245	60	33	13	56	78
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	70	588	484	53	671	31	245	60	33	13	56	78
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	70	588	484	53	671	31	245	60	33	13	56	78
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	70	588	484	53	671	31	245	60	33	13	56	78
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	25	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	70	588	509	53	671	31	245	60	58	13	56	78
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	70	588	484	53	671	31	245	60	33	13	56	78
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	70	588	484	53	671	31	245	60	33	13	56	78

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Salisbury/Wilmington St Northbound			Halifax St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2017 Traffic Count	52	785	93	17	563	42	522	68	77	68	35	163
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	52	785	93	17	563	42	522	68	77	68	35	163
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	52	785	93	17	563	42	522	68	77	68	35	163
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	52	785	93	17	563	42	522	68	77	68	35	163
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	25	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	52	785	118	17	563	42	522	68	102	68	35	163
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	52	785	93	17	563	42	522	68	77	68	35	163
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	52	785	93	17	563	42	522	68	77	68	35	163

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**8/20/2014**
N/S Street:	**Blount St**
E/W Street:	**Peace St**
Synchro Node #:	**7**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Peace St Eastbound Left	Through	Right	Peace St Westbound Left	Through	Right	Blount St Northbound Left	Through	Right	Blount St Southbound Left	Through	Right
2014 Traffic Count	0	158	340	33	478	0	0	0	0	17	712	271
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	158	340	33	478	0	0	0	0	17	712	271
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	158	340	33	478	0	0	0	0	17	712	271
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	158	340	33	478	0	0	0	0	17	712	271
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	158	365	33	478	0	0	0	0	17	712	271
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	158	340	33	478	0	0	0	0	17	712	271
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	158	340	33	478	0	0	0	0	17	712	271

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Peace St Eastbound Left	Through	Right	Peace St Westbound Left	Through	Right	Blount St Northbound Left	Through	Right	Blount St Southbound Left	Through	Right
2014 Traffic Count	0	433	289	13	429	0	0	0	0	27	428	211
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	433	289	13	429	0	0	0	0	27	428	211
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	433	289	13	429	0	0	0	0	27	428	211
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	433	289	13	429	0	0	0	0	27	428	211
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	433	314	13	429	0	0	0	0	27	428	211
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	433	289	13	429	0	0	0	0	27	428	211
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	433	289	13	429	0	0	0	0	27	428	211

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**3/28/2018**
N/S Street:	**Person St**
E/W Street:	**Peace St**
Synchro Node #:	**8**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Person St Northbound			Person St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	133	0	0	0	0	0	503	611	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	133	0	0	0	0	0	503	611	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	133	0	0	0	0	0	503	611	0	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	133	0	0	0	0	0	503	611	0	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	133	0	0	0	0	0	503	611	0	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	133	0	0	0	0	0	503	611	0	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	133	0	0	0	0	0	503	611	0	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Peace St Eastbound			Peace St Westbound			Person St Northbound			Person St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	434	0	0	0	0	0	347	895	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	434	0	0	0	0	0	347	895	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	434	0	0	0	0	0	347	895	0	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	434	0	0	0	0	0	347	895	0	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	434	0	0	0	0	0	347	895	0	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	434	0	0	0	0	0	347	895	0	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	434	0	0	0	0	0	347	895	0	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**8/6/15 (AM) & 2/26/14 (PM)**
N/S Street:	**Dawson St**
E/W Street:	**Lane St**
Synchro Node #:	**9**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Lane St Eastbound			Lane St Westbound			Dawson St Northbound			Dawson St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 Traffic Count	0	0	0	62	69	0	0	0	0	0	2873	37
Count Balancing	0	0	0	0	0	0	0	0	0	0	327	0
2018 Existing Traffic	0	0	0	62	69	0	0	0	0	0	3200	37
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	62	69	0	0	0	0	0	3200	37
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	62	69	0	0	0	0	0	3200	37
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	62	69	0	0	0	0	0	3200	37
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	0	0	62	69	0	0	0	0	0	3200	62
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario D Buildout Total	0	0	0	62	69	0	0	0	0	0	3200	62

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Lane St Eastbound			Lane St Westbound			Dawson St Northbound			Dawson St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	0	0	292	95	0	0	0	0	0	2489	13
Count Balancing	0	0	0	0	0	0	0	0	0	0	211	0
2018 Existing Traffic	0	0	0	292	95	0	0	0	0	0	2700	13
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	292	95	0	0	0	0	0	2700	13
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	292	95	0	0	0	0	0	2700	13
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	292	95	0	0	0	0	0	2700	13
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	0	0	292	95	0	0	0	0	0	2700	38
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario D Buildout Total	0	0	0	292	95	0	0	0	0	0	2700	38

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**4/23/2014**
N/S Street:	**Dawson St**
E/W Street:	**Jones St**
Synchro Node #:	**10**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Jones St Eastbound			Jones St Westbound			Dawson St Northbound			Dawson St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	117	35	0	0	0	0	0	0	450	3200	0
Count Balancing	0	0	0	0	0	0	0	0	0	-100	-300	0
2018 Existing Traffic	0	117	35	0	0	0	0	0	0	350	2900	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	117	35	0	0	0	0	0	0	350	2900	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	117	35	0	0	0	0	0	0	350	2900	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	117	35	0	0	0	0	0	0	350	2900	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	117	35	0	0	0	0	0	0	350	2900	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	117	35	0	0	0	0	0	0	350	2900	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Jones St Eastbound			Jones St Westbound			Dawson St Northbound			Dawson St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	129	65	0	0	0	0	0	0	76	3172	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	-372	0
2018 Existing Traffic	0	129	65	0	0	0	0	0	0	76	2800	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	129	65	0	0	0	0	0	0	76	2800	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	129	65	0	0	0	0	0	0	76	2800	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	129	65	0	0	0	0	0	0	76	2800	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	129	65	0	0	0	0	0	0	76	2800	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	129	65	0	0	0	0	0	0	76	2800	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**9/19/2014 (AM) & 9/18/14 (PM)**
N/S Street:	**McDowell St**
E/W Street:	**Jones St**
Synchro Node #:	**11**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Jones St Eastbound			Jones St Westbound			McDowell St Northbound			McDowell St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	123	300	0	0	0	0	0	1916	128	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	123	300	0	0	0	0	0	1916	128	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	123	300	0	0	0	0	0	1916	128	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	123	300	0	0	0	0	0	1916	128	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	123	300	0	0	0	0	0	1916	128	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	123	300	0	0	0	0	0	1916	153	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario D Buildout Total	123	300	0	0	0	0	0	1916	153	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Jones St Eastbound			Jones St Westbound			McDowell St Northbound			McDowell St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	157	129	0	0	0	0	0	2139	80	0	0	0
Count Balancing	0	0	0	0	0	0	0	461	0	0	0	0
2018 Existing Traffic	157	129	0	0	0	0	0	2600	80	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	157	129	0	0	0	0	0	2600	80	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	157	129	0	0	0	0	0	2600	80	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	157	129	0	0	0	0	0	2600	80	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	157	129	0	0	0	0	0	2600	105	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario D Buildout Total	157	129	0	0	0	0	0	2600	105	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**6/24/2018 (AM) & 6/23/2018 (PM)**
N/S Street:	**Glenwood Ave**
E/W Street:	**Hillsborough St**
Synchro Node #:	**12**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Hillsborough St Eastbound			Hillsborough St Westbound			Glenwood Ave Northbound			Glenwood Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count		285	5	6	553	75	4	27	2	126	204	40
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	285	5	6	553	75	4	27	2	126	204	40
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	2%	0%	0%	0%	2%	8%	0%	0%	8%	0%
Vehicle Additions - Volumes	0	0	1	0	0	0	0	2	0	0	3	0
RUS BUS/The Dillon Committed Traffic	0	0	1	0	0	0	0	2	0	0	3	0
Total Background Committed Traffic	0	0	1	0	0	0	0	2	0	0	3	0
2020 No Build Traffic	0	285	6	6	553	75	4	29	2	126	207	40
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	285	6	6	553	75	4	29	2	126	207	40
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	285	6	6	553	75	4	29	2	126	207	40
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	285	6	6	553	75	4	29	2	126	207	40
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	285	6	6	553	75	4	29	2	126	207	40

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Hillsborough St Eastbound			Hillsborough St Westbound			Glenwood Ave Northbound			Glenwood Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count		286	4	8	643	143	2	74	3	86	161	48
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	286	4	8	643	143	2	74	3	86	161	48
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	2%	0%	0%	0%	2%	8%	0%	0%	8%	0%
Vehicle Additions - Volumes	0	0	1	0	0	0	1	4	0	0	2	0
RUS BUS/The Dillon Committed Traffic	0	0	1	0	0	0	1	4	0	0	2	0
Total Background Committed Traffic	0	0	1	0	0	0	1	4	0	0	2	0
2020 No Build Traffic	0	286	5	8	643	143	3	78	3	86	163	48
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	286	5	8	643	143	3	78	3	86	163	48
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	286	5	8	643	143	3	78	3	86	163	48
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	286	5	8	643	143	3	78	3	86	163	48
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	286	5	8	643	143	3	78	3	86	163	48

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**9/25/2018 (AM) & 9/24/2018 (PM)**
N/S Street:	**West St**
E/W Street:	**Edenton St**
Synchro Node #:	**13**

Annual Growth Rate:	Varies	**Existing Year:**	2018
Growth Factor:	Varies	**Buildout Year:**	2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound			Edenton St Westbound			West St Northbound			West St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	0	0	0	29	648	96	6	92	0	0	80	33
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	29	648	96	6	92	0	0	80	33
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	5	0	0	8	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	5	0	0	8	0
Total Background Committed Traffic	0	0	0	0	0	0	0	5	0	0	8	0
2020 No Build Traffic	0	0	0	29	648	96	6	97	0	0	88	33
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario A Buildout Total	0	0	0	29	648	96	6	97	0	0	88	58
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	29	648	96	6	97	0	0	88	33
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	29	648	96	6	97	0	0	88	33
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	29	648	96	6	97	0	0	88	33

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound			Edenton St Westbound			West St Northbound			West St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	0	0	0	9	512	91	28	179	0	0	98	55
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	9	512	91	28	179	0	0	98	55
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	10	0	0	6	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	10	0	0	6	0
Total Background Committed Traffic	0	0	0	0	0	0	0	10	0	0	6	0
2020 No Build Traffic	0	0	0	9	512	91	28	189	0	0	104	55
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario A Buildout Total	0	0	0	9	512	91	28	189	0	0	104	80
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	9	512	91	28	189	0	0	104	55
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	9	512	91	28	189	0	0	104	55
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	9	512	91	28	189	0	0	104	55

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**8/13/2014**
N/S Street:	**Dawson St**
E/W Street:	**Edenton St**
Synchro Node #:	**14**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	Dawson St Northbound Left	Through	Right	Dawson St Southbound Left	Through	Right
2014 Traffic Count	0	0	0	98	564	0	0	0	0	0	2937	142
Count Balancing	0	0	0	0	0	0	0	0	0	0	-237	0
2018 Existing Traffic	0	0	0	98	564	0	0	0	0	0	2700	142
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	Varies	0%	0%	0%	0%	0%	0%	Varies	0%
Vehicle Additions - Volumes	0	0	0	8	0	0	0	0	0	0	35	0
RUS BUS/The Dillon Committed Traffic	0	0	0	8	0	0	0	0	0	0	35	0
Total Background Committed Traffic	0	0	0	8	0	0	0	0	0	0	35	0
2020 No Build Traffic	0	0	0	106	564	0	0	0	0	0	2735	142
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	106	564	0	0	0	0	0	2735	142
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	106	564	0	0	0	0	0	2735	142
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	25	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	0	0	131	564	0	0	0	0	0	2735	167
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario D Buildout Total	0	0	0	106	564	0	0	0	0	0	2735	167

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	Dawson St Northbound Left	Through	Right	Dawson St Southbound Left	Through	Right
2014 Traffic Count	0	0	0	171	432	0	0	0	0	0	2244	107
Count Balancing	0	0	0	0	0	0	0	0	0	0	456	0
2018 Existing Traffic	0	0	0	171	432	0	0	0	0	0	2700	107
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	Varies	0%	0%	0%	0%	0%	0%	Varies	0%
Vehicle Additions - Volumes	0	0	0	6	0	0	0	0	0	0	26	0
RUS BUS/The Dillon Committed Traffic	0	0	0	6	0	0	0	0	0	0	26	0
Total Background Committed Traffic	0	0	0	6	0	0	0	0	0	0	26	0
2020 No Build Traffic	0	0	0	177	432	0	0	0	0	0	2726	107
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	177	432	0	0	0	0	0	2726	107
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	177	432	0	0	0	0	0	2726	107
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	25	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	0	0	202	432	0	0	0	0	0	2726	132
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario D Buildout Total	0	0	0	177	432	0	0	0	0	0	2726	132

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**8/16/2014 (AM) & 8/18/2014 (PM)**
N/S Street:	**McDowell St**
E/W Street:	**Edenton St**
Synchro Node #:	**15**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	McDowell St Northbound Left	Through	Right	McDowell St Southbound Left	Through	Right
2014 Traffic Count	0	0	0	0	440	188	76	2017	0	0	0	0
Count Balancing	0	0	0	0	160	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	0	600	188	76	2017	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	Varies	0%	0%	Varies	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	8	0	0	20	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	8	0	0	20	0	0	0	0
Total Background Committed Traffic	0	0	0	0	8	0	0	20	0	0	0	0
2020 No Build Traffic	0	0	0	0	608	188	76	2037	0	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	0	608	188	76	2037	0	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	0	608	188	76	2037	0	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	0	608	213	76	2037	0	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	0	608	213	76	2037	0	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	McDowell St Northbound Left	Through	Right	McDowell St Southbound Left	Through	Right
2014 Traffic Count	0	0	0	0	526	328	89	2290	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	0	526	328	89	2290	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	Varies	0%	0%	Varies	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	6	0	0	43	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	6	0	0	43	0	0	0	0
Total Background Committed Traffic	0	0	0	0	6	0	0	43	0	0	0	0
2020 No Build Traffic	0	0	0	0	532	328	89	2333	0	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	0	532	328	89	2333	0	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	0	532	328	89	2333	0	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	0	532	353	89	2333	0	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	0	532	353	89	2333	0	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**12/2/2014 (AM) & 8/20/2015 (PM)**
N/S Street:	**Salisbury St**
E/W Street:	**Edenton St**
Synchro Node #:	**16**

Annual Growth Rate:	Varies	**Existing Year:**	2018
Growth Factor:	Varies	**Buildout Year:**	2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	Salisbury St Northbound Left	Through	Right	Salisbury St Southbound Left	Through	Right
2014 Traffic Count	0	0	0	207	809	0	0	0	0	0	194	170
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	207	809	0	0	0	0	0	194	170
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	Varies	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	8	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	8	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	8	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	207	817	0	0	0	0	0	194	170
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	207	817	0	0	0	0	0	194	170
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	207	817	0	0	0	0	0	194	170
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	207	817	0	0	0	0	0	194	170
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	207	817	0	0	0	0	0	194	170

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	Salisbury St Northbound Left	Through	Right	Salisbury St Southbound Left	Through	Right
2015 Traffic Count	0	0	0	178	627	0	0	0	0	0	497	67
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	178	627	0	0	0	0	0	497	67
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	Varies	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	6	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	6	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	6	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	178	633	0	0	0	0	0	497	67
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	178	633	0	0	0	0	0	497	67
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	178	633	0	0	0	0	0	497	67
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	178	633	0	0	0	0	0	497	67
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	178	633	0	0	0	0	0	497	67

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**7/13/2015 (AM) & 7/30/2015 (PM)**
N/S Street:	**Wilmington St**
E/W Street:	**Edenton St**
Synchro Node #:	**17**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound			Edenton St Westbound			Wilmington St Northbound			Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 Traffic Count	0	0	0	0	980	242	124	557	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	0	980	242	124	557	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	0	980	242	124	557	0	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	0	980	242	124	557	0	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	0	980	242	124	557	0	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	0	980	267	124	557	0	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	25	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	25	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	0	980	242	149	557	0	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound			Edenton St Westbound			Wilmington St Northbound			Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 Traffic Count	0	0	0	0	510	50	337	650	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	0	510	50	337	650	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	0	510	50	337	650	0	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	0	510	50	337	650	0	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	0	510	50	337	650	0	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	0	510	75	337	650	0	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	25	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	25	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	0	510	50	362	650	0	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**7/7/2014**
N/S Street:	**Blount St**
E/W Street:	**Edenton St**
Synchro Node #:	**18**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	Blount St Northbound Left	Through	Right	Blount St Southbound Left	Through	Right
2014 Traffic Count	0	0	0	310	1016	0	0	0	0	0	867	77
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	310	1016	0	0	0	0	0	867	77
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	310	1016	0	0	0	0	0	867	77
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	25	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	335	1016	0	0	0	0	0	867	77
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	0	0	0	25
Total Additional Scenario B Traffic	0	0	0	25	0	0	0	0	0	0	0	25
2020 Scenario B Buildout Total	0	0	0	335	1016	0	0	0	0	0	867	102
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	310	1016	0	0	0	0	0	867	77
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	25	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	335	1016	0	0	0	0	0	867	77

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	Blount St Northbound Left	Through	Right	Blount St Southbound Left	Through	Right
2014 Traffic Count	0	0	0	220	621	0	0	0	0	0	1404	80
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	220	621	0	0	0	0	0	1404	80
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	220	621	0	0	0	0	0	1404	80
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	25	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	245	621	0	0	0	0	0	1404	80
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	0	0	0	25
Total Additional Scenario B Traffic	0	0	0	25	0	0	0	0	0	0	0	25
2020 Scenario B Buildout Total	0	0	0	245	621	0	0	0	0	0	1404	105
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	220	621	0	0	0	0	0	1404	80
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	25	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	245	621	0	0	0	0	0	1404	80

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**5/29/2014**
N/S Street:	**Person St**
E/W Street:	**Edenton St**
Synchro Node #:	**19**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	Person St Northbound Left	Through	Right	Person St Southbound Left	Through	Right
2014 Traffic Count	0	0	0	0	981	209	173	768	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	0	981	209	173	768	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	0	981	209	173	768	0	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	0	981	234	173	768	0	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	0	981	234	173	768	0	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	0	981	234	173	768	0	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	0	981	234	173	768	0	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Edenton St Eastbound Left	Through	Right	Edenton St Westbound Left	Through	Right	Person St Northbound Left	Through	Right	Person St Southbound Left	Through	Right
2014 Traffic Count	0	0	0	0	472	131	110	711	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	0	472	131	110	711	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	0	0	0	472	131	110	711	0	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	0	0	0	472	156	110	711	0	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	0	472	156	110	711	0	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	0	472	156	110	711	0	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	25	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	0	472	156	110	711	0	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**5/22/2014**
N/S Street:	**Person St**
E/W Street:	**Morgan St/New Bern Ave**
Synchro Node #:	**20**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Morgan St/New Bern Ave Eastbound Left	Through	Right	Morgan St/New Bern Ave Westbound Left	Through	Right	Person St Northbound Left	Through	Right	Person St Southbound Left	Through	Right
2014 Traffic Count	52	396	0	0	0	0	0	975	85	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	52	396	0	0	0	0	0	975	85	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	52	396	0	0	0	0	0	975	85	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	52	396	0	0	0	0	0	975	85	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	52	396	0	0	0	0	0	975	85	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	52	396	0	0	0	0	0	975	85	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	52	396	0	0	0	0	0	975	85	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Morgan St/New Bern Ave Eastbound Left	Through	Right	Morgan St/New Bern Ave Westbound Left	Through	Right	Person St Northbound Left	Through	Right	Person St Southbound Left	Through	Right
2014 Traffic Count	114	1028	0	0	0	0	0	639	174	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	114	1028	0	0	0	0	0	639	174	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	114	1028	0	0	0	0	0	639	174	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	114	1028	0	0	0	0	0	639	174	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	114	1028	0	0	0	0	0	639	174	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	114	1028	0	0	0	0	0	639	174	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	114	1028	0	0	0	0	0	639	174	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**6/10/2014**
N/S Street:	**Blount St**
E/W Street:	**Morgan St/New Bern**
Synchro Node #:	**21**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Morgan St/New Bern Eastbound			Morgan St/New Bern Westbound			Blount St Northbound			Blount St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	324	271	0	0	0	0	0	0	94	807	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	324	271	0	0	0	0	0	0	94	807	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	324	271	0	0	0	0	0	0	94	807	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	324	296	0	0	0	0	0	0	94	807	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	324	296	0	0	0	0	0	0	94	807	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	324	296	0	0	0	0	0	0	94	807	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	324	296	0	0	0	0	0	0	94	807	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Morgan St/New Bern Eastbound			Morgan St/New Bern Westbound			Blount St Northbound			Blount St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	884	208	0	0	0	0	0	0	309	909	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	884	208	0	0	0	0	0	0	309	909	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	884	208	0	0	0	0	0	0	309	909	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	884	233	0	0	0	0	0	0	309	909	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	884	233	0	0	0	0	0	0	309	909	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	884	233	0	0	0	0	0	0	309	909	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	884	233	0	0	0	0	0	0	309	909	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**3/26/2014**
N/S Street:	**Wilmington St**
E/W Street:	**Morgan St**
Synchro Node #:	**22**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound			Morgan St Westbound			Wilmington St Northbound			Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	89	508	0	0	0	0	0	531	72	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	89	508	0	0	0	0	0	531	72	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	89	508	0	0	0	0	0	531	72	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario A Buildout Total	89	508	0	0	0	0	0	531	97	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	89	508	0	0	0	0	0	531	97	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	89	508	0	0	0	0	0	531	72	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario D Buildout Total	89	508	0	0	0	0	0	531	97	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound			Morgan St Westbound			Wilmington St Northbound			Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	70	814	0	0	0	0	0	837	272	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	70	814	0	0	0	0	0	837	272	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	70	814	0	0	0	0	0	837	272	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario A Buildout Total	70	814	0	0	0	0	0	837	297	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	70	814	0	0	0	0	0	837	297	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	70	814	0	0	0	0	0	837	272	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario D Buildout Total	70	814	0	0	0	0	0	837	297	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**4/2/2014**
N/S Street:	**Salisbury St**
E/W Street:	**Morgan St**
Synchro Node #:	**23**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound Left	Through	Right	Morgan St Westbound Left	Through	Right	Salisbury St Northbound Left	Through	Right	Salisbury St Southbound Left	Through	Right
2014 Traffic Count	0	517	121	0	0	0	0	0	0	133	381	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	517	121	0	0	0	0	0	0	133	381	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	5	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	5	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	522	121	0	0	0	0	0	0	133	381	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	522	121	0	0	0	0	0	0	133	381	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	522	121	0	0	0	0	0	0	133	381	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	522	146	0	0	0	0	0	0	133	381	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	522	146	0	0	0	0	0	0	133	381	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound Left	Through	Right	Morgan St Westbound Left	Through	Right	Salisbury St Northbound Left	Through	Right	Salisbury St Southbound Left	Through	Right
2014 Traffic Count	0	576	58	0	0	0	0	0	0	327	478	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	576	58	0	0	0	0	0	0	327	478	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	10	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	10	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	586	58	0	0	0	0	0	0	327	478	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	586	58	0	0	0	0	0	0	327	478	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	586	58	0	0	0	0	0	0	327	478	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	586	83	0	0	0	0	0	0	327	478	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	586	83	0	0	0	0	0	0	327	478	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**9/23/2014 (AM) & 9/22/2014 PM**
N/S Street:	**McDowell St**
E/W Street:	**Morgan St**
Synchro Node #:	**24**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound			Morgan St Westbound			McDowell St Northbound			McDowell St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	58	531	0	0	0	0	0	1993	79	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	58	531	0	0	0	0	0	1993	79	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	20%	10%	0%	0%	0%	0%	0%	Varies	10%	0%	0%	0%
Vehicle Additions - Volumes	5	2	0	0	0	0	0	16	2	0	0	0
RUS BUS/The Dillon Committed Traffic	5	2	0	0	0	0	0	16	2	0	0	0
Total Background Committed Traffic	5	2	0	0	0	0	0	16	2	0	0	0
2020 No Build Traffic	63	533	0	0	0	0	0	2009	81	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	63	533	0	0	0	0	0	2009	81	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	63	533	0	0	0	0	0	2009	81	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	63	533	0	0	0	0	0	2009	106	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	63	533	0	0	0	0	0	2009	81	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound			Morgan St Westbound			McDowell St Northbound			McDowell St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	194	530	0	0	0	0	0	2095	170	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	194	530	0	0	0	0	0	2095	170	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	20%	10%	0%	0%	0%	0%	0%	Varies	10%	0%	0%	0%
Vehicle Additions - Volumes	10	5	0	0	0	0	0	33	5	0	0	0
RUS BUS/The Dillon Committed Traffic	10	5	0	0	0	0	0	33	5	0	0	0
Total Background Committed Traffic	10	5	0	0	0	0	0	33	5	0	0	0
2020 No Build Traffic	204	535	0	0	0	0	0	2128	175	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	204	535	0	0	0	0	0	2128	175	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	204	535	0	0	0	0	0	2128	175	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	204	535	0	0	0	0	0	2128	200	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	204	535	0	0	0	0	0	2128	175	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**6/17/2014**
N/S Street:	**Dawson St**
E/W Street:	**Morgan St**
Synchro Node #:	**25**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound Left	Through	Right	Morgan St Westbound Left	Through	Right	Dawson St Northbound Left	Through	Right	Dawson St Southbound Left	Through	Right
2014 Traffic Count	0	273	150	0	0	0	0	0	0	209	1534	42
Count Balancing	0	0	0	0	0	0	0	0	0	91	866	0
2018 Existing Traffic	0	273	150	0	0	0	0	0	0	300	2400	42
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	30%	20%	0%	0%	0%	0%	0%	0%	0%	Varies	30%
Vehicle Additions - Volumes	0	7	5	0	0	0	0	0	0	0	31	12
RUS BUS/The Dillon Committed Traffic	0	7	5	0	0	0	0	0	0	0	31	12
Total Background Committed Traffic	0	7	5	0	0	0	0	0	0	0	31	12
2020 No Build Traffic	0	280	155	0	0	0	0	0	0	300	2431	54
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	280	155	0	0	0	0	0	0	300	2431	54
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	280	155	0	0	0	0	0	0	300	2431	54
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	280	155	0	0	0	0	0	0	300	2431	79
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	25	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	25	0	0
2020 Scenario D Buildout Total	0	280	155	0	0	0	0	0	0	325	2431	54

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound Left	Through	Right	Morgan St Westbound Left	Through	Right	Dawson St Northbound Left	Through	Right	Dawson St Southbound Left	Through	Right
2014 Traffic Count	0	573	187	0	0	0	0	0	0	101	3118	127
Count Balancing	0	0	0	0	0	0	0	0	0	0	-418	0
2018 Existing Traffic	0	573	187	0	0	0	0	0	0	101	2700	127
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	30%	20%	0%	0%	0%	0%	0%	0%	0%	Varies	30%
Vehicle Additions - Volumes	0	15	10	0	0	0	0	0	0	0	23	9
RUS BUS/The Dillon Committed Traffic	0	15	10	0	0	0	0	0	0	0	23	9
Total Background Committed Traffic	0	15	10	0	0	0	0	0	0	0	23	9
2020 No Build Traffic	0	588	197	0	0	0	0	0	0	101	2723	136
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	588	197	0	0	0	0	0	0	101	2723	136
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	588	197	0	0	0	0	0	0	101	2723	136
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	588	197	0	0	0	0	0	0	101	2723	161
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	25	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	25	0	0
2020 Scenario D Buildout Total	0	588	197	0	0	0	0	0	0	126	2723	136

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**4/3/2014**
N/S Street:	**West St**
E/W Street:	**Morgan St**
Synchro Node #:	**26**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound			Morgan St Westbound			West St Northbound			West St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	9	383	6	1	41	1	3	3	3	20	9	1
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	9	383	6	1	41	1	3	3	3	20	9	1
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	40%	30%	0%	0%	30%	20%	50%	0%	30%	0%
Vehicle Additions - Volumes	0	0	16	12	0	0	7	5	12	0	12	0
RUS BUS/The Dillon Committed Traffic	0	0	16	12	0	0	7	5	12	0	12	0
Total Background Committed Traffic	0	0	16	12	0	0	7	5	12	0	12	0
2020 No Build Traffic	9	383	22	13	41	1	10	8	15	20	21	1
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	25	0	0	25
2020 Scenario A Buildout Total	9	383	22	13	41	1	10	8	40	20	21	26
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	9	383	22	13	41	1	10	8	15	20	21	1
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	9	383	22	13	41	1	10	8	15	20	21	1
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	9	383	22	13	41	1	10	8	15	20	21	1

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound			Morgan St Westbound			West St Northbound			West St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	16	545	15	1	64	12	18	32	10	27	18	7
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	16	545	15	1	64	12	18	32	10	27	18	7
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	40%	30%	0%	0%	30%	20%	50%	0%	30%	0%
Vehicle Additions - Volumes	0	0	12	9	0	0	15	10	25	0	9	0
RUS BUS/The Dillon Committed Traffic	0	0	12	9	0	0	15	10	25	0	9	0
Total Background Committed Traffic	0	0	12	9	0	0	15	10	25	0	9	0
2020 No Build Traffic	16	545	27	10	64	12	33	42	35	27	27	7
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	25	0	0	25
2020 Scenario A Buildout Total	16	545	27	10	64	12	33	42	60	27	27	32
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	16	545	27	10	64	12	33	42	35	27	27	7
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	16	545	27	10	64	12	33	42	35	27	27	7
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	16	545	27	10	64	12	33	42	35	27	27	7

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**8/6/14 (AM) & 5/5/14 (PM)**
N/S Street:	**Glenwood Ave**
E/W Street:	**Morgan St**
Synchro Node #:	**27**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound			Morgan St Westbound			- Northbound			Glenwood Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	66	251	0	0	56	22	0	0	0	175	0	48
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	66	251	0	0	56	22	0	0	0	175	0	48
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	30%	0%	0%	20%	10%	0%	0%	0%	10%	0%	0%
Vehicle Additions - Volumes	0	12	0	0	5	2	0	0	0	4	0	0
RUS BUS/The Dillon Committed Traffic	0	12	0	0	5	2	0	0	0	4	0	0
Total Background Committed Traffic	0	12	0	0	5	2	0	0	0	4	0	0
2020 No Build Traffic	66	263	0	0	61	24	0	0	0	179	0	48
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	66	263	0	0	61	24	0	0	0	179	0	48
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	66	263	0	0	61	24	0	0	0	179	0	48
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	66	263	0	0	61	24	0	0	0	179	0	48
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	66	263	0	0	61	24	0	0	0	179	0	48

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Morgan St Eastbound			Morgan St Westbound			- Northbound			Glenwood Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	75	426	0	0	69	37	0	0	0	222	0	58
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	75	426	0	0	69	37	0	0	0	222	0	58
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	30%	0%	0%	20%	10%	0%	0%	0%	10%	0%	0%
Vehicle Additions - Volumes	0	9	0	0	10	5	0	0	0	3	0	0
RUS BUS/The Dillon Committed Traffic	0	9	0	0	10	5	0	0	0	3	0	0
Total Background Committed Traffic	0	9	0	0	10	5	0	0	0	3	0	0
2020 No Build Traffic	75	435	0	0	79	42	0	0	0	225	0	58
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	75	435	0	0	79	42	0	0	0	225	0	58
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	75	435	0	0	79	42	0	0	0	225	0	58
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	75	435	0	0	79	42	0	0	0	225	0	58
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	75	435	0	0	79	42	0	0	0	225	0	58

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**10/18/2016 (From RUS BUS TIA Count)**
N/S Street:	**West St**
E/W Street:	**Hargett St**
Synchro Node #:	**28**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	West St Northbound Left	Through	Right	West St Southbound Left	Through	Right
2016 Traffic Count	81	59	1	7	77	45	1	3	6	40	6	29
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	81	59	1	7	77	45	1	3	6	40	6	29
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	38	0	12	38	0	0	0	12	0	0	0
Vehicle Additions - Percent Assignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vehicle Additions - Volumes	7	30	36	69	44	0	54	16	42	0	29	11
RUS BUS/The Dillon Committed Traffic	7	68	36	81	82	0	54	16	54	0	29	11
Total Background Committed Traffic	7	68	36	81	82	0	54	16	54	0	29	11
2020 No Build Traffic	88	127	37	88	159	45	55	19	60	40	35	40
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	0	0	0	0	0	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	38	0	0	38	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vehicle Additions - Volumes	7	30	36	97	98	0	0	16	42	0	29	11
RUS BUS/The Dillon Committed Traffic (Contraflow)	7	68	36	97	136	0	0	16	42	0	29	11
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario A Traffic	7	68	36	97	136	0	0	16	67	0	29	36
2020 Scenario A Buildout Total	88	127	37	104	213	45	1	19	73	40	35	65
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	88	127	37	88	159	45	55	19	60	40	35	40
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	88	127	37	88	159	45	55	19	60	40	35	40
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	88	127	37	88	159	45	55	19	60	40	35	40

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	West St Northbound Left	Through	Right	West St Southbound Left	Through	Right
2016 Traffic Count	23	65	1	3	75	23	1	8	14	84	7	46
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	23	65	1	3	75	23	1	8	14	84	7	46
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	38	0	12	38	0	0	0	12	0	0	0
Vehicle Additions - Percent Assignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vehicle Additions - Volumes	12	46	57	57	27	0	33	37	86	0	23	7
RUS BUS/The Dillon Committed Traffic	12	84	57	69	65	0	33	37	98	0	23	7
Total Background Committed Traffic	12	84	57	69	65	0	33	37	98	0	23	7
2020 No Build Traffic	35	149	58	72	140	23	34	45	112	84	30	53
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	0	0	0	0	0	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	38	0	0	38	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vehicle Additions - Volumes	12	46	57	87	60	0	0	37	86	0	23	7
RUS BUS/The Dillon Committed Traffic (Contraflow)	12	84	57	87	98	0	0	37	86	0	23	7
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario A Traffic	12	84	57	87	98	0	0	37	111	0	23	32
2020 Scenario A Buildout Total	35	149	58	90	173	23	1	45	125	84	30	78
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	35	149	58	72	140	23	34	45	112	84	30	53
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	35	149	58	72	140	23	34	45	112	84	30	53
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	35	149	58	72	140	23	34	45	112	84	30	53

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**6/24/2014**
N/S Street:	**Dawson St**
E/W Street:	**Hargett St**
Synchro Node #:	**29**

Annual Growth Rate: Varies
Growth Factor: Varies
Existing Year: 2018
Buildout Year: 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	Dawson St Northbound Left	Through	Right	Dawson St Southbound Left	Through	Right
2014 Traffic Count	0	81	40	59	130	0	0	0	0	131	2639	64
Count Balancing	0	0	0	0	0	0	0	0	0	0	-339	0
2018 Existing Traffic	0	81	40	59	130	0	0	0	0	131	2300	64
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	25	25	0	25	0	0	0	0	0	0	25
Vehicle Additions - Percent Assignment	0%	60%	40%	10%	60%	0%	0%	0%	0%	5%	Varies	40%
Vehicle Additions - Volumes	0	14	9	5	24	0	0	0	0	1	18	16
RUS BUS/The Dillon Committed Traffic	0	39	34	5	49	0	0	0	0	1	18	41
Total Background Committed Traffic	0	39	34	5	49	0	0	0	0	1	18	41
2020 No Build Traffic	0	120	74	64	179	0	0	0	0	132	2318	105
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	10	0	14	14	0	0	0	0	0	0	13
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	19	19	0	19	0	0	0	0	0	0	19
Vehicle Additions - Percent Assignment	0%	60%	40%	0%	Varies	0%	0%	0%	0%	5%	15%	Varies
Vehicle Additions - Volumes	0	14	9	0	44	0	0	0	0	1	3	31
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	33	28	0	63	0	0	0	0	1	3	50
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	43	28	14	77	0	0	0	0	1	3	63
2020 Scenario A Buildout Total	0	124	68	73	207	0	0	0	0	132	2303	127
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	120	74	64	179	0	0	0	0	132	2318	105
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	120	74	64	179	0	0	0	0	132	2318	130
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	120	74	64	179	0	0	0	0	132	2318	105

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	Dawson St Northbound Left	Through	Right	Dawson St Southbound Left	Through	Right
2014 Traffic Count	0	66	49	155	114	0	0	0	0	64	3139	45
Count Balancing	0	0	0	0	0	0	0	0	0	0	-439	0
2018 Existing Traffic	0	66	49	155	114	0	0	0	0	64	2700	45
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	25	25	0	25	0	0	0	0	0	0	25
Vehicle Additions - Percent Assignment	0%	60%	40%	10%	60%	0%	0%	0%	0%	5%	Varies	40%
Vehicle Additions - Volumes	0	29	20	4	17	0	0	0	0	2	18	12
RUS BUS/The Dillon Committed Traffic	0	54	45	4	42	0	0	0	0	2	18	37
Total Background Committed Traffic	0	54	45	4	42	0	0	0	0	2	18	37
2020 No Build Traffic	0	120	94	159	156	0	0	0	0	66	2718	82
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	26	0	60	23	0	0	0	0	0	0	10
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	19	19	0	19	0	0	0	0	0	0	19
Vehicle Additions - Percent Assignment	0%	60%	40%	0%	Varies	0%	0%	0%	0%	5%	15%	Varies
Vehicle Additions - Volumes	0	29	20	0	32	0	0	0	0	2	7	23
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	48	39	0	51	0	0	0	0	2	7	42
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	74	39	60	74	0	0	0	0	2	7	52
2020 Scenario A Buildout Total	0	140	88	215	188	0	0	0	0	66	2707	97
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	120	94	159	156	0	0	0	0	66	2718	82
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	120	94	159	156	0	0	0	0	66	2718	107
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	120	94	159	156	0	0	0	0	66	2718	82

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**1/21/2015**
N/S Street:	**McDowell St**
E/W Street:	**Hargett St**
Synchro Node #:	**30**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	McDowell St Northbound Left	Through	Right	McDowell St Southbound Left	Through	Right
2015 Traffic Count	42	172	0	0	85	89	58	2116	43	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	42	172	0	0	85	89	58	2116	43	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	25	0	0	0	0	0	25	0	0	0	0	0
Vehicle Additions - Percent Assignment	40%	20%	0%	0%	Varies	0%	40%	30%	10%	0%	0%	0%
Vehicle Additions - Volumes	9	5	0	0	13	0	16	9	3	0	0	0
RUS BUS/The Dillon Committed Traffic	34	5	0	0	13	0	41	9	3	0	0	0
Total Background Committed Traffic	34	5	0	0	13	0	41	9	3	0	0	0
2020 No Build Traffic	76	177	0	0	98	89	99	2125	46	0	0	0
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	10	0	0	0	24	18	30	0	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	19	0	0	0	0	0	19	0	0	0	0	0
Vehicle Additions - Percent Assignment	40%	20%	0%	0%	Varies	0%	Varies	30%	10%	0%	0%	0%
Vehicle Additions - Volumes	9	5	0	0	18	0	26	9	3	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	28	5	0	0	18	0	45	9	3	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	38	5	0	0	42	18	75	9	3	0	0	0
2020 Scenario A Buildout Total	80	177	0	0	127	107	133	2125	46	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	76	177	0	0	98	89	99	2125	46	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	76	177	0	0	98	89	99	2125	71	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	76	177	0	0	98	89	99	2125	46	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	McDowell St Northbound Left	Through	Right	McDowell St Southbound Left	Through	Right
2015 Traffic Count	41	137	0	0	171	153	88	1944	52	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	41	137	0	0	171	153	88	1944	52	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	25	0	0	0	0	0	25	0	0	0	0	0
Vehicle Additions - Percent Assignment	40%	20%	0%	0%	Varies	0%	40%	30%	10%	0%	0%	0%
Vehicle Additions - Volumes	20	10	0	0	10	0	12	18	6	0	0	0
RUS BUS/The Dillon Committed Traffic	45	10	0	0	10	0	37	18	6	0	0	0
Total Background Committed Traffic	45	10	0	0	10	0	37	18	6	0	0	0
2020 No Build Traffic	86	147	0	0	181	153	125	1962	58	0	0	0
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	26	0	0	0	49	81	36	0	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	19	0	0	0	0	0	19	0	0	0	0	0
Vehicle Additions - Percent Assignment	40%	20%	0%	0%	Varies	0%	Varies	30%	10%	0%	0%	0%
Vehicle Additions - Volumes	20	10	0	0	13	0	19	18	6	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	39	10	0	0	13	0	38	18	6	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	65	10	0	0	62	81	74	18	6	0	0	0
2020 Scenario A Buildout Total	106	147	0	0	233	234	162	1962	58	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	86	147	0	0	181	153	125	1962	58	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	86	147	0	0	181	153	125	1962	83	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	86	147	0	0	181	153	125	1962	58	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**6/28/2018**
N/S Street:	**Salisbury St**
E/W Street:	**Hargett St**
Synchro Node #:	**31**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	Salisbury St Northbound Left	Through	Right	Salisbury St Southbound Left	Through	Right
2018 Traffic Count	0	151	31	23	126	0	0	0	0	56	368	78
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	151	31	23	126	0	0	0	0	56	368	78
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	Varies	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	8	0	0	13	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	8	0	0	13	0	0	0	0	0	0	0
Total Background Committed Traffic	0	8	0	0	13	0	0	0	0	0	0	0
2020 No Build Traffic	0	159	31	23	139	0	0	0	0	56	368	78
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	23	49	0	0	0	0	0	0	13
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	Varies	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	8	0	0	18	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	8	0	0	18	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	8	0	23	67	0	0	0	0	0	0	13
2020 Scenario A Buildout Total	0	159	31	46	193	0	0	0	0	56	368	91
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	159	31	23	139	0	0	0	0	56	368	78
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	159	31	23	139	0	0	0	0	56	368	78
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	159	31	23	139	0	0	0	0	56	368	78

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	Salisbury St Northbound Left	Through	Right	Salisbury St Southbound Left	Through	Right
2018 Traffic Count	0	106	38	33	156	0	0	0	0	47	523	61
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	106	38	33	156	0	0	0	0	47	523	61
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	Varies	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	16	0	0	10	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	16	0	0	10	0	0	0	0	0	0	0
Total Background Committed Traffic	0	16	0	0	10	0	0	0	0	0	0	0
2020 No Build Traffic	0	122	38	33	166	0	0	0	0	47	523	61
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	19	90	0	0	0	0	0	0	16
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	Varies	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	16	0	0	13	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	16	0	0	13	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	16	0	19	103	0	0	0	0	0	0	16
2020 Scenario A Buildout Total	0	122	38	52	259	0	0	0	0	47	523	77
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	122	38	33	166	0	0	0	0	47	523	61
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	122	38	33	166	0	0	0	0	47	523	61
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	122	38	33	166	0	0	0	0	47	523	61

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**5/9/2018**
N/S Street:	**Wilmington St**
E/W Street:	**Hargett St**
Synchro Node #:	**32**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound			Hargett St Westbound			Wilmington St Northbound			Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	133	65	0	0	138	203	50	610	26	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	133	65	0	0	138	203	50	610	26	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	133	65	0	0	138	203	50	610	26	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	18	34	30	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	18	34	30	0	25	0	0	0
2020 Scenario A Buildout Total	133	65	0	0	156	237	80	610	51	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	133	65	0	0	138	203	50	610	51	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	133	65	0	0	138	203	50	610	26	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario D Buildout Total	133	65	0	0	138	203	50	610	51	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound			Hargett St Westbound			Wilmington St Northbound			Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	39	105	0	0	101	65	104	629	110	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	39	105	0	0	101	65	104	629	110	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	39	105	0	0	101	65	104	629	110	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	31	27	51	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	31	27	51	0	25	0	0	0
2020 Scenario A Buildout Total	39	105	0	0	132	92	155	629	135	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	39	105	0	0	101	65	104	629	135	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	39	105	0	0	101	65	104	629	110	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario D Buildout Total	39	105	0	0	101	65	104	629	135	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**9/15/2015**
N/S Street:	**Blount St**
E/W Street:	**Hargett St**
Synchro Node #:	**33**

Annual Growth Rate:	Varies	**Existing Year:**	2018
Growth Factor:	Varies	**Buildout Year:**	2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound			Hargett St Westbound			Blount St Northbound			Blount St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 Traffic Count	0	66	42	66	233	0	0	0	0	38	926	153
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	66	42	66	233	0	0	0	0	38	926	153
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	66	42	66	233	0	0	0	0	38	926	153
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	41	0	0	0	0	0	0	44
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario A Traffic	0	0	0	0	41	0	0	0	0	0	0	69
2020 Scenario A Buildout Total	0	66	42	66	274	0	0	0	0	38	926	222
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario B Buildout Total	0	66	42	66	233	0	0	0	0	38	926	178
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	66	42	66	233	0	0	0	0	38	926	153
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario D Buildout Total	0	66	42	66	233	0	0	0	0	38	926	178

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound			Hargett St Westbound			Blount St Northbound			Blount St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 Traffic Count	0	97	73	36	87	0	0	0	0	21	1105	76
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	97	73	36	87	0	0	0	0	21	1105	76
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	97	73	36	87	0	0	0	0	21	1105	76
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	32	0	0	0	0	0	0	36
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario A Traffic	0	0	0	0	32	0	0	0	0	0	0	61
2020 Scenario A Buildout Total	0	97	73	36	119	0	0	0	0	21	1105	137
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario B Buildout Total	0	97	73	36	87	0	0	0	0	21	1105	101
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	97	73	36	87	0	0	0	0	21	1105	76
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario D Buildout Total	0	97	73	36	87	0	0	0	0	21	1105	101

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**7/17/2014 (AM) & 7/16/2014 (PM)**
N/S Street:	**Person St**
E/W Street:	**Hargett St**
Synchro Node #:	**34**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	Person St Northbound Left	Through	Right	Person St Southbound Left	Through	Right
2014 Traffic Count	25	57	0	0	64	56	93	1003	36	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	25	57	0	0	64	56	93	1003	36	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	25	57	0	0	64	56	93	1003	36	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	25	57	0	0	64	56	93	1003	36	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	25	57	0	0	64	56	93	1003	36	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	25	57	0	0	64	56	93	1003	36	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	25	57	0	0	64	56	93	1003	36	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Hargett St Eastbound Left	Through	Right	Hargett St Westbound Left	Through	Right	Person St Northbound Left	Through	Right	Person St Southbound Left	Through	Right
2014 Traffic Count	44	99	0	0	103	49	67	690	22	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	44	99	0	0	103	49	67	690	22	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	44	99	0	0	103	49	67	690	22	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	44	99	0	0	103	49	67	690	22	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	44	99	0	0	103	49	67	690	22	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	44	99	0	0	103	49	67	690	22	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	44	99	0	0	103	49	67	690	22	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**7/22/14 (AM) & 7/21/14 (PM)**
N/S Street:	**Person St**
E/W Street:	**Martin St**
Synchro Node #:	**35**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Through	Right	Martin St Westbound Left	Through	Right	Person St Northbound Left	Through	Right	Person St Southbound Left	Through	Right
2014 Traffic Count	28	60	0	0	47	12	51	1121	16	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	28	60	0	0	47	12	51	1121	16	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	28	60	0	0	47	12	51	1121	16	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	28	60	0	0	47	12	51	1121	16	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	28	60	0	0	47	12	51	1121	16	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	28	60	0	0	47	12	51	1121	16	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	28	60	0	0	47	12	51	1121	16	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Through	Right	Martin St Westbound Left	Through	Right	Person St Northbound Left	Through	Right	Person St Southbound Left	Through	Right
2014 Traffic Count	51	109	0	0	65	38	75	654	14	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	51	109	0	0	65	38	75	654	14	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	51	109	0	0	65	38	75	654	14	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	51	109	0	0	65	38	75	654	14	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	51	109	0	0	65	38	75	654	14	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	51	109	0	0	65	38	75	654	14	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	51	109	0	0	65	38	75	654	14	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**7/29/2014 (AM) & 7/28/2014 (PM)**
N/S Street:	**Blount St**
E/W Street:	**Martin St**
Synchro Node #:	**36**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Martin St Eastbound			Martin St Westbound			Blount St Northbound			Blount St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	41	58	25	81	0	0	0	0	42	723	64
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	41	58	25	81	0	0	0	0	42	723	64
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	41	58	25	81	0	0	0	0	42	723	64
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	-81	0	0	0	0	0	20	-64
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	-81	0	0	0	0	0	20	-64
2020 Scenario A Buildout Total	0	41	58	25	0	0	0	0	0	42	743	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario B Buildout Total	0	41	58	25	81	0	0	0	0	42	723	89
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	41	58	25	81	0	0	0	0	42	723	64
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario D Buildout Total	0	41	58	25	81	0	0	0	0	42	723	89

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Martin St Eastbound			Martin St Westbound			Blount St Northbound			Blount St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	122	96	49	64	0	0	0	0	76	1055	72
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	122	96	49	64	0	0	0	0	76	1055	72
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	122	96	49	64	0	0	0	0	76	1055	72
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	-64	0	0	0	0	0	36	-72
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	-64	0	0	0	0	0	36	-72
2020 Scenario A Buildout Total	0	122	96	49	0	0	0	0	0	76	1091	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario B Buildout Total	0	122	96	49	64	0	0	0	0	76	1055	97
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	122	96	49	64	0	0	0	0	76	1055	72
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario D Buildout Total	0	122	96	49	64	0	0	0	0	76	1055	97

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**5/10/2018**
N/S Street:	**Wilmington St**
E/W Street:	**Martin St**
Synchro Node #:	**37**

Annual Growth Rate:	Varies	**Existing Year:**	2018
Growth Factor:	Varies	**Buildout Year:**	2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Martin St Eastbound			Martin St Westbound			Wilmington St Northbound			Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	104	106	0	0	36	68	59	659	52	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	104	106	0	0	36	68	59	659	52	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	104	106	0	0	36	68	59	659	52	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	-36	-68	-59	64	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	-36	-68	-59	64	25	0	0	0
2020 Scenario A Buildout Total	104	106	0	0	0	0	0	723	77	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	104	106	0	0	36	68	59	659	77	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	104	106	0	0	36	68	59	659	52	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario D Buildout Total	104	106	0	0	36	68	59	659	77	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Martin St Eastbound			Martin St Westbound			Wilmington St Northbound			Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	40	113	0	0	62	54	131	611	77	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	40	113	0	0	62	54	131	611	77	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	40	113	0	0	62	54	131	611	77	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	-62	-54	-131	78	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	-62	-54	-131	78	25	0	0	0
2020 Scenario A Buildout Total	40	113	0	0	0	0	0	689	102	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario B Buildout Total	40	113	0	0	62	54	131	611	102	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	40	113	0	0	62	54	131	611	77	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario D Buildout Total	40	113	0	0	62	54	131	611	102	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**6/27/2018**
N/S Street:	**Salisbury St**
E/W Street:	**Martin St**
Synchro Node #:	**38**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Through	Right	Martin St Westbound Left	Through	Right	Salisbury St Northbound Left	Through	Right	Salisbury St Southbound Left	Through	Right
2018 Traffic Count	0	167	140	47	97	0	0	0	0	53	303	33
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	167	140	47	97	0	0	0	0	53	303	33
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	Varies	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	8	0	0	14	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	8	0	0	14	0	0	0	0	0	0	0
Total Background Committed Traffic	0	8	0	0	14	0	0	0	0	0	0	0
2020 No Build Traffic	0	175	140	47	111	0	0	0	0	53	303	33
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	-47	-97	0	0	0	0	0	43	-33
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	8	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	8	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	8	0	-47	-97	0	0	0	0	0	43	-33
2020 Scenario A Buildout Total	0	175	140	0	0	0	0	0	0	53	346	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	175	140	47	111	0	0	0	0	53	303	33
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	175	140	47	111	0	0	0	0	53	303	33
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	175	140	47	111	0	0	0	0	53	303	33

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Through	Right	Martin St Westbound Left	Through	Right	Salisbury St Northbound Left	Through	Right	Salisbury St Southbound Left	Through	Right
2018 Traffic Count	0	90	80	39	181	0	0	0	0	60	571	31
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	90	80	39	181	0	0	0	0	60	571	31
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	Varies	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	17	0	0	10	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	17	0	0	10	0	0	0	0	0	0	0
Total Background Committed Traffic	0	17	0	0	10	0	0	0	0	0	0	0
2020 No Build Traffic	0	107	80	39	191	0	0	0	0	60	571	31
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	-39	-181	0	0	0	0	0	34	-31
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	17	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	17	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	17	0	-39	-181	0	0	0	0	0	34	-31
2020 Scenario A Buildout Total	0	107	80	0	0	0	0	0	0	60	605	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	107	80	39	191	0	0	0	0	60	571	31
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	107	80	39	191	0	0	0	0	60	571	31
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	107	80	39	191	0	0	0	0	60	571	31

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**10/31/14 (AM) & 10/30/14 (PM)**
N/S Street:	**McDowell St**
E/W Street:	**Martin St**
Synchro Node #:	**39**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Through	Right	Martin St Westbound Left	Through	Right	McDowell St Northbound Left	Through	Right	McDowell St Southbound Left	Through	Right
2014 Traffic Count	19	187	0	0	49	36	60	1919	66	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	19	187	0	0	49	36	60	1919	66	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	6	0	0	0	0	0	6	0	0	0	0	0
Vehicle Additions - Percent Assignment	40%	Varies	0%	0%	20%	10%	40%	30%	0%	0%	0%	0%
Vehicle Additions - Volumes	12	8	0	0	10	4	20	12	0	0	0	0
RUS BUS/The Dillon Committed Traffic	18	8	0	0	10	4	26	12	0	0	0	0
Total Background Committed Traffic	18	8	0	0	10	4	26	12	0	0	0	0
2020 No Build Traffic	37	195	0	0	59	40	86	1931	66	0	0	0
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	-19	0	0	0	-49	-36	-60	57	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	0%	0%	0%	Varies	0%	0%	0%	0%
Vehicle Additions - Volumes	0	8	0	0	0	0	0	62	0	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	8	0	0	0	0	0	62	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	-19	8	0	0	-49	-36	-60	119	0	0	0	0
2020 Scenario A Buildout Total	0	195	0	0	0	0	0	2038	66	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	37	195	0	0	59	40	86	1931	66	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	37	195	0	0	59	40	86	1931	91	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	37	195	0	0	59	40	86	1931	66	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Through	Right	Martin St Westbound Left	Through	Right	McDowell St Northbound Left	Through	Right	McDowell St Southbound Left	Through	Right
2014 Traffic Count	51	122	0	0	99	162	61	1768	64	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	51	122	0	0	99	162	61	1768	64	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	6	0	0	0	0	0	6	0	0	0	0	0
Vehicle Additions - Percent Assignment	40%	Varies	0%	0%	20%	10%	40%	30%	0%	0%	0%	0%
Vehicle Additions - Volumes	24	17	0	0	7	3	15	9	0	0	0	0
RUS BUS/The Dillon Committed Traffic	30	17	0	0	7	3	21	9	0	0	0	0
Total Background Committed Traffic	30	17	0	0	7	3	21	9	0	0	0	0
2020 No Build Traffic	81	139	0	0	106	165	82	1777	64	0	0	0
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	-51	0	0	0	-99	-162	-61	142	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	0%	0%	0%	Varies	0%	0%	0%	0%
Vehicle Additions - Volumes	0	17	0	0	0	0	0	61	0	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	17	0	0	0	0	0	61	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	-51	17	0	0	-99	-162	-61	203	0	0	0	0
2020 Scenario A Buildout Total	0	139	0	0	0	0	0	1971	64	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	81	139	0	0	106	165	82	1777	64	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	81	139	0	0	106	165	82	1777	89	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	81	139	0	0	106	165	82	1777	64	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**6/9/2014**
N/S Street:	**Dawson St**
E/W Street:	**Martin St**
Synchro Node #:	**40**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Martin St Eastbound Through	Martin St Eastbound Right	Martin St Westbound Left	Martin St Westbound Through	Martin St Westbound Right	Dawson St Northbound Left	Dawson St Northbound Through	Dawson St Northbound Right	Dawson St Southbound Left	Dawson St Southbound Through	Dawson St Southbound Right
2014 Traffic Count	0	15	16	27	28	0	0	0	0	142	1654	16
Count Balancing	0	0	0	0	0	0	0	0	0	58	546	0
2018 Existing Traffic	0	15	16	27	28	0	0	0	0	200	2200	16
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	6	6	0	6	0	0	0	0	0	0	6
Vehicle Additions - Percent Assignment	0%	60%	40%	0%	60%	0%	0%	0%	0%	Varies	Varies	40%
Vehicle Additions - Volumes	0	17	12	0	30	0	0	0	0	3	9	20
RUS BUS/The Dillon Committed Traffic	0	23	18	0	36	0	0	0	0	3	9	26
Total Background Committed Traffic	0	23	18	0	36	0	0	0	0	3	9	26
2020 No Build Traffic	0	38	34	27	64	0	0	0	0	203	2209	42
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	-27	-28	0	0	0	0	0	17	-16
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	20%	40%	0%	0%	0%	0%	0%	0%	Varies	Varies	0%
Vehicle Additions - Volumes	0	6	12	0	0	0	0	0	0	3	9	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	6	12	0	0	0	0	0	0	3	9	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	6	12	-27	-28	0	0	0	0	3	26	-16
2020 Scenario A Buildout Total	0	21	28	0	0	0	0	0	0	203	2226	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	38	34	27	64	0	0	0	0	203	2209	42
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	38	34	27	64	0	0	0	0	203	2209	67
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	38	34	27	64	0	0	0	0	203	2209	42

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Martin St Eastbound Through	Martin St Eastbound Right	Martin St Westbound Left	Martin St Westbound Through	Martin St Westbound Right	Dawson St Northbound Left	Dawson St Northbound Through	Dawson St Northbound Right	Dawson St Southbound Left	Dawson St Southbound Through	Dawson St Southbound Right
2014 Traffic Count	0	38	46	121	46	0	0	0	0	92	3047	16
Count Balancing	0	0	0	0	0	0	0	0	0	0	-347	0
2018 Existing Traffic	0	38	46	121	46	0	0	0	0	92	2700	16
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	6	6	0	6	0	0	0	0	0	0	6
Vehicle Additions - Percent Assignment	0%	60%	40%	0%	60%	0%	0%	0%	0%	Varies	Varies	40%
Vehicle Additions - Volumes	0	37	24	0	22	0	0	0	0	7	20	15
RUS BUS/The Dillon Committed Traffic	0	43	30	0	28	0	0	0	0	7	20	21
Total Background Committed Traffic	0	43	30	0	28	0	0	0	0	7	20	21
2020 No Build Traffic	0	81	76	121	74	0	0	0	0	99	2720	37
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	-121	-46	0	0	0	0	0	66	-16
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	20%	40%	0%	0%	0%	0%	0%	0%	Varies	Varies	0%
Vehicle Additions - Volumes	0	12	24	0	0	0	0	0	0	7	20	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	12	24	0	0	0	0	0	0	7	20	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	12	24	-121	-46	0	0	0	0	7	86	-16
2020 Scenario A Buildout Total	0	50	70	0	0	0	0	0	0	99	2786	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	81	76	121	74	0	0	0	0	99	2720	37
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	81	76	121	74	0	0	0	0	99	2720	62
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	81	76	121	74	0	0	0	0	99	2720	37

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**N/A**
N/S Street:	**West St**
E/W Street:	**Martin St**
Synchro Node #:	**41**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Through	Right	Martin St Westbound Left	Through	Right	West St Northbound Left	Through	Right	West St Southbound Left	Through	Right
2018 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	12	0	0	0	12	0	0
Vehicle Additions - Percent Assignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vehicle Additions - Volumes	0	0	0	6	22	113	0	28	28	62	6	22
RUS BUS/The Dillon Committed Traffic	0	0	0	6	22	125	0	28	28	74	6	22
Total Background Committed Traffic	0	0	0	6	22	125	0	28	28	74	6	22
2020 No Build Traffic	0	0	0	6	22	125	0	28	28	74	6	22
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	0	0	0	0	0	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vehicle Additions - Volumes	0	0	0	0	0	0	0	28	28	62	12	44
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	0	0	0	0	0	0	28	28	62	12	44
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	25	25	0	0
Total Additional Scenario A Traffic	0	0	0	25	0	0	0	28	53	87	12	44
2020 Scenario A Buildout Total	0	0	0	25	0	0	0	28	53	87	12	44
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	6	22	125	0	28	28	74	6	22
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	6	22	125	0	28	28	74	6	22
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	6	22	125	0	28	28	74	6	22

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Martin St Eastbound Left	Through	Right	Martin St Westbound Left	Through	Right	West St Northbound Left	Through	Right	West St Southbound Left	Through	Right
2018 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	12	0	0	0	12	0	0
Vehicle Additions - Percent Assignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vehicle Additions - Volumes	0	0	0	6	24	75	0	30	30	134	6	24
RUS BUS/The Dillon Committed Traffic	0	0	0	6	24	87	0	30	30	146	6	24
Total Background Committed Traffic	0	0	0	6	24	87	0	30	30	146	6	24
2020 No Build Traffic	0	0	0	6	24	87	0	30	30	146	6	24
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	0	0	0	0	0	0	0	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vehicle Additions - Volumes	0	0	0	0	0	0	0	30	30	134	12	48
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	0	0	0	0	0	0	30	30	134	12	48
Raleigh Downtown BRT Bus Volume	0	0	0	25	0	0	0	0	25	25	0	0
Total Additional Scenario A Traffic	0	0	0	25	0	0	0	30	55	159	12	48
2020 Scenario A Buildout Total	0	0	0	25	0	0	0	30	55	159	12	48
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	0	0	6	24	87	0	30	30	146	6	24
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	0	0	6	24	87	0	30	30	146	6	24
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	0	0	6	24	87	0	30	30	146	6	24

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**8/12/2014 (AM) & 8/11/2014 (PM)**
N/S Street:	**Dawson St**
E/W Street:	**Davie St**
Synchro Node #:	**42**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Davie St Eastbound Left	Through	Right	Davie St Westbound Left	Through	Right	Dawson St Northbound Left	Through	Right	Dawson St Southbound Left	Through	Right
2014 Traffic Count	0	12	17	66	24	0	0	0	0	248	1493	15
Count Balancing	0	0	0	0	0	0	0	0	0	0	407	0
2018 Existing Traffic	0	12	17	66	24	0	0	0	0	248	1900	15
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	Varies	Varies	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	6	14	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	6	14	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	6	14	0
2020 No Build Traffic	0	12	17	66	24	0	0	0	0	254	1914	15
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	9	0	13	14	0	0	0	0	0	0	3
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	40%	0%	0%	30%	0%	0%	0%	0%	Varies	Varies	0%
Vehicle Additions - Volumes	0	12	0	0	15	0	0	0	0	6	14	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	12	0	0	15	0	0	0	0	6	14	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	21	0	13	29	0	0	0	0	6	14	3
2020 Scenario A Buildout Total	0	33	17	79	53	0	0	0	0	254	1914	18
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	12	17	66	24	0	0	0	0	254	1914	15
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	12	17	66	24	0	0	0	0	254	1914	40
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	12	17	66	24	0	0	0	0	254	1914	15

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Davie St Eastbound Left	Through	Right	Davie St Westbound Left	Through	Right	Dawson St Northbound Left	Through	Right	Dawson St Southbound Left	Through	Right
2014 Traffic Count	0	41	88	204	52	0	0	0	0	73	2530	26
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	41	88	204	52	0	0	0	0	73	2530	26
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	Varies	Varies	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	13	31	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	13	31	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	13	31	0
2020 No Build Traffic	0	41	88	204	52	0	0	0	0	86	2561	26
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	0	25	0	61	23	0	0	0	0	0	0	6
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	40%	0%	0%	30%	0%	0%	0%	0%	Varies	Varies	0%
Vehicle Additions - Volumes	0	24	0	0	11	0	0	0	0	13	31	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	0	24	0	0	11	0	0	0	0	13	31	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	49	0	61	34	0	0	0	0	13	31	6
2020 Scenario A Buildout Total	0	90	88	265	86	0	0	0	0	86	2561	32
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	41	88	204	52	0	0	0	0	86	2561	26
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	41	88	204	52	0	0	0	0	86	2561	51
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	41	88	204	52	0	0	0	0	86	2561	26

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**3/1/2017**
N/S Street:	**McDowell St**
E/W Street:	**Davie St**
Synchro Node #:	**43**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Davie St Eastbound Left	Through	Right	Davie St Westbound Left	Through	Right	McDowell St Northbound Left	Through	Right	McDowell St Southbound Left	Through	Right
2017 Traffic Count	37	274	0	0	147	78	68	4366	30	0	0	0
Count Balancing	0	0	0	0	0	0	0	-2366	0	0	0	0
2018 Existing Traffic	37	274	0	0	147	78	68	2000	30	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	0%	Varies	0%	Varies	0%	0%	0%	0%
Vehicle Additions - Volumes	0	5	0	0	0	9	0	13	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	5	0	0	0	9	0	13	0	0	0	0
Total Background Committed Traffic	0	5	0	0	0	9	0	13	0	0	0	0
2020 No Build Traffic	37	279	0	0	147	87	68	2013	30	0	0	0
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	9	0	0	0	25	18	30	0	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	40%	Varies	0%	0%	10%	Varies	20%	Varies	0%	0%	0%	0%
Vehicle Additions - Volumes	12	5	0	0	5	13	10	13	0	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	12	5	0	0	5	13	10	13	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	21	5	0	0	30	31	40	13	0	0	0	0
2020 Scenario A Buildout Total	58	279	0	0	177	109	108	2013	30	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	37	279	0	0	147	87	68	2013	30	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	37	279	0	0	147	87	68	2013	55	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	37	279	0	0	147	87	68	2013	30	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Davie St Eastbound Left	Through	Right	Davie St Westbound Left	Through	Right	McDowell St Northbound Left	Through	Right	McDowell St Southbound Left	Through	Right
2017 Traffic Count	88	175	0	0	209	201	60	4582	25	0	0	0
Count Balancing	0	0	0	0	0	0	0	-2882	0	0	0	0
2018 Existing Traffic	88	175	0	0	209	201	60	1700	25	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	Varies	0%	0%	0%	Varies	0%	Varies	0%	0%	0%	0%
Vehicle Additions - Volumes	0	11	0	0	0	7	0	28	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	11	0	0	0	7	0	28	0	0	0	0
Total Background Committed Traffic	0	11	0	0	0	7	0	28	0	0	0	0
2020 No Build Traffic	88	186	0	0	209	208	60	1728	25	0	0	0
Multimodal Scenario A (Contraflow Scenario)												
Existing Traffic Volume Diversion (Contraflow)	25	0	0	0	50	81	25	0	0	0	0	0
Committed Projects (Contraflow Scenario)												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	40%	Varies	0%	0%	10%	Varies	20%	Varies	0%	0%	0%	0%
Vehicle Additions - Volumes	24	11	0	0	4	10	7	10	0	0	0	0
RUS BUS/The Dillon Committed Traffic (Contraflow)	24	11	0	0	4	10	7	10	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	49	11	0	0	54	91	32	10	0	0	0	0
2020 Scenario A Buildout Total	137	186	0	0	263	292	92	1710	25	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	88	186	0	0	209	208	60	1728	25	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	88	186	0	0	209	208	60	1728	50	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	88	186	0	0	209	208	60	1728	25	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**3/28/2018**
N/S Street:	**McDowell St**
E/W Street:	**South St**
Synchro Node #:	**44**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	South St Eastbound			South St Westbound			McDowell St Northbound			McDowell St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	174	181	0	0	47	48	8	2490	134	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	174	181	0	0	47	48	8	2490	134	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	174	181	0	0	47	48	8	2490	134	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	-8	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	25	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	17	0	0	0	0	0
2020 Scenario A Buildout Total	174	181	0	0	47	48	25	2490	134	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	174	181	0	0	47	48	8	2490	134	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	174	181	0	0	47	48	8	2490	159	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	174	181	0	0	47	48	8	2490	134	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	South St Eastbound			South St Westbound			McDowell St Northbound			McDowell St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	178	262	0	0	93	69	6	1506	183	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	178	262	0	0	93	69	6	1506	183	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	178	262	0	0	93	69	6	1506	183	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	-6	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	25	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	19	0	0	0	0	0
2020 Scenario A Buildout Total	178	262	0	0	93	69	25	1506	183	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	178	262	0	0	93	69	6	1506	183	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	25	0	0	0
2020 Scenario C Buildout Total	178	262	0	0	93	69	6	1506	208	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	178	262	0	0	93	69	6	1506	183	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**9/25/2018 (AM) & 9/24/2018 (PM)**
N/S Street:	**Dawson St.**
E/W Street:	**South St**
Synchro Node #:	**45**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	South St Eastbound			South St Westbound			Dawson St. Northbound			Dawson St. Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	0	340	14	10	44	0	0	0	0	64	1322	117
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	340	14	10	44	0	0	0	0	64	1322	117
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	340	14	10	44	0	0	0	0	64	1322	117
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	340	39	10	44	0	0	0	0	64	1322	117
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	340	14	10	44	0	0	0	0	64	1322	117
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	340	14	10	44	0	0	0	0	64	1322	142
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	340	14	10	44	0	0	0	0	64	1322	117

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	South St Eastbound			South St Westbound			Dawson St. Northbound			Dawson St. Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2018 Traffic Count	0	260	53	41	76	0	0	0	0	72	2703	108
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	260	53	41	76	0	0	0	0	72	2703	108
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	260	53	41	76	0	0	0	0	72	2703	108
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	260	78	41	76	0	0	0	0	72	2703	108
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	260	53	41	76	0	0	0	0	72	2703	108
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	260	53	41	76	0	0	0	0	72	2703	133
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	260	53	41	76	0	0	0	0	72	2703	108

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	
N/S Street:	**West St**
E/W Street:	**South St**
Synchro Node #:	**46**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	South St Eastbound			South St Westbound			- Northbound			West St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
1900 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	25	300	0	0	125	25	0	0	0	50	0	25
2018 Existing Traffic	25	300	0	0	125	25	0	0	0	50	0	25
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	25	300	0	0	125	25	0	0	0	50	0	25
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	25	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	25	0	0	0	25	0	0
2020 Scenario A Buildout Total	25	300	0	0	125	50	0	0	0	75	0	25
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	25	300	0	0	125	25	0	0	0	50	0	25
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	25	300	0	0	125	25	0	0	0	50	0	25
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	25	300	0	0	125	25	0	0	0	50	0	25

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	South St Eastbound			South St Westbound			- Northbound			West St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
1900 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	50	275	0	0	125	50	0	0	0	50	0	50
2018 Existing Traffic	50	275	0	0	125	50	0	0	0	50	0	50
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	50	275	0	0	125	50	0	0	0	50	0	50
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	25	0	0	0	25	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	25	0	0	0	25	0	0
2020 Scenario A Buildout Total	50	275	0	0	125	75	0	0	0	75	0	50
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	50	275	0	0	125	50	0	0	0	50	0	50
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	50	275	0	0	125	50	0	0	0	50	0	50
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	50	275	0	0	125	50	0	0	0	50	0	50

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**11/6/2014 (AM) & 11/5/2014 (PM)**
N/S Street:	**Dawson St Ramps**
E/W Street:	**Western Blvd**
Synchro Node #:	**47**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	Western Blvd Eastbound			Western Blvd Westbound			- Northbound			Dawson St Ramps Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	691	0	0	1666	0	0	0	0	87	0	0
Count Balancing	0	0	150	0	0	25	0	0	0	0	0	300
2018 Existing Traffic	0	691	150	0	1666	25	0	0	0	87	0	300
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	691	150	0	1666	25	0	0	0	87	0	300
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	25
Total Additional Scenario A Traffic	0	0	25	0	0	0	0	0	0	0	0	25
2020 Scenario A Buildout Total	0	691	175	0	1666	25	0	0	0	87	0	325
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	691	150	0	1666	25	0	0	0	87	0	300
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	691	175	0	1666	25	0	0	0	87	0	325
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	691	150	0	1666	25	0	0	0	87	0	300

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	Western Blvd Eastbound			Western Blvd Westbound			- Northbound			Dawson St Ramps Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	1061	0	0	748	0	0	0	0	111	0	0
Count Balancing	0	0	350	0	0	250	0	0	0	0	0	300
2018 Existing Traffic	0	1061	350	0	748	250	0	0	0	111	0	300
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	1061	350	0	748	250	0	0	0	111	0	300
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	25
Total Additional Scenario A Traffic	0	0	25	0	0	0	0	0	0	0	0	25
2020 Scenario A Buildout Total	0	1061	375	0	748	250	0	0	0	111	0	325
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	1061	350	0	748	250	0	0	0	111	0	300
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	25
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	25
2020 Scenario C Buildout Total	0	1061	375	0	748	250	0	0	0	111	0	325
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	1061	350	0	748	250	0	0	0	111	0	300

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**11/12/2014 (AM) & 11/10/2014 (PM)**
N/S Street:	**McDowell St Ramps**
E/W Street:	**MLK Jr Blvd**
Synchro Node #:	**48**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	MLK Jr Blvd Eastbound			MLK Jr Blvd Westbound			McDowell St Ramps Northbound			- Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	647	0	0	1168	0	441	0	125	0	0	0
Count Balancing	0	0	130	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	647	130	0	1168	0	441	0	125	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	647	130	0	1168	0	441	0	125	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	647	155	0	1168	0	441	0	125	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	647	130	0	1168	0	441	0	125	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	647	155	0	1168	0	441	0	125	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	647	130	0	1168	0	441	0	125	0	0	0

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	MLK Jr Blvd Eastbound			MLK Jr Blvd Westbound			McDowell St Ramps Northbound			- Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	0	1165	0	0	783	0	213	0	64	0	0	0
Count Balancing	0	0	25	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	1165	25	0	783	0	213	0	64	0	0	0
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	1165	25	0	783	0	213	0	64	0	0	0
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	1165	50	0	783	0	213	0	64	0	0	0
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	1165	25	0	783	0	213	0	64	0	0	0
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	1165	50	0	783	0	213	0	64	0	0	0
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	1165	25	0	783	0	213	0	64	0	0	0

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**12/18/2014 (AM) & 12/14/2014 (PM)**
N/S Street:	**Salisbury St/Wilmington St**
E/W Street:	**MLK Jr Blvd**
Synchro Node #:	**49**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	MLK Jr Blvd Eastbound			MLK Jr Blvd Westbound			Wilmington St Northbound			Salisbury St/Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	241	457	48	106	1037	204	289	718	107	58	73	19
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	241	457	48	106	1037	204	289	718	107	58	73	19
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	241	457	48	106	1037	204	289	718	107	58	73	19
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	25	0	0	25
2020 Scenario A Buildout Total	241	457	48	106	1037	204	289	718	132	58	73	44
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	25
2020 Scenario B Buildout Total	241	457	48	106	1037	204	289	718	132	58	73	44
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	241	457	73	106	1037	204	289	718	107	58	73	19
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	25	0	0	25
2020 Scenario D Buildout Total	241	457	48	106	1037	204	289	718	132	58	73	44

PM PEAK HOUR
PM PHF = 0.90 (Assumed)

Description	MLK Jr Blvd Eastbound			MLK Jr Blvd Westbound			Wilmington St Northbound			Salisbury St/Wilmington St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Traffic Count	148	927	146	292	665	109	65	153	110	233	400	136
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	148	927	146	292	665	109	65	153	110	233	400	136
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	148	927	146	292	665	109	65	153	110	233	400	136
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	25	0	0	25
2020 Scenario A Buildout Total	148	927	146	292	665	109	65	153	135	233	400	161
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	25	0	0	25
2020 Scenario B Buildout Total	148	927	146	292	665	109	65	153	135	233	400	161
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	25	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	25	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	148	927	171	292	665	109	65	153	110	233	400	136
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	25	0	0	25
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	25	0	0	25
2020 Scenario D Buildout Total	148	927	146	292	665	109	65	153	135	233	400	161

INTERSECTION ANALYSIS SHEET

Project:	**Downtown Transportation Plan**
Location:	**Raleigh**
Ct. Date	**12/17/2014**
N/S Street:	**Blount St**
E/W Street:	**MLK Jr Blvd**
Synchro Node #:	**50**

Annual Growth Rate: Varies **Existing Year:** 2018
Growth Factor: Varies **Buildout Year:** 2020

AM PEAK HOUR
AM PHF = 0.90 (Assumed)

Description	MLK Jr Blvd Eastbound Left	Through	Right	MLK Jr Blvd Westbound Left	Through	Right	Blount St Northbound Left	Through	Right	Blount St Southbound Left	Through	Right
2014 Traffic Count	0	570	54	26	1207	0	0	0	0	71	255	173
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	570	54	26	1207	0	0	0	0	71	255	173
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	570	54	26	1207	0	0	0	0	71	255	173
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	570	54	26	1207	0	0	0	0	71	255	173
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	570	54	26	1207	0	0	0	0	71	255	173
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	570	54	26	1207	0	0	0	0	71	255	173
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	570	54	26	1207	0	0	0	0	71	255	173

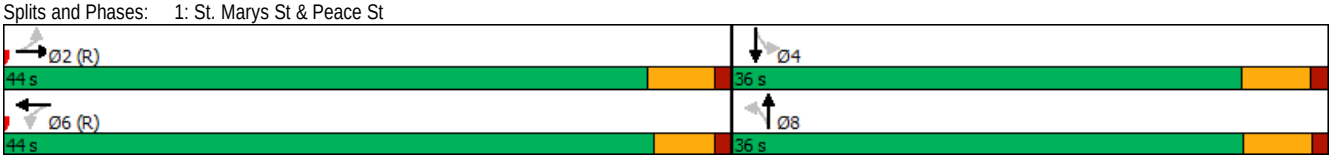
PM PEAK HOUR
PM PHF = 0.90 (Assumed)

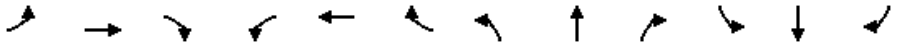
Description	MLK Jr Blvd Eastbound Left	Through	Right	MLK Jr Blvd Westbound Left	Through	Right	Blount St Northbound Left	Through	Right	Blount St Southbound Left	Through	Right
2014 Traffic Count	0	1233	138	75	850	0	0	0	0	165	1706	374
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	1233	138	75	850	0	0	0	0	165	1706	374
Committed Projects												
RUS BUS/The Dillon TIA												
Bus Additions	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Additions - Percent Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicle Additions - Volumes	0	0	0	0	0	0	0	0	0	0	0	0
RUS BUS/The Dillon Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Background Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 No Build Traffic	0	1233	138	75	850	0	0	0	0	165	1706	374
Multimodal Scenario A												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario A Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario A Buildout Total	0	1233	138	75	850	0	0	0	0	165	1706	374
Multimodal Scenario B												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario B Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario B Buildout Total	0	1233	138	75	850	0	0	0	0	165	1706	374
Multimodal Scenario C												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario C Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario C Buildout Total	0	1233	138	75	850	0	0	0	0	165	1706	374
Multimodal Scenario D												
Traffic Volume Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Raleigh Downtown BRT Bus Volume	0	0	0	0	0	0	0	0	0	0	0	0
Total Additional Scenario D Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2020 Scenario D Buildout Total	0	1233	138	75	850	0	0	0	0	165	1706	374

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Future Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1624	1673	0	1569	1608	0	1624	1640	0	1624	1694	0
Flt Permitted	0.458			0.329			0.533			0.495		
Satd. Flow (perm)	776	1673	0	541	1608	0	907	1640	0	845	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			14			23			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	8		5	5		8	3		1	1		3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	522	0	89	376	0	42	294	0	84	262	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.2	20.2		21.8	21.8		21.2	21.2		21.3	21.3	
Total Split (s)	44.0	44.0		44.0	44.0		36.0	36.0		36.0	36.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Yellow Time (s)	4.1	4.1		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.1	1.1		1.2	1.2	
Lost Time Adjust (s)	-0.2	-0.2		0.2	0.2		-0.2	-0.2		-0.3	-0.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	39.0	39.0		39.0	39.0		31.0	31.0		31.0	31.0	
Actuated g/C Ratio	0.49	0.49		0.49	0.49		0.39	0.39		0.39	0.39	
v/c Ratio	0.03	0.64		0.34	0.48		0.12	0.45		0.26	0.40	
Control Delay	11.2	19.2		17.2	15.6		17.0	19.4		19.4	19.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.2	19.2		17.2	15.6		17.0	19.4		19.4	19.7	
LOS	B	B		B	B		B	B		B	B	
Approach Delay		19.0			15.9			19.1			19.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	3	180		26	114		13	97		28	91	
Queue Length 95th (ft)	12	285		62	187		35	166		62	153	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)	100			150			450			100		
Base Capacity (vph)	378	821		263	791		351	649		327	658	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.64		0.34	0.48		0.12	0.45		0.26	0.40	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 75.0%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 027			

Splits and Phases: 1: St. Marys St & Peace St





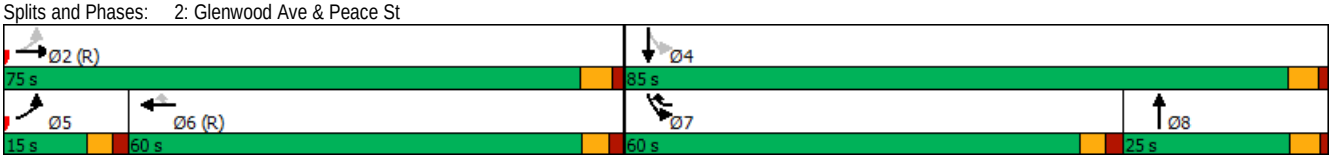
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Future Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	1601	1668	0	0	1609	1368	0	3052	0	1593	3018	0
Flt Permitted	0.116									0.416		
Satd. Flow (perm)	195	1668	0	0	1609	1335	0	3052	0	695	3018	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		2				191		8				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			156			514	
Travel Time (s)		9.4			10.7			3.0			10.0	
Confl. Peds. (#/hr)	6		4			6			2	2		15
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	569	0	0	537	191	0	230	0	566	787	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Detector Phase	5	2			6	7		8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	7.0		7.0		7.0	7.0	
Minimum Split (s)	11.9	23.4			29.3	12.1		20.8		12.1	20.1	
Total Split (s)	15.0	75.0			60.0	60.0		25.0		60.0	85.0	
Total Split (%)	9.4%	46.9%			37.5%	37.5%		15.6%		37.5%	53.1%	
Yellow Time (s)	3.0	3.9			3.4	3.0		3.6		3.0	3.8	
All-Red Time (s)	1.9	1.5			1.9	2.1		1.2		2.1	1.3	
Lost Time Adjust (s)	0.1	-0.4			-0.3	-0.1		0.2		-0.1	-0.1	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead				Lag	Lead		Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	C-Max			C-Max	None		Max		None	Max	
Act Effct Green (s)	70.0	70.0			55.0	104.4		25.6		80.0	80.0	
Actuated g/C Ratio	0.44	0.44			0.34	0.65		0.16		0.50	0.50	
v/c Ratio	0.47	0.78			0.97	0.20		0.46		0.91	0.52	
Control Delay	35.8	47.2			79.8	0.7		64.0		51.0	28.6	
Queue Delay	0.0	0.0			5.7	0.0		0.0		0.0	0.0	
Total Delay	35.8	47.2			85.5	0.7		64.0		51.0	28.6	
LOS	D	D			F	A		E		D	C	
Approach Delay		45.8			63.3			64.0			38.0	
Approach LOS		D			E			E			D	
Queue Length 50th (ft)	50	502			562	0		115		451	287	
Queue Length 95th (ft)	87	668			#807	6		166		#636	350	
Internal Link Dist (ft)		400			467			76			434	
Turn Bay Length (ft)	75									200		
Base Capacity (vph)	173	730			553	988		495		656	1509	
Starvation Cap Reductn	0	0			15	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.47	0.78			1.00	0.19		0.46		0.86	0.52	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 40 (25%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 47.9		Intersection LOS: D	
Intersection Capacity Utilization 95.4%		ICU Level of Service F	
Analysis Period (min) 15			

Description: 039

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

Splits and Phases: 2: Glenwood Ave & Peace St

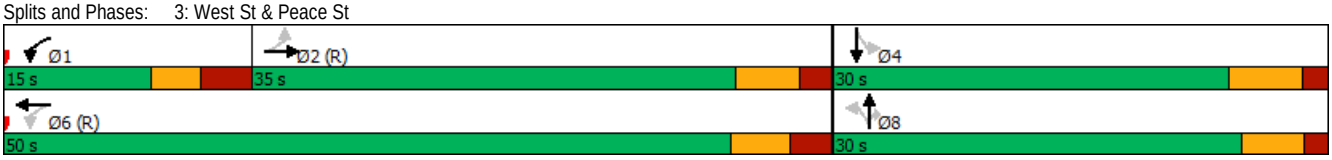


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	861	35	189	652	32	37	7	160	117	36	20
Future Volume (vph)	9	861	35	189	652	32	37	7	160	117	36	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			100			25			100		
Satd. Flow (prot)	1593	3166	0	1545	3068	0	0	1609	1425	1656	1651	0
Flt Permitted	0.363			0.171				0.739		0.725		
Satd. Flow (perm)	609	3166	0	278	3068	0	0	1239	1425	1264	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10				178		22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			372			510	
Travel Time (s)		10.7			7.5			7.2			9.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	996	0	210	760	0	0	49	178	130	62	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8		13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	35.0	35.0		15.0	50.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	43.8%	43.8%		18.8%	62.5%		37.5%	37.5%	37.5%	37.5%	37.5%	
Yellow Time (s)	3.8	3.8		3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0		3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-0.1	-1.1			-0.3	-0.3	-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		6.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	39.0	39.0		55.1	56.1			13.9	13.9	13.9	13.9	
Actuated g/C Ratio	0.49	0.49		0.69	0.70			0.17	0.17	0.17	0.17	
v/c Ratio	0.03	0.64		0.57	0.35			0.23	0.45	0.59	0.20	
Control Delay	11.6	14.1		13.2	5.8			29.0	8.3	40.7	20.1	
Queue Delay	0.0	0.0		0.0	0.3			0.0	0.0	0.0	0.0	
Total Delay	11.6	14.1		13.2	6.1			29.0	8.3	40.7	20.1	
LOS	B	B		B	A			C	A	D	C	
Approach Delay		14.1			7.6			12.8			34.0	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	2	145		32	64			21	0	61	17	
Queue Length 95th (ft)	m4	308		91	120			47	47	106	45	
Internal Link Dist (ft)		467			303			292			430	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	296	1545		373	2154			387	567	395	531	
Starvation Cap Reductn	0	0		0	726			0	0	0	0	
Spillback Cap Reductn	0	0		0	283			0	0	0	1	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.03	0.64		0.56	0.53			0.13	0.31	0.33	0.12	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 66.5% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

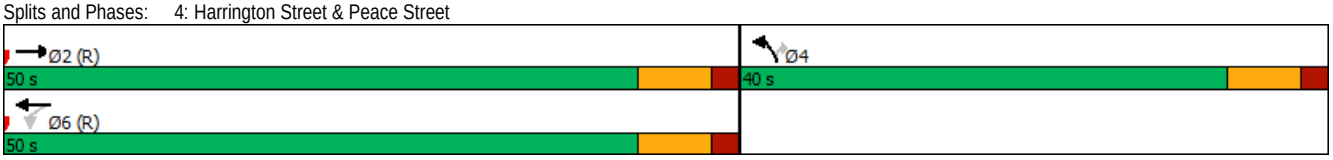
Splits and Phases: 3: West St & Peace St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1000	50	50	400	450	400
Future Volume (vph)	1000	50	50	400	450	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		0	1		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3514	0	1770	3539	3433	1583
Flt Permitted			0.161		0.950	
Satd. Flow (perm)	3514	0	300	3539	3433	1583
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1167	0	56	444	500	444
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Detector Phase	2		6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	7.0	7.0
Minimum Split (s)	23.0		23.0	23.0	23.0	23.0
Total Split (s)	50.0		50.0	50.0	40.0	40.0
Total Split (%)	55.6%		55.6%	55.6%	44.4%	44.4%
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max		C-Max	C-Max	None	None
Act Effct Green (s)	48.8		48.8	48.8	31.2	31.2
Actuated g/C Ratio	0.54		0.54	0.54	0.35	0.35
v/c Ratio	0.61		0.35	0.23	0.42	0.81
Control Delay	16.7		10.5	2.8	23.0	38.7
Queue Delay	1.8		0.0	0.0	0.0	0.0
Total Delay	18.5		10.5	2.8	23.0	38.7
LOS	B		B	A	C	D
Approach Delay	18.5			3.7	30.4	
Approach LOS	B			A	C	
Queue Length 50th (ft)	240		5	18	105	216
Queue Length 95th (ft)	320		50	24	143	326
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	200
Base Capacity (vph)	1904		162	1918	1335	615
Starvation Cap Reductn	535		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.85		0.35	0.23	0.37	0.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Harrington Street & Peace Street

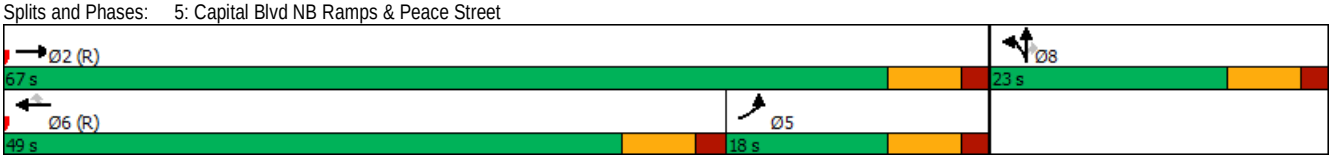


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1100	0	0	400	600	50	4	50	0	0	0
Future Volume (vph)	300	1100	0	0	400	600	50	4	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		100	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	125			100			100			25		
Satd. Flow (prot)	3433	3539	0	0	3539	1583	0	1779	1583	0	0	0
Flt Permitted	0.950							0.955				
Satd. Flow (perm)	3433	3539	0	0	3539	1583	0	1779	1583	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						650						
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			1263			279			422	
Travel Time (s)		6.7			24.6			6.3			9.6	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	333	1222	0	0	444	667	0	60	56	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	14.0	23.0			23.0	23.0	23.0	23.0	23.0			
Total Split (s)	18.0	67.0			49.0	49.0	23.0	23.0	23.0			
Total Split (%)	20.0%	74.4%			54.4%	54.4%	25.6%	25.6%	25.6%			
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0		-2.0	-2.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Act Effct Green (s)	13.0	72.9			53.9	53.9		10.9	10.9			
Actuated g/C Ratio	0.14	0.81			0.60	0.60		0.12	0.12			
v/c Ratio	0.67	0.43			0.21	0.55		0.28	0.29			
Control Delay	43.6	3.0			11.1	5.8		38.7	39.4			
Queue Delay	0.0	0.2			0.0	0.0		0.0	0.0			
Total Delay	43.6	3.2			11.1	5.8		38.7	39.4			
LOS	D	A			B	A		D	D			
Approach Delay		11.8			7.9			39.0				
Approach LOS		B			A			D				
Queue Length 50th (ft)	100	81			57	93		32	30			
Queue Length 95th (ft)	m144	97			68	92		67	64			
Internal Link Dist (ft)		263			1183			199			342	
Turn Bay Length (ft)	150					100			100			
Base Capacity (vph)	495	2866			2119	1208		355	316			
Starvation Cap Reductn	0	717			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.67	0.57			0.21	0.55		0.17	0.18			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 11.4 Intersection LOS: B
Intersection Capacity Utilization 64.0% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street



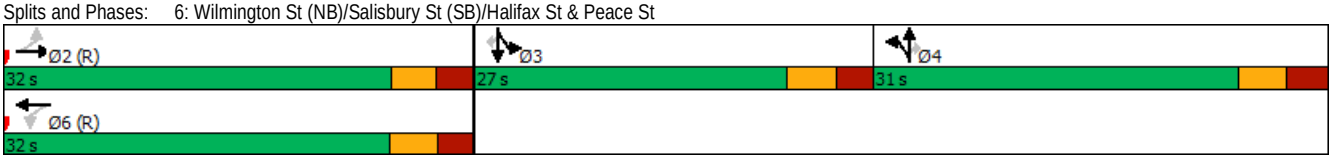


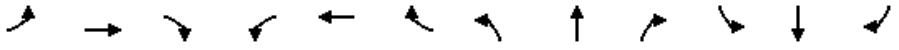
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	588	484	53	671	31	245	60	33	13	56	78
Future Volume (vph)	70	588	484	53	671	31	245	60	33	13	56	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-2%			-2%			-3%	
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	75			50			100			100		
Satd. Flow (prot)	1569	2902	0	1609	3191	0	1528	1562	1439	0	1686	1446
Flt Permitted	0.315			0.169			0.950	0.971			0.991	
Satd. Flow (perm)	520	2902	0	286	3191	0	1521	1558	1409	0	1684	1422
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		236			5				104			109
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1263			774			268			259	
Travel Time (s)		34.4			21.1			7.3			7.1	
Confl. Peds. (#/hr)	3		5	5		3	4		8	8		4
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
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	78	1191	0	59	780	0	169	170	37	0	76	87
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6					4			3
Detector Phase	2	2		6	6		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.7	15.7		15.8	15.8		30.2	30.2	30.2	26.8	26.8	26.8
Total Split (s)	32.0	32.0		32.0	32.0		31.0	31.0	31.0	27.0	27.0	27.0
Total Split (%)	35.6%	35.6%		35.6%	35.6%		34.4%	34.4%	34.4%	30.0%	30.0%	30.0%
Yellow Time (s)	3.1	3.1		3.3	3.3		3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.6		2.5	2.5		2.9	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-0.7	-0.7		-0.8	-0.8		-1.2	-1.2	-1.2		-0.8	-0.8
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effct Green (s)	53.6	53.6		53.6	53.6		14.7	14.7	14.7		9.3	9.3
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.16	0.16	0.16		0.10	0.10
v/c Ratio	0.25	0.65		0.35	0.41		0.68	0.67	0.12		0.43	0.36
Control Delay	22.4	20.5		17.2	8.4		48.6	47.6	0.8		45.3	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	22.4	20.5		17.2	8.4		48.6	47.6	0.8		45.3	9.1
LOS	C	C		B	A		D	D	A		D	A
Approach Delay		20.6			9.0			43.4			26.0	
Approach LOS		C			A			D			C	
Queue Length 50th (ft)	31	252		12	86		96	96	0		42	0
Queue Length 95th (ft)	71	325		46	156		153	153	0		82	30
Internal Link Dist (ft)		1183			694			188			179	
Turn Bay Length (ft)	50			50								
Base Capacity (vph)	309	1822		170	1901		441	451	481		412	429
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.25	0.65		0.35	0.41		0.38	0.38	0.08		0.18	0.20

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 10 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Description: 421

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St

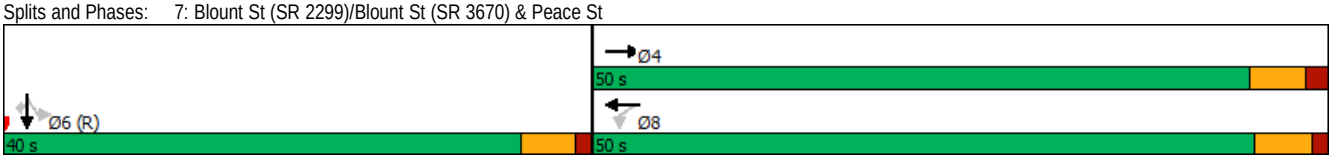




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	158	340	33	478	0	0	0	0	17	712	271
Future Volume (vph)	0	158	340	33	478	0	0	0	0	17	712	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	2819	0	0	3192	0	0	0	0	0	3134	1404
Flt Permitted					0.890						0.999	
Satd. Flow (perm)	0	2819	0	0	2849	0	0	0	0	0	3134	1384
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		72										274
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			1	1						3		1
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	554	0	0	568	0	0	0	0	0	810	301
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		17.4		20.1	20.1					16.9	16.9	16.9
Total Split (s)		50.0		50.0	50.0					40.0	40.0	40.0
Total Split (%)		55.6%		55.6%	55.6%					44.4%	44.4%	44.4%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.6		1.2	1.2					1.2	1.2	1.2
Lost Time Adjust (s)		-0.4			-0.1						0.1	0.1
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0			45.0						35.0	35.0
Actuated g/C Ratio		0.50			0.50						0.39	0.39
v/c Ratio		0.38			0.40						0.67	0.43
Control Delay		7.2			27.5						25.9	5.4
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		7.2			27.5						25.9	5.4
LOS		A			C						C	A
Approach Delay		7.2			27.5						20.4	
Approach LOS		A			C						C	
Queue Length 50th (ft)		18			136						195	9
Queue Length 95th (ft)		43			188						261	63
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)												250
Base Capacity (vph)		1445			1424						1218	705
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.38			0.40						0.67	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 51 (57%), Referenced to phase 6:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 18.9		Intersection LOS: B	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1041			

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	133	0	503	611	0	0
Future Volume (vph)	133	0	503	611	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	3105	0	0	4454	0	0
Flt Permitted	0.950			0.978		
Satd. Flow (perm)	3100	0	0	4439	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		4			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	1238	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Detector Phase	4		2	2		
Switch Phase						
Minimum Initial (s)	7.0		10.0	10.0		
Minimum Split (s)	20.4		20.0	20.0		
Total Split (s)	36.0		54.0	54.0		
Total Split (%)	40.0%		60.0%	60.0%		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	-0.4			0.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		C-Max	C-Max		
Act Effct Green (s)	31.0			49.0		
Actuated g/C Ratio	0.34			0.54		
v/c Ratio	0.14			0.51		
Control Delay	22.8			13.9		
Queue Delay	0.0			0.0		
Total Delay	22.8			13.9		
LOS	C			B		
Approach Delay	22.8			13.9		
Approach LOS	C			B		
Queue Length 50th (ft)	24			152		
Queue Length 95th (ft)	m53			190		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	1069			2416		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.14			0.51		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0078			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Person St (SR 2026) & Peace St

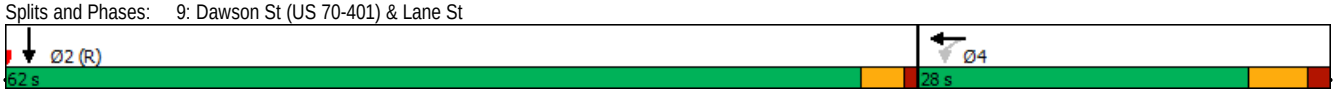


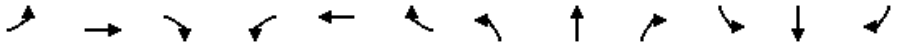
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	37
Future Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Satd. Flow (prot)	0	0	0	1471	3054	0	0	0	0	0	5698	0
Flt Permitted				0.950	0.986							
Satd. Flow (perm)	0	0	0	1438	3034	0	0	0	0	0	5698	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
Confl. Peds. (#/hr)				14								
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
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	37	109	0	0	0	0	0	3597	0
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Minimum Split (s)				22.7	22.7						22.0	
Total Split (s)				28.0	28.0						62.0	
Total Split (%)				31.1%	31.1%						68.9%	
Yellow Time (s)				4.1	4.1						3.0	
All-Red Time (s)				1.6	1.6						1.0	
Lost Time Adjust (s)				-0.7	-0.7						1.0	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				23.0	23.0						57.0	
Actuated g/C Ratio				0.26	0.26						0.63	
v/c Ratio				0.10	0.14						1.00	
Control Delay				26.6	26.5						31.4	
Queue Delay				0.0	0.0						39.4	
Total Delay				26.6	26.5						70.7	
LOS				C	C						E	
Approach Delay					26.5						70.7	
Approach LOS					C						E	
Queue Length 50th (ft)				17	26						532	
Queue Length 95th (ft)				45	48						#693	
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												
Base Capacity (vph)				367	775						3610	
Starvation Cap Reductn				0	0						0	
Spillback Cap Reductn				0	0						414	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.10	0.14						1.13	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:SBT, Start of 1st Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 69.0 Intersection LOS: E
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
Description: 05-1046
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Dawson St (US 70-401) & Lane St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Future Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	1349	4256	0
Flt Permitted										0.950	0.999	
Satd. Flow (perm)	0	3201	1402	0	0	0	0	0	0	1327	4255	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			22									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			4							6		
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
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	130	39	0	0	0	0	0	0	350	3261	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Minimum Split (s)		17.2	17.2							14.8	14.8	
Total Split (s)		28.0	28.0							62.0	62.0	
Total Split (%)		31.1%	31.1%							68.9%	68.9%	
Yellow Time (s)		3.9	3.9							3.7	3.7	
All-Red Time (s)		1.3	1.3							1.1	1.1	
Lost Time Adjust (s)		-0.2	-0.2							0.2	0.2	
Total Lost Time (s)		5.0	5.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		23.0	23.0							57.0	57.0	
Actuated g/C Ratio		0.26	0.26							0.63	0.63	
v/c Ratio		0.16	0.10							0.42	1.21	
Control Delay		26.7	15.9							2.3	106.4	
Queue Delay		0.0	0.0							0.0	0.0	
Total Delay		26.7	15.9							2.3	106.5	
LOS		C	B							A	F	
Approach Delay		24.2									96.4	
Approach LOS		C									F	
Queue Length 50th (ft)		30	7							17	~873	
Queue Length 95th (ft)		53	32							m18	m#880	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		818	374							840	2694	
Starvation Cap Reductn		0	0							0	0	
Spillback Cap Reductn		0	0							0	40	
Storage Cap Reductn		0	0							0	0	
Reduced v/c Ratio		0.16	0.10							0.42	1.23	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 93.1		Intersection LOS: F	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0099			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Dawson St (US 70-401) & Jones St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	300	0	0	0	0	0	1916	128	0	0	0
Future Volume (vph)	123	300	0	0	0	0	0	1916	128	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3042	0	0	0	0	0	5715	0	0	0	0
Flt Permitted	0.950	0.997										
Satd. Flow (perm)	1200	3008	0	0	0	0	0	5715	0	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)								30				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	102								78			
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
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	114	356	0	0	0	0	0	2271	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	21.1	21.1						19.2				
Total Split (s)	28.0	28.0						62.0				
Total Split (%)	31.1%	31.1%						68.9%				
Yellow Time (s)	3.8	3.8						4.0				
All-Red Time (s)	1.3	1.3						1.2				
Lost Time Adjust (s)	-0.1	-0.1						-0.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	23.0	23.0						57.0				
Actuated g/C Ratio	0.26	0.26						0.63				
v/c Ratio	0.37	0.46						0.63				
Control Delay	31.6	30.5						3.0				
Queue Delay	0.0	0.0						0.0				
Total Delay	31.6	30.5						3.0				
LOS	C	C						A				
Approach Delay		30.8						3.0				
Approach LOS		C						A				
Queue Length 50th (ft)	59	92						39				
Queue Length 95th (ft)	m128	m158						49				
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100											
Base Capacity (vph)	306	768						3630				
Starvation Cap Reductn	0	0						106				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.37	0.46						0.64				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 14 (16%), Referenced to phase 2:NBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 7.8 Intersection LOS: A
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0084

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

Splits and Phases: 11: McDowell St & Jones St

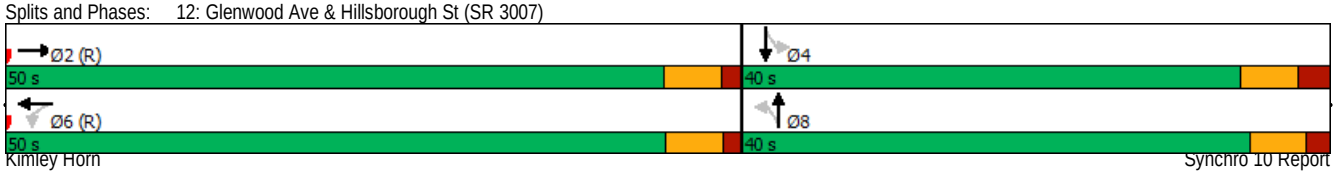


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	285	6	6	553	75	4	29	2	126	207	40
Future Volume (vph)	0	285	6	6	553	75	4	29	2	126	207	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	1601	3111	0	0	1652	0	0	3092	0
Flt Permitted				0.503				0.963			0.832	
Satd. Flow (perm)	0	1679	0	847	3111	0	0	1598	0	0	2587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			23			2			17	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			1	1		20	2		14	14		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	7	697	0	0	38	0	0	414	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Minimum Split (s)		19.0		19.0	19.0		24.0	24.0		24.2	24.2	
Total Split (s)		50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)		55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)		3.9		3.9	3.9		3.8	3.8		3.9	3.9	
All-Red Time (s)		1.4		1.3	1.3		1.7	1.7		2.3	2.3	
Lost Time Adjust (s)		-0.3		-0.2	-0.2			-0.5			-1.2	
Total Lost Time (s)		5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0		45.0	45.0			35.0			35.0	
Actuated g/C Ratio		0.50		0.50	0.50			0.39			0.39	
v/c Ratio		0.39		0.02	0.44			0.06			0.41	
Control Delay		15.6		9.3	10.4			27.2			20.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		15.6		9.3	10.4			27.2			20.6	
LOS		B		A	B			C			C	
Approach Delay		15.6			10.4			27.2			20.6	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		108		1	67			16			84	
Queue Length 95th (ft)		171		m5	90			45			124	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840		423	1567			622			1016	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.39		0.02	0.44			0.06			0.41	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 43.4% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0041
m Volume for 95th percentile queue is metered by upstream signal.

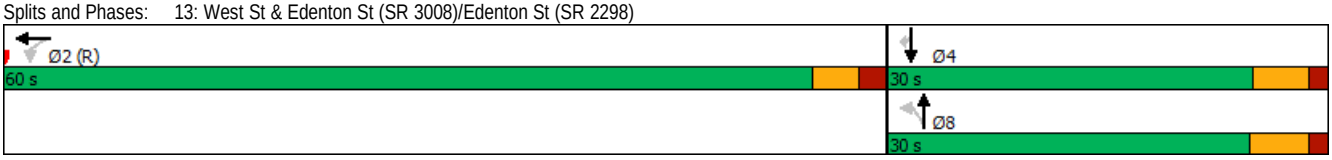
Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)

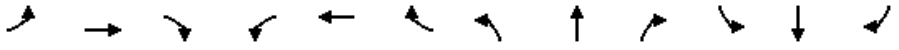


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	33
Future Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4369	0	1609	1693	0	0	1668	1418
Flt Permitted					0.998		0.694					
Satd. Flow (perm)	0	0	0	0	4368	0	1127	1693	0	0	1668	1335
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					53							37
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		37	28					28
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	859	0	7	108	0	0	98	37
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					2			8			4	
Permitted Phases				2			8					4
Minimum Split (s)				21.1	21.1		21.4	21.4			21.2	21.2
Total Split (s)				60.0	60.0		30.0	30.0			30.0	30.0
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	33.3%
Yellow Time (s)				3.1	3.1		4.0	4.0			3.8	3.8
All-Red Time (s)				2.0	2.0		1.4	1.4			1.4	1.4
Lost Time Adjust (s)					-0.1		-0.4	-0.4			-0.2	-0.2
Total Lost Time (s)					5.0		5.0	5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					55.0		25.0	25.0			25.0	25.0
Actuated g/C Ratio					0.61		0.28	0.28			0.28	0.28
v/c Ratio					0.32		0.02	0.23			0.21	0.09
Control Delay					8.2		24.0	26.7			26.5	8.9
Queue Delay					0.0		0.0	0.0			0.0	0.0
Total Delay					8.2		24.0	26.7			26.5	8.9
LOS					A		C	C			C	A
Approach Delay					8.2			26.5			21.7	
Approach LOS					A			C			C	
Queue Length 50th (ft)					73		3	47			43	0
Queue Length 95th (ft)					95		14	90			83	23
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)							75					
Base Capacity (vph)					2689		313	470			463	397
Starvation Cap Reductn					0		0	0			0	0
Spillback Cap Reductn					0		0	0			0	0
Storage Cap Reductn					0		0	0			0	0
Reduced v/c Ratio					0.32		0.02	0.23			0.21	0.09

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0298			

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)



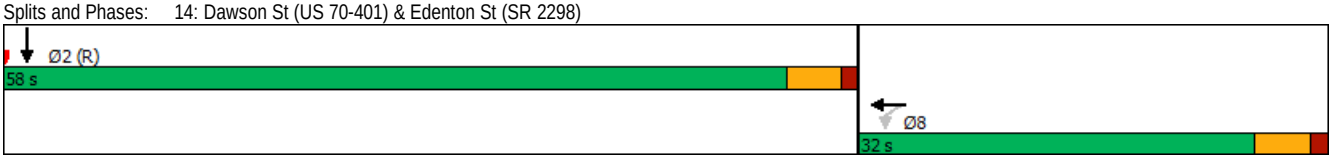


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	106	564	0	0	0	0	0	2735	142
Future Volume (vph)	0	0	0	106	564	0	0	0	0	0	2735	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	275		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4517	0	0	0	0	0	5627	0
Flt Permitted					0.992							
Satd. Flow (perm)	0	0	0	0	4513	0	0	0	0	0	5627	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		376			487			588			488	
Travel Time (s)		7.3			9.5			11.5			9.5	
Confl. Peds. (#/hr)				3								15
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	745	0	0	0	0	0	3197	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				17.1	17.1						15.9	
Total Split (s)				32.0	32.0						58.0	
Total Split (%)				35.6%	35.6%						64.4%	
Yellow Time (s)				3.8	3.8						3.7	
All-Red Time (s)				1.3	1.3						1.2	
Lost Time Adjust (s)					-0.1						0.1	
Total Lost Time (s)					5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					27.0						53.0	
Actuated g/C Ratio					0.30						0.59	
v/c Ratio					0.55						0.96	
Control Delay					9.5						7.9	
Queue Delay					0.0						12.8	
Total Delay					9.5						20.7	
LOS					A						C	
Approach Delay					9.5						20.7	
Approach LOS					A						C	
Queue Length 50th (ft)					23						68	
Queue Length 95th (ft)					m54						m57	
Internal Link Dist (ft)		296			407			508			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1353						3321	
Starvation Cap Reductn					0						203	
Spillback Cap Reductn					0						16	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.55						1.03	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14 (16%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0098			

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

Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)

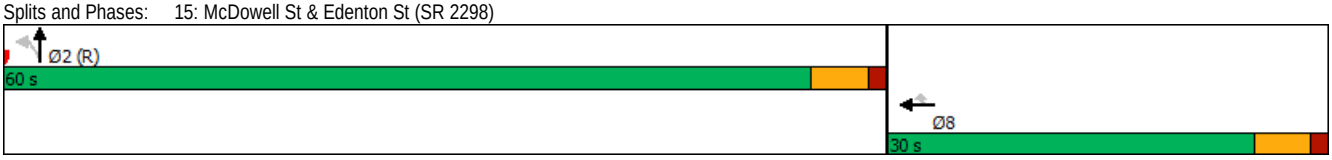


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	608	188	76	2037	0	0	0	0
Future Volume (vph)	0	0	0	0	608	188	76	2037	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	3032	1297	0	5784	0	0	0	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	3032	1238	0	5784	0	0	0	0
Right Turn on Red			Yes			No	No		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		487			488			589			488	
Travel Time (s)		9.5			9.5			11.5			9.5	
Confl. Peds. (#/hr)						15						
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
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	0	697	188	0	2347	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.1	17.1	17.2	17.2				
Total Split (s)					30.0	30.0	60.0	60.0				
Total Split (%)					33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)					3.8	3.8	3.9	3.9				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)					-0.1	-0.1		-0.2				
Total Lost Time (s)					5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					25.0	25.0		55.0				
Actuated g/C Ratio					0.28	0.28		0.61				
v/c Ratio					0.83	0.55		0.66				
Control Delay					24.3	20.7		3.4				
Queue Delay					0.0	0.0		0.0				
Total Delay					24.3	20.7		3.4				
LOS					C	C		A				
Approach Delay					23.5			3.4				
Approach LOS					C			A				
Queue Length 50th (ft)					90	39		33				
Queue Length 95th (ft)					#250	124		50				
Internal Link Dist (ft)		407			408			509			408	
Turn Bay Length (ft)												
Base Capacity (vph)					842	343		3534				
Starvation Cap Reductn					0	0		0				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.83	0.55		0.66				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 9 (10%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 8.9 Intersection LOS: A
Intersection Capacity Utilization 63.4% ICU Level of Service B
Analysis Period (min) 15
Description: 05-0085
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

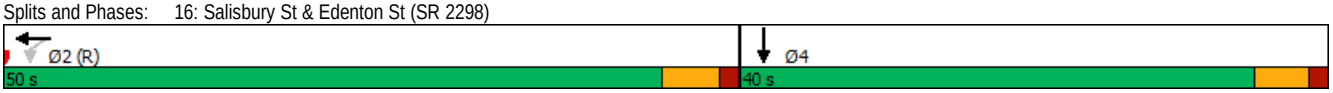
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Future Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											98	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	230	908	0	0	0	0	0	405	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Minimum Split (s)				18.3	18.3						19.1	
Total Split (s)				50.0	50.0						40.0	
Total Split (%)				55.6%	55.6%						44.4%	
Yellow Time (s)				3.9	3.9						3.7	
All-Red Time (s)				1.4	1.4						1.4	
Lost Time Adjust (s)				-0.3	-0.3						-0.1	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				45.0	45.0						35.0	
Actuated g/C Ratio				0.50	0.50						0.39	
v/c Ratio				0.29	0.57						0.34	
Control Delay				4.3	5.0						15.3	
Queue Delay				0.6	0.2						0.0	
Total Delay				4.9	5.2						15.3	
LOS				A	A						B	
Approach Delay					5.2						15.3	
Approach LOS					A						B	
Queue Length 50th (ft)				16	33						61	
Queue Length 95th (ft)				19	31						97	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				800	1600						1200	
Starvation Cap Reductn				284	168						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.45	0.63						0.34	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

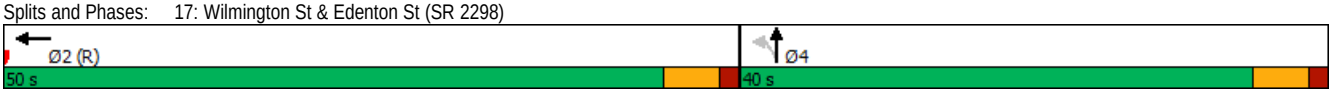
Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	980	242	124	557	0	0	0	0
Future Volume (vph)	0	0	0	0	980	242	124	557	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Satd. Flow (prot)	0	0	0	0	4417	0	1585	3169	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	4417	0	1585	3169	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					94							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1358	0	138	619	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Minimum Split (s)					17.2		18.2	18.2				
Total Split (s)					50.0		40.0	40.0				
Total Split (%)					55.6%		44.4%	44.4%				
Yellow Time (s)					3.8		3.8	3.8				
All-Red Time (s)					1.4		1.4	1.4				
Lost Time Adjust (s)					-0.2		-0.2	-0.2				
Total Lost Time (s)					5.0		5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					45.0		35.0	35.0				
Actuated g/C Ratio					0.50		0.39	0.39				
v/c Ratio					0.60		0.22	0.50				
Control Delay					33.1		16.0	19.9				
Queue Delay					0.0		0.0	0.0				
Total Delay					33.1		16.0	19.9				
LOS					C		B	B				
Approach Delay					33.1			19.2				
Approach LOS					C			B				
Queue Length 50th (ft)					285		60	166				
Queue Length 95th (ft)					333		111	223				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)												
Base Capacity (vph)					2255		616	1232				
Starvation Cap Reductn					0		0	0				
Spillback Cap Reductn					0		0	0				
Storage Cap Reductn					0		0	0				
Reduced v/c Ratio					0.60		0.22	0.50				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 50 (56%), Referenced to phase 2:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 28.2		Intersection LOS: C	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2288			

Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)

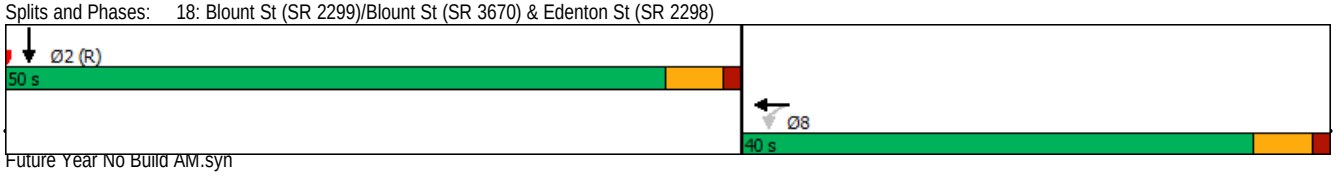


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	310	1016	0	0	0	0	0	867	77
Future Volume (vph)	0	0	0	310	1016	0	0	0	0	0	867	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Satd. Flow (prot)	0	0	0	0	4567	0	0	0	0	0	4538	0
Flt Permitted					0.988							
Satd. Flow (perm)	0	0	0	0	4557	0	0	0	0	0	4538	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											21	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				4								2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1473	0	0	0	0	0	1049	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				17.3	17.3						17.2	
Total Split (s)				40.0	40.0						50.0	
Total Split (%)				44.4%	44.4%						55.6%	
Yellow Time (s)				4.0	4.0						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)					-0.3						-0.2	
Total Lost Time (s)					5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					35.0						45.0	
Actuated g/C Ratio					0.39						0.50	
v/c Ratio					0.83						0.46	
Control Delay					43.6						15.1	
Queue Delay					0.0						0.0	
Total Delay					43.6						15.1	
LOS					D						B	
Approach Delay					43.6						15.1	
Approach LOS					D						B	
Queue Length 50th (ft)					329						132	
Queue Length 95th (ft)					380						167	
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)												
Base Capacity (vph)					1772						2279	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.83						0.46	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 41 (46%), Referenced to phase 2:SBT, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 31.7 Intersection LOS: C
Intersection Capacity Utilization 57.7% ICU Level of Service B
Analysis Period (min) 15
Description: 05-1038

Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)

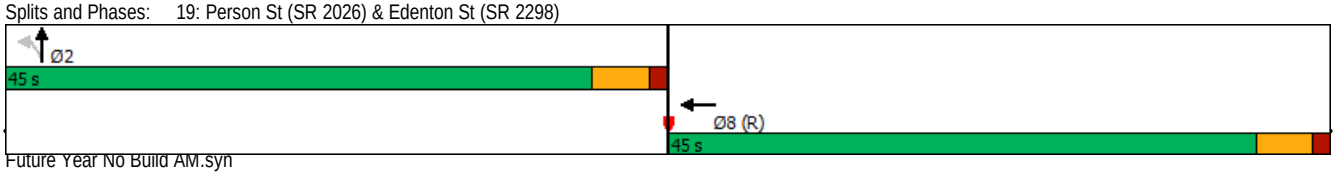


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	981	209	173	768	0	0	0	0
Future Volume (vph)	0	0	0	0	981	209	173	768	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	4444	0	0	4558	0	0	0	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	0	0	0	4444	0	0	4553	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					66							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		476			578			309			274	
Travel Time (s)		9.3			11.3			6.0			5.3	
Confl. Peds. (#/hr)						3	3					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1322	0	0	1045	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					8			2				
Permitted Phases							2					
Minimum Split (s)					19.1		18.2	18.2				
Total Split (s)					45.0		45.0	45.0				
Total Split (%)					50.0%		50.0%	50.0%				
Yellow Time (s)					3.8		3.9	3.9				
All-Red Time (s)					1.3		1.3	1.3				
Lost Time Adjust (s)					-0.1			-0.2				
Total Lost Time (s)					5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					40.0			40.0				
Actuated g/C Ratio					0.44			0.44				
v/c Ratio					0.66			0.52				
Control Delay					20.5			21.9				
Queue Delay					0.0			5.7				
Total Delay					20.5			27.6				
LOS					C			C				
Approach Delay					20.5			27.6				
Approach LOS					C			C				
Queue Length 50th (ft)					198			228				
Queue Length 95th (ft)					248			276				
Internal Link Dist (ft)		396			498			229			194	
Turn Bay Length (ft)												
Base Capacity (vph)					2011			2023				
Starvation Cap Reductn					0			908				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.66			0.94				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 33 (37%), Referenced to phase 8:WBT, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 55.0% ICU Level of Service B
Analysis Period (min) 15
Description: 05-0074

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)



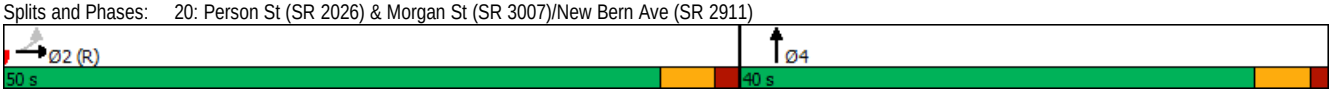


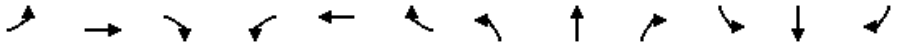
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Future Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1363	4299	0	0	0	0	0	4471	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1342	4298	0	0	0	0	0	4471	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								18				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	10								2			
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
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	52	446	0	0	0	0	0	1177	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	50.0	50.0						40.0				
Total Split (%)	55.6%	55.6%						44.4%				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	45.0	45.0						35.0				
Actuated g/C Ratio	0.50	0.50						0.39				
v/c Ratio	0.08	0.21						0.67				
Control Delay	6.4	7.0						12.1				
Queue Delay	0.0	0.0						0.2				
Total Delay	6.4	7.0						12.3				
LOS	A	A						B				
Approach Delay		6.9						12.3				
Approach LOS		A						B				
Queue Length 50th (ft)	9	25						45				
Queue Length 95th (ft)	m18	34						124				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	671	2149						1749				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	36	0						108				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.08	0.21						0.72				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:EBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0073			

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

Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)

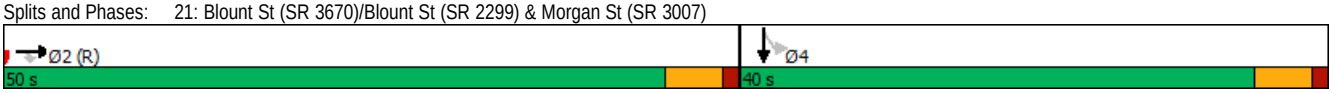




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	324	271	0	0	0	0	0	0	94	807	0
Future Volume (vph)	0	324	271	0	0	0	0	0	0	94	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		25	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	0	4577	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	3201	1432	0	0	0	0	0	0	0	4575	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			49									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)										2		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	360	301	0	0	0	0	0	0	0	1001	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		17.1	17.1							17.1	17.1	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		3.9	3.9							3.9	3.9	
All-Red Time (s)		1.2	1.2							1.2	1.2	
Lost Time Adjust (s)		-0.1	-0.1								-0.1	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0								35.0	
Actuated g/C Ratio		0.50	0.50								0.39	
v/c Ratio		0.23	0.41								0.56	
Control Delay		26.2	29.2								15.8	
Queue Delay		0.0	0.0								0.0	
Total Delay		26.2	29.2								15.8	
LOS		C	C								B	
Approach Delay		27.5									15.8	
Approach LOS		C									B	
Queue Length 50th (ft)		103	160								105	
Queue Length 95th (ft)		146	247								135	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			25									
Base Capacity (vph)		1600	740								1779	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.23	0.41								0.56	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 75 (83%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 46.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1037			

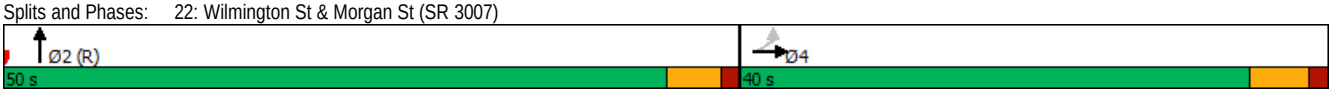
Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	508	0	0	0	0	0	531	72	0	0	0
Future Volume (vph)	89	508	0	0	0	0	0	531	72	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			2%			0%	
Satd. Flow (prot)	1609	3217	0	0	0	0	0	4433	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1574	3217	0	0	0	0	0	4433	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								39				
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		228			499			479			591	
Travel Time (s)		4.4			9.7			9.3			16.1	
Confl. Peds. (#/hr)	11								10			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	564	0	0	0	0	0	670	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	19.4	19.4						19.0				
Total Split (s)	40.0	40.0						50.0				
Total Split (%)	44.4%	44.4%						55.6%				
Yellow Time (s)	4.0	4.0						3.7				
All-Red Time (s)	1.4	1.4						1.3				
Lost Time Adjust (s)	-0.4	-0.4						0.0				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	35.0	35.0						45.0				
Actuated g/C Ratio	0.39	0.39						0.50				
v/c Ratio	0.16	0.45						0.30				
Control Delay	18.9	21.8						18.7				
Queue Delay	0.0	0.0						0.0				
Total Delay	18.9	21.8						18.7				
LOS	B	C						B				
Approach Delay		21.4						18.7				
Approach LOS		C						B				
Queue Length 50th (ft)	36	122						101				
Queue Length 95th (ft)	70	169						126				
Internal Link Dist (ft)		148			419			399			511	
Turn Bay Length (ft)												
Base Capacity (vph)	612	1251						2236				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.16	0.45						0.30				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 70 (78%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 100			

Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)



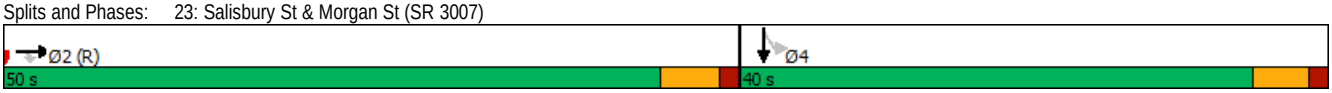


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	522	121	0	0	0	0	0	0	133	381	0
Future Volume (vph)	0	522	121	0	0	0	0	0	0	133	381	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		25	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1425	0	0	0	0	0	0	1609	3217	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	3185	1384	0	0	0	0	0	0	1574	3217	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			9							12		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	134	0	0	0	0	0	0	148	423	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		19.4	19.4							20.2	20.2	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		4.0	4.0							3.8	3.8	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)		-0.4	-0.4							-0.2	-0.2	
Total Lost Time (s)		5.0	5.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0							35.0	35.0	
Actuated g/C Ratio		0.50	0.50							0.39	0.39	
v/c Ratio		0.36	0.19							0.24	0.34	
Control Delay		3.5	3.4							21.0	21.8	
Queue Delay		0.0	0.0							0.0	0.0	
Total Delay		3.5	3.4							21.0	21.8	
LOS		A	A							C	C	
Approach Delay		3.4									21.6	
Approach LOS		A									C	
Queue Length 50th (ft)		21	9							55	84	
Queue Length 95th (ft)		27	m13							92	118	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			25							125		
Base Capacity (vph)		1592	692							612	1251	
Starvation Cap Reductn		0	0							0	0	
Spillback Cap Reductn		0	0							0	0	
Storage Cap Reductn		0	0							0	0	
Reduced v/c Ratio		0.36	0.19							0.24	0.34	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			

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

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	533	0	0	0	0	0	2009	81	0	0	0
Future Volume (vph)	63	533	0	0	0	0	0	2009	81	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Satd. Flow (prot)	1457	3063	0	0	0	0	0	5691	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1342	3061	0	0	0	0	0	5691	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								16				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	38								21			
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
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	64	598	0	0	0	0	0	2322	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	18.0	18.0						17.1				
Total Split (s)	30.0	30.0						60.0				
Total Split (%)	33.3%	33.3%						66.7%				
Yellow Time (s)	3.2	3.2						3.8				
All-Red Time (s)	1.8	1.8						1.3				
Lost Time Adjust (s)	0.0	0.0						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0						55.0				
Actuated g/C Ratio	0.28	0.28						0.61				
v/c Ratio	0.17	0.70						0.67				
Control Delay	31.1	38.6						3.6				
Queue Delay	0.0	0.0						0.1				
Total Delay	31.1	38.6						3.7				
LOS	C	D						A				
Approach Delay		37.9						3.7				
Approach LOS		D						A				
Queue Length 50th (ft)	32	176						43				
Queue Length 95th (ft)	m46	m218						58				
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)												
Base Capacity (vph)	372	850						3484				
Starvation Cap Reductn	0	0						264				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.17	0.70						0.72				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBT, Start of 1st Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 106.3% ICU Level of Service G
Analysis Period (min) 15
Description: 05-0082
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)

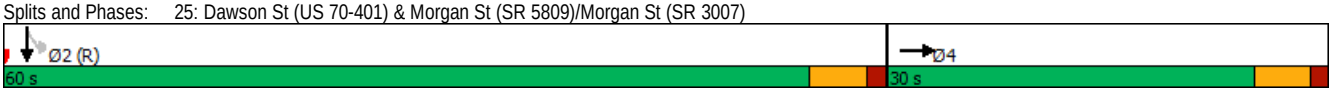


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	280	155	0	0	0	0	0	0	300	2431	54
Future Volume (vph)	0	280	155	0	0	0	0	0	0	300	2431	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Satd. Flow (prot)	0	2956	0	0	0	0	0	0	0	0	5735	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	2956	0	0	0	0	0	0	0	0	5699	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)											7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			14							28		32
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	483	0	0	0	0	0	0	0	0	3094	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.1								18.3	18.3	
Total Split (s)		30.0								60.0	60.0	
Total Split (%)		33.3%								66.7%	66.7%	
Yellow Time (s)		3.8								3.9	3.9	
All-Red Time (s)		1.3								1.4	1.4	
Lost Time Adjust (s)		-0.1									-0.3	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0									55.0	
Actuated g/C Ratio		0.28									0.61	
v/c Ratio		0.59									0.89	
Control Delay		31.5									3.1	
Queue Delay		0.0									0.1	
Total Delay		31.5									3.2	
LOS		C									A	
Approach Delay		31.5									3.2	
Approach LOS		C									A	
Queue Length 50th (ft)		124									35	
Queue Length 95th (ft)		176									m37	
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												
Base Capacity (vph)		821									3485	
Starvation Cap Reductn		0									22	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.59									0.89	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 22 (24%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 68.2% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0096
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)

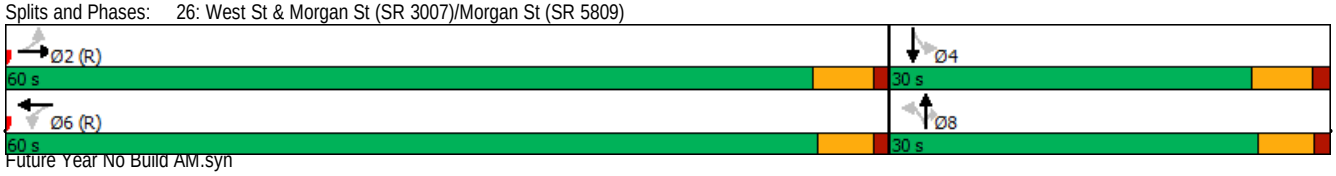


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	383	22	13	41	4	10	8	15	20	21	4
Future Volume (vph)	9	383	22	13	41	4	10	8	15	20	21	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Satd. Flow (prot)	0	3216	0	0	1632	0	0	1623	1418	1617	1659	0
Flt Permitted		0.951			0.903			0.904		0.744		
Satd. Flow (perm)	0	3060	0	0	1490	0	0	1506	1393	1259	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4				27		4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			487			193	
Travel Time (s)		10.3			5.4			9.5			3.8	
Confl. Peds. (#/hr)	7		1	1		7	1		3	3		1
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	460	0	0	64	0	0	20	17	22	27	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Minimum Split (s)	17.2	17.2		18.9	18.9		19.4	19.4	19.4	21.4	21.4	
Total Split (s)	60.0	60.0		60.0	60.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%		33.3%	33.3%	33.3%	33.3%	33.3%	
Yellow Time (s)	4.1	4.1		3.8	3.8		3.8	3.8	3.8	4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.2	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)		-0.2			0.1			0.0	0.0	-0.4	-0.4	
Total Lost Time (s)		5.0			5.0			5.0	5.0	5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		55.0			55.0			25.0	25.0	25.0	25.0	
Actuated g/C Ratio		0.61			0.61			0.28	0.28	0.28	0.28	
v/c Ratio		0.25			0.07			0.05	0.04	0.06	0.06	
Control Delay		6.6			7.0			24.3	6.5	24.6	21.8	
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	
Total Delay		6.6			7.0			24.3	6.5	24.6	21.8	
LOS		A			A			C	A	C	C	
Approach Delay		6.6			7.0			16.2			23.1	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		55			13			8	0	9	10	
Queue Length 95th (ft)		77			28			26	11	28	30	
Internal Link Dist (ft)		448			197			407			113	
Turn Bay Length (ft)												
Base Capacity (vph)		1874			912			418	406	349	463	
Starvation Cap Reductn		0			0			0	0	0	0	
Spillback Cap Reductn		0			0			0	0	0	0	
Storage Cap Reductn		0			0			0	0	0	0	
Reduced v/c Ratio		0.25			0.07			0.05	0.04	0.06	0.06	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 76 (84%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 50.3% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0014

Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	263	61	24	179	48
Future Volume (vph)	66	263	61	24	179	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3090	1604	0	3044	0
Flt Permitted		0.881			0.962	
Satd. Flow (perm)	0	2744	1604	0	2990	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			26		40	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	4			4	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	365	95	0	252	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Minimum Split (s)	12.6	15.6	16.5		19.6	
Total Split (s)	17.0	57.0	40.0		33.0	
Total Split (%)	18.9%	63.3%	44.4%		36.7%	
Yellow Time (s)	3.0	3.6	3.9		3.0	
All-Red Time (s)	2.6	2.0	1.6		2.6	
Lost Time Adjust (s)		-0.6	-0.5		-0.6	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)		52.0	35.0		28.0	
Actuated g/C Ratio		0.58	0.39		0.31	
v/c Ratio		0.22	0.15		0.26	
Control Delay		9.5	12.6		11.7	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.5	12.6		11.7	
LOS		A	B		B	
Approach Delay		9.5	12.6		11.7	
Approach LOS		A	B		B	
Queue Length 50th (ft)		48	19		16	
Queue Length 95th (ft)		71	43		32	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1631	639		974	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.22	0.15		0.26	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 29.2% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0120

Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	127	37	88	159	45	55	19	60	40	35	40
Future Volume (vph)	88	127	37	88	159	45	55	19	60	40	35	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1419	0	0	1402	0	0	1429	0	0	1571	0
Flt Permitted		0.983			0.985			0.980			0.983	
Satd. Flow (perm)	0	1419	0	0	1402	0	0	1429	0	0	1571	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		306			754			487			487	
Travel Time (s)		6.0			14.7			9.5			9.5	
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%	30%	2%	14%	24%	2%	2%	2%	20%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	0	0	325	0	0	149	0	0	127	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

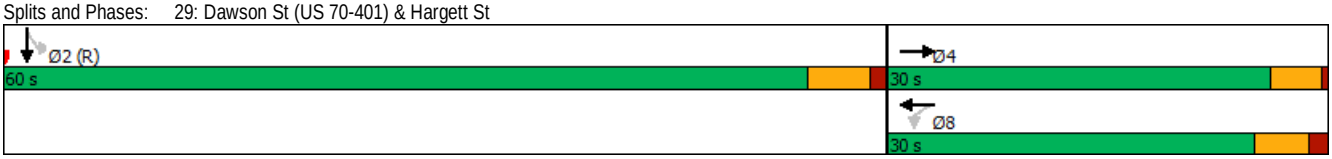


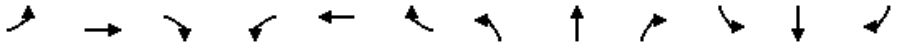
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	120	74	64	179	0	0	0	0	132	2318	105
Future Volume (vph)	0	120	74	64	179	0	0	0	0	132	2318	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1278	0	1577	1485	0	0	0	0	0	5772	0
Flt Permitted				0.507							0.997	
Satd. Flow (perm)	0	1278	0	832	1485	0	0	0	0	0	5755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		754			484			490			482	
Travel Time (s)		14.7			9.4			9.5			9.4	
Confl. Peds. (#/hr)			8	8		64				13		28
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%	21%	34%	2%	14%	2%	2%	2%	2%	2%	2%	24%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	71	199	0	0	0	0	0	2840	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		20.0		17.1	17.1					15.4	15.4	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.5		3.7	3.7					4.2	4.2	
All-Red Time (s)		0.5		1.4	1.4					1.2	1.2	
Lost Time Adjust (s)		0.0		-0.1	0.0						-0.4	
Total Lost Time (s)		4.0		5.0	5.1						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0		25.0	24.9						55.0	
Actuated g/C Ratio		0.29		0.28	0.28						0.61	
v/c Ratio		0.58		0.31	0.49						0.81	
Control Delay		34.3		30.9	33.0						4.9	
Queue Delay		0.0		0.0	0.0						0.2	
Total Delay		34.3		30.9	33.0						5.1	
LOS		C		C	C						A	
Approach Delay		34.3			32.4						5.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		103		35	101						65	
Queue Length 95th (ft)		178		73	172						74	
Internal Link Dist (ft)		674			404			410			402	
Turn Bay Length (ft)				175								
Base Capacity (vph)		371		231	410						3523	
Starvation Cap Reductn		0		0	0						138	
Spillback Cap Reductn		0		0	0						60	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.58		0.31	0.49						0.84	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 27 (30%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 73.1% ICU Level of Service D
Analysis Period (min) 15
Description: 05-0095

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St

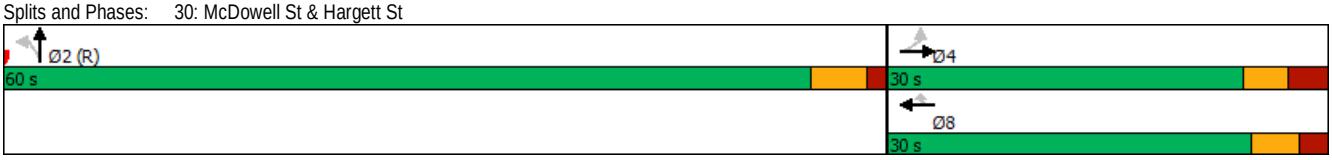




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	177	0	0	98	89	99	2125	46	0	0	0
Future Volume (vph)	76	177	0	0	98	89	99	2125	46	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1209	1660	0	0	1685	1432	1293	4535	0	0	0	0
Flt Permitted	0.687						0.950					
Satd. Flow (perm)	830	1660	0	0	1685	1332	1134	4535	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								6				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	24					24	30		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 (%)	33%	2%	2%	2%	2%	2%	25%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	197	0	0	109	99	110	2412	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.9	18.9			16.3	16.3	16.2	16.2				
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)	3.1	3.1			3.2	3.2	3.8	3.8				
All-Red Time (s)	2.8	2.8			2.1	2.1	1.4	1.4				
Lost Time Adjust (s)	-0.9	-0.9			-0.3	-0.3	-0.2	-0.2				
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0	55.0	55.0				
Actuated g/C Ratio	0.28	0.28			0.28	0.28	0.61	0.61				
v/c Ratio	0.37	0.43			0.23	0.27	0.16	0.87				
Control Delay	33.3	32.2			38.3	39.4	3.2	6.7				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.2				
Total Delay	33.3	32.2			38.3	39.4	3.2	6.9				
LOS	C	C			D	D	A	A				
Approach Delay		32.5			38.9			6.8				
Approach LOS		C			D			A				
Queue Length 50th (ft)	41	97			61	57	7	60				
Queue Length 95th (ft)	m64	m143			113	110	m11	79				
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125	100					
Base Capacity (vph)	230	461			468	370	693	2773				
Starvation Cap Reductn	0	0			0	0	0	55				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.37	0.43			0.23	0.27	0.16	0.89				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0088			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 30: McDowell St & Hargett St

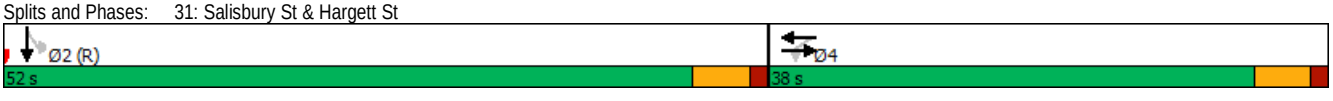


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	159	31	23	139	0	0	0	0	56	368	78
Future Volume (vph)	0	159	31	23	139	0	0	0	0	56	368	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1620	0	0	1656	0	0	0	0	0	3040	0
Flt Permitted					0.940						0.994	
Satd. Flow (perm)	0	1620	0	0	1563	0	0	0	0	0	3032	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12									35	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			17	17						7		39
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	0	0	180	0	0	0	0	0	558	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		19.1		19.1	19.1					19.3	19.3	
Total Split (s)		38.0		38.0	38.0					52.0	52.0	
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		3.8		3.8	3.8					3.9	3.9	
All-Red Time (s)		1.3		1.3	1.3					1.4	1.4	
Lost Time Adjust (s)		-0.1			-0.1						-0.3	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	
Actuated g/C Ratio		0.37			0.37						0.52	
v/c Ratio		0.35			0.31						0.35	
Control Delay		13.8			22.3						6.4	
Queue Delay		0.0			0.0						0.0	
Total Delay		13.8			22.3						6.4	
LOS		B			C						A	
Approach Delay		13.8			22.3						6.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		109			72						37	
Queue Length 95th (ft)		m171			125						51	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		601			573						1600	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.35			0.31						0.35	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 50.1% ICU Level of Service A
Analysis Period (min) 15
Description: 081
m Volume for 95th percentile queue is metered by upstream signal.

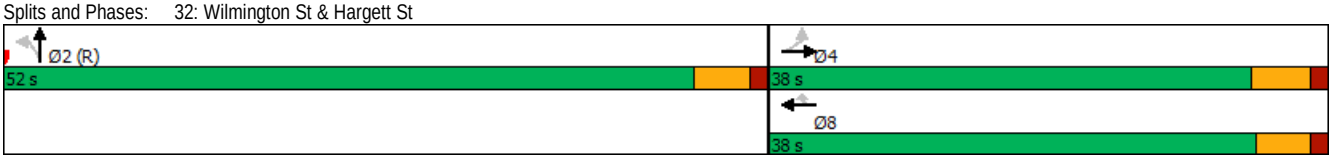
Splits and Phases: 31: Salisbury St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	65	0	0	138	203	50	610	26	0	0	0
Future Volume (vph)	133	65	0	0	138	203	50	610	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1637	0	0	1651	1404	0	3113	0	0	0	0
Flt Permitted		0.700						0.996				
Satd. Flow (perm)	0	1082	0	0	1651	1164	0	3075	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117		7				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	84					84	52		101			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	153	226	0	763	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.3	18.3			19.0	19.0	19.1	19.1				
Total Split (s)	38.0	38.0			38.0	38.0	52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%	42.2%	57.8%	57.8%				
Yellow Time (s)	4.0	4.0			3.7	3.7	3.8	3.8				
All-Red Time (s)	1.3	1.3			1.3	1.3	1.3	1.3				
Lost Time Adjust (s)		-0.3			0.0	0.0		-0.1				
Total Lost Time (s)		5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0	33.0		47.0				
Actuated g/C Ratio		0.37			0.37	0.37		0.52				
v/c Ratio		0.56			0.25	0.45		0.47				
Control Delay		29.2			24.6	16.9		7.2				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		29.2			24.6	16.9		7.2				
LOS		C			C	B		A				
Approach Delay		29.2			20.0			7.2				
Approach LOS		C			B			A				
Queue Length 50th (ft)		98			55	41		48				
Queue Length 95th (ft)		173			115	106		63				
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150						
Base Capacity (vph)		396			605	500		1609				
Starvation Cap Reductn		0			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.56			0.25	0.45		0.47				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 26 (29%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 101			

Splits and Phases: 32: Wilmington St & Hargett St

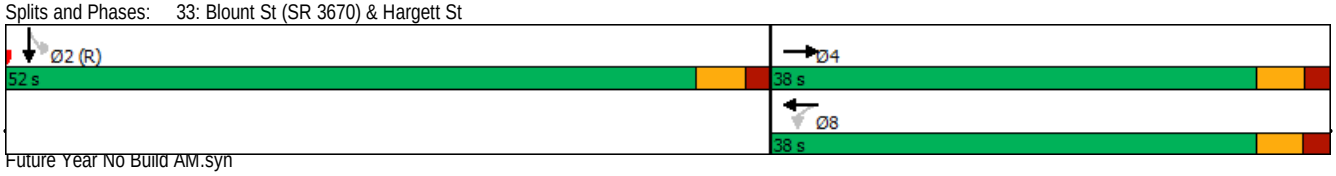


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	66	42	66	233	0	0	0	0	38	926	153
Future Volume (vph)	0	66	42	66	233	0	0	0	0	38	926	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Satd. Flow (prot)	0	1603	0	0	1650	0	0	0	0	0	4516	0
Flt Permitted					0.905						0.998	
Satd. Flow (perm)	0	1603	0	0	1510	0	0	0	0	0	4485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41									50	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										54		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	332	0	0	0	0	0	1241	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		17.1		18.1	18.1					17.1	17.1	
Total Split (s)		38.0		38.0	38.0					52.0	52.0	
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		3.3		3.1	3.1					3.3	3.3	
All-Red Time (s)		1.8		2.0	2.0					1.8	1.8	
Lost Time Adjust (s)		-0.1			-0.1						-0.1	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	
Actuated g/C Ratio		0.37			0.37						0.52	
v/c Ratio		0.20			0.60						0.52	
Control Delay		7.5			30.7						8.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		7.5			30.7						8.3	
LOS		A			C						A	
Approach Delay		7.5			30.7						8.3	
Approach LOS		A			C						A	
Queue Length 50th (ft)		11			172						58	
Queue Length 95th (ft)		29			263						72	
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												
Base Capacity (vph)		613			553						2366	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.20			0.60						0.52	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 40 (44%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 57.2% ICU Level of Service B
Analysis Period (min) 15
Description: 05-1350

Splits and Phases: 33: Blount St (SR 3670) & Hargett St

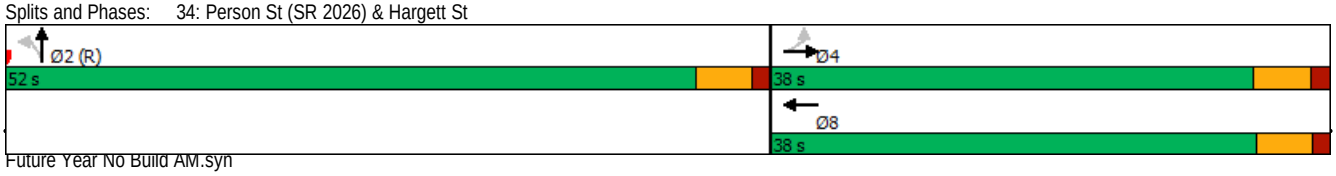


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Future Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1360	0	0	4513	0	0	0	0
Flt Permitted		0.901						0.996				
Satd. Flow (perm)	0	1412	0	0	1360	0	0	4485	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					55			8				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	121					121	20					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	133	0	0	1257	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.3	17.3			17.1		17.1	17.1				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.9	3.9			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.3		1.3	1.3				
Lost Time Adjust (s)		-0.3			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.25			0.54				
Control Delay		17.1			13.3			3.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		17.1			13.3			3.1				
LOS		B			B			A				
Approach Delay		17.1			13.3			3.1				
Approach LOS		B			B			A				
Queue Length 50th (ft)		26			29			20				
Queue Length 95th (ft)		60			71			23				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		517			533			2345				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.25			0.54				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 4.9 Intersection LOS: A
Intersection Capacity Utilization 44.4% ICU Level of Service A
Analysis Period (min) 15
Description: 05-1355

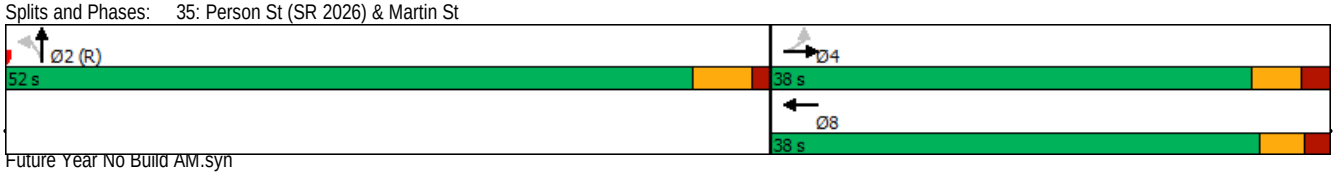
Splits and Phases: 34: Person St (SR 2026) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Future Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1568	0	0	3216	0	0	0	0
Flt Permitted		0.912						0.998				
Satd. Flow (perm)	0	1494	0	0	1568	0	0	3216	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	54					54			20			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	65	0	0	1321	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.4	17.4			17.9		17.4	17.4				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.3	3.3			3.1		4.1	4.1				
All-Red Time (s)	2.1	2.1			1.8		1.3	1.3				
Lost Time Adjust (s)		-0.4			0.1			-0.4				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.11			0.79				
Control Delay		22.8			16.4			21.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		22.8			16.4			21.7				
LOS		C			B			C				
Approach Delay		22.8			16.4			21.7				
Approach LOS		C			B			C				
Queue Length 50th (ft)		39			19			302				
Queue Length 95th (ft)		79			47			394				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		547			583			1680				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.11			0.79				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 24 (27%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1354			

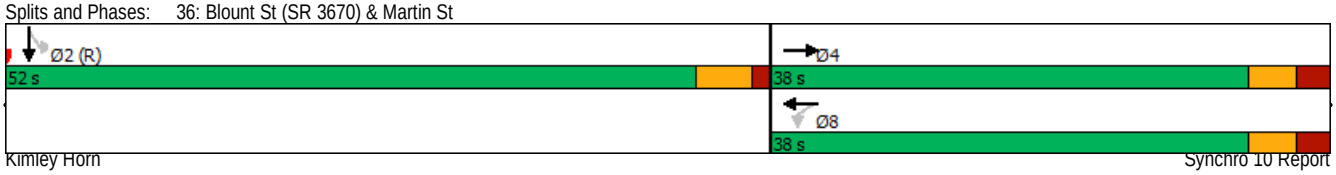
Splits and Phases: 35: Person St (SR 2026) & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	58	25	81	0	0	0	0	42	723	64
Future Volume (vph)	0	41	58	25	81	0	0	0	0	42	723	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Satd. Flow (prot)	0	1559	0	0	1665	0	0	0	0	0	4531	0
Flt Permitted					0.925						0.997	
Satd. Flow (perm)	0	1559	0	0	1558	0	0	0	0	0	4493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64									22	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			479			495	
Travel Time (s)		13.5			13.1			10.9			11.3	
Confl. Peds. (#/hr)										44		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	118	0	0	0	0	0	921	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		18.7		18.6	18.6					17.2	17.2	
Total Split (s)		38.0		38.0	38.0					52.0	52.0	
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		3.3		3.2	3.2					3.9	3.9	
All-Red Time (s)		2.4		2.4	2.4					1.3	1.3	
Lost Time Adjust (s)		-0.7			-0.6						-0.2	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	
Actuated g/C Ratio		0.37			0.37						0.52	
v/c Ratio		0.18			0.21						0.39	
Control Delay		6.7			25.2						3.5	
Queue Delay		0.0			0.0						0.0	
Total Delay		6.7			25.2						3.5	
LOS		A			C						A	
Approach Delay		6.7			25.2						3.5	
Approach LOS		A			C						A	
Queue Length 50th (ft)		25			59						24	
Queue Length 95th (ft)		42			m93						28	
Internal Link Dist (ft)		416			401			399			415	
Turn Bay Length (ft)												
Base Capacity (vph)		612			571						2356	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.18			0.21						0.39	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 46 (51%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 39.3%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1349			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 36: Blount St (SR 3670) & Martin St

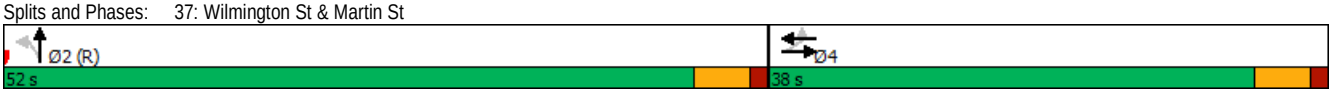


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	106	0	0	36	68	59	659	52	0	0	0
Future Volume (vph)	104	106	0	0	36	68	59	659	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-4%			2%			0%	
Satd. Flow (prot)	0	1636	0	0	1399	0	0	3103	0	0	0	0
Flt Permitted		0.791						0.996				
Satd. Flow (perm)	0	1243	0	0	1399	0	0	3063	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					76			12				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		170			496			477			494	
Travel Time (s)		3.3			9.7			9.3			9.6	
Confl. Peds. (#/hr)	77					77	56		3			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	0	0	116	0	0	856	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	19.1	19.1			19.1		20.1	20.1				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7				
All-Red Time (s)	1.3	1.3			1.3		1.4	1.4				
Lost Time Adjust (s)		-0.1			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.51			0.21			0.53				
Control Delay		27.2			19.9			7.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		27.2			19.9			7.2				
LOS		C			B			A				
Approach Delay		27.2			19.9			7.2				
Approach LOS		C			B			A				
Queue Length 50th (ft)		102			14			40				
Queue Length 95th (ft)		175			68			53				
Internal Link Dist (ft)		90			416			397			414	
Turn Bay Length (ft)												
Base Capacity (vph)		455			561			1605				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.51			0.21			0.53				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 18 (20%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 12.3 — Intersection LOS: B
Intersection Capacity Utilization 51.6% — ICU Level of Service A
Analysis Period (min) 15
Description: 102

Splits and Phases: 37: Wilmington St & Martin St

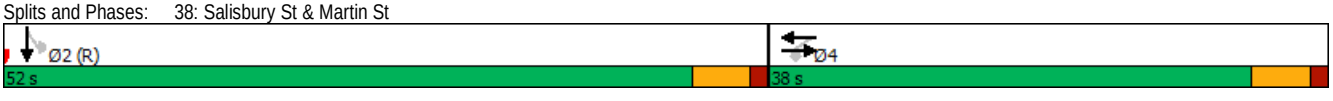


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	175	140	47	111	0	0	0	0	53	303	33
Future Volume (vph)	0	175	140	47	111	0	0	0	0	53	303	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1635	1389	0	1668	0	0	0	0	0	3094	0
Flt Permitted					0.866						0.993	
Satd. Flow (perm)	0	1635	1149	0	1415	0	0	0	0	0	3010	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156								16	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			85	85						62		63
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	156	0	175	0	0	0	0	0	433	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Minimum Split (s)		19.3	19.3	19.3	19.3					19.3	19.3	
Total Split (s)		38.0	38.0	38.0	38.0					52.0	52.0	
Total Split (%)		42.2%	42.2%	42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.3	1.3	1.3	1.3					1.3	1.3	
Lost Time Adjust (s)		-0.3	-0.3		-0.3						-0.3	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0	33.0		33.0						47.0	
Actuated g/C Ratio		0.37	0.37		0.37						0.52	
v/c Ratio		0.32	0.30		0.34						0.27	
Control Delay		21.7	9.2		22.9						4.4	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		21.7	9.2		22.9						4.4	
LOS		C	A		C						A	
Approach Delay		16.1			22.9						4.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		101	38		71						20	
Queue Length 95th (ft)		m155	m77		125						26	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		599	520		518						1579	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.32	0.30		0.34						0.27	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 49.6% ICU Level of Service A
Analysis Period (min) 15
Description: 082
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Salisbury St & Martin St

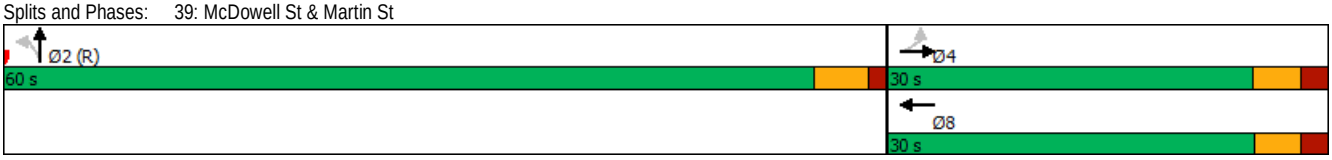




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	195	0	0	59	40	86	1931	66	0	0	0
Future Volume (vph)	37	195	0	0	59	40	86	1931	66	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1407	1685	0	0	1478	0	0	4452	0	0	0	0
Flt Permitted	0.686							0.998				
Satd. Flow (perm)	897	1685	0	0	1478	0	0	4452	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			10				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	66					66			41			
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 (%)	16%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	217	0	0	110	0	0	2315	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	15.2	15.2			18.1		16.0	16.0				
Total Split (s)	30.0	30.0			30.0		60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%		66.7%	66.7%				
Yellow Time (s)	3.2	3.2			3.1		3.7	3.7				
All-Red Time (s)	2.0	2.0			2.0		1.3	1.3				
Lost Time Adjust (s)	-0.2	-0.2			-0.1			0.0				
Total Lost Time (s)	5.0	5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0			55.0				
Actuated g/C Ratio	0.28	0.28			0.28			0.61				
v/c Ratio	0.16	0.46			0.27			0.85				
Control Delay	26.4	30.0			35.6			4.7				
Queue Delay	0.0	0.0			0.0			0.2				
Total Delay	26.4	30.0			35.6			4.9				
LOS	C	C			D			A				
Approach Delay		29.4			35.6			4.9				
Approach LOS		C			D			A				
Queue Length 50th (ft)	15	90			51			45				
Queue Length 95th (ft)	37	150			103			61				
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)	100											
Base Capacity (vph)	249	468			415			2724				
Starvation Cap Reductn	0	0			0			45				
Spillback Cap Reductn	0	0			0			32				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.16	0.46			0.27			0.86				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0089			

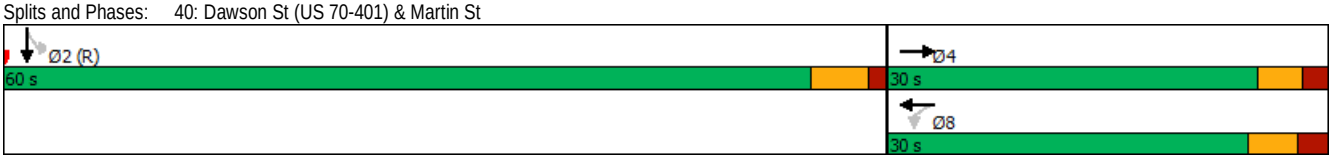
Splits and Phases: 39: McDowell St & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	38	34	27	64	0	0	0	0	203	2209	42
Future Volume (vph)	0	38	34	27	64	0	0	0	0	203	2209	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1345	0	1617	1592	0	0	0	0	1601	4570	0
Flt Permitted				0.705						0.950		
Satd. Flow (perm)	0	1345	0	1184	1592	0	0	0	0	1575	4570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4									6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			7	7						5		14
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%	16%	18%	2%	9%	2%	2%	2%	2%	2%	2%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	30	71	0	0	0	0	226	2501	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		17.9		21.5	21.5					19.2	19.2	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.1		3.3	3.3					3.9	3.9	
All-Red Time (s)		1.8		2.2	2.2					1.3	1.3	
Lost Time Adjust (s)		0.1		-0.5	-0.5					-0.2	-0.2	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0		25.0	25.0					55.0	55.0	
Actuated g/C Ratio		0.28		0.28	0.28					0.61	0.61	
v/c Ratio		0.21		0.09	0.16					0.23	0.89	
Control Delay		25.6		27.5	28.0					3.8	8.2	
Queue Delay		0.0		0.0	0.0					0.0	0.2	
Total Delay		25.6		27.5	28.0					3.8	8.3	
LOS		C		C	C					A	A	
Approach Delay		25.6			27.9						8.0	
Approach LOS		C			C						A	
Queue Length 50th (ft)		33		13	31					17	71	
Queue Length 95th (ft)		70		m25	m50					m23	80	
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												
Base Capacity (vph)		376		328	442					962	2795	
Starvation Cap Reductn		0		0	0					0	0	
Spillback Cap Reductn		0		0	0					0	25	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.21		0.09	0.16					0.23	0.90	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32 (36%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1047			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 40: Dawson St (US 70-401) & Martin St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	22	125	0	28	28	74	6	22
Future Volume (vph)	0	0	0	6	22	125	0	28	28	74	6	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	1399	0	0	1562	0	0	1429	0
Flt Permitted					0.998						0.965	
Satd. Flow (perm)	0	0	0	0	1399	0	0	1562	0	0	1429	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			487	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	2%	2%	10%	2%	2%	2%	16%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	170	0	0	62	0	0	113	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			

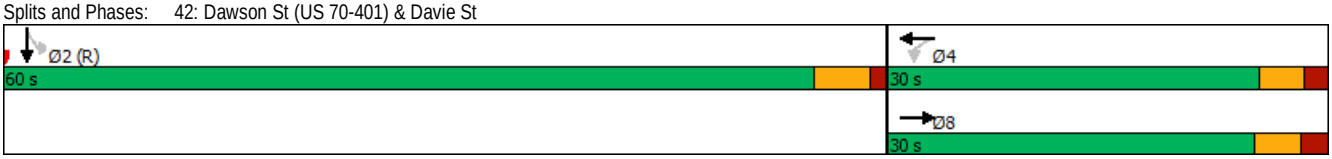


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	17	66	24	0	0	0	0	254	1914	15
Future Volume (vph)	0	12	17	66	24	0	0	0	0	254	1914	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1519	0	1577	1660	0	0	0	0	0	4522	0
Flt Permitted				0.736							0.994	
Satd. Flow (perm)	0	1519	0	1222	1660	0	0	0	0	0	4496	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9									2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										13		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	73	27	0	0	0	0	0	2426	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Minimum Split (s)		18.1		17.8	17.8					17.0	17.0	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.1		3.1	3.1					3.8	3.8	
All-Red Time (s)		2.0		1.7	1.7					1.2	1.2	
Lost Time Adjust (s)		-0.1		0.2	0.2						0.0	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0		25.0	25.0						55.0	
Actuated g/C Ratio		0.28		0.28	0.28						0.61	
v/c Ratio		0.07		0.22	0.06						0.88	
Control Delay		19.6		32.9	30.1						5.6	
Queue Delay		0.0		0.0	0.0						0.2	
Total Delay		19.6		32.9	30.1						5.8	
LOS		B		C	C						A	
Approach Delay		19.6			32.1						5.8	
Approach LOS		B			C						A	
Queue Length 50th (ft)		10		37	14						54	
Queue Length 95th (ft)		31		m69	m31						63	
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								
Base Capacity (vph)		428		339	461						2748	
Starvation Cap Reductn		0		0	0						33	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.07		0.22	0.06						0.89	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 37 (41%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1045			

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

Splits and Phases: 42: Dawson St (US 70-401) & Davie St

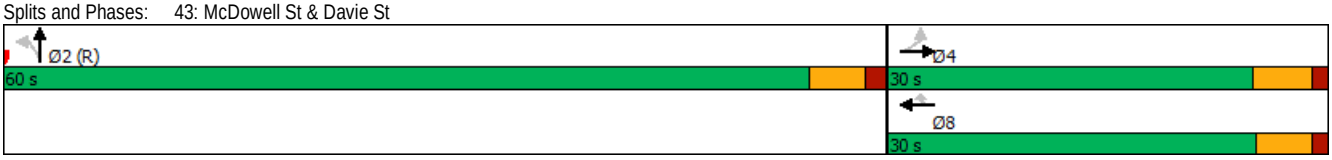


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	279	0	0	147	87	68	2013	30	0	0	0
Future Volume (vph)	37	279	0	0	147	87	68	2013	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4502	0	0	0	0
Flt Permitted	0.615							0.998				
Satd. Flow (perm)	790	1693	0	0	1676	954	0	4502	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						28		4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	173					173			154			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	310	0	0	163	97	0	2346	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	17.2	17.2			16.0	16.0	17.3	17.3				
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)	4.0	4.0			3.8	3.8	3.8	3.8				
All-Red Time (s)	1.2	1.2			1.2	1.2	1.5	1.5				
Lost Time Adjust (s)	-0.2	-0.2			0.0	0.0		-0.3				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0				
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61				
v/c Ratio	0.19	0.66			0.35	0.34		0.85				
Control Delay	30.4	36.8			27.7	22.1		18.2				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay	30.4	36.8			27.7	22.1		18.2				
LOS	C	D			C	C		B				
Approach Delay		36.0			25.7			18.2				
Approach LOS		D			C			B				
Queue Length 50th (ft)	16	127			78	34		361				
Queue Length 95th (ft)	m22	m167			143	m71		439				
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125						
Base Capacity (vph)	219	470			465	285		2752				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		8				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.19	0.66			0.35	0.34		0.85				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 74 (82%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0090			

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

Splits and Phases: 43: McDowell St & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	181	0	0	47	48	8	2490	134	0	0	0
Future Volume (vph)	174	181	0	0	47	48	8	2490	134	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	0		125	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	0	4394	1368	0	0	0
Flt Permitted	0.723											
Satd. Flow (perm)	1192	1651	0	0	1744	1462	0	4394	1338	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						29			90			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	1					1			1			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	201	0	0	52	53	0	2776	149	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	24.5	24.5			21.8	21.8	28.4	28.4	28.4			
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0	60.0			
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%	66.7%			
Yellow Time (s)	3.1	3.1			3.7	3.7	3.4	3.4	3.4			
All-Red Time (s)	2.4	2.4			2.1	2.1	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.8	-0.8		-0.4	-0.4			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0	55.0			
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61	0.61			
v/c Ratio	0.58	0.44			0.11	0.12		1.03	0.17			
Control Delay	36.3	32.5			25.0	14.6		45.7	3.8			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	36.3	32.5			25.0	14.6		45.7	3.8			
LOS	D	C			C	B		D	A			
Approach Delay		34.4			19.8			43.6				
Approach LOS		C			B			D				
Queue Length 50th (ft)	66	69			22	10		~627	12			
Queue Length 95th (ft)	m96	m99			50	38		#721	36			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225								125			
Base Capacity (vph)	331	458			484	427		2685	852			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.58	0.44			0.11	0.12		1.03	0.17			

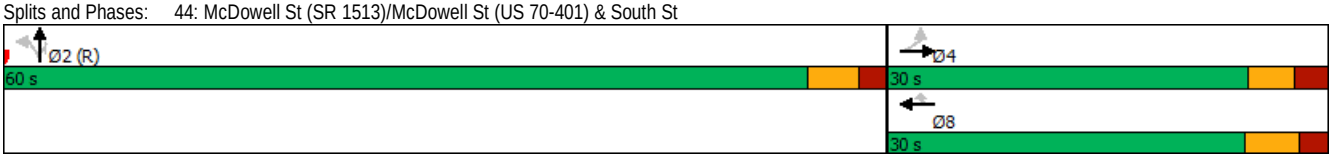
Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0941			

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

Queue shown is maximum after two cycles.

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

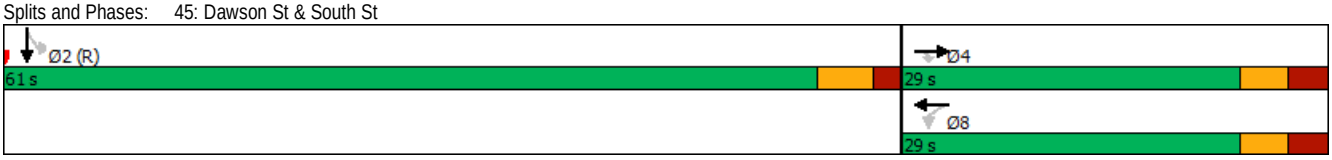
Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St

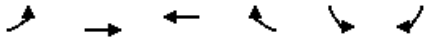


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	340	14	10	44	0	0	0	0	64	1322	117
Future Volume (vph)	0	340	14	10	44	0	0	0	0	64	1322	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		125	200		0	0		0	100		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	1446	1609	1693	0	0	0	0	1593	4522	0
Flt Permitted				0.256						0.950		
Satd. Flow (perm)	0	1702	1446	433	1693	0	0	0	0	1593	4522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34								30	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	378	16	11	49	0	0	0	0	71	1599	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Minimum Split (s)		28.1	28.1	25.1	25.1					28.8	28.8	
Total Split (s)		29.0	29.0	29.0	29.0					61.0	61.0	
Total Split (%)		32.2%	32.2%	32.2%	32.2%					67.8%	67.8%	
Yellow Time (s)		3.3	3.3	3.3	3.3					3.8	3.8	
All-Red Time (s)		2.8	2.8	2.8	2.8					2.0	2.0	
Lost Time Adjust (s)		-1.1	-1.1	-1.1	-1.1					-0.8	-0.8	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		24.0	24.0	24.0	24.0					56.0	56.0	
Actuated g/C Ratio		0.27	0.27	0.27	0.27					0.62	0.62	
v/c Ratio		0.83	0.04	0.10	0.11					0.07	0.57	
Control Delay		49.0	3.7	14.5	13.0					7.0	10.7	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		49.0	3.7	14.5	13.0					7.0	10.7	
LOS		D	A	B	B					A	B	
Approach Delay		47.1			13.3						10.5	
Approach LOS		D			B						B	
Queue Length 50th (ft)		203	0	2	8					14	172	
Queue Length 95th (ft)		#353	8	m6	m17					31	211	
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			125	200						100		
Base Capacity (vph)		453	410	115	451					991	2825	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.83	0.04	0.10	0.11					0.07	0.57	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54 (60%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0942			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	300	125	25	50	25
Future Volume (vph)	25	300	125	25	50	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1638	0	1550	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1593	1676	1638	0	1550	0
Link Speed (mph)		25	25		35	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		5.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	333	167	0	84	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.0%		ICU Level of Service A	
Analysis Period (min) 15			

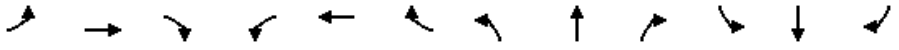
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	300	125	25	50	25
Future Vol, veh/h	25	300	125	25	50	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	333	139	28	56	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	542	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1411	-	-	-	501	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1411	-	-	-	491	893
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1411	-	-	-	578
HCM Lane V/C Ratio	0.02	-	-	-	0.144
HCM Control Delay (s)	7.6	-	-	-	12.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

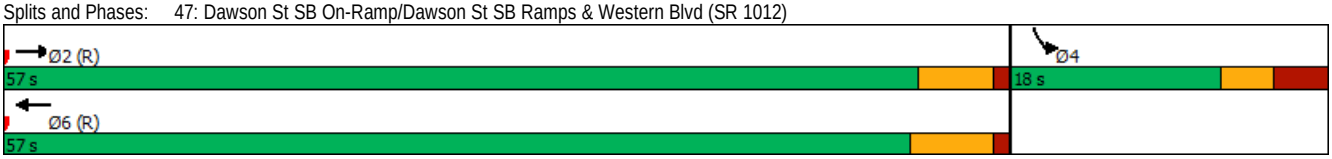


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	691	150	0	1666	25	0	0	0	87	0	300
Future Volume (vph)	0	691	150	0	1666	25	0	0	0	87	0	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	4531	1411	0	3217	1439	0	0	0	3043	0	1404
Flt Permitted										0.950		
Satd. Flow (perm)	0	4531	1411	0	3217	1439	0	0	0	3043	0	1404
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	768	167	0	1851	28	0	0	0	97	0	333
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Detector Phase		2			6					4		
Switch Phase												
Minimum Initial (s)		12.0			12.0					7.0		
Minimum Split (s)		17.3			17.7					13.2		
Total Split (s)		57.0			57.0					18.0		
Total Split (%)		76.0%			76.0%					24.0%		
Yellow Time (s)		4.3			4.7					3.0		
All-Red Time (s)		1.0			1.0					3.2		
Lost Time Adjust (s)		-0.3			-0.7					-1.2		
Total Lost Time (s)		5.0			5.0					5.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max					None		
Act Effct Green (s)		60.2	75.0		60.2	75.0				8.4		75.0
Actuated g/C Ratio		0.80	1.00		0.80	1.00				0.11		1.00
v/c Ratio		0.21	0.12		0.72	0.02				0.29		0.24
Control Delay		2.6	0.2		8.9	0.0				32.8		0.4
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		2.6	0.2		8.9	0.0				32.8		0.4
LOS		A	A		A	A				C		A
Approach Delay		2.1			8.8						7.7	
Approach LOS		A			A						A	
Queue Length 50th (ft)		28	0		204	0				21		0
Queue Length 95th (ft)		41	0		m257	m0				42		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		3639	1411		2584	1439				527		1404
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.21	0.12		0.72	0.02				0.18		0.24

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 71 (95%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 6.7		Intersection LOS: A	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1759			

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

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)

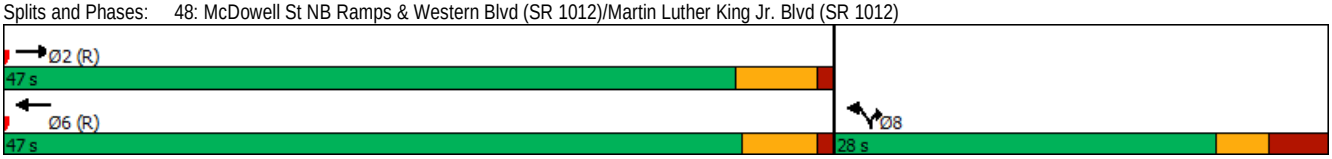


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	647	130	0	1168	441	125
Future Volume (vph)	647	130	0	1168	441	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	1432	0	4485	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	1432	0	4485	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	719	144	0	1298	490	139
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	12.0			12.0	7.0	7.0
Minimum Split (s)	17.6			17.2	13.4	13.4
Total Split (s)	47.0			47.0	28.0	28.0
Total Split (%)	62.7%			62.7%	37.3%	37.3%
Yellow Time (s)	4.6			4.2	3.0	3.0
All-Red Time (s)	1.0			1.0	3.4	3.4
Lost Time Adjust (s)	-0.6			-0.2	-1.4	-1.4
Total Lost Time (s)	5.0			5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max			C-Max	None	None
Act Effct Green (s)	42.0	75.0		42.0	23.0	23.0
Actuated g/C Ratio	0.56	1.00		0.56	0.31	0.31
v/c Ratio	0.40	0.10		0.52	1.03	0.32
Control Delay	8.7	0.1		7.9	76.6	22.7
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	8.7	0.1		7.9	76.6	22.7
LOS	A	A		A	E	C
Approach Delay	7.3			7.9	64.7	
Approach LOS	A			A	E	
Queue Length 50th (ft)	65	0		183	~236	49
Queue Length 95th (ft)	83	0		151	#423	95
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	1792	1432		2511	478	428
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.40	0.10		0.52	1.03	0.32

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 74 (99%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1758			

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

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	241	457	48	106	1037	204	289	718	107	10	58	73	19
Future Volume (vph)	10	241	457	48	106	1037	204	289	718	107	10	58	73	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		0	100					0		450	125	
Storage Lanes		1		0	1					1		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	4422	0	1593	4462	0	1601	3201	1432	0	1624	3314	1454
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	4422	0	1593	4462	0	1601	3201	1318	0	1414	3314	1454
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)			15			185				191				187
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										46		46		
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	0.90	0.90
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	279	561	0	118	1379	0	321	798	119	0	75	81	21
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases										8	7			4
Detector Phase	5	5	2		1	6		3	8	8	7	7	4	4
Switch Phase														
Minimum Initial (s)	7.0	7.0	12.0		7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.9	13.9	40.1		13.9	22.8		13.8	36.9	36.9	14.5	14.5	36.2	36.2
Total Split (s)	37.0	37.0	71.0		21.0	55.0		21.0	37.0	37.0	21.0	21.0	37.0	37.0
Total Split (%)	24.7%	24.7%	47.3%		14.0%	36.7%		14.0%	24.7%	24.7%	14.0%	14.0%	24.7%	24.7%
Yellow Time (s)	3.0	3.0	4.2		3.2	3.9		3.0	3.9	3.9	3.8	3.8	4.1	4.1
All-Red Time (s)	3.9	3.9	2.9		3.7	3.9		3.8	3.0	3.0	3.7	3.7	3.1	3.1
Lost Time Adjust (s)		-1.9	-2.1		-1.9	-2.8		-1.8	-1.9	-1.9		-2.5	-2.2	3.0
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0	10.2
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None	None	None
Act Effct Green (s)		29.8	66.0		16.0	52.2		38.0	34.6	34.6		13.4	10.0	4.8
Actuated g/C Ratio		0.20	0.44		0.11	0.35		0.25	0.23	0.23		0.09	0.07	0.03
v/c Ratio		0.90	0.29		0.70	0.82		0.79	1.08	0.26		0.60	0.37	0.09
Control Delay		78.9	25.7		70.3	31.2		67.7	110.5	1.4		84.5	71.5	0.8
Queue Delay		0.0	0.0		0.0	1.3		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		78.9	25.7		70.3	32.5		67.7	110.5	1.4		84.5	71.5	0.8
LOS		E	C		E	C		E	F	A		F	E	A
Approach Delay			43.4			35.5			88.9			68.6		
Approach LOS			D			D			F			E		
Queue Length 50th (ft)		206	110		114	189		294	~464	0		72	34	0
Queue Length 95th (ft)		#412	139		m169	417		#460	#621	0		128	58	0
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325			100			75				450	125	125
Base Capacity (vph)		333	1954		169	1674		405	737	450		150	706	413
Starvation Cap Reductn		0	0		0	131		0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.84	0.29		0.70	0.89		0.79	1.08	0.26		0.50	0.11	0.05

Intersection Summary			
Area Type:	CBD		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 56.4		Intersection LOS: E	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

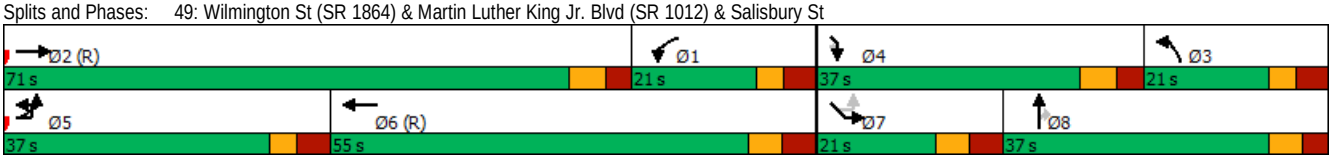
Description: 05-0065

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

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

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

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St

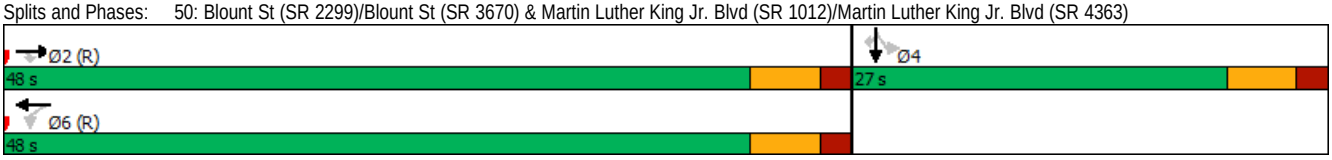


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Future Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3166	1432
Flt Permitted				0.390							0.989	
Satd. Flow (perm)	0	3217	1418	660	3217	0	0	0	0	0	3165	1412
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			60									47
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			2	2						1		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	633	60	29	1341	0	0	0	0	0	362	192
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	19.8	19.8					24.8	24.8	24.8
Total Split (s)		48.0	48.0	48.0	48.0					27.0	27.0	27.0
Total Split (%)		64.0%	64.0%	64.0%	64.0%					36.0%	36.0%	36.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		43.0	43.0	43.0	43.0						22.0	22.0
Actuated g/C Ratio		0.57	0.57	0.57	0.57						0.29	0.29
v/c Ratio		0.34	0.07	0.08	0.73						0.39	0.43
Control Delay		13.0	4.6	7.2	10.8						22.7	19.5
Queue Delay		0.0	0.0	0.0	0.4						0.0	0.0
Total Delay		13.0	4.6	7.2	11.2						22.7	19.5
LOS		B	A	A	B						C	B
Approach Delay		12.3			11.1						21.6	
Approach LOS		B			B						C	
Queue Length 50th (ft)		224	10	5	174						70	53
Queue Length 95th (ft)		282	34	m10	m244						107	110
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								
Base Capacity (vph)		1844	838	378	1844						928	447
Starvation Cap Reductn		0	0	0	148						0	0
Spillback Cap Reductn		0	0	0	32						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.34	0.07	0.08	0.79						0.39	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 33 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			
Description: 05-1346			

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

Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)





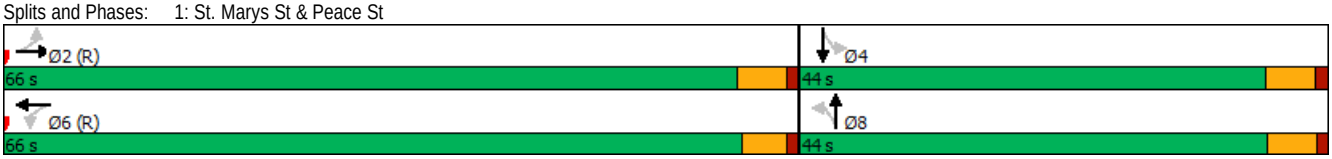
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Future Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1624	1676	0	1569	1628	0	1624	1646	0	1624	1677	0
Flt Permitted	0.261			0.066			0.427			0.343		
Satd. Flow (perm)	446	1676	0	109	1628	0	719	1646	0	583	1677	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			7			13			5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	3		5	5		3	10		5	5		10
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	959	0	80	652	0	86	381	0	106	311	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.2	20.2		21.8	21.8		21.2	21.2		21.3	21.3	
Total Split (s)	66.0	66.0		66.0	66.0		44.0	44.0		44.0	44.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.1	4.1		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.1	1.1		1.2	1.2	
Lost Time Adjust (s)	-0.2	-0.2		0.2	0.2		-0.2	-0.2		-0.3	-0.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	61.0	61.0		61.0	61.0		39.0	39.0		39.0	39.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.35	0.35		0.35	0.35	
v/c Ratio	0.11	1.03		1.33	0.72		0.34	0.64		0.51	0.52	
Control Delay	13.0	62.1		256.6	23.6		30.8	34.7		38.8	31.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.0	62.1		256.6	23.6		30.8	34.7		38.8	31.4	
LOS	B	E		F	C		C	C		D	C	
Approach Delay		60.8			49.1			34.0			33.3	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	8	~723		~73	321		44	215		59	170	
Queue Length 95th (ft)	24	#972		#133	469		90	323		120	257	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)	100			150			450			100		
Base Capacity (vph)	247	933		60	905		254	591		206	597	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	1.03		1.33	0.72		0.34	0.64		0.51	0.52	

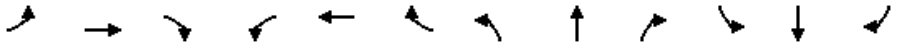
Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 26 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 48.3		Intersection LOS: D	
Intersection Capacity Utilization 103.0%		ICU Level of Service G	
Analysis Period (min) 15			
Description: 027			

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: St. Marys St & Peace St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Future Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	1601	1650	0	0	1609	1368	0	3028	0	1593	3013	0
Flt Permitted	0.081									0.177		
Satd. Flow (perm)	136	1650	0	0	1609	1311	0	3028	0	294	3013	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		8				113		16				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			248			514	
Travel Time (s)		9.4			10.7			4.8			10.0	
Confl. Peds. (#/hr)	22		18			22			17	17		29
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	709	0	0	687	378	0	482	0	291	666	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Detector Phase	5	2			6	7		8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	7.0		7.0		7.0	7.0	
Minimum Split (s)	11.9	23.4			29.3	12.1		20.8		12.1	20.1	
Total Split (s)	12.0	62.0			50.0	26.0		22.0		26.0	48.0	
Total Split (%)	10.9%	56.4%			45.5%	23.6%		20.0%		23.6%	43.6%	
Yellow Time (s)	3.0	3.9			3.4	3.0		3.6		3.0	3.8	
All-Red Time (s)	1.9	1.5			1.9	2.1		1.2		2.1	1.3	
Lost Time Adjust (s)	0.1	-0.4			-0.3	-0.1		0.2		-0.1	-0.1	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead				Lag	Lead		Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	C-Max			C-Max	None		Max		None	Max	
Act Effct Green (s)	57.0	57.0			45.0	64.2		18.8		43.0	43.0	
Actuated g/C Ratio	0.52	0.52			0.41	0.58		0.17		0.39	0.39	
v/c Ratio	0.58	0.83			1.04	0.46		0.91		0.85	0.57	
Control Delay	30.2	32.1			73.9	5.9		66.5		50.9	28.5	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	30.2	32.1			73.9	5.9		66.5		50.9	28.5	
LOS	C	C			E	A		E		D	C	
Approach Delay		31.9			49.8			66.5			35.3	
Approach LOS		C			D			E			D	
Queue Length 50th (ft)	33	401			~531	46		~176		151	190	
Queue Length 95th (ft)	#76	#595			#763	65		#290		#289	250	
Internal Link Dist (ft)		400			467			168			434	
Turn Bay Length (ft)	75									200		
Base Capacity (vph)	163	858			658	842		530		362	1177	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.58	0.83			1.04	0.45		0.91		0.80	0.57	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 16 (15%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 43.7		Intersection LOS: D	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

Description: 039

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

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

Splits and Phases: 2: Glenwood Ave & Peace St



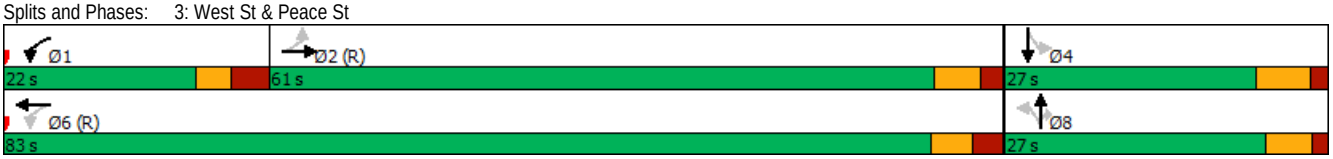
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	864	33	190	966	13	115	11	221	87	30	27
Future Volume (vph)	5	864	33	190	966	13	115	11	221	87	30	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1593	3166	0	1545	3084	0	0	1603	1425	1656	1620	0
Flt Permitted	0.263			0.213				0.699		0.556		
Satd. Flow (perm)	441	3166	0	346	3084	0	0	1172	1425	969	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3				246		30	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			373			509	
Travel Time (s)		10.7			7.5			7.3			9.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	997	0	211	1087	0	0	140	246	97	63	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8		13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	61.0	61.0		22.0	83.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	55.5%	55.5%		20.0%	75.5%		24.5%	24.5%	24.5%	24.5%	24.5%	
Yellow Time (s)	3.8	3.8		3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0		3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-0.1	-1.1			-0.3	-0.3	-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		6.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	67.0	67.0		82.0	83.0			17.0	17.0	17.0	17.0	
Actuated g/C Ratio	0.61	0.61		0.75	0.75			0.15	0.15	0.15	0.15	
v/c Ratio	0.02	0.52		0.58	0.47			0.77	0.57	0.65	0.23	
Control Delay	8.6	10.4		11.3	6.4			70.8	10.6	62.6	24.8	
Queue Delay	0.0	0.3		0.0	1.1			0.0	0.0	0.0	0.0	
Total Delay	8.6	10.7		11.3	7.5			70.8	10.6	62.6	24.8	
LOS	A	B		B	A			E	B	E	C	
Approach Delay		10.7			8.1			32.4			47.7	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	1	177		39	133			95	0	65	20	
Queue Length 95th (ft)	m2	m287		74	201			160	69	118	57	
Internal Link Dist (ft)		467			303			293			429	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	268	1930		432	2326			234	481	193	348	
Starvation Cap Reductn	0	387		0	922			0	0	0	0	
Spillback Cap Reductn	0	0		0	207			0	0	0	1	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.02	0.65		0.49	0.77			0.60	0.51	0.50	0.18	

Intersection Summary

Area Type: CBD
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 29 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15
Description: 046

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

Splits and Phases: 3: West St & Peace St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1100	50	50	850	300	200
Future Volume (vph)	1100	50	50	850	300	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		0	1		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3514	0	1770	3539	3433	1583
Flt Permitted			0.174		0.950	
Satd. Flow (perm)	3514	0	324	3539	3433	1583
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1278	0	56	944	333	222
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Detector Phase	2		6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	7.0	7.0
Minimum Split (s)	23.0		23.0	23.0	23.0	23.0
Total Split (s)	63.0		63.0	63.0	27.0	27.0
Total Split (%)	70.0%		70.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max		C-Max	C-Max	None	None
Act Effct Green (s)	61.2		61.2	61.2	18.8	18.8
Actuated g/C Ratio	0.68		0.68	0.68	0.21	0.21
v/c Ratio	0.53		0.25	0.39	0.46	0.67
Control Delay	8.7		4.1	2.8	32.8	42.9
Queue Delay	1.3		0.0	0.2	0.0	0.0
Total Delay	10.0		4.1	2.9	32.8	42.9
LOS	B		A	A	C	D
Approach Delay	10.0			3.0	36.8	
Approach LOS	B			A	D	
Queue Length 50th (ft)	174		3	25	85	115
Queue Length 95th (ft)	245		m6	31	121	186
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	200
Base Capacity (vph)	2389		220	2406	839	386
Starvation Cap Reductn	830		0	553	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.82		0.25	0.51	0.40	0.58

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 12.8 Intersection LOS: B
Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

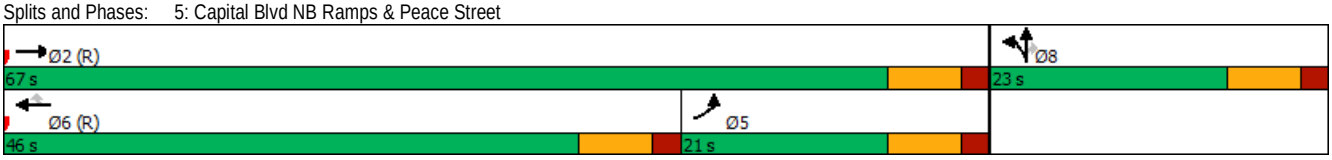
Splits and Phases: 4: Harrington Street & Peace Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	950	0	0	825	700	75	4	50	0	0	0
Future Volume (vph)	350	950	0	0	825	700	75	4	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		100	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	125			100			100			25		
Satd. Flow (prot)	3433	3539	0	0	3539	1583	0	1777	1583	0	0	0
Flt Permitted	0.950							0.954				
Satd. Flow (perm)	3433	3539	0	0	3539	1583	0	1777	1583	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						592						
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			1263			279			422	
Travel Time (s)		6.7			24.6			6.3			9.6	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	389	1056	0	0	917	778	0	87	56	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	14.0	23.0			23.0	23.0	23.0	23.0	23.0			
Total Split (s)	21.0	67.0			46.0	46.0	23.0	23.0	23.0			
Total Split (%)	23.3%	74.4%			51.1%	51.1%	25.6%	25.6%	25.6%			
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0		-2.0	-2.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Act Effct Green (s)	16.0	71.9			49.9	49.9		11.9	11.9			
Actuated g/C Ratio	0.18	0.80			0.55	0.55		0.13	0.13			
v/c Ratio	0.64	0.37			0.47	0.68		0.37	0.27			
Control Delay	36.4	2.3			19.4	12.9		39.4	37.4			
Queue Delay	0.0	0.1			0.0	0.0		0.0	0.0			
Total Delay	36.4	2.4			19.4	12.9		39.4	37.4			
LOS	D	A			B	B		D	D			
Approach Delay		11.6			16.4			38.6				
Approach LOS		B			B			D				
Queue Length 50th (ft)	109	61			223	117		46	29			
Queue Length 95th (ft)	157	67			304	149		87	62			
Internal Link Dist (ft)		263			1183			199			342	
Turn Bay Length (ft)	150					100			100			
Base Capacity (vph)	610	2825			1960	1140		355	316			
Starvation Cap Reductn	0	554			0	0		0	0			
Spillback Cap Reductn	0	0			7	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.64	0.46			0.47	0.68		0.25	0.18			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 89 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	785	93	17	563	42	522	68	77	68	35	163
Future Volume (vph)	52	785	93	17	563	42	522	68	77	68	35	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-2%			-2%			-3%	
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	75			50			100			100		
Satd. Flow (prot)	1569	3080	0	1609	3175	0	1528	1549	1439	0	1647	1446
Flt Permitted	0.323			0.182			0.950	0.963			0.968	
Satd. Flow (perm)	529	3080	0	308	3175	0	1515	1539	1408	0	1640	1414
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			9				104			109
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1263			774			268			259	
Travel Time (s)		34.4			21.1			7.3			7.1	
Confl. Peds. (#/hr)	14		12	12		14	8		9	9		8
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
Shared Lane Traffic (%)							44%					
Lane Group Flow (vph)	58	975	0	19	673	0	325	331	86	0	115	181
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6					4			3
Detector Phase	2	2		6	6		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.7	15.7		15.8	15.8		30.2	30.2	30.2	26.8	26.8	26.8
Total Split (s)	32.0	32.0		32.0	32.0		31.0	31.0	31.0	27.0	27.0	27.0
Total Split (%)	35.6%	35.6%		35.6%	35.6%		34.4%	34.4%	34.4%	30.0%	30.0%	30.0%
Yellow Time (s)	3.1	3.1		3.3	3.3		3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.6		2.5	2.5		2.9	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-0.7	-0.7		-0.8	-0.8		-1.2	-1.2	-1.2		-0.8	-0.8
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effct Green (s)	39.7	39.7		39.7	39.7		23.9	23.9	23.9		11.4	11.4
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.27	0.27	0.27		0.13	0.13
v/c Ratio	0.25	0.71		0.14	0.48		0.80	0.81	0.19		0.55	0.66
Control Delay	17.7	22.0		18.6	15.9		45.5	45.7	4.3		46.1	27.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	17.7	22.0		18.6	15.9		45.5	45.7	4.3		46.1	27.4
LOS	B	C		B	B		D	D	A		D	C
Approach Delay		21.7			15.9			40.8			34.7	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	14	107		4	79		180	184	0		63	39
Queue Length 95th (ft)	67	#445		m16	182		256	260	23		108	100
Internal Link Dist (ft)		1183			694			188			179	
Turn Bay Length (ft)	50			50								
Base Capacity (vph)	233	1365		135	1404		463	469	499		402	428
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.25	0.71		0.14	0.48		0.70	0.71	0.17		0.29	0.42

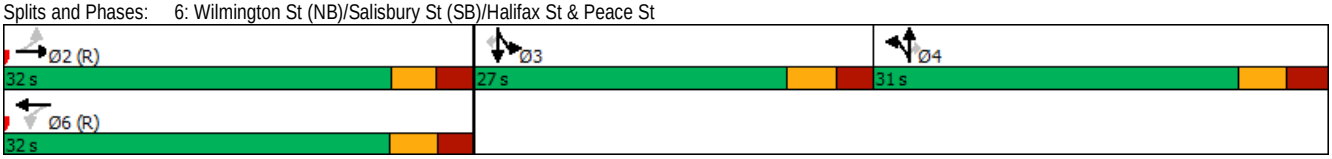
Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 26.8		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

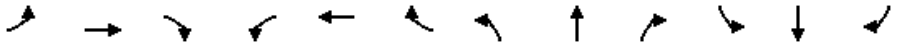
Description: 421

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

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

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St

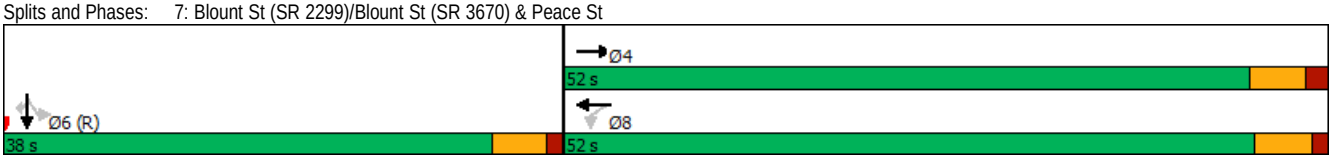




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	433	289	13	429	0	0	0	0	27	428	211
Future Volume (vph)	0	433	289	13	429	0	0	0	0	27	428	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	2952	0	0	3198	0	0	0	0	0	3128	1404
Flt Permitted					0.927						0.997	
Satd. Flow (perm)	0	2952	0	0	2967	0	0	0	0	0	3124	1356
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		185										234
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			5	5						9		10
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	802	0	0	491	0	0	0	0	0	506	234
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		17.4		20.1	20.1					16.9	16.9	16.9
Total Split (s)		52.0		52.0	52.0					38.0	38.0	38.0
Total Split (%)		57.8%		57.8%	57.8%					42.2%	42.2%	42.2%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.6		1.2	1.2					1.2	1.2	1.2
Lost Time Adjust (s)		-0.4			-0.1						0.1	0.1
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		47.0			47.0						33.0	33.0
Actuated g/C Ratio		0.52			0.52						0.37	0.37
v/c Ratio		0.49			0.32						0.44	0.36
Control Delay		9.2			3.0						23.1	4.5
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		9.2			3.0						23.1	4.5
LOS		A			A						C	A
Approach Delay		9.2			3.0						17.2	
Approach LOS		A			A						B	
Queue Length 50th (ft)		11			15						112	0
Queue Length 95th (ft)		135			20						157	47
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)												250
Base Capacity (vph)		1629			1549						1145	645
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.49			0.32						0.44	0.36

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 6:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1041			

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	434	0	347	895	0	0
Future Volume (vph)	434	0	347	895	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	3105	0	0	4490	0	0
Flt Permitted	0.950			0.986		
Satd. Flow (perm)	3100	0	0	4477	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	0	0	1380	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Detector Phase	4		2	2		
Switch Phase						
Minimum Initial (s)	7.0		10.0	10.0		
Minimum Split (s)	20.4		20.0	20.0		
Total Split (s)	37.0		53.0	53.0		
Total Split (%)	41.1%		58.9%	58.9%		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	-0.4			0.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		C-Max	C-Max		
Act Effct Green (s)	32.0			48.0		
Actuated g/C Ratio	0.36			0.53		
v/c Ratio	0.44			0.58		
Control Delay	18.4			15.4		
Queue Delay	0.0			0.0		
Total Delay	18.4			15.4		
LOS	B			B		
Approach Delay	18.4			15.4		
Approach LOS	B			B		
Queue Length 50th (ft)	110			183		
Queue Length 95th (ft)	160			225		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	1104			2387		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.44			0.58		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0078			

Splits and Phases: 8: Person St (SR 2026) & Peace St

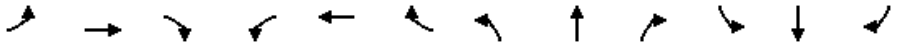


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	13
Future Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Satd. Flow (prot)	0	0	0	1471	3007	0	0	0	0	0	5704	0
Flt Permitted				0.950	0.971							
Satd. Flow (perm)	0	0	0	1471	3007	0	0	0	0	0	5704	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
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
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	172	258	0	0	0	0	0	3014	0
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Minimum Split (s)				22.7	22.7						22.0	
Total Split (s)				25.0	25.0						75.0	
Total Split (%)				25.0%	25.0%						75.0%	
Yellow Time (s)				4.1	4.1						3.0	
All-Red Time (s)				1.6	1.6						1.0	
Lost Time Adjust (s)				-0.7	-0.7						1.0	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				20.0	20.0						70.0	
Actuated g/C Ratio				0.20	0.20						0.70	
v/c Ratio				0.59	0.43						0.75	
Control Delay				45.4	37.6						11.1	
Queue Delay				0.0	0.0						0.7	
Total Delay				45.4	37.6						11.8	
LOS				D	D						B	
Approach Delay					40.7						11.8	
Approach LOS					D						B	
Queue Length 50th (ft)				109	79						309	
Queue Length 95th (ft)				187	120						353	
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												
Base Capacity (vph)				294	601						3993	
Starvation Cap Reductn				0	0						0	
Spillback Cap Reductn				0	0						560	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.59	0.43						0.88	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 53 (53%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1046			

Splits and Phases: 9: Dawson St (US 70-401) & Lane St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Future Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	1349	4260	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	3201	1359	0	0	0	0	0	0	1301	4260	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			20									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			16							12		
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
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	143	72	0	0	0	0	0	0	76	3119	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Minimum Split (s)		17.2	17.2							14.8	14.8	
Total Split (s)		25.0	25.0							75.0	75.0	
Total Split (%)		25.0%	25.0%							75.0%	75.0%	
Yellow Time (s)		3.9	3.9							3.7	3.7	
All-Red Time (s)		1.3	1.3							1.1	1.1	
Lost Time Adjust (s)		-0.2	-0.2							0.2	0.2	
Total Lost Time (s)		5.0	5.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0	20.0							70.0	70.0	
Actuated g/C Ratio		0.20	0.20							0.70	0.70	
v/c Ratio		0.22	0.25							0.08	1.05	
Control Delay		34.6	28.0							2.4	39.5	
Queue Delay		0.0	0.0							0.0	3.4	
Total Delay		34.6	28.0							2.4	43.0	
LOS		C	C							A	D	
Approach Delay		32.4									42.0	
Approach LOS		C									D	
Queue Length 50th (ft)		40	28							6	~847	
Queue Length 95th (ft)		68	68							m9	#944	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		640	287							910	2982	
Starvation Cap Reductn		0	0							0	0	
Spillback Cap Reductn		0	0							0	24	
Storage Cap Reductn		0	0							0	0	
Reduced v/c Ratio		0.22	0.25							0.08	1.05	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 41.4		Intersection LOS: D	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0099			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Dawson St (US 70-401) & Jones St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	129	0	0	0	0	0	2600	80	0	0	0
Future Volume (vph)	157	129	0	0	0	0	0	2600	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3024	0	0	0	0	0	5788	0	0	0	0
Flt Permitted	0.950	0.991										
Satd. Flow (perm)	1256	2954	0	0	0	0	0	5788	0	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)								14				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	71								31			
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
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	144	173	0	0	0	0	0	2978	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	21.1	21.1						19.2				
Total Split (s)	25.0	25.0						75.0				
Total Split (%)	25.0%	25.0%						75.0%				
Yellow Time (s)	3.8	3.8						4.0				
All-Red Time (s)	1.3	1.3						1.2				
Lost Time Adjust (s)	-0.1	-0.1						-0.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	20.0	20.0						70.0				
Actuated g/C Ratio	0.20	0.20						0.70				
v/c Ratio	0.57	0.29						0.73				
Control Delay	43.2	32.2						3.0				
Queue Delay	0.0	0.0						0.6				
Total Delay	43.2	32.2						3.6				
LOS	D	C						A				
Approach Delay		37.2						3.6				
Approach LOS		D						A				
Queue Length 50th (ft)	97	54						57				
Queue Length 95th (ft)	m168	m91						63				
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100											
Base Capacity (vph)	251	590						4055				
Starvation Cap Reductn	0	0						623				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.57	0.29						0.87				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0084			

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

Splits and Phases: 11: McDowell St & Jones St

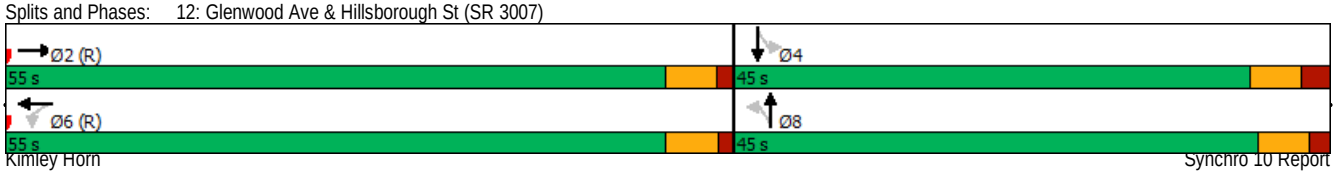


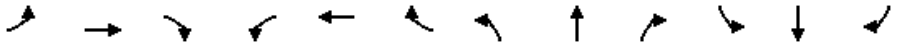
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	5	8	643	143	4	78	4	86	163	48
Future Volume (vph)	0	286	5	8	643	143	4	78	4	86	163	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	1601	3044	0	0	1657	0	0	3071	0
Flt Permitted				0.497				0.987			0.831	
Satd. Flow (perm)	0	1679	0	830	3044	0	0	1638	0	0	2545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			38			3			26	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			7	7		28	5		24	24		5
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	9	873	0	0	95	0	0	330	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Minimum Split (s)		19.0		19.0	19.0		24.0	24.0		24.2	24.2	
Total Split (s)		55.0		55.0	55.0		45.0	45.0		45.0	45.0	
Total Split (%)		55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Yellow Time (s)		3.9		3.9	3.9		3.8	3.8		3.9	3.9	
All-Red Time (s)		1.4		1.3	1.3		1.7	1.7		2.3	2.3	
Lost Time Adjust (s)		-0.3		-0.2	-0.2			-0.5			-1.2	
Total Lost Time (s)		5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		50.0		50.0	50.0			40.0			40.0	
Actuated g/C Ratio		0.50		0.50	0.50			0.40			0.40	
v/c Ratio		0.39		0.02	0.57			0.14			0.32	
Control Delay		17.2		10.6	14.3			27.4			20.0	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		17.2		10.6	14.3			27.4			20.0	
LOS		B		B	B			C			B	
Approach Delay		17.2			14.3			27.4			20.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		122		2	107			37			68	
Queue Length 95th (ft)		188		m8	258			69			103	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840		415	1541			657			1033	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.39		0.02	0.57			0.14			0.32	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 54 (54%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 16.8 Intersection LOS: B
Intersection Capacity Utilization 48.6% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0041
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)

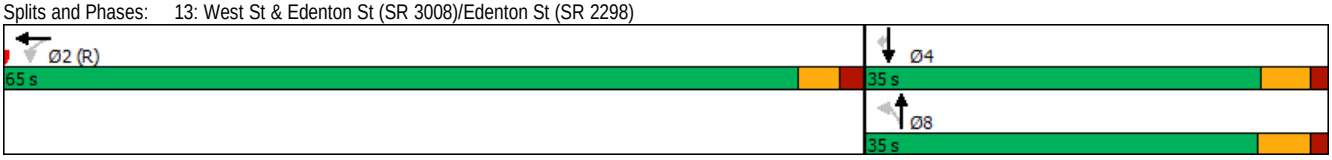


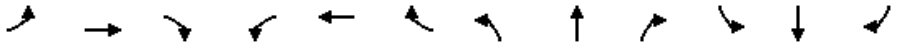


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	55
Future Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4363	0	1609	1693	0	0	1668	1418
Flt Permitted					0.999		0.682					
Satd. Flow (perm)	0	0	0	0	4363	0	1125	1693	0	0	1668	1359
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					61							61
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		25	16					16
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	680	0	31	210	0	0	116	61
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					2			8			4	
Permitted Phases				2			8					4
Minimum Split (s)				21.1	21.1		21.4	21.4			21.2	21.2
Total Split (s)				65.0	65.0		35.0	35.0			35.0	35.0
Total Split (%)				65.0%	65.0%		35.0%	35.0%			35.0%	35.0%
Yellow Time (s)				3.1	3.1		4.0	4.0			3.8	3.8
All-Red Time (s)				2.0	2.0		1.4	1.4			1.4	1.4
Lost Time Adjust (s)					-0.1		-0.4	-0.4			-0.2	-0.2
Total Lost Time (s)					5.0		5.0	5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					60.0		30.0	30.0			30.0	30.0
Actuated g/C Ratio					0.60		0.30	0.30			0.30	0.30
v/c Ratio					0.26		0.09	0.41			0.23	0.14
Control Delay					8.8		26.2	31.0			27.9	7.7
Queue Delay					0.0		0.0	0.0			0.0	0.0
Total Delay					8.8		26.2	31.0			27.9	7.7
LOS					A		C	C			C	A
Approach Delay					8.8			30.4			20.9	
Approach LOS					A			C			C	
Queue Length 50th (ft)					62		14	107			56	0
Queue Length 95th (ft)					82		37	174			101	29
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)							75					
Base Capacity (vph)					2642		337	507			500	450
Starvation Cap Reductn					0		0	0			0	0
Spillback Cap Reductn					0		0	0			0	0
Storage Cap Reductn					0		0	0			0	0
Reduced v/c Ratio					0.26		0.09	0.41			0.23	0.14

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 46 (46%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0298			

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)



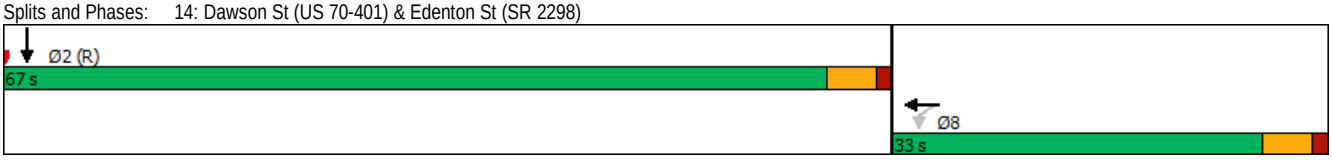


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	177	432	0	0	0	0	0	2726	107
Future Volume (vph)	0	0	0	177	432	0	0	0	0	0	2726	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	275		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4490	0	0	0	0	0	5642	0
Flt Permitted					0.986							
Satd. Flow (perm)	0	0	0	0	4487	0	0	0	0	0	5642	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		376			487			588			488	
Travel Time (s)		7.3			9.5			11.5			9.5	
Confl. Peds. (#/hr)				1								4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	677	0	0	0	0	0	3148	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				17.1	17.1						15.9	
Total Split (s)				33.0	33.0						67.0	
Total Split (%)				33.0%	33.0%						67.0%	
Yellow Time (s)				3.8	3.8						3.7	
All-Red Time (s)				1.3	1.3						1.2	
Lost Time Adjust (s)					-0.1						0.1	
Total Lost Time (s)					5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					28.0						62.0	
Actuated g/C Ratio					0.28						0.62	
v/c Ratio					0.54						0.90	
Control Delay					48.7						7.7	
Queue Delay					0.0						4.4	
Total Delay					48.7						12.1	
LOS					D						B	
Approach Delay					48.7						12.1	
Approach LOS					D						B	
Queue Length 50th (ft)					145						133	
Queue Length 95th (ft)					m184						m100	
Internal Link Dist (ft)		296			407			508			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1256						3503	
Starvation Cap Reductn					0						304	
Spillback Cap Reductn					0						67	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.54						0.98	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0098			

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

Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)

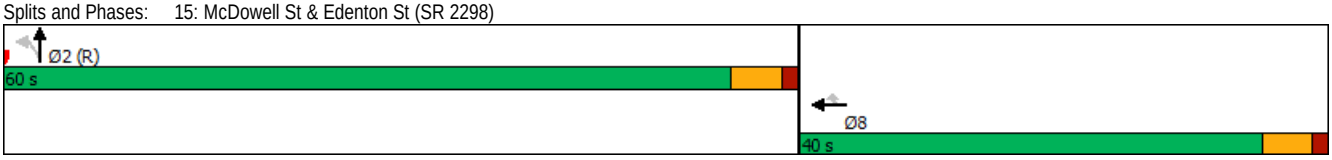


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	532	328	89	2333	0	0	0	0
Future Volume (vph)	0	0	0	0	532	328	89	2333	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	3001	1297	0	5784	0	0	0	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	3001	1126	0	5784	0	0	0	0
Right Turn on Red			Yes			No	No		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		487			488			589			488	
Travel Time (s)		9.5			9.5			11.5			9.5	
Confl. Peds. (#/hr)						49						
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
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	0	627	328	0	2691	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.1	17.1	17.2	17.2				
Total Split (s)					40.0	40.0	60.0	60.0				
Total Split (%)					40.0%	40.0%	60.0%	60.0%				
Yellow Time (s)					3.8	3.8	3.9	3.9				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)					-0.1	-0.1		-0.2				
Total Lost Time (s)					5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					35.0	35.0		55.0				
Actuated g/C Ratio					0.35	0.35		0.55				
v/c Ratio					0.60	0.83		0.85				
Control Delay					13.0	31.5		9.9				
Queue Delay					0.0	0.0		0.1				
Total Delay					13.0	31.5		10.0				
LOS					B	C		B				
Approach Delay					19.4			10.0				
Approach LOS					B			B				
Queue Length 50th (ft)					50	53		84				
Queue Length 95th (ft)					105	#357		108				
Internal Link Dist (ft)		407			408			509			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1050	394		3181				
Starvation Cap Reductn					0	0		24				
Spillback Cap Reductn					0	0		26				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.60	0.83		0.85				

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 68.3% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0085
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

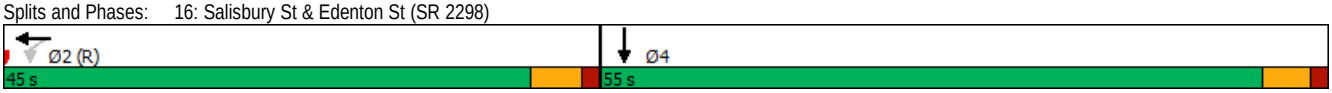
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Future Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	198	703	0	0	0	0	0	626	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Minimum Split (s)				18.3	18.3						19.1	
Total Split (s)				45.0	45.0						55.0	
Total Split (%)				45.0%	45.0%						55.0%	
Yellow Time (s)				3.9	3.9						3.7	
All-Red Time (s)				1.4	1.4						1.4	
Lost Time Adjust (s)				-0.3	-0.3						-0.1	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				40.0	40.0						50.0	
Actuated g/C Ratio				0.40	0.40						0.50	
v/c Ratio				0.31	0.55						0.40	
Control Delay				15.6	19.5						16.0	
Queue Delay				0.9	0.8						0.0	
Total Delay				16.5	20.3						16.0	
LOS				B	C						B	
Approach Delay					19.4						16.0	
Approach LOS					B						B	
Queue Length 50th (ft)				49	105						121	
Queue Length 95th (ft)				56	222						164	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				640	1280						1559	
Starvation Cap Reductn				241	284						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.50	0.71						0.40	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

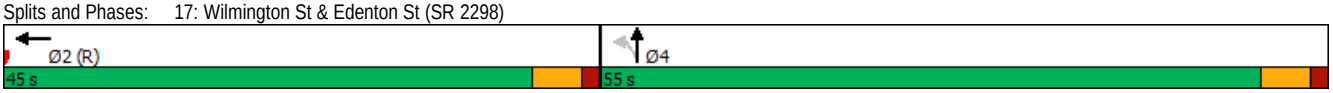
Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	510	50	337	650	0	0	0	0
Future Volume (vph)	0	0	0	0	510	50	337	650	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Satd. Flow (prot)	0	0	0	0	4495	0	1585	3169	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	4495	0	1585	3169	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					20							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	623	0	374	722	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Minimum Split (s)					17.2		18.2	18.2				
Total Split (s)					45.0		55.0	55.0				
Total Split (%)					45.0%		55.0%	55.0%				
Yellow Time (s)					3.8		3.8	3.8				
All-Red Time (s)					1.4		1.4	1.4				
Lost Time Adjust (s)					-0.2		-0.2	-0.2				
Total Lost Time (s)					5.0		5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					40.0		50.0	50.0				
Actuated g/C Ratio					0.40		0.50	0.50				
v/c Ratio					0.34		0.47	0.46				
Control Delay					32.2		16.8	15.3				
Queue Delay					0.0		0.0	0.0				
Total Delay					32.2		16.8	15.3				
LOS					C		B	B				
Approach Delay					32.2			15.8				
Approach LOS					C			B				
Queue Length 50th (ft)					141		219	221				
Queue Length 95th (ft)					179		312	281				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)												
Base Capacity (vph)					1810		792	1584				
Starvation Cap Reductn					0		0	0				
Spillback Cap Reductn					0		0	0				
Storage Cap Reductn					0		0	0				
Reduced v/c Ratio					0.34		0.47	0.46				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 45 (45%), Referenced to phase 2:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 41.3%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2288			

Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)

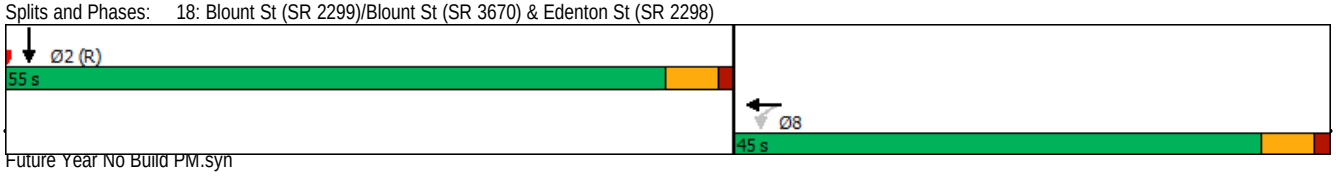


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	220	621	0	0	0	0	0	1404	80
Future Volume (vph)	0	0	0	220	621	0	0	0	0	0	1404	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Satd. Flow (prot)	0	0	0	0	4562	0	0	0	0	0	4549	0
Flt Permitted					0.987							
Satd. Flow (perm)	0	0	0	0	4494	0	0	0	0	0	4549	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				23								18
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	934	0	0	0	0	0	1649	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				17.3	17.3						17.2	
Total Split (s)				45.0	45.0						55.0	
Total Split (%)				45.0%	45.0%						55.0%	
Yellow Time (s)				4.0	4.0						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)					-0.3						-0.2	
Total Lost Time (s)					5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					40.0						50.0	
Actuated g/C Ratio					0.40						0.50	
v/c Ratio					0.52						0.72	
Control Delay					32.4						21.7	
Queue Delay					0.0						0.0	
Total Delay					32.4						21.7	
LOS					C						C	
Approach Delay					32.4						21.7	
Approach LOS					C						C	
Queue Length 50th (ft)					190						287	
Queue Length 95th (ft)					235						345	
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)												
Base Capacity (vph)					1797						2280	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.52						0.72	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 40 (40%), Referenced to phase 2:SBT, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 25.6 Intersection LOS: C
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15
Description: 05-1038

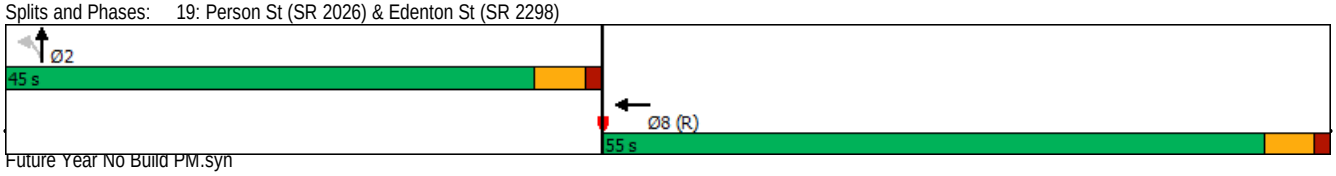
Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	472	131	110	711	0	0	0	0
Future Volume (vph)	0	0	0	0	472	131	110	711	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	4406	0	0	4567	0	0	0	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	0	0	0	4406	0	0	4563	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					79							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		476			578			309			274	
Travel Time (s)		9.3			11.3			6.0			5.3	
Confl. Peds. (#/hr)						4	3					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	670	0	0	912	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					8			2				
Permitted Phases							2					
Minimum Split (s)					19.1		18.2	18.2				
Total Split (s)					55.0		45.0	45.0				
Total Split (%)					55.0%		45.0%	45.0%				
Yellow Time (s)					3.8		3.9	3.9				
All-Red Time (s)					1.3		1.3	1.3				
Lost Time Adjust (s)					-0.1			-0.2				
Total Lost Time (s)					5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					50.0			40.0				
Actuated g/C Ratio					0.50			0.40				
v/c Ratio					0.30			0.50				
Control Delay					13.2			43.9				
Queue Delay					0.0			2.5				
Total Delay					13.2			46.4				
LOS					B			D				
Approach Delay					13.2			46.4				
Approach LOS					B			D				
Queue Length 50th (ft)					76			215				
Queue Length 95th (ft)					102			258				
Internal Link Dist (ft)		396			498			229			194	
Turn Bay Length (ft)												
Base Capacity (vph)					2242			1825				
Starvation Cap Reductn					0			753				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.30			0.85				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 35 (35%), Referenced to phase 8:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 32.3		Intersection LOS: C	
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0074			

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)



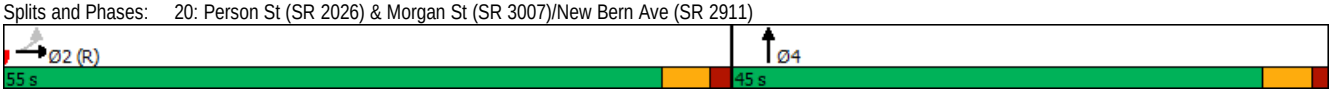


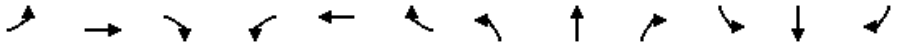
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Future Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1363	4299	0	0	0	0	0	4358	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1349	4299	0	0	0	0	0	4358	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								51				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	6								8			
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
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	114	1155	0	0	0	0	0	903	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	55.0	55.0						45.0				
Total Split (%)	55.0%	55.0%						45.0%				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	50.0	50.0						40.0				
Actuated g/C Ratio	0.50	0.50						0.40				
v/c Ratio	0.17	0.54						0.51				
Control Delay	8.8	9.8						11.7				
Queue Delay	0.1	0.1						0.0				
Total Delay	8.9	9.9						11.7				
LOS	A	A						B				
Approach Delay		9.8						11.7				
Approach LOS		A						B				
Queue Length 50th (ft)	20	80						58				
Queue Length 95th (ft)	m31	93						71				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	674	2149						1773				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	116	123						4				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.20	0.57						0.51				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 72 (72%), Referenced to phase 2:EBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 97.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0073			

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

Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)



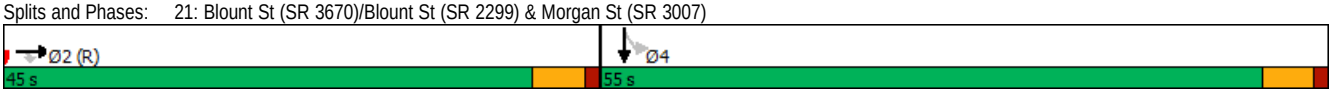


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	884	208	0	0	0	0	0	0	309	909	0
Future Volume (vph)	0	884	208	0	0	0	0	0	0	309	909	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		25	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	0	4540	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3201	1366	0	0	0	0	0	0	0	4505	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			54									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)			14							12		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	982	231	0	0	0	0	0	0	0	1353	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		17.1	17.1							17.1	17.1	
Total Split (s)		45.0	45.0							55.0	55.0	
Total Split (%)		45.0%	45.0%							55.0%	55.0%	
Yellow Time (s)		3.9	3.9							3.9	3.9	
All-Red Time (s)		1.2	1.2							1.2	1.2	
Lost Time Adjust (s)		-0.1	-0.1								-0.1	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		40.0	40.0								50.0	
Actuated g/C Ratio		0.40	0.40								0.50	
v/c Ratio		0.77	0.40								0.60	
Control Delay		35.6	23.4								32.9	
Queue Delay		0.7	0.0								0.0	
Total Delay		36.3	23.4								32.9	
LOS		D	C								C	
Approach Delay		33.9									32.9	
Approach LOS		C									C	
Queue Length 50th (ft)		337	106								277	
Queue Length 95th (ft)		402	m170								329	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			25									
Base Capacity (vph)		1280	578								2252	
Starvation Cap Reductn		93	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.83	0.40								0.60	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 66 (66%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 33.3		Intersection LOS: C	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1037			

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

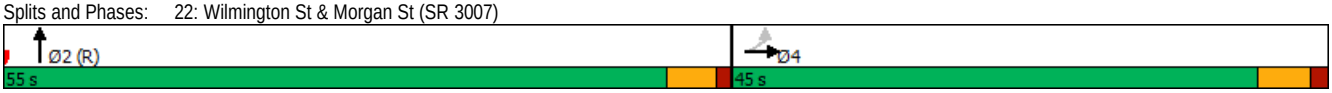
Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)

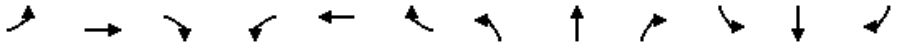


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	814	0	0	0	0	0	837	272	0	0	0
Future Volume (vph)	70	814	0	0	0	0	0	837	272	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			2%			0%	
Satd. Flow (prot)	1609	3217	0	0	0	0	0	4306	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1557	3217	0	0	0	0	0	4306	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								53				
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		228			499			479			591	
Travel Time (s)		4.4			9.7			9.3			16.1	
Confl. Peds. (#/hr)	15								20			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	904	0	0	0	0	0	1232	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	19.4	19.4						19.0				
Total Split (s)	45.0	45.0						55.0				
Total Split (%)	45.0%	45.0%						55.0%				
Yellow Time (s)	4.0	4.0						3.7				
All-Red Time (s)	1.4	1.4						1.3				
Lost Time Adjust (s)	-0.4	-0.4						0.0				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	40.0	40.0						50.0				
Actuated g/C Ratio	0.40	0.40						0.50				
v/c Ratio	0.13	0.70						0.57				
Control Delay	19.7	28.7						24.8				
Queue Delay	0.0	0.0						0.0				
Total Delay	19.7	28.7						24.8				
LOS	B	C						C				
Approach Delay		28.0						24.8				
Approach LOS		C						C				
Queue Length 50th (ft)	31	248						252				
Queue Length 95th (ft)	62	321						297				
Internal Link Dist (ft)		148			419			399			511	
Turn Bay Length (ft)												
Base Capacity (vph)	622	1286						2179				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						40				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.13	0.70						0.58				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 100			

Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)



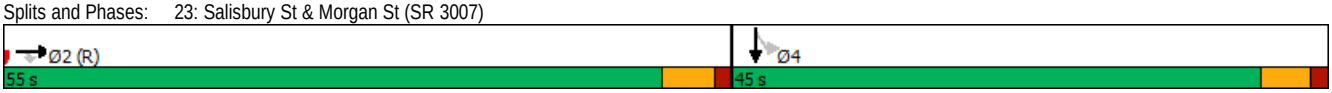


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	586	58	0	0	0	0	0	0	327	478	0
Future Volume (vph)	0	586	58	0	0	0	0	0	0	327	478	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		25	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1425	0	0	0	0	0	0	1609	3217	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	3185	1309	0	0	0	0	0	0	1522	3217	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			33							27		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	64	0	0	0	0	0	0	363	531	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		19.4	19.4							20.2	20.2	
Total Split (s)		55.0	55.0							45.0	45.0	
Total Split (%)		55.0%	55.0%							45.0%	45.0%	
Yellow Time (s)		4.0	4.0							3.8	3.8	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)		-0.4	-0.4							-0.2	-0.2	
Total Lost Time (s)		5.0	5.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		50.0	50.0							40.0	40.0	
Actuated g/C Ratio		0.50	0.50							0.40	0.40	
v/c Ratio		0.41	0.10							0.60	0.41	
Control Delay		6.3	5.6							24.7	18.6	
Queue Delay		0.0	0.0							0.0	0.0	
Total Delay		6.3	5.6							24.7	18.6	
LOS		A	A							C	B	
Approach Delay		6.3									21.0	
Approach LOS		A									C	
Queue Length 50th (ft)		38	7							199	86	
Queue Length 95th (ft)		51	m10							296	130	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			25							125		
Base Capacity (vph)		1592	654							608	1286	
Starvation Cap Reductn		0	0							0	0	
Spillback Cap Reductn		0	0							0	0	
Storage Cap Reductn		0	0							0	0	
Reduced v/c Ratio		0.41	0.10							0.60	0.41	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			

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

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	535	0	0	0	0	0	2128	175	0	0	0
Future Volume (vph)	204	535	0	0	0	0	0	2128	175	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Satd. Flow (prot)	1457	3060	0	0	0	0	0	5622	0	0	0	0
Flt Permitted	0.950	0.998										
Satd. Flow (perm)	1336	3052	0	0	0	0	0	5622	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								33				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	36								45			
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
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	207	614	0	0	0	0	0	2558	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	18.0	18.0						17.1				
Total Split (s)	33.0	33.0						67.0				
Total Split (%)	33.0%	33.0%						67.0%				
Yellow Time (s)	3.2	3.2						3.8				
All-Red Time (s)	1.8	1.8						1.3				
Lost Time Adjust (s)	0.0	0.0						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	28.0	28.0						62.0				
Actuated g/C Ratio	0.28	0.28						0.62				
v/c Ratio	0.55	0.72						0.73				
Control Delay	25.4	25.0						7.0				
Queue Delay	0.0	0.0						0.2				
Total Delay	25.4	25.0						7.2				
LOS	C	C						A				
Approach Delay		25.1						7.2				
Approach LOS		C						A				
Queue Length 50th (ft)	69	104						98				
Queue Length 95th (ft)	m70	m103						120				
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)												
Base Capacity (vph)	374	854						3498				
Starvation Cap Reductn	0	0						238				
Spillback Cap Reductn	0	0						37				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.55	0.72						0.78				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 79 (79%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 124.5%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)

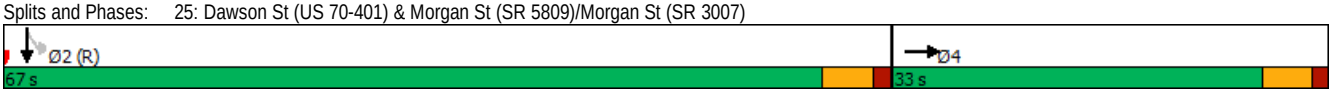




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	588	197	0	0	0	0	0	0	101	2723	136
Future Volume (vph)	0	588	197	0	0	0	0	0	0	101	2723	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Satd. Flow (prot)	0	2987	0	0	0	0	0	0	0	0	5707	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	2987	0	0	0	0	0	0	0	0	5702	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)											18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			28							11		32
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	872	0	0	0	0	0	0	0	0	3289	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.1								18.3	18.3	
Total Split (s)		33.0								67.0	67.0	
Total Split (%)		33.0%								67.0%	67.0%	
Yellow Time (s)		3.8								3.9	3.9	
All-Red Time (s)		1.3								1.4	1.4	
Lost Time Adjust (s)		-0.1									-0.3	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		28.0									62.0	
Actuated g/C Ratio		0.28									0.62	
v/c Ratio		1.04									0.93	
Control Delay		79.1									8.1	
Queue Delay		0.0									0.2	
Total Delay		79.1									8.3	
LOS		E									A	
Approach Delay		79.1									8.3	
Approach LOS		E									A	
Queue Length 50th (ft)		~318									74	
Queue Length 95th (ft)		#441									83	
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												
Base Capacity (vph)		836									3542	
Starvation Cap Reductn		0									24	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		1.04									0.93	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0096			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)

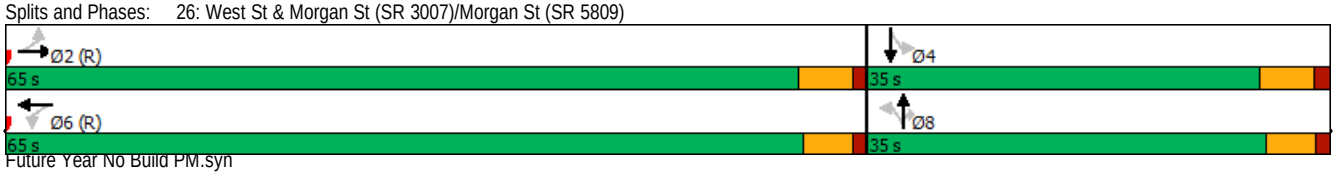


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	545	27	10	64	12	33	42	35	27	27	7
Future Volume (vph)	16	545	27	10	64	12	33	42	35	27	27	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Satd. Flow (prot)	0	3217	0	0	1617	0	0	1631	1418	1617	1637	0
Flt Permitted		0.948			0.929			0.880		0.702		
Satd. Flow (perm)	0	3050	0	0	1510	0	0	1462	1380	1179	1637	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			13				39		8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			485			193	
Travel Time (s)		10.3			5.4			9.4			3.8	
Confl. Peds. (#/hr)	9		5	5		9	3		7	7		3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	654	0	0	95	0	0	84	39	30	38	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Minimum Split (s)	17.2	17.2		18.9	18.9		19.0	19.0	19.0	21.4	21.4	
Total Split (s)	65.0	65.0		65.0	65.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	65.0%	65.0%		65.0%	65.0%		35.0%	35.0%	35.0%	35.0%	35.0%	
Yellow Time (s)	4.1	4.1		3.8	3.8		3.8	3.8	3.8	4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.2	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)		-0.2			0.1			0.0	0.0	-0.4	-0.4	
Total Lost Time (s)		5.0			5.0			5.0	5.0	5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		60.0			60.0			30.0	30.0	30.0	30.0	
Actuated g/C Ratio		0.60			0.60			0.30	0.30	0.30	0.30	
v/c Ratio		0.36			0.10			0.19	0.09	0.08	0.08	
Control Delay		9.0			7.7			27.5	8.8	26.1	21.6	
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	
Total Delay		9.0			7.7			27.5	8.8	26.1	21.6	
LOS		A			A			C	A	C	C	
Approach Delay		9.0			7.7			21.6			23.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		74			20			40	0	14	14	
Queue Length 95th (ft)		95			42			78	24	36	38	
Internal Link Dist (ft)		448			197			405			113	
Turn Bay Length (ft)												
Base Capacity (vph)		1833			911			438	441	353	496	
Starvation Cap Reductn		0			0			0	0	0	0	
Spillback Cap Reductn		0			0			0	0	0	0	
Storage Cap Reductn		0			0			0	0	0	0	
Reduced v/c Ratio		0.36			0.10			0.19	0.09	0.08	0.08	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 55.7% ICU Level of Service B
Analysis Period (min) 15
Description: 05-0014

Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)

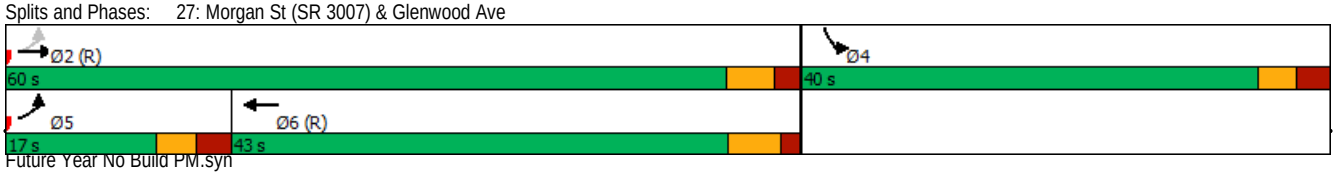


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	435	79	42	225	58
Future Volume (vph)	75	435	79	42	225	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3100	1580	0	3047	0
Flt Permitted		0.884			0.962	
Satd. Flow (perm)	0	2752	1580	0	2986	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			31		36	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	6			6	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	566	135	0	314	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Minimum Split (s)	12.6	15.6	16.5		19.6	
Total Split (s)	17.0	60.0	43.0		40.0	
Total Split (%)	17.0%	60.0%	43.0%		40.0%	
Yellow Time (s)	3.0	3.6	3.9		3.0	
All-Red Time (s)	2.6	2.0	1.6		2.6	
Lost Time Adjust (s)		-0.6	-0.5		-0.6	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)		55.0	38.0		35.0	
Actuated g/C Ratio		0.55	0.38		0.35	
v/c Ratio		0.36	0.22		0.29	
Control Delay		13.2	17.4		22.8	
Queue Delay		0.0	0.0		0.0	
Total Delay		13.2	17.4		22.8	
LOS		B	B		C	
Approach Delay		13.2	17.4		22.8	
Approach LOS		B	B		C	
Queue Length 50th (ft)		98	39		51	
Queue Length 95th (ft)		134	106		93	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1555	619		1089	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.36	0.22		0.29	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 46.6% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0120

Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	149	58	72	140	23	34	45	112	84	30	53
Future Volume (vph)	35	149	58	72	140	23	34	45	112	84	30	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1563	0	0	1521	0	0	1617	0	0	1738	0
Flt Permitted		0.993			0.985			0.991			0.975	
Satd. Flow (perm)	0	1563	0	0	1521	0	0	1617	0	0	1738	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		298			763			489			485	
Travel Time (s)		5.8			14.9			9.5			9.4	
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%	26%	2%	17%	27%	2%	2%	2%	11%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	262	0	0	212	0	0	185	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		



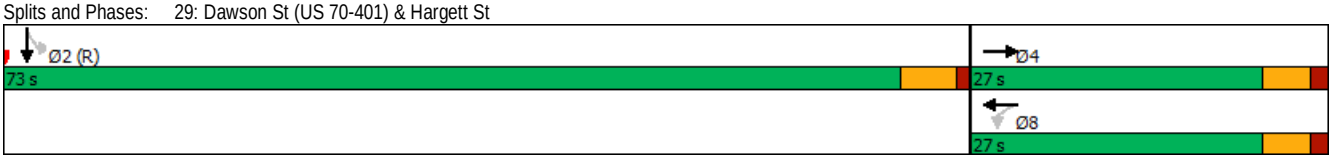
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	120	94	159	156	0	0	0	0	66	2718	82
Future Volume (vph)	0	120	94	159	156	0	0	0	0	66	2718	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1236	0	1577	1459	0	0	0	0	0	5813	0
Flt Permitted				0.422							0.999	
Satd. Flow (perm)	0	1236	0	668	1459	0	0	0	0	0	5776	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		763			484			490			482	
Travel Time (s)		14.9			9.4			9.5			9.4	
Confl. Peds. (#/hr)			44	44						56		24
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%	21%	27%	2%	16%	2%	2%	2%	2%	2%	2%	30%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	177	173	0	0	0	0	0	3184	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		21.1		17.1	17.1					15.4	15.4	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.7		3.7	3.7					4.2	4.2	
All-Red Time (s)		1.4		1.4	1.4					1.2	1.2	
Lost Time Adjust (s)		-0.1		-0.1	-0.1						-0.4	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0		22.0	22.0						68.0	
Actuated g/C Ratio		0.22		0.22	0.22						0.68	
v/c Ratio		0.87		1.21	0.54						0.81	
Control Delay		68.1		167.9	27.2						3.0	
Queue Delay		0.0		0.0	0.0						0.2	
Total Delay		68.1		167.9	27.2						3.2	
LOS		E		F	C						A	
Approach Delay		68.1			98.4						3.2	
Approach LOS		E			F						A	
Queue Length 50th (ft)		145		~143	52						62	
Queue Length 95th (ft)		#286		#260	90						m73	
Internal Link Dist (ft)		683			404			410			402	
Turn Bay Length (ft)				175								
Base Capacity (vph)		273		146	320						3931	
Starvation Cap Reductn		0		0	0						175	
Spillback Cap Reductn		0		0	0						92	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.87		1.21	0.54						0.85	

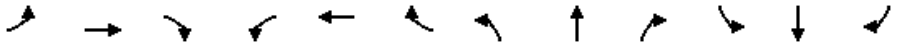
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0095			

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

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

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St



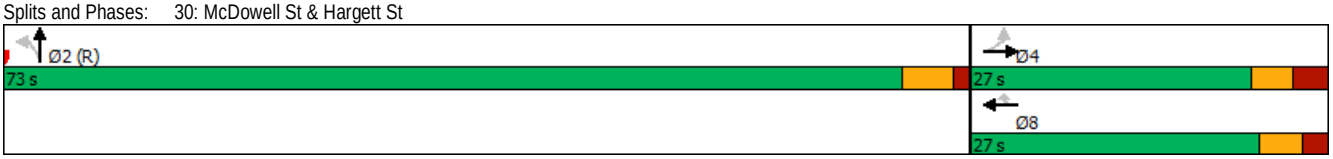


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	147	0	0	181	153	125	1962	58	0	0	0
Future Volume (vph)	86	147	0	0	181	153	125	1962	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1247	1660	0	0	1685	1432	1347	4512	0	0	0	0
Flt Permitted	0.494						0.950					
Satd. Flow (perm)	562	1660	0	0	1685	1097	1322	4512	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								9				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	83					83	4		37			
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 (%)	29%	2%	2%	2%	2%	2%	20%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	163	0	0	201	170	139	2244	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.9	18.9			16.3	16.3	16.2	16.2				
Total Split (s)	27.0	27.0			27.0	27.0	73.0	73.0				
Total Split (%)	27.0%	27.0%			27.0%	27.0%	73.0%	73.0%				
Yellow Time (s)	3.1	3.1			3.2	3.2	3.8	3.8				
All-Red Time (s)	2.8	2.8			2.1	2.1	1.4	1.4				
Lost Time Adjust (s)	-0.9	-0.9			-0.3	-0.3	-0.2	-0.2				
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	22.0	22.0			22.0	22.0	68.0	68.0				
Actuated g/C Ratio	0.22	0.22			0.22	0.22	0.68	0.68				
v/c Ratio	0.78	0.45			0.54	0.71	0.15	0.73				
Control Delay	76.9	46.0			43.0	55.5	3.0	5.8				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.1				
Total Delay	76.9	46.0			43.0	55.5	3.0	5.9				
LOS	E	D			D	E	A	A				
Approach Delay		57.4			48.7			5.7				
Approach LOS		E			D			A				
Queue Length 50th (ft)	55	90			127	111	14	89				
Queue Length 95th (ft)	m#77	m117			200	#202	m19	m97				
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125	100					
Base Capacity (vph)	123	365			370	241	898	3071				
Starvation Cap Reductn	0	0			0	0	0	147				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.78	0.45			0.54	0.71	0.15	0.77				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 71 (71%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0088			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 30: McDowell St & Hargett St



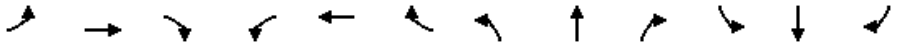
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	38	33	166	0	0	0	0	47	523	61
Future Volume (vph)	0	122	38	33	166	0	0	0	0	47	523	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1579	0	0	1655	0	0	0	0	0	3073	0
Flt Permitted					0.928						0.996	
Satd. Flow (perm)	0	1579	0	0	1532	0	0	0	0	0	3058	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17									18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			39	39						18		58
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	221	0	0	0	0	0	701	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		19.1		19.1	19.1					19.3	19.3	
Total Split (s)		40.0		40.0	40.0					60.0	60.0	
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8		3.8	3.8					3.9	3.9	
All-Red Time (s)		1.3		1.3	1.3					1.4	1.4	
Lost Time Adjust (s)		-0.1			-0.1						-0.3	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	
Actuated g/C Ratio		0.35			0.35						0.55	
v/c Ratio		0.32			0.41						0.41	
Control Delay		22.1			27.6						7.1	
Queue Delay		0.0			0.0						0.0	
Total Delay		22.1			27.6						7.1	
LOS		C			C						A	
Approach Delay		22.1			27.6						7.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		93			106						24	
Queue Length 95th (ft)		m151			173						33	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		563			536						1690	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.32			0.41						0.41	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 56.1% ICU Level of Service B
Analysis Period (min) 15
Description: 081
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: Salisbury St & Hargett St



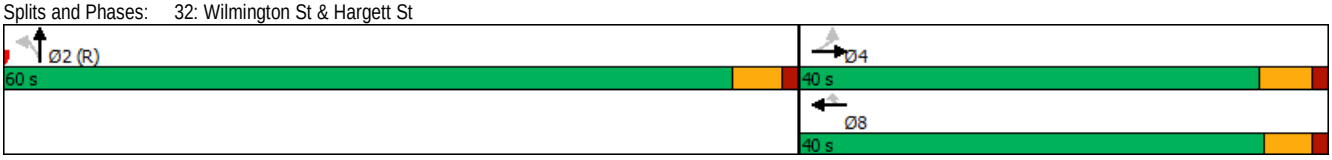


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	105	0	0	101	65	104	629	110	0	0	0
Future Volume (vph)	39	105	0	0	101	65	104	629	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1671	0	0	1651	1404	0	2953	0	0	0	0
Flt Permitted		0.902						0.994				
Satd. Flow (perm)	0	1421	0	0	1651	971	0	2772	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						72		26				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	145					145	139		100			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	112	72	0	937	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.3	18.3			19.0	19.0	19.1	19.1				
Total Split (s)	40.0	40.0			40.0	40.0	60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%	40.0%	60.0%	60.0%				
Yellow Time (s)	4.0	4.0			3.7	3.7	3.8	3.8				
All-Red Time (s)	1.3	1.3			1.3	1.3	1.3	1.3				
Lost Time Adjust (s)		-0.3			0.0	0.0		-0.1				
Total Lost Time (s)		5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0	35.0		55.0				
Actuated g/C Ratio		0.35			0.35	0.35		0.55				
v/c Ratio		0.32			0.19	0.19		0.61				
Control Delay		26.1			17.0	5.1		8.6				
Queue Delay		0.0			0.0	0.0		0.1				
Total Delay		26.1			17.0	5.1		8.7				
LOS		C			B	A		A				
Approach Delay		26.1			12.4			8.7				
Approach LOS		C			B			A				
Queue Length 50th (ft)		74			35	5		62				
Queue Length 95th (ft)		129			73	m20		78				
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150						
Base Capacity (vph)		497			577	386		1536				
Starvation Cap Reductn		0			0	0		61				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.32			0.19	0.19		0.64				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 13 (13%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 101			

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

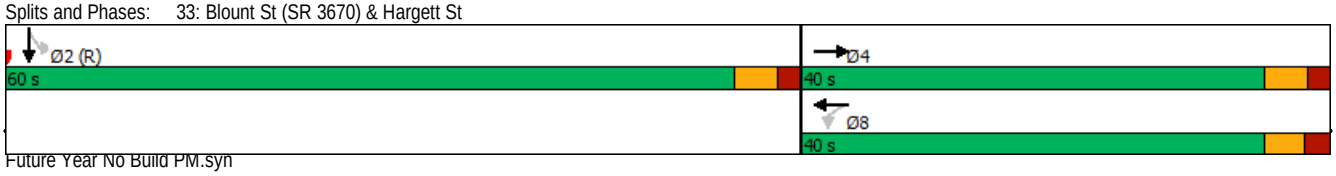
Splits and Phases: 32: Wilmington St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	97	73	36	87	0	0	0	0	21	1105	76
Future Volume (vph)	0	97	73	36	87	0	0	0	0	21	1105	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Satd. Flow (prot)	0	1595	0	0	1645	0	0	0	0	0	4576	0
Flt Permitted					0.877						0.999	
Satd. Flow (perm)	0	1595	0	0	1463	0	0	0	0	0	4555	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42									17	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										65		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	137	0	0	0	0	0	1335	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		17.1		18.1	18.1					17.1	17.1	
Total Split (s)		40.0		40.0	40.0					60.0	60.0	
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.3		3.1	3.1					3.3	3.3	
All-Red Time (s)		1.8		2.0	2.0					1.8	1.8	
Lost Time Adjust (s)		-0.1			-0.1						-0.1	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	
Actuated g/C Ratio		0.35			0.35						0.55	
v/c Ratio		0.32			0.27						0.53	
Control Delay		19.8			20.5						8.8	
Queue Delay		0.0			0.0						0.3	
Total Delay		19.8			20.5						9.1	
LOS		B			C						A	
Approach Delay		19.8			20.5						9.1	
Approach LOS		B			C						A	
Queue Length 50th (ft)		50			45						148	
Queue Length 95th (ft)		87			71						187	
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												
Base Capacity (vph)		585			512						2512	
Starvation Cap Reductn		0			0						495	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.32			0.27						0.66	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1350			

Splits and Phases: 33: Blount St (SR 3670) & Hargett St

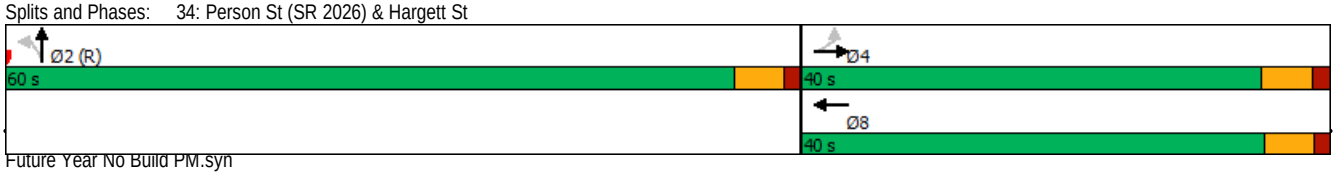


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Future Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1433	0	0	4518	0	0	0	0
Flt Permitted		0.869						0.996				
Satd. Flow (perm)	0	1360	0	0	1433	0	0	4434	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			7				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	147					147	52					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	168	0	0	865	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.3	17.3			17.1		17.1	17.1				
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%				
Yellow Time (s)	3.9	3.9			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.3		1.3	1.3				
Lost Time Adjust (s)		-0.3			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.33			0.32			0.35				
Control Delay		14.7			22.1			5.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.7			22.1			5.5				
LOS		B			C			A				
Approach Delay		14.7			22.1			5.5				
Approach LOS		B			C			A				
Queue Length 50th (ft)		39			65			35				
Queue Length 95th (ft)		62			119			43				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		476			518			2441				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.33			0.32			0.35				

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 9.1 Intersection LOS: A
Intersection Capacity Utilization 49.5% ICU Level of Service A
Analysis Period (min) 15
Description: 05-1355

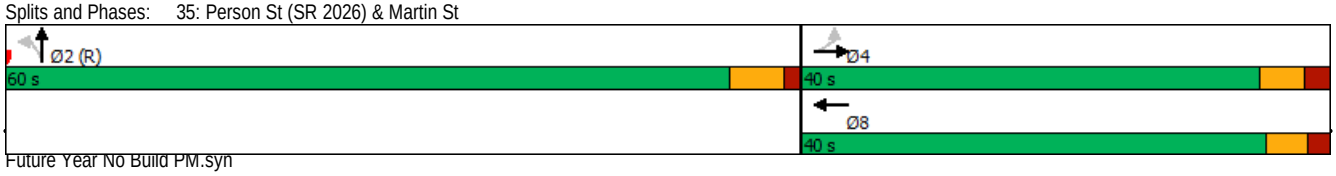
Splits and Phases: 34: Person St (SR 2026) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Future Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1449	0	0	3198	0	0	0	0
Flt Permitted		0.875						0.995				
Satd. Flow (perm)	0	1401	0	0	1449	0	0	3198	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32			3				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	86					86			31			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	114	0	0	826	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.4	17.4			17.9		17.4	17.4				
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%				
Yellow Time (s)	3.3	3.3			3.1		4.1	4.1				
All-Red Time (s)	2.1	2.1			1.8		1.3	1.3				
Lost Time Adjust (s)		-0.4			0.1			-0.4				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.36			0.22			0.47				
Control Delay		40.0			17.6			14.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		40.0			17.6			14.7				
LOS		D			B			B				
Approach Delay		40.0			17.6			14.7				
Approach LOS		D			B			B				
Queue Length 50th (ft)		108			36			158				
Queue Length 95th (ft)		177			77			206				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		490			527			1760				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.36			0.22			0.47				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 12 (12%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1354			

Splits and Phases: 35: Person St (SR 2026) & Martin St

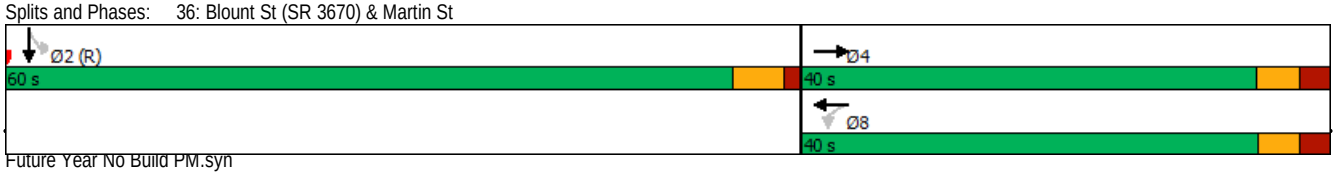


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	96	49	64	0	0	0	0	76	1055	72
Future Volume (vph)	0	122	96	49	64	0	0	0	0	76	1055	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Satd. Flow (prot)	0	1593	0	0	1649	0	0	0	0	0	4545	0
Flt Permitted					0.795						0.997	
Satd. Flow (perm)	0	1593	0	0	1339	0	0	0	0	0	4464	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44									16	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			475			495	
Travel Time (s)		13.5			13.1			10.8			11.3	
Confl. Peds. (#/hr)										68		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	243	0	0	125	0	0	0	0	0	1336	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		18.7		18.6	18.6					17.2	17.2	
Total Split (s)		40.0		40.0	40.0					60.0	60.0	
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.3		3.2	3.2					3.9	3.9	
All-Red Time (s)		2.4		2.4	2.4					1.3	1.3	
Lost Time Adjust (s)		-0.7			-0.6						-0.2	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	
Actuated g/C Ratio		0.35			0.35						0.55	
v/c Ratio		0.41			0.27						0.54	
Control Delay		20.7			31.6						5.6	
Queue Delay		0.0			0.0						0.0	
Total Delay		20.7			31.6						5.6	
LOS		C			C						A	
Approach Delay		20.7			31.6						5.6	
Approach LOS		C			C						A	
Queue Length 50th (ft)		111			71						45	
Queue Length 95th (ft)		189			126						46	
Internal Link Dist (ft)		416			401			395			415	
Turn Bay Length (ft)												
Base Capacity (vph)		586			468						2462	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.41			0.27						0.54	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 59.0% ICU Level of Service B
Analysis Period (min) 15
Description: 05-1349

Splits and Phases: 36: Blount St (SR 3670) & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	113	0	0	62	54	131	611	77	0	0	0
Future Volume (vph)	40	113	0	0	62	54	131	611	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-4%			2%			0%	
Satd. Flow (prot)	0	1655	0	0	1406	0	0	3057	0	0	0	0
Flt Permitted		0.900						0.992				
Satd. Flow (perm)	0	1425	0	0	1406	0	0	2869	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					48			18				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		170			496			477			494	
Travel Time (s)		3.3			9.7			9.3			9.6	
Confl. Peds. (#/hr)	120					120	115		23			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	129	0	0	911	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	19.1	19.1			19.1		20.1	20.1				
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%				
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7				
All-Red Time (s)	1.3	1.3			1.3		1.4	1.4				
Lost Time Adjust (s)		-0.1			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.34			0.25			0.57				
Control Delay		26.4			26.5			11.0				
Queue Delay		0.0			0.0			0.1				
Total Delay		26.4			26.5			11.1				
LOS		C			C			B				
Approach Delay		26.4			26.5			11.1				
Approach LOS		C			C			B				
Queue Length 50th (ft)		79			53			78				
Queue Length 95th (ft)		136			107			213				
Internal Link Dist (ft)		90			416			397			414	
Turn Bay Length (ft)												
Base Capacity (vph)		498			523			1586				
Starvation Cap Reductn		0			0			108				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.34			0.25			0.62				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 102			

Splits and Phases: 37: Wilmington St & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	107	80	39	191	0	0	0	0	60	571	31
Future Volume (vph)	0	107	80	39	191	0	0	0	0	60	571	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1635	1389	0	1680	0	0	0	0	0	3157	0
Flt Permitted					0.934						0.995	
Satd. Flow (perm)	0	1635	1279	0	1566	0	0	0	0	0	3123	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89								8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			32	32						33		36
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	89	0	255	0	0	0	0	0	735	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Minimum Split (s)		19.3	19.3	19.3	19.3					19.3	19.3	
Total Split (s)		40.0	40.0	40.0	40.0					60.0	60.0	
Total Split (%)		40.0%	40.0%	40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.3	1.3	1.3	1.3					1.3	1.3	
Lost Time Adjust (s)		-0.3	-0.3		-0.3						-0.3	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0	35.0		35.0						55.0	
Actuated g/C Ratio		0.35	0.35		0.35						0.55	
v/c Ratio		0.21	0.18		0.47						0.43	
Control Delay		30.6	18.2		28.7						5.8	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		30.6	18.2		28.7						5.8	
LOS		C	B		C						A	
Approach Delay		25.3			28.7						5.8	
Approach LOS		C			C						A	
Queue Length 50th (ft)		68	16		125						43	
Queue Length 95th (ft)		m112	m60		200						53	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		572	505		548						1721	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.21	0.18		0.47						0.43	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: Salisbury St & Martin St



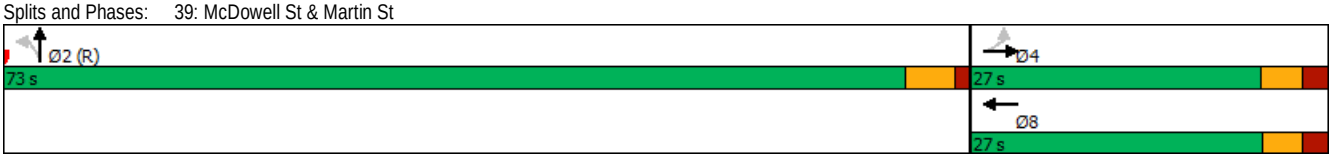


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	139	0	0	106	165	82	1777	64	0	0	0
Future Volume (vph)	81	139	0	0	106	165	82	1777	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1526	1685	0	0	1295	0	0	4451	0	0	0	0
Flt Permitted	0.297							0.998				
Satd. Flow (perm)	433	1685	0	0	1295	0	0	4451	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18			11				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	104					104			37			
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 (%)	7%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	154	0	0	301	0	0	2136	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	15.2	15.2			18.1		16.0	16.0				
Total Split (s)	27.0	27.0			27.0		73.0	73.0				
Total Split (%)	27.0%	27.0%			27.0%		73.0%	73.0%				
Yellow Time (s)	3.2	3.2			3.1		3.7	3.7				
All-Red Time (s)	2.0	2.0			2.0		1.3	1.3				
Lost Time Adjust (s)	-0.2	-0.2			-0.1			0.0				
Total Lost Time (s)	5.0	5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	22.0	22.0			22.0			68.0				
Actuated g/C Ratio	0.22	0.22			0.22			0.68				
v/c Ratio	0.95	0.42			1.01			0.70				
Control Delay	126.9	45.4			91.1			4.9				
Queue Delay	0.0	0.0			0.0			0.1				
Total Delay	126.9	45.4			91.1			4.9				
LOS	F	D			F			A				
Approach Delay		75.5			91.1			4.9				
Approach LOS		E			F			A				
Queue Length 50th (ft)	58	89			~199			95				
Queue Length 95th (ft)	#161	153			#367			105				
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)	100											
Base Capacity (vph)	95	370			298			3030				
Starvation Cap Reductn	0	0			0			106				
Spillback Cap Reductn	0	0			0			29				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.95	0.42			1.01			0.73				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 65 (65%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 90.1%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0089			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 39: McDowell St & Martin St



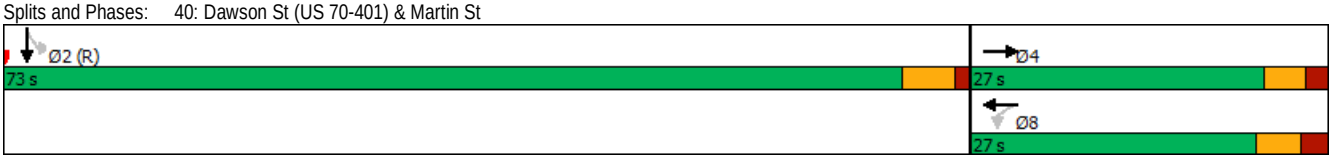


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	81	76	121	74	0	0	0	0	99	2720	37
Future Volume (vph)	0	81	76	121	74	0	0	0	0	99	2720	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1451	0	1617	1607	0	0	0	0	1601	4579	0
Flt Permitted				0.549						0.950		
Satd. Flow (perm)	0	1451	0	915	1607	0	0	0	0	1515	4579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			13	13						15		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%	7%	8%	2%	8%	2%	2%	2%	2%	2%	2%	16%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	134	82	0	0	0	0	110	3063	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		17.9		21.5	21.5					19.2	19.2	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.1		3.3	3.3					3.9	3.9	
All-Red Time (s)		1.8		2.2	2.2					1.3	1.3	
Lost Time Adjust (s)		0.1		-0.5	-0.5					-0.2	-0.2	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0		22.0	22.0					68.0	68.0	
Actuated g/C Ratio		0.22		0.22	0.22					0.68	0.68	
v/c Ratio		0.54		0.67	0.23					0.11	0.98	
Control Delay		41.5		34.3	23.0					3.5	15.4	
Queue Delay		0.0		0.0	0.0					0.0	7.2	
Total Delay		41.5		34.3	23.0					3.5	22.6	
LOS		D		C	C					A	C	
Approach Delay		41.5			30.0						21.9	
Approach LOS		D			C						C	
Queue Length 50th (ft)		98		47	27					10	123	
Queue Length 95th (ft)		168		m62	m32					m14	m#796	
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												
Base Capacity (vph)		320		201	353					1030	3115	
Starvation Cap Reductn		0		0	0					0	0	
Spillback Cap Reductn		0		0	0					0	97	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.54		0.67	0.23					0.11	1.01	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 78 (78%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 90.1%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-1047			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 40: Dawson St (US 70-401) & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	24	87	0	30	30	146	6	24
Future Volume (vph)	0	0	0	6	24	87	0	30	30	146	6	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	1538	0	0	1736	0	0	1673	0
Flt Permitted					0.997						0.960	
Satd. Flow (perm)	0	0	0	0	1538	0	0	1736	0	0	1673	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			489	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	2%	2%	14%	2%	2%	2%	8%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	131	0	0	66	0	0	196	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	88	204	52	0	0	0	0	86	2561	26
Future Volume (vph)	0	41	88	204	52	0	0	0	0	86	2561	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1499	0	1577	1660	0	0	0	0	0	4540	0
Flt Permitted				0.611							0.998	
Satd. Flow (perm)	0	1499	0	1014	1660	0	0	0	0	0	4532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										14		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	227	58	0	0	0	0	0	2971	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Minimum Split (s)		18.1		17.8	17.8					17.0	17.0	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.1		3.1	3.1					3.8	3.8	
All-Red Time (s)		2.0		1.7	1.7					1.2	1.2	
Lost Time Adjust (s)		-0.1		0.2	0.2						0.0	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0		22.0	22.0						68.0	
Actuated g/C Ratio		0.22		0.22	0.22						0.68	
v/c Ratio		0.43		1.02	0.16						0.96	
Control Delay		37.7		86.0	14.7						9.9	
Queue Delay		0.0		0.0	0.0						5.6	
Total Delay		37.7		86.0	14.7						15.4	
LOS		D		F	B						B	
Approach Delay		37.7			71.5						15.4	
Approach LOS		D			E						B	
Queue Length 50th (ft)		78		~161	16						117	
Queue Length 95th (ft)		138		m#312	m26						m119	
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								
Base Capacity (vph)		332		223	365						3082	
Starvation Cap Reductn		0		0	0						115	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.43		1.02	0.16						1.00	

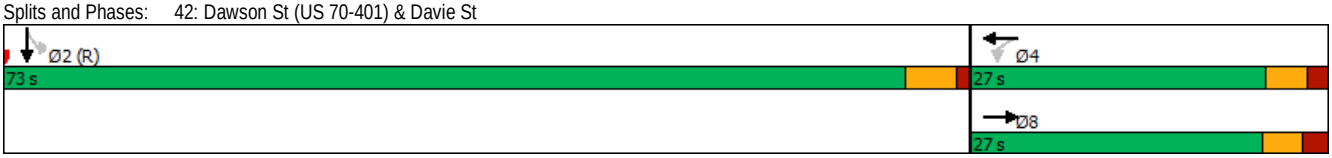
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 81 (81%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-1045			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 42: Dawson St (US 70-401) & Davie St



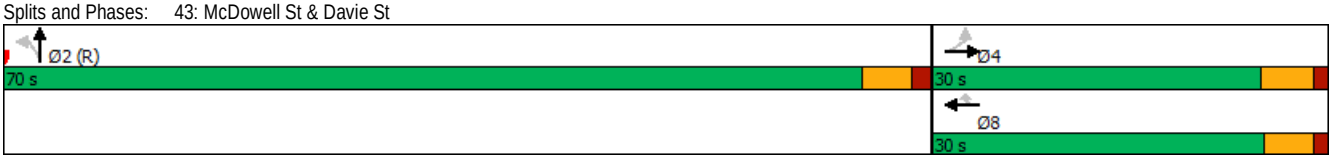


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	186	0	0	209	208	60	1728	25	0	0	0
Future Volume (vph)	88	186	0	0	209	208	60	1728	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4498	0	0	0	0
Flt Permitted	0.464							0.998				
Satd. Flow (perm)	657	1693	0	0	1676	972	0	4498	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						25		4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	132					132			233			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	207	0	0	232	231	0	2015	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	17.2	17.2			16.0	16.0	17.3	17.3				
Total Split (s)	30.0	30.0			30.0	30.0	70.0	70.0				
Total Split (%)	30.0%	30.0%			30.0%	30.0%	70.0%	70.0%				
Yellow Time (s)	4.0	4.0			3.8	3.8	3.8	3.8				
All-Red Time (s)	1.2	1.2			1.2	1.2	1.5	1.5				
Lost Time Adjust (s)	-0.2	-0.2			0.0	0.0		-0.3				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		65.0				
Actuated g/C Ratio	0.25	0.25			0.25	0.25		0.65				
v/c Ratio	0.60	0.49			0.55	0.89		0.69				
Control Delay	50.3	37.4			34.2	62.3		12.6				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay	50.3	37.4			34.2	62.3		12.6				
LOS	D	D			C	E		B				
Approach Delay		41.5			48.2			12.6				
Approach LOS		D			D			B				
Queue Length 50th (ft)	55	114			141	134		268				
Queue Length 95th (ft)	m96	m163			220	#276		321				
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125						
Base Capacity (vph)	164	423			419	261		2925				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		0				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.60	0.49			0.55	0.89		0.69				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 63 (63%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0090			

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

Splits and Phases: 43: McDowell St & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	262	0	0	93	69	6	1506	183	0	0	0
Future Volume (vph)	178	262	0	0	93	69	6	1506	183	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	0		125	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	0	4394	1368	0	0	0
Flt Permitted	0.690											
Satd. Flow (perm)	1132	1651	0	0	1744	1453	0	4393	1314	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						31			198			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	4					4	6		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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	291	0	0	103	77	0	1680	203	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	24.5	24.5			21.8	21.8	28.4	28.4	28.4			
Total Split (s)	31.0	31.0			31.0	31.0	69.0	69.0	69.0			
Total Split (%)	31.0%	31.0%			31.0%	31.0%	69.0%	69.0%	69.0%			
Yellow Time (s)	3.1	3.1			3.7	3.7	3.4	3.4	3.4			
All-Red Time (s)	2.4	2.4			2.1	2.1	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.8	-0.8		-0.4	-0.4			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	26.0	26.0			26.0	26.0		64.0	64.0			
Actuated g/C Ratio	0.26	0.26			0.26	0.26		0.64	0.64			
v/c Ratio	0.67	0.68			0.23	0.19		0.60	0.22			
Control Delay	44.0	40.5			30.8	20.0		11.6	1.7			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	44.0	40.5			30.8	20.0		11.6	1.7			
LOS	D	D			C	C		B	A			
Approach Delay		41.9			26.2			10.5				
Approach LOS		D			C			B				
Queue Length 50th (ft)	129	189			52	22		207	1			
Queue Length 95th (ft)	m195	m277			97	60		249	26			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225								125			
Base Capacity (vph)	294	429			453	400		2811	912			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.67	0.68			0.23	0.19		0.60	0.22			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 48 (48%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0941			

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

Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St

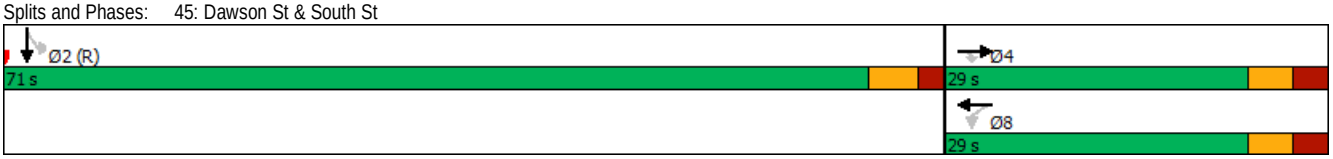


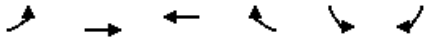
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	260	53	41	76	0	0	0	0	72	2703	108
Future Volume (vph)	0	260	53	41	76	0	0	0	0	72	2703	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		125	200		0	0		0	100		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	1446	1609	1693	0	0	0	0	1593	4549	0
Flt Permitted				0.351						0.950		
Satd. Flow (perm)	0	1702	1412	591	1693	0	0	0	0	1589	4549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31								12	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
Confl. Peds. (#/hr)			9	9						1		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	289	59	46	84	0	0	0	0	80	3123	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Minimum Split (s)		28.1	28.1	25.1	25.1					28.8	28.8	
Total Split (s)		29.0	29.0	29.0	29.0					71.0	71.0	
Total Split (%)		29.0%	29.0%	29.0%	29.0%					71.0%	71.0%	
Yellow Time (s)		3.3	3.3	3.3	3.3					3.8	3.8	
All-Red Time (s)		2.8	2.8	2.8	2.8					2.0	2.0	
Lost Time Adjust (s)		-1.1	-1.1	-1.1	-1.1					-0.8	-0.8	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		24.0	24.0	24.0	24.0					66.0	66.0	
Actuated g/C Ratio		0.24	0.24	0.24	0.24					0.66	0.66	
v/c Ratio		0.71	0.16	0.33	0.21					0.08	1.04	
Control Delay		45.6	18.5	40.7	33.4					6.3	45.9	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		45.6	18.5	40.7	33.4					6.3	45.9	
LOS		D	B	D	C					A	D	
Approach Delay		41.0			36.0						44.9	
Approach LOS		D			D						D	
Queue Length 50th (ft)		169	14	30	55					16	~791	
Queue Length 95th (ft)		#266	47	m68	m102					33	#883	
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			125	200						100		
Base Capacity (vph)		408	362	141	406					1048	3006	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.71	0.16	0.33	0.21					0.08	1.04	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 97 (97%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 44.2		Intersection LOS: D	
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	275	125	50	50	50
Future Volume (vph)	50	275	125	50	50	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1611	0	1525	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1593	1676	1611	0	1525	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	306	195	0	112	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

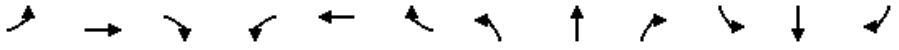
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	275	125	50	50	50
Future Vol, veh/h	50	275	125	50	50	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	306	139	56	56	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	585	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1378	-	-	-	473	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	454	877
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	12.4
HCM LOS			B

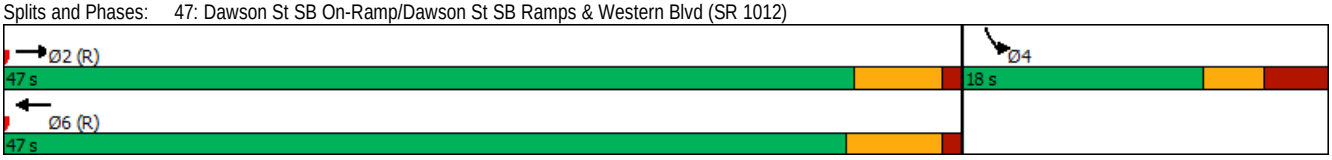
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	598
HCM Lane V/C Ratio	0.04	-	-	-	0.186
HCM Control Delay (s)	7.7	-	-	-	12.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑	↱				↰↰		↱
Traffic Volume (vph)	0	1061	350	0	748	250	0	0	0	111	0	300
Future Volume (vph)	0	1061	350	0	748	250	0	0	0	111	0	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	4531	1411	0	3217	1439	0	0	0	3043	0	1404
Flt Permitted										0.950		
Satd. Flow (perm)	0	4531	1411	0	3217	1439	0	0	0	3043	0	1404
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1179	389	0	831	278	0	0	0	123	0	333
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Detector Phase		2			6					4		
Switch Phase												
Minimum Initial (s)		12.0			12.0					7.0		
Minimum Split (s)		17.3			17.7					13.2		
Total Split (s)		47.0			47.0					18.0		
Total Split (%)		72.3%			72.3%					27.7%		
Yellow Time (s)		4.3			4.7					3.0		
All-Red Time (s)		1.0			1.0					3.2		
Lost Time Adjust (s)		-0.3			-0.7					-1.2		
Total Lost Time (s)		5.0			5.0					5.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max					None		
Act Effct Green (s)		50.2	65.0		50.2	65.0				8.5		65.0
Actuated g/C Ratio		0.77	1.00		0.77	1.00				0.13		1.00
v/c Ratio		0.34	0.28		0.33	0.19				0.31		0.24
Control Delay		3.5	0.5		1.4	0.3				27.8		0.4
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		3.5	0.5		1.4	0.3				27.8		0.4
LOS		A	A		A	A				C		A
Approach Delay		2.7			1.1						7.8	
Approach LOS		A			A						A	
Queue Length 50th (ft)		49	0		23	0				23		0
Queue Length 95th (ft)		73	0		30	0				44		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		3496	1411		2482	1439				608		1404
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.34	0.28		0.33	0.19				0.20		0.24

Intersection Summary			
Area Type:	CBD		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 2.9		Intersection LOS: A	
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1759			

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)

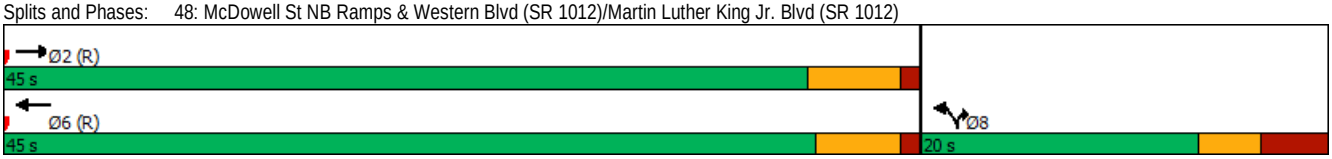


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1165	25	0	783	213	64
Future Volume (vph)	1165	25	0	783	213	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	1432	0	4485	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	1432	0	4485	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1294	28	0	870	237	71
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	12.0			12.0	7.0	7.0
Minimum Split (s)	17.6			17.2	13.4	13.4
Total Split (s)	45.0			45.0	20.0	20.0
Total Split (%)	69.2%			69.2%	30.8%	30.8%
Yellow Time (s)	4.6			4.2	3.0	3.0
All-Red Time (s)	1.0			1.0	3.4	3.4
Lost Time Adjust (s)	-0.6			-0.2	-1.4	-1.4
Total Lost Time (s)	5.0			5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max			C-Max	None	None
Act Effct Green (s)	41.7	65.0		41.7	13.3	13.3
Actuated g/C Ratio	0.64	1.00		0.64	0.20	0.20
v/c Ratio	0.63	0.02		0.30	0.75	0.25
Control Delay	7.5	0.0		3.9	39.5	23.2
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.5	0.0		3.9	39.5	23.2
LOS	A	A		A	D	C
Approach Delay	7.3			3.9	35.7	
Approach LOS	A			A	D	
Queue Length 50th (ft)	174	0		40	86	23
Queue Length 95th (ft)	238	m0		45	#172	54
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	2055	1432		2880	360	322
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.63	0.02		0.30	0.66	0.22

Intersection Summary			
Area Type:	CBD		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 5 (8%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1758			

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

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	148	927	146	292	665	109	65	153	110	10	233	400	136
Future Volume (vph)	10	148	927	146	292	665	109	65	153	110	10	233	400	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		0	100					0		450	125	
Storage Lanes		1		0	1					1		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	4396	0	1593	4481	0	1601	3201	1432	0	1624	3314	1454
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	4396	0	1593	4481	0	1601	3201	1399	0	1584	3314	1454
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)			23			211				221				215
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										9		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	0.90	0.90
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	175	1192	0	324	860	0	72	170	122	0	270	444	151
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases										8	7			4
Detector Phase	5	5	2		1	6		3	8	8	7	7	4	4
Switch Phase														
Minimum Initial (s)	7.0	7.0	12.0		7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.9	13.9	40.1		13.9	22.8		13.8	36.9	36.9	14.5	14.5	36.2	36.2
Total Split (s)	25.0	25.0	44.0		30.0	49.0		17.0	37.0	37.0	19.0	19.0	39.0	39.0
Total Split (%)	19.2%	19.2%	33.8%		23.1%	37.7%		13.1%	28.5%	28.5%	14.6%	14.6%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	4.2		3.2	3.9		3.0	3.9	3.9	3.8	3.8	4.1	4.1
All-Red Time (s)	3.9	3.9	2.9		3.7	3.9		3.8	3.0	3.0	3.7	3.7	3.1	3.1
Lost Time Adjust (s)		-1.9	-2.1		-1.9	-2.8		-1.8	-1.9	-1.9		-2.5	-2.2	3.0
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0	10.2
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None	None	None
Act Effct Green (s)		18.1	39.0		25.0	45.9		10.7	12.4	12.4		33.6	38.1	32.9
Actuated g/C Ratio		0.14	0.30		0.19	0.35		0.08	0.10	0.10		0.26	0.29	0.25
v/c Ratio		0.81	0.89		1.06	0.50		0.55	0.56	0.37		0.66	0.46	0.29
Control Delay		71.9	44.6		103.3	14.7		73.2	62.9	3.1		52.7	40.6	2.4
Queue Delay		0.0	41.2		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		71.9	85.8		103.3	14.7		73.2	62.9	3.1		52.7	40.6	2.4
LOS		E	F		F	B		E	E	A		D	D	A
Approach Delay			84.0			38.9			44.9			37.7		
Approach LOS			F			D			D			D		
Queue Length 50th (ft)		113	347		~302	133		59	73	0		204	139	0
Queue Length 95th (ft)		#241	#243		#496	156		111	109	0		#322	185	11
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325			100			75				450	125	125
Base Capacity (vph)		240	1334		306	1718		147	787	510		409	971	528
Starvation Cap Reductn		0	0		0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	237		0	0		0	0	11		0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.73	1.09		1.06	0.50		0.49	0.22	0.24		0.66	0.46	0.29

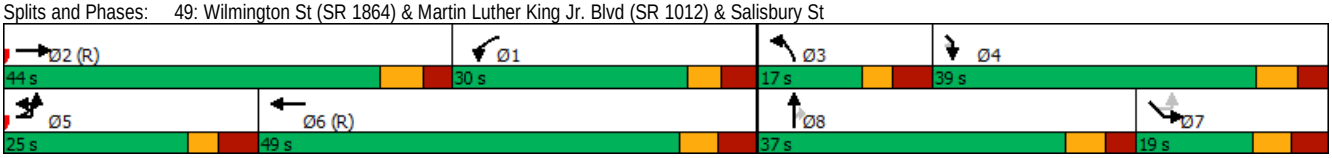
Intersection Summary			
Area Type:	CBD		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 23 (18%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 55.5		Intersection LOS: E	
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Description: 05-0065

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

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

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Future Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3188	1432
Flt Permitted				0.067							0.996	
Satd. Flow (perm)	0	3217	1411	113	3217	0	0	0	0	0	3185	1403
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			23									71
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			3	3						6		4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1370	153	83	944	0	0	0	0	0	2079	416
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	19.8	19.8					24.8	24.8	24.8
Total Split (s)		65.0	65.0	65.0	65.0					65.0	65.0	65.0
Total Split (%)		50.0%	50.0%	50.0%	50.0%					50.0%	50.0%	50.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		60.0	60.0	60.0	60.0						60.0	60.0
Actuated g/C Ratio		0.46	0.46	0.46	0.46						0.46	0.46
v/c Ratio		0.92	0.23	1.60	0.64						1.41	0.61
Control Delay		22.6	4.2	364.4	22.0						220.4	25.8
Queue Delay		45.5	0.0	0.0	0.4						0.0	0.0
Total Delay		68.1	4.2	364.4	22.4						220.4	25.8
LOS		E	A	F	C						F	C
Approach Delay		61.7			50.0						188.0	
Approach LOS		E			D						F	
Queue Length 50th (ft)		642	23	~100	198						~1238	214
Queue Length 95th (ft)		#738	m26	m#210	232						#1374	328
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								
Base Capacity (vph)		1484	663	52	1484						1470	685
Starvation Cap Reductn		276	0	0	176						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		1.13	0.23	1.60	0.72						1.41	0.61

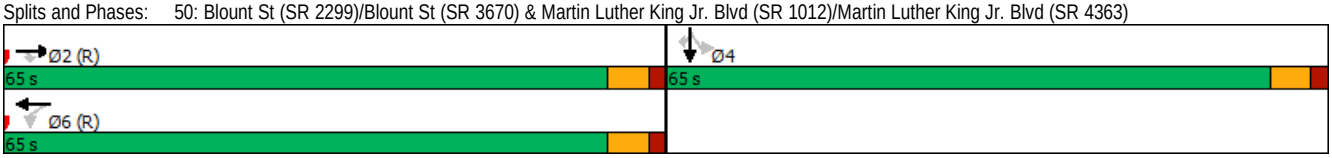
Intersection Summary			
Area Type:	CBD		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 25 (19%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 121.8		Intersection LOS: F	
Intersection Capacity Utilization 119.8%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-1346			

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

Queue shown is maximum after two cycles.

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

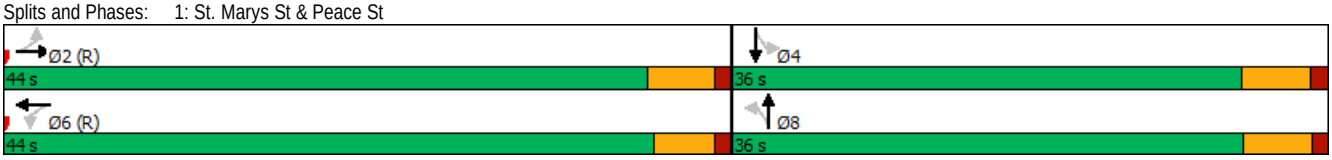
Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Future Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1676	0	0	1605	0	0	1643	0	0	1679	0
Flt Permitted		0.987			0.815			0.924			0.826	
Satd. Flow (perm)	0	1656	0	0	1319	0	0	1526	0	0	1403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			11			20			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	8		5	5		8	3		1	1		3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	535	0	0	465	0	0	336	0	0	346	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.2	20.2		21.8	21.8		21.2	21.2		21.3	21.3	
Total Split (s)	44.0	44.0		44.0	44.0		36.0	36.0		36.0	36.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Yellow Time (s)	4.1	4.1		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.1	1.1		1.2	1.2	
Lost Time Adjust (s)		-0.2			0.2			-0.2			-0.3	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.0			39.0			31.0			31.0	
Actuated g/C Ratio		0.49			0.49			0.39			0.39	
v/c Ratio		0.66			0.72			0.56			0.63	
Control Delay		20.0			23.5			22.3			26.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.0			23.5			22.3			26.1	
LOS		B			C			C			C	
Approach Delay		20.0			23.5			22.3			26.1	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		188			169			120			136	
Queue Length 95th (ft)		297			290			202			228	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)												
Base Capacity (vph)		812			648			603			545	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			0.72			0.56			0.63	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 99.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 027			

Splits and Phases: 1: St. Marys St & Peace St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Future Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	0	1661	0	0	1609	1368	0	3052	0	1593	3018	0
Flt Permitted		0.307								0.416		
Satd. Flow (perm)	0	513	0	0	1609	1335	0	3052	0	695	3018	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		2				191		8				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			156			514	
Travel Time (s)		9.4			10.7			3.0			10.0	
Confl. Peds. (#/hr)	6		4			6			2	2		15
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	537	191	0	230	0	566	787	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Detector Phase	5	2			6	7		8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	7.0		7.0		7.0	7.0	
Minimum Split (s)	11.9	23.4			29.3	12.1		20.8		12.1	20.1	
Total Split (s)	15.0	75.0			60.0	60.0		25.0		60.0	85.0	
Total Split (%)	9.4%	46.9%			37.5%	37.5%		15.6%		37.5%	53.1%	
Yellow Time (s)	3.0	3.9			3.4	3.0		3.6		3.0	3.8	
All-Red Time (s)	1.9	1.5			1.9	2.1		1.2		2.1	1.3	
Lost Time Adjust (s)		-0.4			-0.3	-0.1		0.2		-0.1	-0.1	
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead				Lag	Lead		Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	C-Max			C-Max	None		Max		None	Max	
Act Effct Green (s)		70.0			55.0	104.4		25.6		80.0	80.0	
Actuated g/C Ratio		0.44			0.34	0.65		0.16		0.50	0.50	
v/c Ratio		2.19			0.97	0.20		0.46		0.91	0.52	
Control Delay		568.5			79.8	0.7		64.0		51.0	28.6	
Queue Delay		0.0			5.7	0.0		0.0		0.0	0.0	
Total Delay		568.5			85.5	0.7		64.0		51.0	28.6	
LOS		F			F	A		E		D	C	
Approach Delay		568.5			63.3			64.0			38.0	
Approach LOS		F			E			E			D	
Queue Length 50th (ft)		~1095			562	0		115		451	287	
Queue Length 95th (ft)		#1345			#807	6		166		#636	350	
Internal Link Dist (ft)		400			467			76			434	
Turn Bay Length (ft)										200		
Base Capacity (vph)		297			553	988		495		656	1509	
Starvation Cap Reductn		0			15	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		2.19			1.00	0.19		0.46		0.86	0.52	

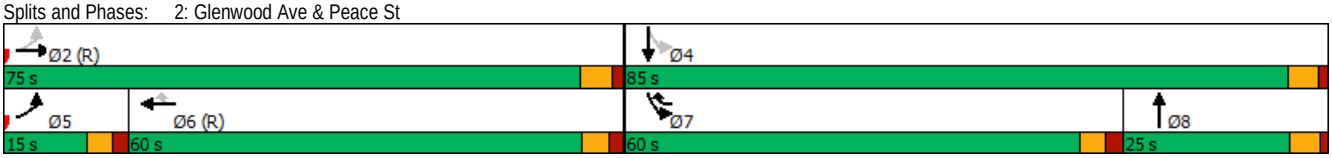
Intersection Summary			
Area Type:	CBD		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 40 (25%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.19			
Intersection Signal Delay: 162.7		Intersection LOS: F	
Intersection Capacity Utilization 124.3%		ICU Level of Service H	
Analysis Period (min) 15			

Description: 039

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

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

Splits and Phases: 2: Glenwood Ave & Peace St

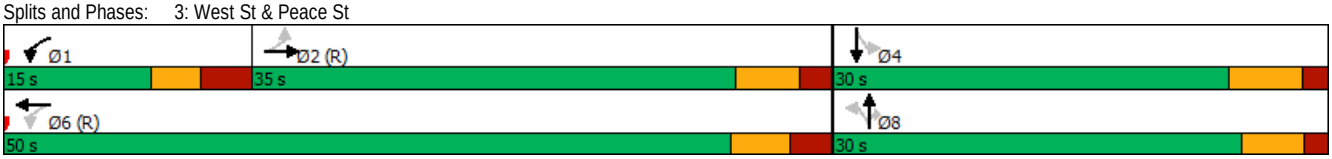


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	861	35	214	652	32	37	7	185	117	36	20
Future Volume (vph)	9	861	35	214	652	32	37	7	185	117	36	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			100			25			100		
Satd. Flow (prot)	1593	3166	0	1407	3068	0	0	1609	1275	1656	1651	0
Flt Permitted	0.363			0.142				0.739		0.725		
Satd. Flow (perm)	609	3166	0	210	3068	0	0	1239	1275	1264	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10				206		22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			372			510	
Travel Time (s)		10.7			7.5			7.2			9.9	
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%	2%	2%	12%	2%	2%	2%	2%	14%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	996	0	238	760	0	0	49	206	130	62	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8		13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	35.0	35.0		15.0	50.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	43.8%	43.8%		18.8%	62.5%		37.5%	37.5%	37.5%	37.5%	37.5%	
Yellow Time (s)	3.8	3.8		3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0		3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-0.1	-1.1			-0.3	-0.3	-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		6.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	34.2	34.2		55.1	56.1			13.9	13.9	13.9	13.9	
Actuated g/C Ratio	0.43	0.43		0.69	0.70			0.17	0.17	0.17	0.17	
v/c Ratio	0.04	0.73		0.62	0.35			0.23	0.53	0.59	0.20	
Control Delay	13.7	18.4		19.5	5.8			29.0	9.4	40.7	20.1	
Queue Delay	0.0	0.0		0.0	0.3			0.0	0.0	0.0	0.0	
Total Delay	13.7	18.4		19.5	6.1			29.0	9.4	40.7	20.1	
LOS	B	B		B	A			C	A	D	C	
Approach Delay		18.4			9.3			13.1			34.0	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	3	242		46	64			21	0	61	17	
Queue Length 95th (ft)	m3	m176		#159	120			47	51	106	45	
Internal Link Dist (ft)		467			303			292			430	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	260	1358		382	2154			387	540	395	531	
Starvation Cap Reductn	0	0		0	726			0	0	0	0	
Spillback Cap Reductn	0	0		0	283			0	0	0	1	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.04	0.73		0.62	0.53			0.13	0.38	0.33	0.12	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 54 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 3: West St & Peace St



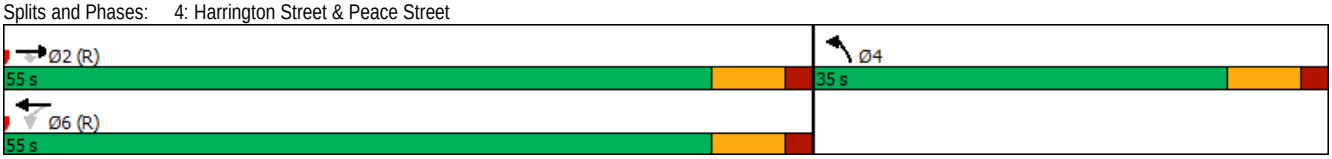
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1000	75	50	400	475	400
Future Volume (vph)	1000	75	50	400	475	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		1	1		0	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1900	1214	1770	3539	3225	0
Flt Permitted			0.080		0.974	
Satd. Flow (perm)	1900	1214	149	3539	3225	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	33%	2%	2%	5%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1111	83	56	444	972	0
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases		2	6			
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	
Total Split (s)	55.0	55.0	55.0	55.0	35.0	
Total Split (%)	61.1%	61.1%	61.1%	61.1%	38.9%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	1.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	8.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	50.2	47.2	50.2	50.2	29.8	
Actuated g/C Ratio	0.56	0.52	0.56	0.56	0.33	
v/c Ratio	1.05	0.13	0.68	0.23	0.91	
Control Delay	63.6	11.7	51.4	3.7	42.5	
Queue Delay	20.7	0.0	0.0	0.0	0.5	
Total Delay	84.3	11.7	51.4	3.7	43.0	
LOS	F	B	D	A	D	
Approach Delay	79.2			9.0	43.0	
Approach LOS	E			A	D	
Queue Length 50th (ft)	~697	23	21	16	268	
Queue Length 95th (ft)	#937	47	#100	22	#387	
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	
Base Capacity (vph)	1058	635	82	1972	1075	
Starvation Cap Reductn	212	0	0	0	0	
Spillback Cap Reductn	91	0	0	0	12	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	1.31	0.13	0.68	0.23	0.91	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 52.8		Intersection LOS: D	
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

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

Splits and Phases: 4: Harrington Street & Peace Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	300	1100	0	0	400	600	50	4	50	0	0	0	
Future Volume (vph)	300	1100	0	0	400	600	50	4	50	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	150		0	0		100	0		100	0		0	
Storage Lanes	1		0	0		1	0		1	0		0	
Taper Length (ft)	125			100			100			25			
Satd. Flow (prot)	3433	1863	0	0	3539	1583	0	1779	1583	0	0	0	
Flt Permitted	0.950							0.955					
Satd. Flow (perm)	3433	1863	0	0	3539	1583	0	1779	1583	0	0	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)						666							
Link Speed (mph)		35			35			30			30		
Link Distance (ft)		343			1263			279			422		
Travel Time (s)		6.7			24.6			6.3			9.6		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	333	1222	0	0	444	667	0	60	56	0	0	0	
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm				
Protected Phases	5	2			6		8	8					10
Permitted Phases						6			8				
Detector Phase	5	2			6	6	8	8	8				
Switch Phase													
Minimum Initial (s)	7.0	7.0			10.0	10.0	7.0	7.0	7.0				1.0
Minimum Split (s)	14.0	23.0			23.0	23.0	23.0	23.0	23.0				5.0
Total Split (s)	18.0	62.0			44.0	44.0	23.0	23.0	23.0				5.0
Total Split (%)	20.0%	68.9%			48.9%	48.9%	25.6%	25.6%	25.6%				6%
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0				3.5
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0				0.5
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0		-2.0	-2.0				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0				
Lead/Lag	Lag				Lead	Lead							
Lead-Lag Optimize?	Yes				Yes	Yes							
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None				None
Act Effct Green (s)	13.0	65.4			46.4	46.4		10.9	10.9				
Actuated g/C Ratio	0.14	0.73			0.52	0.52		0.12	0.12				
v/c Ratio	0.67	0.90			0.24	0.59		0.28	0.29				
Control Delay	31.5	11.9			14.0	4.8		38.7	39.4				
Queue Delay	0.0	20.3			0.0	0.0		0.0	0.0				
Total Delay	31.5	32.2			14.0	4.8		38.7	39.4				
LOS	C	C			B	A		D	D				
Approach Delay		32.1			8.5			39.0					
Approach LOS		C			A			D					
Queue Length 50th (ft)	89	303			55	26		32	30				
Queue Length 95th (ft)	m89	m#746			m104	104		67	64				
Internal Link Dist (ft)		263			1183			199			342		
Turn Bay Length (ft)	150					100			100				
Base Capacity (vph)	495	1353			1823	1138		355	316				
Starvation Cap Reductn	0	170			0	0		0	0				
Spillback Cap Reductn	0	0			0	0		0	0				
Storage Cap Reductn	0	0			0	0		0	0				
Reduced v/c Ratio	0.67	1.03			0.24	0.59		0.17	0.18				

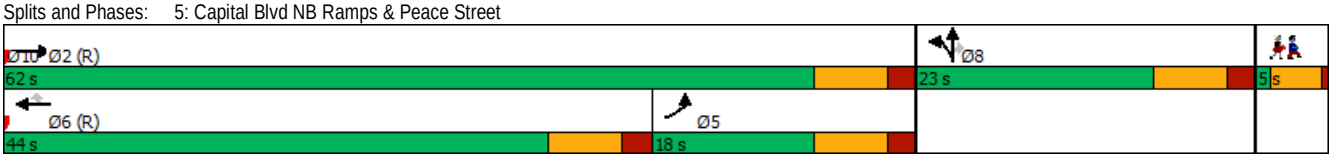
Intersection Summary

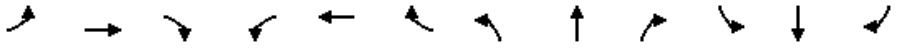
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	588	484	53	671	31	245	60	33	13	56	78
Future Volume (vph)	70	588	484	53	671	31	245	60	33	13	56	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-2%			-2%			-3%	
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	75			50			100			100		
Satd. Flow (prot)	1569	1527	0	1609	1680	0	1528	1562	1439	0	1686	1446
Flt Permitted	0.202			0.076			0.950	0.971			0.991	
Satd. Flow (perm)	333	1527	0	129	1680	0	1521	1558	1389	0	1683	1422
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			3				104			109
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1263			774			268			259	
Travel Time (s)		34.4			21.1			7.3			7.1	
Confl. Peds. (#/hr)	3		5	5		3	4		8	8		4
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
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	78	1191	0	59	780	0	169	170	37	0	76	87
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6					4			3
Detector Phase	2	2		6	6		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.7	15.7		15.8	15.8		30.2	30.2	30.2	26.8	26.8	26.8
Total Split (s)	32.0	32.0		32.0	32.0		31.0	31.0	31.0	27.0	27.0	27.0
Total Split (%)	35.6%	35.6%		35.6%	35.6%		34.4%	34.4%	34.4%	30.0%	30.0%	30.0%
Yellow Time (s)	3.1	3.1		3.3	3.3		3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.6		2.5	2.5		2.9	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-0.7	-0.7		-0.8	-0.8		-1.2	-1.2	-1.2		-0.8	-0.8
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effct Green (s)	53.6	53.6		53.6	53.6		14.7	14.7	14.7		9.3	9.3
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.16	0.16	0.16		0.10	0.10
v/c Ratio	0.39	1.28		0.78	0.78		0.68	0.67	0.12		0.43	0.36
Control Delay	28.9	159.3		76.5	25.2		48.6	47.6	0.8		45.3	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	28.9	159.3		76.5	25.2		48.6	47.6	0.8		45.3	9.1
LOS	C	F		E	C		D	D	A		D	A
Approach Delay		151.3			28.9			43.4			26.0	
Approach LOS		F			C			D			C	
Queue Length 50th (ft)	39	~869		21	281		96	96	0		42	0
Queue Length 95th (ft)	m52	m#1125		m#81	#677		153	153	0		82	30
Internal Link Dist (ft)		1183			694			188			179	
Turn Bay Length (ft)	50			50								
Base Capacity (vph)	198	927		76	1001		441	451	475		412	429
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.39	1.28		0.78	0.78		0.38	0.38	0.08		0.18	0.20

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 10 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 89.4		Intersection LOS: F	
Intersection Capacity Utilization 96.4%		ICU Level of Service F	
Analysis Period (min) 15			

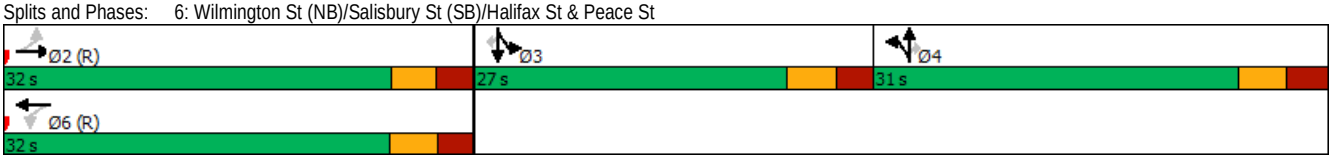
Description: 421

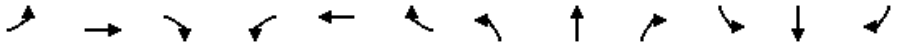
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St



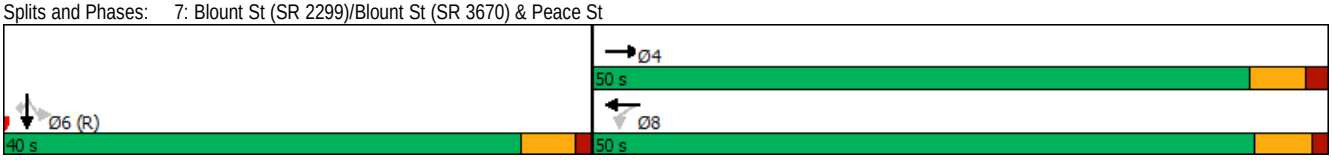


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	158	340	33	478	0	0	0	0	17	712	271
Future Volume (vph)	0	158	340	33	478	0	0	0	0	17	712	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1500	0	0	1680	0	0	0	0	0	3134	1404
Flt Permitted					0.939						0.999	
Satd. Flow (perm)	0	1500	0	0	1582	0	0	0	0	0	3134	1370
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		72										274
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			1	1						3		1
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	554	0	0	568	0	0	0	0	0	810	301
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		17.4		20.1	20.1					16.9	16.9	16.9
Total Split (s)		50.0		50.0	50.0					40.0	40.0	40.0
Total Split (%)		55.6%		55.6%	55.6%					44.4%	44.4%	44.4%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.6		1.2	1.2					1.2	1.2	1.2
Lost Time Adjust (s)		-0.4			-0.1						0.1	0.1
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0			45.0						35.0	35.0
Actuated g/C Ratio		0.50			0.50						0.39	0.39
v/c Ratio		0.70			0.72						0.67	0.43
Control Delay		6.2			37.8						25.9	5.5
Queue Delay		0.0			1.3						0.0	0.0
Total Delay		6.2			39.0						25.9	5.5
LOS		A			D						C	A
Approach Delay		6.2			39.0						20.4	
Approach LOS		A			D						C	
Queue Length 50th (ft)		2			289						195	9
Queue Length 95th (ft)		m15			390						261	63
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)												250
Base Capacity (vph)		786			791						1218	700
Starvation Cap Reductn		0			83						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.70			0.80						0.67	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 51 (57%), Referenced to phase 6:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.6		Intersection LOS: C	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-1041			

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

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	133	0	503	611	0	0
Future Volume (vph)	133	0	503	611	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	1601	0	0	3100	0	0
Flt Permitted	0.950			0.978		
Satd. Flow (perm)	1598	0	0	3083	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		4			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	1238	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Detector Phase	4		2	2		
Switch Phase						
Minimum Initial (s)	7.0		10.0	10.0		
Minimum Split (s)	20.4		20.0	20.0		
Total Split (s)	36.0		54.0	54.0		
Total Split (%)	40.0%		60.0%	60.0%		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	-0.4			0.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		C-Max	C-Max		
Act Effct Green (s)	31.0			49.0		
Actuated g/C Ratio	0.34			0.54		
v/c Ratio	0.27			0.74		
Control Delay	27.8			19.0		
Queue Delay	0.0			0.1		
Total Delay	27.8			19.1		
LOS	C			B		
Approach Delay	27.8			19.1		
Approach LOS	C			B		
Queue Length 50th (ft)	57			264		
Queue Length 95th (ft)	m95			347		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	551			1678		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			27		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.27			0.75		

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 20.0	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	
Description: 05-0078	

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

Splits and Phases: 8: Person St (SR 2026) & Peace St

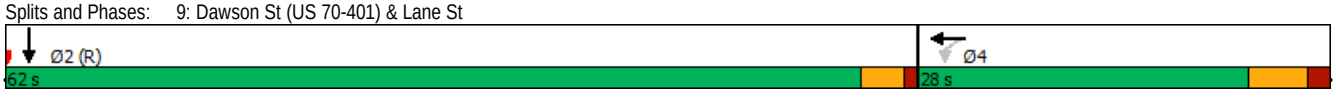


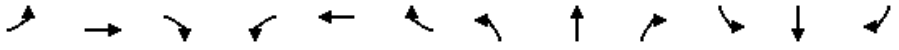
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	37
Future Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Satd. Flow (prot)	0	0	0	1471	3054	0	0	0	0	0	5698	0
Flt Permitted				0.950	0.986							
Satd. Flow (perm)	0	0	0	1438	3034	0	0	0	0	0	5698	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
Confl. Peds. (#/hr)				14								
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
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	37	109	0	0	0	0	0	3597	0
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Minimum Split (s)				22.7	22.7						22.0	
Total Split (s)				28.0	28.0						62.0	
Total Split (%)				31.1%	31.1%						68.9%	
Yellow Time (s)				4.1	4.1						3.0	
All-Red Time (s)				1.6	1.6						1.0	
Lost Time Adjust (s)				-0.7	-0.7						1.0	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				23.0	23.0						57.0	
Actuated g/C Ratio				0.26	0.26						0.63	
v/c Ratio				0.10	0.14						1.00	
Control Delay				26.6	26.5						31.4	
Queue Delay				0.0	0.0						39.4	
Total Delay				26.6	26.5						70.7	
LOS				C	C						E	
Approach Delay					26.5						70.7	
Approach LOS					C						E	
Queue Length 50th (ft)				17	26						532	
Queue Length 95th (ft)				45	48						#693	
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												
Base Capacity (vph)				367	775						3610	
Starvation Cap Reductn				0	0						0	
Spillback Cap Reductn				0	0						414	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.10	0.14						1.13	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:SBT, Start of 1st Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 69.0 Intersection LOS: E
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
Description: 05-1046
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Dawson St (US 70-401) & Lane St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Future Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	1349	4256	0
Flt Permitted										0.950	0.999	
Satd. Flow (perm)	0	3201	1402	0	0	0	0	0	0	1327	4255	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			22									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			4							6		
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
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	130	39	0	0	0	0	0	0	350	3261	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Minimum Split (s)		17.2	17.2							14.8	14.8	
Total Split (s)		28.0	28.0							62.0	62.0	
Total Split (%)		31.1%	31.1%							68.9%	68.9%	
Yellow Time (s)		3.9	3.9							3.7	3.7	
All-Red Time (s)		1.3	1.3							1.1	1.1	
Lost Time Adjust (s)		-0.2	-0.2							0.2	0.2	
Total Lost Time (s)		5.0	5.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		23.0	23.0							57.0	57.0	
Actuated g/C Ratio		0.26	0.26							0.63	0.63	
v/c Ratio		0.16	0.10							0.42	1.21	
Control Delay		26.7	15.9							2.3	106.4	
Queue Delay		0.0	0.0							0.0	0.0	
Total Delay		26.7	15.9							2.3	106.5	
LOS		C	B							A	F	
Approach Delay		24.2									96.4	
Approach LOS		C									F	
Queue Length 50th (ft)		30	7							17	~873	
Queue Length 95th (ft)		53	32							m18	m#880	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		818	374							840	2694	
Starvation Cap Reductn		0	0							0	0	
Spillback Cap Reductn		0	0							0	40	
Storage Cap Reductn		0	0							0	0	
Reduced v/c Ratio		0.16	0.10							0.42	1.23	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 93.1		Intersection LOS: F	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0099			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Dawson St (US 70-401) & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	300	0	0	0	0	0	1916	128	0	0	0
Future Volume (vph)	123	300	0	0	0	0	0	1916	128	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3042	0	0	0	0	0	5715	0	0	0	0
Flt Permitted	0.950	0.997										
Satd. Flow (perm)	1200	3008	0	0	0	0	0	5715	0	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)								30				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	102								78			
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
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	114	356	0	0	0	0	0	2271	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	21.1	21.1						19.2				
Total Split (s)	28.0	28.0						62.0				
Total Split (%)	31.1%	31.1%						68.9%				
Yellow Time (s)	3.8	3.8						4.0				
All-Red Time (s)	1.3	1.3						1.2				
Lost Time Adjust (s)	-0.1	-0.1						-0.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	23.0	23.0						57.0				
Actuated g/C Ratio	0.26	0.26						0.63				
v/c Ratio	0.37	0.46						0.63				
Control Delay	31.6	30.5						3.0				
Queue Delay	0.0	0.0						0.0				
Total Delay	31.6	30.5						3.0				
LOS	C	C						A				
Approach Delay		30.8						3.0				
Approach LOS		C						A				
Queue Length 50th (ft)	59	92						39				
Queue Length 95th (ft)	m128	m158						49				
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100											
Base Capacity (vph)	306	768						3630				
Starvation Cap Reductn	0	0						106				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.37	0.46						0.64				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14 (16%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0084			

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

Splits and Phases: 11: McDowell St & Jones St

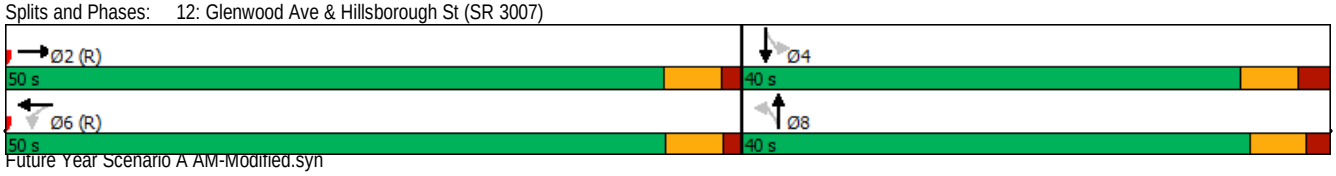


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	285	6	6	553	75	4	29	4	126	207	40
Future Volume (vph)	0	285	6	6	553	75	4	29	4	126	207	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	0	3111	0	0	1636	0	0	3092	0
Flt Permitted					0.952			0.965			0.832	
Satd. Flow (perm)	0	1679	0	0	2962	0	0	1586	0	0	2587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			23			4			17	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			1	1		20	2		14	14		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	704	0	0	40	0	0	414	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Minimum Split (s)		19.0		19.0	19.0		24.0	24.0		24.2	24.2	
Total Split (s)		50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)		55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)		3.9		3.9	3.9		3.8	3.8		3.9	3.9	
All-Red Time (s)		1.4		1.3	1.3		1.7	1.7		2.3	2.3	
Lost Time Adjust (s)		-0.3			-0.2			-0.5			-1.2	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0			45.0			35.0			35.0	
Actuated g/C Ratio		0.50			0.50			0.39			0.39	
v/c Ratio		0.39			0.47			0.06			0.41	
Control Delay		15.6			10.8			26.6			20.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.6			10.8			26.6			20.6	
LOS		B			B			C			C	
Approach Delay		15.6			10.8			26.6			20.6	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		108			70			15			84	
Queue Length 95th (ft)		171			95			46			124	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1492			619			1016	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.47			0.06			0.41	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 48.1% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0041

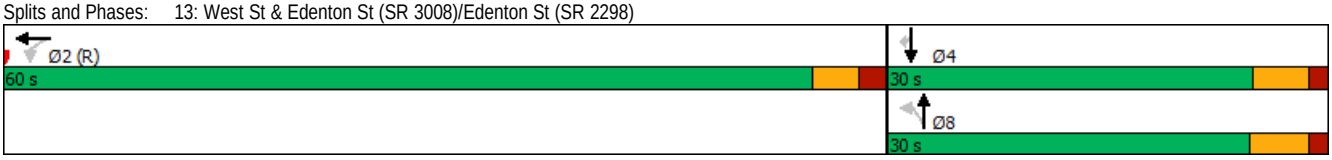
Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)

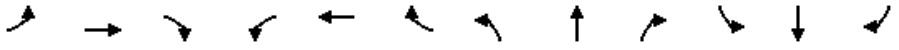


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	58
Future Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4369	0	0	1688	0	0	1668	1011
Flt Permitted					0.998			0.986				
Satd. Flow (perm)	0	0	0	0	4368	0	0	1665	0	0	1668	952
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					53							64
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		37	28					28
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	43%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	859	0	0	115	0	0	98	64
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					2			8			4	
Permitted Phases				2			8					4
Minimum Split (s)				21.1	21.1		21.4	21.4			21.2	21.2
Total Split (s)				60.0	60.0		30.0	30.0			30.0	30.0
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	33.3%
Yellow Time (s)				3.1	3.1		4.0	4.0			3.8	3.8
All-Red Time (s)				2.0	2.0		1.4	1.4			1.4	1.4
Lost Time Adjust (s)					-0.1			-0.4			-0.2	-0.2
Total Lost Time (s)					5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					55.0			25.0			25.0	25.0
Actuated g/C Ratio					0.61			0.28			0.28	0.28
v/c Ratio					0.32			0.25			0.21	0.21
Control Delay					8.2			27.0			26.5	8.7
Queue Delay					0.0			0.0			0.0	0.0
Total Delay					8.2			27.0			26.5	8.7
LOS					A			C			C	A
Approach Delay					8.2			27.0			19.4	
Approach LOS					A			C			B	
Queue Length 50th (ft)					73			51			43	0
Queue Length 95th (ft)					95			95			83	30
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)												100
Base Capacity (vph)					2689			462			463	310
Starvation Cap Reductn					0			0			0	0
Spillback Cap Reductn					0			0			0	0
Storage Cap Reductn					0			0			0	0
Reduced v/c Ratio					0.32			0.25			0.21	0.21

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0298			

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)



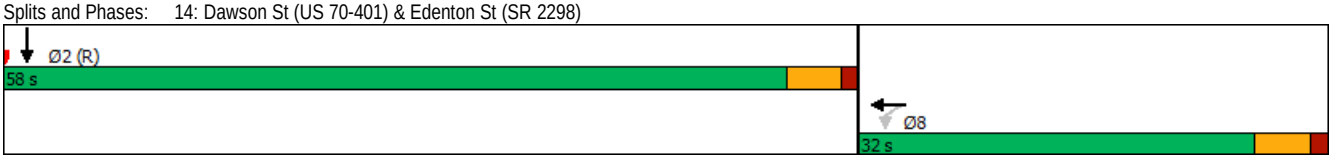


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	106	564	0	0	0	0	0	2735	142
Future Volume (vph)	0	0	0	106	564	0	0	0	0	0	2735	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	275		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4517	0	0	0	0	0	5627	0
Flt Permitted					0.992							
Satd. Flow (perm)	0	0	0	0	4513	0	0	0	0	0	5627	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		376			487			588			488	
Travel Time (s)		7.3			9.5			11.5			9.5	
Confl. Peds. (#/hr)				3								15
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	745	0	0	0	0	0	3197	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				17.1	17.1						15.9	
Total Split (s)				32.0	32.0						58.0	
Total Split (%)				35.6%	35.6%						64.4%	
Yellow Time (s)				3.8	3.8						3.7	
All-Red Time (s)				1.3	1.3						1.2	
Lost Time Adjust (s)					-0.1						0.1	
Total Lost Time (s)					5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					27.0						53.0	
Actuated g/C Ratio					0.30						0.59	
v/c Ratio					0.55						0.96	
Control Delay					9.5						7.9	
Queue Delay					0.0						12.8	
Total Delay					9.5						20.7	
LOS					A						C	
Approach Delay					9.5						20.7	
Approach LOS					A						C	
Queue Length 50th (ft)					23						68	
Queue Length 95th (ft)					m54						m57	
Internal Link Dist (ft)		296			407			508			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1353						3321	
Starvation Cap Reductn					0						203	
Spillback Cap Reductn					0						16	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.55						1.03	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14 (16%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0098			

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

Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)

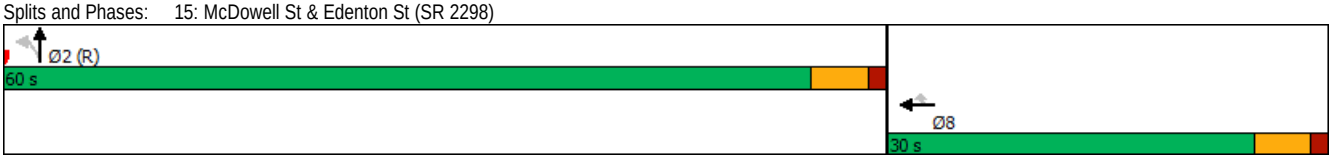


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	608	188	76	2037	0	0	0	0
Future Volume (vph)	0	0	0	0	608	188	76	2037	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	3032	1297	0	5784	0	0	0	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	3032	1238	0	5784	0	0	0	0
Right Turn on Red			Yes			No	No		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		487			488			589			488	
Travel Time (s)		9.5			9.5			11.5			9.5	
Confl. Peds. (#/hr)						15						
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
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	0	697	188	0	2347	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.1	17.1	17.2	17.2				
Total Split (s)					30.0	30.0	60.0	60.0				
Total Split (%)					33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)					3.8	3.8	3.9	3.9				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)					-0.1	-0.1		-0.2				
Total Lost Time (s)					5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					25.0	25.0		55.0				
Actuated g/C Ratio					0.28	0.28		0.61				
v/c Ratio					0.83	0.55		0.66				
Control Delay					24.4	20.8		3.4				
Queue Delay					0.0	0.0		0.0				
Total Delay					24.4	20.8		3.4				
LOS					C	C		A				
Approach Delay					23.6			3.4				
Approach LOS					C			A				
Queue Length 50th (ft)					90	39		33				
Queue Length 95th (ft)					#250	124		50				
Internal Link Dist (ft)		407			408			509			408	
Turn Bay Length (ft)												
Base Capacity (vph)					842	343		3534				
Starvation Cap Reductn					0	0		0				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.83	0.55		0.66				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 9 (10%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-0085			

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

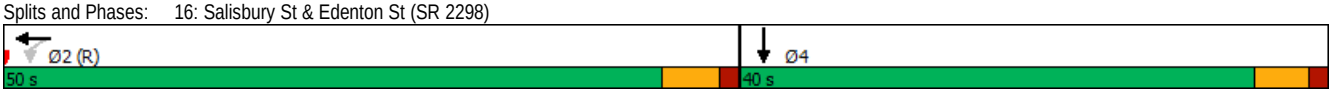
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Future Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											98	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	230	908	0	0	0	0	0	405	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Minimum Split (s)				18.3	18.3						19.1	
Total Split (s)				50.0	50.0						40.0	
Total Split (%)				55.6%	55.6%						44.4%	
Yellow Time (s)				3.9	3.9						3.7	
All-Red Time (s)				1.4	1.4						1.4	
Lost Time Adjust (s)				-0.3	-0.3						-0.1	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				45.0	45.0						35.0	
Actuated g/C Ratio				0.50	0.50						0.39	
v/c Ratio				0.29	0.57						0.34	
Control Delay				4.2	4.9						15.3	
Queue Delay				0.6	0.2						0.0	
Total Delay				4.8	5.1						15.3	
LOS				A	A						B	
Approach Delay					5.1						15.3	
Approach LOS					A						B	
Queue Length 50th (ft)				16	32						61	
Queue Length 95th (ft)				19	31						97	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				800	1600						1200	
Starvation Cap Reductn				284	168						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.45	0.63						0.34	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

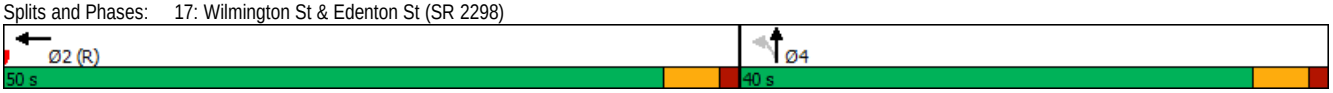
Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)

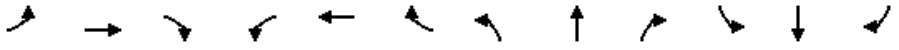


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	980	242	124	557	0	0	0	0
Future Volume (vph)	0	0	0	0	980	242	124	557	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Satd. Flow (prot)	0	0	0	0	4417	0	1585	3169	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	4417	0	1585	3169	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					94							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1358	0	138	619	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Minimum Split (s)					17.2		18.2	18.2				
Total Split (s)					50.0		40.0	40.0				
Total Split (%)					55.6%		44.4%	44.4%				
Yellow Time (s)					3.8		3.8	3.8				
All-Red Time (s)					1.4		1.4	1.4				
Lost Time Adjust (s)					-0.2		-0.2	-0.2				
Total Lost Time (s)					5.0		5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					45.0		35.0	35.0				
Actuated g/C Ratio					0.50		0.39	0.39				
v/c Ratio					0.60		0.22	0.50				
Control Delay					36.8		14.6	18.5				
Queue Delay					0.0		0.0	0.0				
Total Delay					36.8		14.6	18.5				
LOS					D		B	B				
Approach Delay					36.8			17.8				
Approach LOS					D			B				
Queue Length 50th (ft)					286		59	166				
Queue Length 95th (ft)					334		109	217				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)												
Base Capacity (vph)					2255		616	1232				
Starvation Cap Reductn					0		0	0				
Spillback Cap Reductn					0		0	0				
Storage Cap Reductn					0		0	0				
Reduced v/c Ratio					0.60		0.22	0.50				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 50 (56%), Referenced to phase 2:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 30.0		Intersection LOS: C	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2288			

Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)

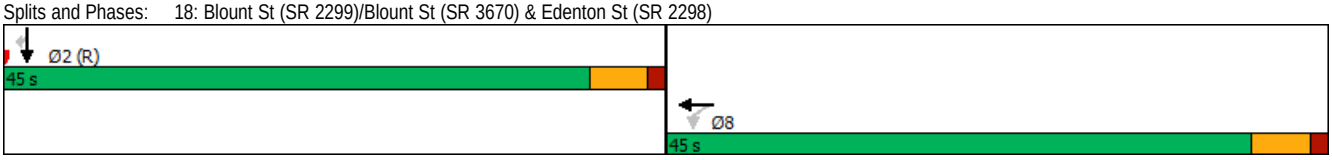




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	335	1016	0	0	0	0	0	867	77
Future Volume (vph)	0	0	0	335	1016	0	0	0	0	0	867	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1533	3217	0	0	0	0	0	3201	1432
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1520	3217	0	0	0	0	0	3201	1409
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												35
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				4								2
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%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	372	1129	0	0	0	0	0	963	86
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						2	
Permitted Phases				8								2
Minimum Split (s)				17.3	17.3						17.2	17.2
Total Split (s)				45.0	45.0						45.0	45.0
Total Split (%)				50.0%	50.0%						50.0%	50.0%
Yellow Time (s)				4.0	4.0						3.9	3.9
All-Red Time (s)				1.3	1.3						1.3	1.3
Lost Time Adjust (s)				-1.3	-0.3						-0.2	0.0
Total Lost Time (s)				4.0	5.0						5.0	5.2
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				41.0	40.0						40.0	39.8
Actuated g/C Ratio				0.46	0.44						0.44	0.44
v/c Ratio				0.54	0.79						0.68	0.13
Control Delay				33.0	38.3						22.9	10.2
Queue Delay				0.0	2.5						0.0	0.0
Total Delay				33.0	40.8						22.9	10.2
LOS				C	D						C	B
Approach Delay					38.9						21.8	
Approach LOS					D						C	
Queue Length 50th (ft)				204	350						221	16
Queue Length 95th (ft)				m248	m403						291	44
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)				100								
Base Capacity (vph)				692	1429						1422	642
Starvation Cap Reductn				0	185						0	0
Spillback Cap Reductn				0	0						0	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.54	0.91						0.68	0.13

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 41 (46%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1038			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)



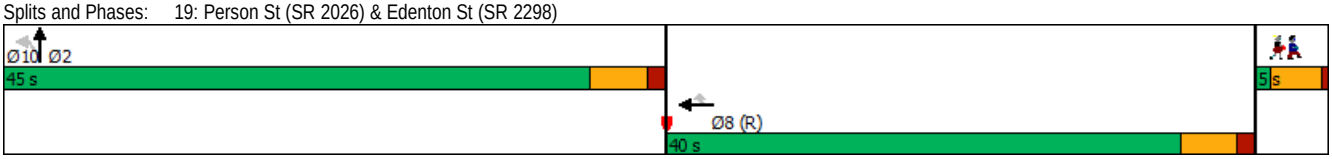
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	981	234	173	768	0	0	0	0	
Future Volume (vph)	0	0	0	0	981	234	173	768	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			0%			-1%			0%		
Storage Length (ft)	0		0	0		100	0		0	0		0	
Storage Lanes	0		0	0		1	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	3185	1309	0	3172	0	0	0	0	
Flt Permitted								0.991					
Satd. Flow (perm)	0	0	0	0	3185	1286	0	3169	0	0	0	0	
Right Turn on Red			Yes			Yes	No		Yes			Yes	
Satd. Flow (RTOR)						110							
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		476			578			309			274		
Travel Time (s)		9.3			11.3			6.0			5.3		
Confl. Peds. (#/hr)						3	3						
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%	2%	2%	2%	2%	11%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	1090	260	0	1045	0	0	0	0	
Turn Type					NA	Perm	Perm	NA					
Protected Phases					8			2					10
Permitted Phases						8	2						
Minimum Split (s)					19.1	19.1	18.2	18.2					5.0
Total Split (s)					40.0	40.0	45.0	45.0					5.0
Total Split (%)					44.4%	44.4%	50.0%	50.0%					6%
Yellow Time (s)					3.8	3.8	3.9	3.9					3.5
All-Red Time (s)					1.3	1.3	1.3	1.3					0.5
Lost Time Adjust (s)					-0.1	0.0		-0.2					
Total Lost Time (s)					5.0	5.1		5.0					
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)					35.0	34.9		40.0					
Actuated g/C Ratio					0.39	0.39		0.44					
v/c Ratio					0.88	0.46		0.74					
Control Delay					35.5	14.5		25.1					
Queue Delay					0.0	0.0		50.7					
Total Delay					35.5	14.5		75.8					
LOS					D	B		E					
Approach Delay					31.5			75.8					
Approach LOS					C			E					
Queue Length 50th (ft)					296	58		342					
Queue Length 95th (ft)					#422	128		m354					
Internal Link Dist (ft)		396			498			229			194		
Turn Bay Length (ft)						100							
Base Capacity (vph)					1238	566		1408					
Starvation Cap Reductn					0	0		648					
Spillback Cap Reductn					0	0		134					
Storage Cap Reductn					0	0		0					
Reduced v/c Ratio					0.88	0.46		1.38					

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 33 (37%), Referenced to phase 8:WBT, Start of 1st Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 50.8 Intersection LOS: D
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0074
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)



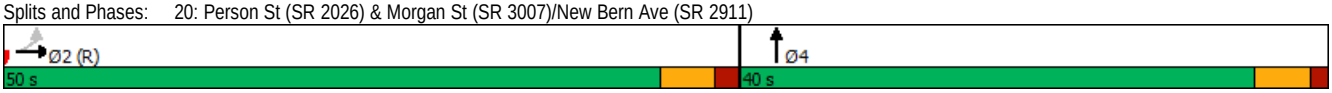


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Future Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1585	3169	0	0	0	0	0	3112	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1561	3169	0	0	0	0	0	3112	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								12				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	10								2			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	440	0	0	0	0	0	1177	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	50.0	50.0						40.0				
Total Split (%)	55.6%	55.6%						44.4%				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	45.0	45.0						35.0				
Actuated g/C Ratio	0.50	0.50						0.39				
v/c Ratio	0.07	0.28						0.97				
Control Delay	6.1	8.4						29.2				
Queue Delay	0.0	0.0						43.1				
Total Delay	6.1	8.4						72.3				
LOS	A	A						E				
Approach Delay		8.1						72.3				
Approach LOS		A						E				
Queue Length 50th (ft)	9	34						91				
Queue Length 95th (ft)	m17	m46						#470				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	780	1584						1217				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	111	0						412				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.09	0.28						1.46				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:EBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 53.2		Intersection LOS: D	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0073			

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

Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)

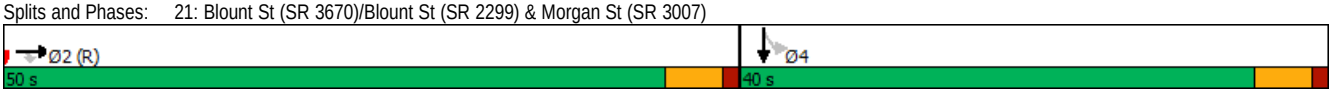




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	324	296	0	0	0	0	0	0	94	807	0
Future Volume (vph)	0	324	296	0	0	0	0	0	0	94	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1353	0	0	0	0	0	0	0	3185	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	3201	1353	0	0	0	0	0	0	0	3184	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			49									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)										2		
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%	2%	8%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	360	329	0	0	0	0	0	0	0	1001	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		17.1	17.1							17.1	17.1	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		3.9	3.9							3.9	3.9	
All-Red Time (s)		1.2	1.2							1.2	1.2	
Lost Time Adjust (s)		-0.1	-0.1								-0.1	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0								35.0	
Actuated g/C Ratio		0.50	0.50								0.39	
v/c Ratio		0.23	0.47								0.81	
Control Delay		26.6	31.3								28.0	
Queue Delay		0.0	0.0								0.0	
Total Delay		26.6	31.3								28.0	
LOS		C	C								C	
Approach Delay		28.8									28.0	
Approach LOS		C									C	
Queue Length 50th (ft)		106	181								192	
Queue Length 95th (ft)		147	263								264	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1600	701								1238	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.23	0.47								0.81	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 75 (83%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1037			

Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)

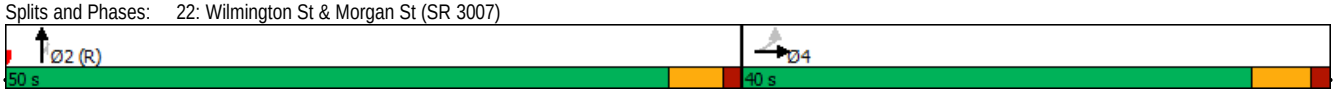


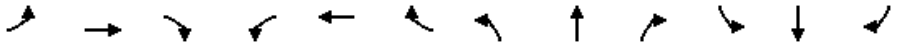
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	508	0	0	0	0	0	531	97	0	0	0
Future Volume (vph)	89	508	0	0	0	0	0	531	97	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			2%			0%	
Satd. Flow (prot)	1609	3217	0	0	0	0	0	3153	1142	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1574	3217	0	0	0	0	0	3153	1107	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									108			
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		228			499			479			591	
Travel Time (s)		4.4			9.7			9.3			16.1	
Confl. Peds. (#/hr)	11								10			
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%	2%	2%	2%	2%	2%	2%	2%	26%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	564	0	0	0	0	0	590	108	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	19.4	19.4						19.0	19.0			
Total Split (s)	40.0	40.0						50.0	50.0			
Total Split (%)	44.4%	44.4%						55.6%	55.6%			
Yellow Time (s)	4.0	4.0						3.7	3.7			
All-Red Time (s)	1.4	1.4						1.3	1.3			
Lost Time Adjust (s)	-0.4	-0.4						0.0	0.0			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	35.0	35.0						45.0	45.0			
Actuated g/C Ratio	0.39	0.39						0.50	0.50			
v/c Ratio	0.16	0.45						0.37	0.18			
Control Delay	18.9	21.8						20.2	8.3			
Queue Delay	0.0	0.0						0.0	0.0			
Total Delay	18.9	21.8						20.2	8.3			
LOS	B	C						C	A			
Approach Delay		21.4						18.3				
Approach LOS		C						B				
Queue Length 50th (ft)	36	122						133	17			
Queue Length 95th (ft)	70	169						170	m50			
Internal Link Dist (ft)		148			419			399			511	
Turn Bay Length (ft)												
Base Capacity (vph)	612	1251						1576	607			
Starvation Cap Reductn	0	0						0	0			
Spillback Cap Reductn	0	0						0	0			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.16	0.45						0.37	0.18			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 70 (78%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 100			

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

Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)



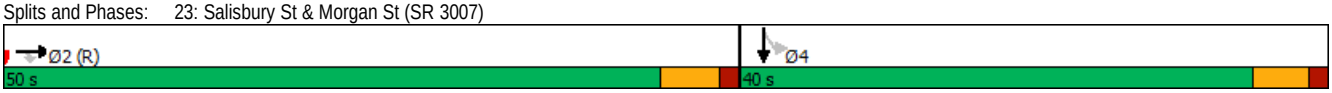


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	522	121	0	0	0	0	0	0	133	381	0
Future Volume (vph)	0	522	121	0	0	0	0	0	0	133	381	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		25	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1425	0	0	0	0	0	0	0	3175	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3185	1384	0	0	0	0	0	0	0	3158	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			9							12		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	134	0	0	0	0	0	0	0	571	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		19.4	19.4							20.2	20.2	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		4.0	4.0							3.8	3.8	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)		-0.4	-0.4								-0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0								35.0	
Actuated g/C Ratio		0.50	0.50								0.39	
v/c Ratio		0.36	0.19								0.46	
Control Delay		3.4	3.3								24.0	
Queue Delay		0.0	0.0								0.0	
Total Delay		3.4	3.3								24.0	
LOS		A	A								C	
Approach Delay		3.4									24.0	
Approach LOS		A									C	
Queue Length 50th (ft)		21	9								133	
Queue Length 95th (ft)		27	m13								191	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			25									
Base Capacity (vph)		1592	692								1228	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.36	0.19								0.46	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			

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

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	533	0	0	0	0	0	2009	81	0	0	0
Future Volume (vph)	63	533	0	0	0	0	0	2009	81	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Satd. Flow (prot)	1457	3063	0	0	0	0	0	5691	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1342	3061	0	0	0	0	0	5691	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								16				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	38								21			
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
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	64	598	0	0	0	0	0	2322	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	18.0	18.0						17.1				
Total Split (s)	30.0	30.0						60.0				
Total Split (%)	33.3%	33.3%						66.7%				
Yellow Time (s)	3.2	3.2						3.8				
All-Red Time (s)	1.8	1.8						1.3				
Lost Time Adjust (s)	0.0	0.0						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0						55.0				
Actuated g/C Ratio	0.28	0.28						0.61				
v/c Ratio	0.17	0.70						0.67				
Control Delay	31.1	38.6						3.9				
Queue Delay	0.0	0.0						0.1				
Total Delay	31.1	38.6						4.1				
LOS	C	D						A				
Approach Delay		37.9						4.1				
Approach LOS		D						A				
Queue Length 50th (ft)	32	176						47				
Queue Length 95th (ft)	m46	m218						62				
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)												
Base Capacity (vph)	372	850						3484				
Starvation Cap Reductn	0	0						271				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.17	0.70						0.72				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBT, Start of 1st Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 106.3% ICU Level of Service G
Analysis Period (min) 15
Description: 05-0082
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)

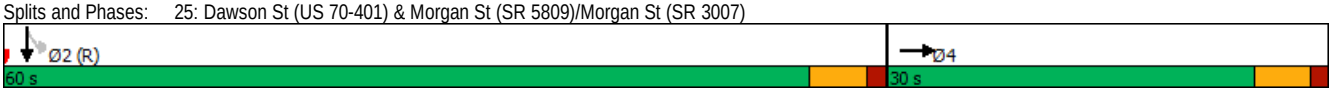


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	280	155	0	0	0	0	0	0	300	2431	54
Future Volume (vph)	0	280	155	0	0	0	0	0	0	300	2431	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Satd. Flow (prot)	0	2956	0	0	0	0	0	0	0	0	5735	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	2956	0	0	0	0	0	0	0	0	5699	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)											7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			14							28		32
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	483	0	0	0	0	0	0	0	0	3094	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.1								18.3	18.3	
Total Split (s)		30.0								60.0	60.0	
Total Split (%)		33.3%								66.7%	66.7%	
Yellow Time (s)		3.8								3.9	3.9	
All-Red Time (s)		1.3								1.4	1.4	
Lost Time Adjust (s)		-0.1									-0.3	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0									55.0	
Actuated g/C Ratio		0.28									0.61	
v/c Ratio		0.59									0.89	
Control Delay		31.5									3.1	
Queue Delay		0.0									0.1	
Total Delay		31.5									3.2	
LOS		C									A	
Approach Delay		31.5									3.2	
Approach LOS		C									A	
Queue Length 50th (ft)		124									35	
Queue Length 95th (ft)		176									m37	
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												
Base Capacity (vph)		821									3485	
Starvation Cap Reductn		0									22	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.59									0.89	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 22 (24%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 68.2% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0096
m Volume for 95th percentile queue is metered by upstream signal.

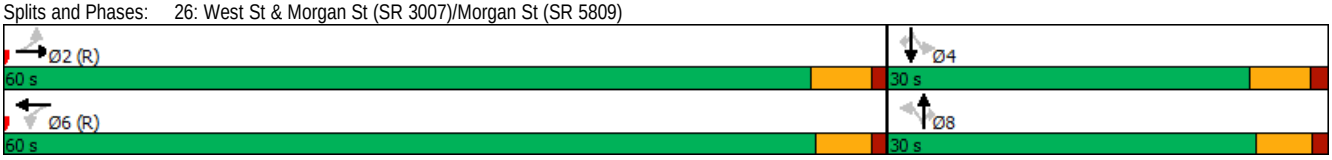
Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	383	22	13	41	4	10	8	40	20	21	26
Future Volume (vph)	9	383	22	13	41	4	10	8	40	20	21	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Storage Length (ft)	0		0	0		0	0		100	0		100
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3216	0	0	1632	0	0	1623	887	0	1661	753
Flt Permitted		0.951			0.903			0.899			0.892	
Satd. Flow (perm)	0	3060	0	0	1490	0	0	1497	872	0	1514	736
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4				44			29
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			487			193	
Travel Time (s)		10.3			5.4			9.5			3.8	
Confl. Peds. (#/hr)	7		1	1		7	1		3	3		1
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%	2%	2%	2%	2%	2%	2%	2%	63%	2%	2%	96%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	460	0	0	64	0	0	20	44	0	45	29
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Minimum Split (s)	17.2	17.2		18.9	18.9		19.4	19.4	19.4	21.4	21.4	21.4
Total Split (s)	60.0	60.0		60.0	60.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	66.7%	66.7%		66.7%	66.7%		33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.1	4.1		3.8	3.8		3.8	3.8	3.8	4.1	4.1	4.1
All-Red Time (s)	1.1	1.1		1.1	1.1		1.2	1.2	1.2	1.3	1.3	1.3
Lost Time Adjust (s)		-0.2			0.1			0.0	0.0		-0.4	0.0
Total Lost Time (s)		5.0			5.0			5.0	5.0		5.0	5.4
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		55.0			55.0			25.0	25.0		25.0	24.6
Actuated g/C Ratio		0.61			0.61			0.28	0.28		0.28	0.27
v/c Ratio		0.25			0.07			0.05	0.16		0.11	0.13
Control Delay		6.6			7.0			24.3	9.4		25.1	10.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		6.6			7.0			24.3	9.4		25.1	10.9
LOS		A			A			C	A		C	B
Approach Delay		6.6			7.0			14.1			19.6	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		55			13			8	0		19	0
Queue Length 95th (ft)		77			28			26	25		46	21
Internal Link Dist (ft)		448			197			407			113	
Turn Bay Length (ft)									100			100
Base Capacity (vph)		1874			912			415	274		420	222
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.25			0.07			0.05	0.16		0.11	0.13

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 76 (84%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0014			

Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)



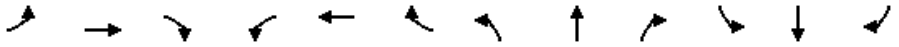
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	263	61	24	179	48
Future Volume (vph)	66	263	61	24	179	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3090	1604	0	3044	0
Flt Permitted		0.881			0.962	
Satd. Flow (perm)	0	2744	1604	0	2990	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			26		40	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	4			4	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	365	95	0	252	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Minimum Split (s)	12.6	15.6	16.5		19.6	
Total Split (s)	17.0	57.0	40.0		33.0	
Total Split (%)	18.9%	63.3%	44.4%		36.7%	
Yellow Time (s)	3.0	3.6	3.9		3.0	
All-Red Time (s)	2.6	2.0	1.6		2.6	
Lost Time Adjust (s)		-0.6	-0.5		-0.6	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)		52.0	35.0		28.0	
Actuated g/C Ratio		0.58	0.39		0.31	
v/c Ratio		0.22	0.15		0.26	
Control Delay		9.5	13.3		11.6	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.5	13.3		11.6	
LOS		A	B		B	
Approach Delay		9.5	13.3		11.6	
Approach LOS		A	B		B	
Queue Length 50th (ft)		48	18		15	
Queue Length 95th (ft)		71	50		32	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1631	639		974	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.22	0.15		0.26	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 29.2% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0120

Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	127	37	104	213	45	4	19	73	40	35	65
Future Volume (vph)	88	127	37	104	213	45	4	19	73	40	35	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		100
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1419	0	0	1488	0	0	1663	1085	0	1633	1053
Flt Permitted		0.983			0.986			0.992			0.974	
Satd. Flow (perm)	0	1419	0	0	1488	0	0	1663	1085	0	1633	1053
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		306			754			487			487	
Travel Time (s)		6.0			14.7			9.5			9.5	
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%	30%	2%	2%	18%	2%	2%	2%	34%	2%	2%	38%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	0	0	403	0	0	25	81	0	83	72
Sign Control		Stop			Stop			Stop			Stop	

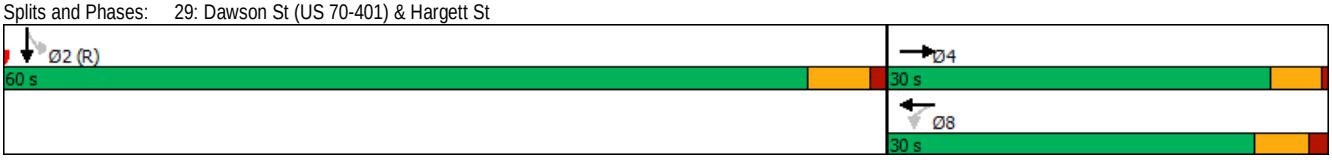
Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		

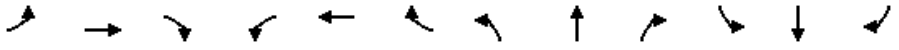


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	124	68	73	207	0	0	0	0	132	2303	127
Future Volume (vph)	0	124	68	73	207	0	0	0	0	132	2303	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1351	0	1577	1553	0	0	0	0	0	5774	0
Flt Permitted				0.508							0.997	
Satd. Flow (perm)	0	1351	0	834	1553	0	0	0	0	0	5757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		754			484			490			482	
Travel Time (s)		14.7			9.4			9.5			9.4	
Confl. Peds. (#/hr)			8	8		64				13		28
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%	15%	28%	2%	9%	2%	2%	2%	2%	2%	2%	15%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	81	230	0	0	0	0	0	2847	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		20.0		17.1	17.1					15.4	15.4	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.5		3.7	3.7					4.2	4.2	
All-Red Time (s)		0.5		1.4	1.4					1.2	1.2	
Lost Time Adjust (s)		0.0		-0.1	0.0						-0.4	
Total Lost Time (s)		4.0		5.0	5.1						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0		25.0	24.9						55.0	
Actuated g/C Ratio		0.29		0.28	0.28						0.61	
v/c Ratio		0.55		0.35	0.54						0.81	
Control Delay		32.8		32.5	34.4						4.9	
Queue Delay		0.0		0.0	0.0						0.2	
Total Delay		32.8		32.5	34.4						5.1	
LOS		C		C	C						A	
Approach Delay		32.8			33.9						5.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		101		42	119						65	
Queue Length 95th (ft)		174		82	193						74	
Internal Link Dist (ft)		674			404			410			402	
Turn Bay Length (ft)				175								
Base Capacity (vph)		392		231	429						3526	
Starvation Cap Reductn		0		0	0						137	
Spillback Cap Reductn		0		0	0						52	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.55		0.35	0.54						0.84	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 27 (30%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0095			

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St

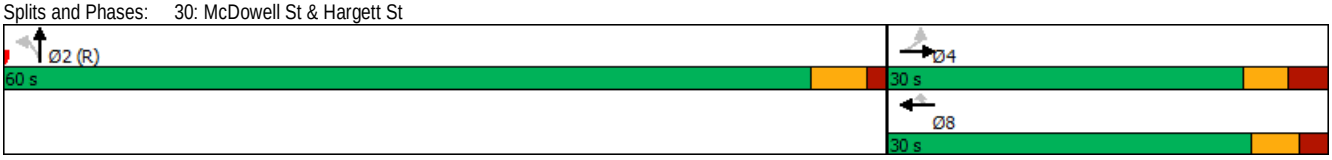




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	177	0	0	127	107	133	2125	46	0	0	0
Future Volume (vph)	80	177	0	0	127	107	133	2125	46	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1297	1660	0	0	1685	1432	1418	4535	0	0	0	0
Flt Permitted	0.653						0.950					
Satd. Flow (perm)	849	1660	0	0	1685	1332	1244	4535	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								6				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	24					24	30		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 (%)	24%	2%	2%	2%	2%	2%	14%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	197	0	0	141	119	148	2412	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.9	18.9			16.3	16.3	16.2	16.2				
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)	3.1	3.1			3.2	3.2	3.8	3.8				
All-Red Time (s)	2.8	2.8			2.1	2.1	1.4	1.4				
Lost Time Adjust (s)	-0.9	-0.9			-0.3	-0.3	-0.2	-0.2				
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0	55.0	55.0				
Actuated g/C Ratio	0.28	0.28			0.28	0.28	0.61	0.61				
v/c Ratio	0.38	0.43			0.30	0.32	0.19	0.87				
Control Delay	34.0	32.6			39.7	40.7	2.6	5.3				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.1				
Total Delay	34.0	32.6			39.7	40.7	2.6	5.5				
LOS	C	C			D	D	A	A				
Approach Delay		33.1			40.1			5.3				
Approach LOS		C			D			A				
Queue Length 50th (ft)	43	98			79	68	7	41				
Queue Length 95th (ft)	m71	m143			137	122	m11	61				
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125	100					
Base Capacity (vph)	235	461			468	370	760	2773				
Starvation Cap Reductn	0	0			0	0	0	32				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.38	0.43			0.30	0.32	0.19	0.88				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0088			
m Volume for 95th percentile queue is metered by upstream signal.			

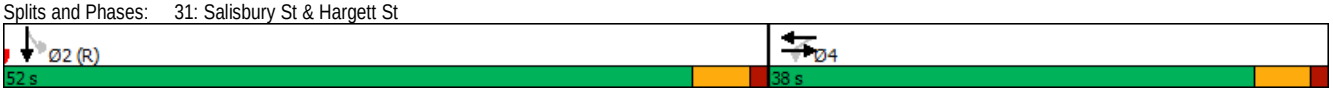
Splits and Phases: 30: McDowell St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	159	31	46	193	0	0	0	0	56	368	91
Future Volume (vph)	0	159	31	46	193	0	0	0	0	56	368	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1620	0	0	1651	0	0	0	0	0	3024	0
Flt Permitted					0.905						0.995	
Satd. Flow (perm)	0	1620	0	0	1503	0	0	0	0	0	3017	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12									42	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			17	17						7		39
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	0	0	265	0	0	0	0	0	572	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		19.1		19.1	19.1					19.3	19.3	
Total Split (s)		38.0		38.0	38.0					52.0	52.0	
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		3.8		3.8	3.8					3.9	3.9	
All-Red Time (s)		1.3		1.3	1.3					1.4	1.4	
Lost Time Adjust (s)		-0.1			-0.1						-0.3	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	
Actuated g/C Ratio		0.37			0.37						0.52	
v/c Ratio		0.35			0.48						0.36	
Control Delay		13.8			25.6						6.2	
Queue Delay		0.0			0.0						0.0	
Total Delay		13.8			25.6						6.2	
LOS		B			C						A	
Approach Delay		13.8			25.6						6.2	
Approach LOS		B			C						A	
Queue Length 50th (ft)		109			114						38	
Queue Length 95th (ft)		m171			187						52	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		601			551						1595	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.35			0.48						0.36	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 23 (26%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 081			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 31: Salisbury St & Hargett St

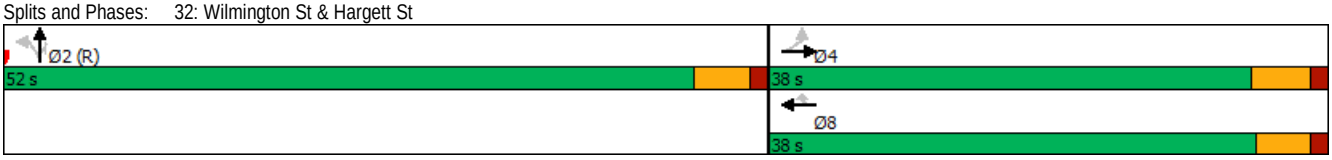


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	65	0	0	156	237	80	610	51	0	0	0
Future Volume (vph)	133	65	0	0	156	237	80	610	51	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		100	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1637	0	0	1651	1404	0	3166	976	0	0	0
Flt Permitted		0.673						0.994				
Satd. Flow (perm)	0	1046	0	0	1651	1164	0	3105	646	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			57			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	84					84	52		101			
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%	2%	2%	2%	2%	2%	2%	2%	49%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	173	263	0	767	57	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	18.3	18.3			19.0	19.0	19.1	19.1	19.1			
Total Split (s)	38.0	38.0			38.0	38.0	52.0	52.0	52.0			
Total Split (%)	42.2%	42.2%			42.2%	42.2%	57.8%	57.8%	57.8%			
Yellow Time (s)	4.0	4.0			3.7	3.7	3.8	3.8	3.8			
All-Red Time (s)	1.3	1.3			1.3	1.3	1.3	1.3	1.3			
Lost Time Adjust (s)		-0.3			0.0	0.0		-0.1	-0.1			
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0	33.0		47.0	47.0			
Actuated g/C Ratio		0.37			0.37	0.37		0.52	0.52			
v/c Ratio		0.57			0.29	0.53		0.47	0.16			
Control Delay		30.1			25.0	19.4		3.3	0.7			
Queue Delay		0.0			0.0	0.0		0.0	0.0			
Total Delay		30.1			25.0	19.4		3.3	0.7			
LOS		C			C	B		A	A			
Approach Delay		30.1			21.6			3.1				
Approach LOS		C			C			A				
Queue Length 50th (ft)		99			65	53		18	0			
Queue Length 95th (ft)		176			m121	146		28	m0			
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150			100			
Base Capacity (vph)		383			605	500		1621	364			
Starvation Cap Reductn		0			0	0		0	0			
Spillback Cap Reductn		0			0	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.57			0.29	0.53		0.47	0.16			

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 26 (29%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15
Description: 101
m Volume for 95th percentile queue is metered by upstream signal.

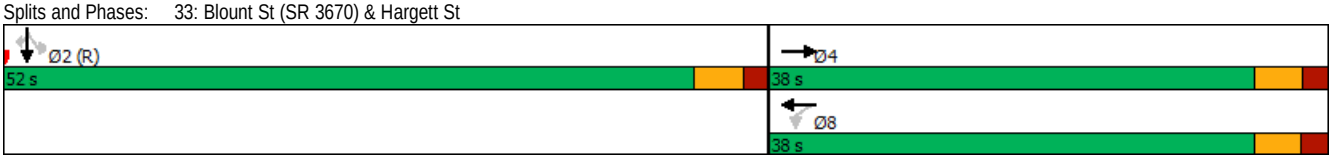
Splits and Phases: 32: Wilmington St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	66	42	66	274	0	0	0	0	38	926	222
Future Volume (vph)	0	66	42	66	274	0	0	0	0	38	926	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1603	0	0	1651	0	0	0	0	0	3211	1323
Flt Permitted					0.915						0.998	
Satd. Flow (perm)	0	1603	0	0	1526	0	0	0	0	0	3185	1323
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41										183
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										54		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	377	0	0	0	0	0	1071	247
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		17.1		18.1	18.1					17.1	17.1	17.1
Total Split (s)		38.0		38.0	38.0					52.0	52.0	52.0
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	57.8%
Yellow Time (s)		3.3		3.1	3.1					3.3	3.3	3.3
All-Red Time (s)		1.8		2.0	2.0					1.8	1.8	1.8
Lost Time Adjust (s)		-0.1			-0.1						-0.1	0.0
Total Lost Time (s)		5.0			5.0						5.0	5.1
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	46.9
Actuated g/C Ratio		0.37			0.37						0.52	0.52
v/c Ratio		0.20			0.67						0.64	0.32
Control Delay		11.2			33.0						10.5	2.2
Queue Delay		0.0			0.0						0.6	0.0
Total Delay		11.2			33.0						11.1	2.2
LOS		B			C						B	A
Approach Delay		11.2			33.0						9.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		19			197						89	8
Queue Length 95th (ft)		m41			m291						110	m12
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												100
Base Capacity (vph)		613			559						1663	777
Starvation Cap Reductn		0			0						256	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.20			0.67						0.76	0.32

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 40 (44%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1350			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 33: Blount St (SR 3670) & Hargett St

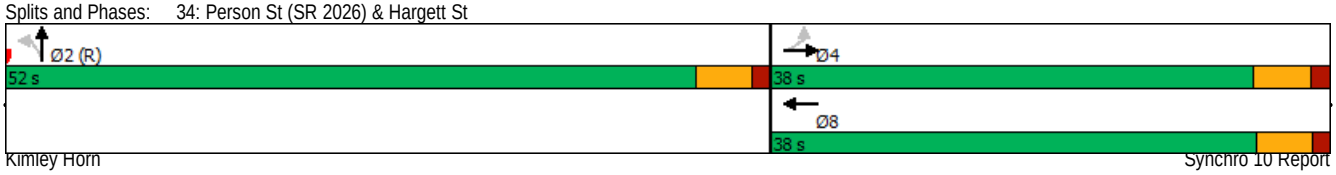


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Future Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1360	0	0	3141	0	0	0	0
Flt Permitted		0.901						0.996				
Satd. Flow (perm)	0	1412	0	0	1360	0	0	3122	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					55			5				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	121					121	20					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	133	0	0	1257	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.3	17.3			17.1		17.1	17.1				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.9	3.9			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.3		1.3	1.3				
Lost Time Adjust (s)		-0.3			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.25			0.77				
Control Delay		15.2			13.3			4.8				
Queue Delay		0.0			0.0			0.1				
Total Delay		15.2			13.3			4.9				
LOS		B			B			A				
Approach Delay		15.2			13.3			4.9				
Approach LOS		B			B			A				
Queue Length 50th (ft)		25			29			29				
Queue Length 95th (ft)		m53			71			34				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		517			533			1632				
Starvation Cap Reductn		0			0			17				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.25			0.78				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15
Description: 05-1355
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 34: Person St (SR 2026) & Hargett St

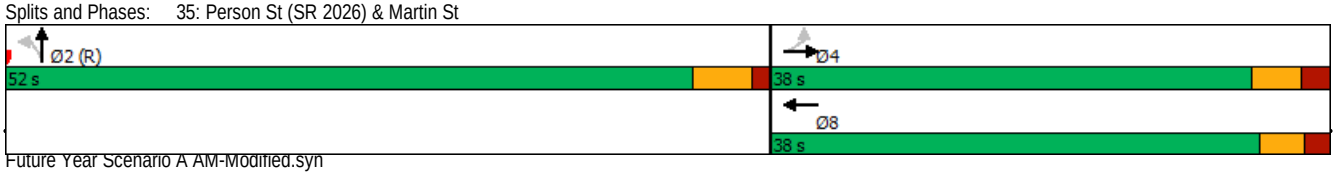


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Future Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1568	0	0	3216	0	0	0	0
Flt Permitted		0.912						0.998				
Satd. Flow (perm)	0	1494	0	0	1568	0	0	3216	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	54					54			20			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	65	0	0	1321	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.4	17.4			17.9		17.4	17.4				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.3	3.3			3.1		4.1	4.1				
All-Red Time (s)	2.1	2.1			1.8		1.3	1.3				
Lost Time Adjust (s)		-0.4			0.1			-0.4				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.11			0.79				
Control Delay		21.3			16.4			21.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		21.3			16.4			21.7				
LOS		C			B			C				
Approach Delay		21.3			16.4			21.7				
Approach LOS		C			B			C				
Queue Length 50th (ft)		35			19			302				
Queue Length 95th (ft)		73			47			394				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		547			583			1680				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.11			0.79				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 24 (27%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 21.4 Intersection LOS: C
Intersection Capacity Utilization 56.9% ICU Level of Service B
Analysis Period (min) 15
Description: 05-1354

Splits and Phases: 35: Person St (SR 2026) & Martin St

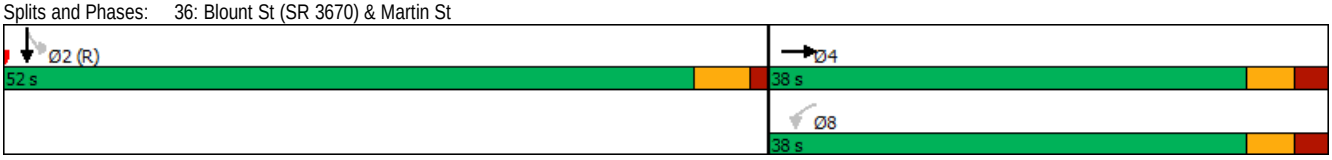


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	58	25	0	0	0	0	0	42	743	0
Future Volume (vph)	0	41	58	25	0	0	0	0	0	42	743	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1559	0	1601	0	0	0	0	0	0	3192	0
Flt Permitted				0.686							0.997	
Satd. Flow (perm)	0	1559	0	1156	0	0	0	0	0	0	3163	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64										
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			479			495	
Travel Time (s)		13.5			13.1			10.9			11.3	
Confl. Peds. (#/hr)										44		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	28	0	0	0	0	0	0	873	0
Turn Type		NA		Perm						Perm	NA	
Protected Phases		4									2	
Permitted Phases				8						2		
Minimum Split (s)		18.7		18.6						17.2	17.2	
Total Split (s)		38.0		38.0						52.0	52.0	
Total Split (%)		42.2%		42.2%						57.8%	57.8%	
Yellow Time (s)		3.3		3.2						3.9	3.9	
All-Red Time (s)		2.4		2.4						1.3	1.3	
Lost Time Adjust (s)		-0.7		-1.2							-0.2	
Total Lost Time (s)		5.0		4.4							5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0		33.6							47.0	
Actuated g/C Ratio		0.37		0.37							0.52	
v/c Ratio		0.18		0.06							0.53	
Control Delay		13.3		22.5							4.0	
Queue Delay		0.0		0.0							0.0	
Total Delay		13.3		22.5							4.0	
LOS		B		C							A	
Approach Delay		13.3			22.5						4.0	
Approach LOS		B			C						A	
Queue Length 50th (ft)		31		14							32	
Queue Length 95th (ft)		75		m28							38	
Internal Link Dist (ft)		416			401			399			415	
Turn Bay Length (ft)												
Base Capacity (vph)		612		431							1651	
Starvation Cap Reductn		0		0							0	
Spillback Cap Reductn		0		0							0	
Storage Cap Reductn		0		0							0	
Reduced v/c Ratio		0.18		0.06							0.53	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 46 (51%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 5.5		Intersection LOS: A	
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1349			

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

Splits and Phases: 36: Blount St (SR 3670) & Martin St

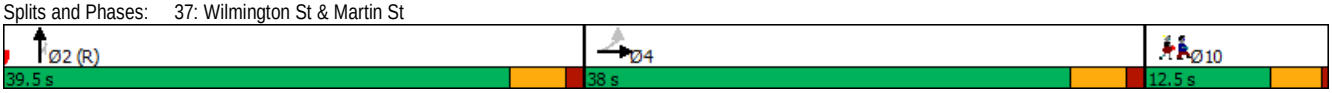


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	104	106	0	0	0	0	0	723	77	0	0	0	
Future Volume (vph)	104	106	0	0	0	0	0	723	77	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			-4%			2%			0%		
Storage Length (ft)	0		0	0		0	0		100	0		0	
Storage Lanes	0		0	0		0	0		1	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1636	0	0	0	0	0	3153	1090	0	0	0	
Flt Permitted		0.976											
Satd. Flow (perm)	0	1516	0	0	0	0	0	3153	1059	0	0	0	
Right Turn on Red	No		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)									74				
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		170			496			477			494		
Travel Time (s)		3.3			9.7			9.3			9.6		
Confl. Peds. (#/hr)	77					77	56		3				
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%	2%	2%	2%	2%	2%	2%	2%	32%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	234	0	0	0	0	0	803	86	0	0	0	
Turn Type	Perm	NA						NA	Perm				
Protected Phases		4						2					10
Permitted Phases	4								2				
Minimum Split (s)	19.1	19.1						20.1	20.1				12.5
Total Split (s)	38.0	38.0						39.5	39.5				12.5
Total Split (%)	42.2%	42.2%						43.9%	43.9%				14%
Yellow Time (s)	3.8	3.8						3.7	3.7				3.5
All-Red Time (s)	1.3	1.3						1.4	1.4				0.5
Lost Time Adjust (s)		-0.1						-0.1	-0.1				
Total Lost Time (s)		5.0						5.0	5.0				
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)		33.0						34.5	34.5				
Actuated g/C Ratio		0.37						0.38	0.38				
v/c Ratio		0.42						0.66	0.19				
Control Delay		24.3						17.0	2.4				
Queue Delay		0.0						0.0	0.0				
Total Delay		24.3						17.0	2.4				
LOS		C						B	A				
Approach Delay		24.3						15.6					
Approach LOS		C						B					
Queue Length 50th (ft)		98						77	0				
Queue Length 95th (ft)		164						153	8				
Internal Link Dist (ft)		90			416			397			414		
Turn Bay Length (ft)									100				
Base Capacity (vph)		555						1208	451				
Starvation Cap Reductn		0						0	0				
Spillback Cap Reductn		0						0	0				
Storage Cap Reductn		0						0	0				
Reduced v/c Ratio		0.42						0.66	0.19				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 18 (20%), Referenced to phase 2:NBT, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 49.8% ICU Level of Service A
Analysis Period (min) 15
Description: 102

Splits and Phases: 37: Wilmington St & Martin St

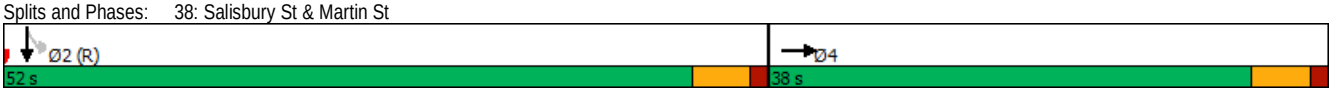


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	175	140	0	0	0	0	0	0	53	346	0
Future Volume (vph)	0	175	140	0	0	0	0	0	0	53	346	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1418	0	0	0	0	0	0	0	0	3195	0
Flt Permitted											0.993	
Satd. Flow (perm)	0	1418	0	0	0	0	0	0	0	0	3110	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)		51										
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			85	85						62		63
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	350	0	0	0	0	0	0	0	0	443	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		19.3								19.3	19.3	
Total Split (s)		38.0								52.0	52.0	
Total Split (%)		42.2%								57.8%	57.8%	
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.3								1.3	1.3	
Lost Time Adjust (s)		-0.3									-0.3	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0									47.0	
Actuated g/C Ratio		0.37									0.52	
v/c Ratio		0.63									0.27	
Control Delay		25.7									6.0	
Queue Delay		0.0									0.0	
Total Delay		25.7									6.0	
LOS		C									A	
Approach Delay		25.7									6.0	
Approach LOS		C									A	
Queue Length 50th (ft)		168									29	
Queue Length 95th (ft)		m253									38	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		552									1624	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.63									0.27	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 42.9% ICU Level of Service A
Analysis Period (min) 15
Description: 082
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Salisbury St & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	195	0	0	0	0	0	2038	66	0	0	0
Future Volume (vph)	0	195	0	0	0	0	0	2038	66	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	0	1685	0	0	0	0	0	4460	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1685	0	0	0	0	0	4460	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								10				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	66					66			41			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	217	0	0	0	0	0	2337	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Minimum Split (s)		15.2						16.0				
Total Split (s)		30.0						60.0				
Total Split (%)		33.3%						66.7%				
Yellow Time (s)		3.2						3.7				
All-Red Time (s)		2.0						1.3				
Lost Time Adjust (s)		-0.2						0.0				
Total Lost Time (s)		5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0						55.0				
Actuated g/C Ratio		0.28						0.61				
v/c Ratio		0.46						0.86				
Control Delay		29.4						5.5				
Queue Delay		0.0						0.3				
Total Delay		29.4						5.7				
LOS		C						A				
Approach Delay		29.4						5.7				
Approach LOS		C						A				
Queue Length 50th (ft)		85						55				
Queue Length 95th (ft)		144						74				
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		468						2729				
Starvation Cap Reductn		0						68				
Spillback Cap Reductn		0						21				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.46						0.88				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 116.6%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0089			

Splits and Phases: 39: McDowell St & Martin St





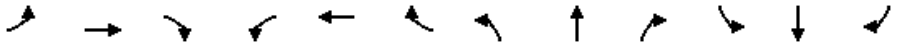
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	21	28	0	0	0	0	0	0	203	2226	0
Future Volume (vph)	0	21	28	0	0	0	0	0	0	203	2226	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1515	0	0	0	0	0	0	0	1601	4600	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1515	0	0	0	0	0	0	0	1575	4600	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)		4										
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			7	7						5		14
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	0	0	0	0	0	226	2473	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.9								19.2	19.2	
Total Split (s)		30.0								60.0	60.0	
Total Split (%)		33.3%								66.7%	66.7%	
Yellow Time (s)		3.1								3.9	3.9	
All-Red Time (s)		1.8								1.3	1.3	
Lost Time Adjust (s)		0.1								-0.2	-0.2	
Total Lost Time (s)		5.0								5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0								55.0	55.0	
Actuated g/C Ratio		0.28								0.61	0.61	
v/c Ratio		0.13								0.23	0.88	
Control Delay		24.0								3.8	7.6	
Queue Delay		0.0								0.0	0.0	
Total Delay		24.0								3.8	7.6	
LOS		C								A	A	
Approach Delay		24.0									7.3	
Approach LOS		C									A	
Queue Length 50th (ft)		21								17	71	
Queue Length 95th (ft)		50								m23	81	
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												
Base Capacity (vph)		423								962	2811	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		0								0	11	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.13								0.23	0.88	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32 (36%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1047			

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

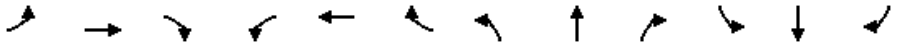
Splits and Phases: 40: Dawson St (US 70-401) & Martin St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	0	0	4	28	53	87	12	44
Future Volume (vph)	0	0	0	25	0	0	4	28	53	87	12	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		100
Storage Lanes	0		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	812	0	0	0	1666	989	0	1302	1425
Flt Permitted				0.950				0.994			0.958	
Satd. Flow (perm)	0	0	0	812	0	0	0	1666	989	0	1302	1425
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			487	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	100%	2%	2%	2%	2%	47%	29%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	28	0	0	0	35	59	0	110	49
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.7%		ICU Level of Service A	
Analysis Period (min) 15			

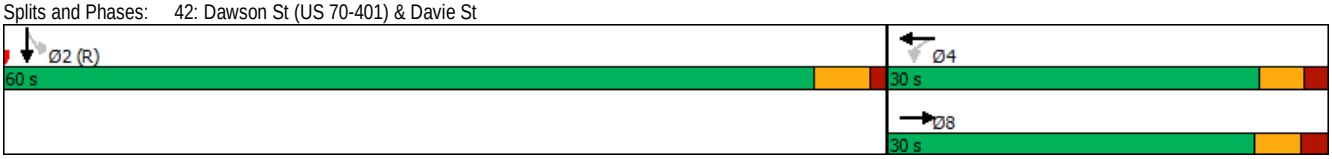


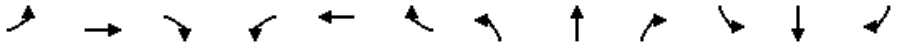
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	33	17	79	53	0	0	0	0	254	1914	18
Future Volume (vph)	0	33	17	79	53	0	0	0	0	254	1914	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1575	0	1577	1660	0	0	0	0	0	4522	0
Flt Permitted				0.720							0.994	
Satd. Flow (perm)	0	1575	0	1195	1660	0	0	0	0	0	4496	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9									2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										13		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	88	59	0	0	0	0	0	2429	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Minimum Split (s)		18.1		17.8	17.8					17.0	17.0	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.1		3.1	3.1					3.8	3.8	
All-Red Time (s)		2.0		1.7	1.7					1.2	1.2	
Lost Time Adjust (s)		-0.1		0.2	0.2						0.0	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0		25.0	25.0						55.0	
Actuated g/C Ratio		0.28		0.28	0.28						0.61	
v/c Ratio		0.13		0.27	0.13						0.88	
Control Delay		22.2		32.3	29.6						5.3	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		22.2		32.3	29.6						5.3	
LOS		C		C	C						A	
Approach Delay		22.2			31.2						5.3	
Approach LOS		C			C						A	
Queue Length 50th (ft)		20		44	29						46	
Queue Length 95th (ft)		49		m75	m53						54	
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								
Base Capacity (vph)		444		331	461						2748	
Starvation Cap Reductn		0		0	0						6	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.13		0.27	0.13						0.89	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 37 (41%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1045			

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

Splits and Phases: 42: Dawson St (US 70-401) & Davie St



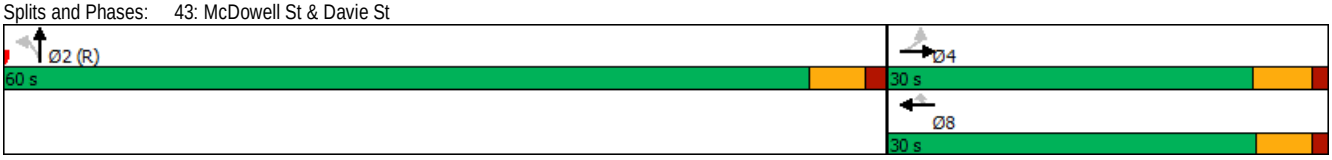


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	279	0	0	177	109	108	2013	30	0	0	0
Future Volume (vph)	58	279	0	0	177	109	108	2013	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4498	0	0	0	0
Flt Permitted	0.558							0.997				
Satd. Flow (perm)	743	1693	0	0	1676	954	0	4498	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						28		4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	173					173			154			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	310	0	0	197	121	0	2390	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	17.2	17.2			16.0	16.0	17.3	17.3				
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)	4.0	4.0			3.8	3.8	3.8	3.8				
All-Red Time (s)	1.2	1.2			1.2	1.2	1.5	1.5				
Lost Time Adjust (s)	-0.2	-0.2			0.0	0.0		-0.3				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0				
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61				
v/c Ratio	0.31	0.66			0.42	0.42		0.87				
Control Delay	32.8	37.2			27.3	23.0		19.0				
Queue Delay	0.0	0.0			0.0	0.0		0.1				
Total Delay	32.8	37.2			27.3	23.0		19.1				
LOS	C	D			C	C		B				
Approach Delay		36.5			25.7			19.1				
Approach LOS		D			C			B				
Queue Length 50th (ft)	25	134			107	50		375				
Queue Length 95th (ft)	m36	m176			m131	m67		457				
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125						
Base Capacity (vph)	206	470			465	285		2750				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		19				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.31	0.66			0.42	0.42		0.88				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 74 (82%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 21.9		Intersection LOS: C	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0090			

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

Splits and Phases: 43: McDowell St & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	181	0	0	47	48	25	2523	134	0	0	0
Future Volume (vph)	174	181	0	0	47	48	25	2523	134	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	100		125	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	780	3058	1368	0	0	0
Flt Permitted	0.723						0.950					
Satd. Flow (perm)	1192	1651	0	0	1744	1462	780	3058	1338	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						29			62			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	1					1			1			
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%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	201	0	0	52	53	28	2803	149	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	24.5	24.5			21.8	21.8	28.4	28.4	28.4			
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0	60.0			
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%	66.7%			
Yellow Time (s)	3.1	3.1			3.7	3.7	3.4	3.4	3.4			
All-Red Time (s)	2.4	2.4			2.1	2.1	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.8	-0.8	-1.4	-0.4	-0.4			
Total Lost Time (s)	5.0	5.0			5.0	5.0	4.0	5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0	56.0	55.0	55.0			
Actuated g/C Ratio	0.28	0.28			0.28	0.28	0.62	0.61	0.61			
v/c Ratio	0.58	0.44			0.11	0.12	0.06	1.50	0.18			
Control Delay	36.3	32.5			25.0	14.6	7.1	249.2	5.0			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	36.3	32.5			25.0	14.6	7.1	249.2	5.0			
LOS	D	C			C	B	A	F	A			
Approach Delay		34.4			19.8			234.7				
Approach LOS		C			B			F				
Queue Length 50th (ft)	66	69			22	10	6	~1175	19			
Queue Length 95th (ft)	m96	m99			50	38	16	#1311	43			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225						100		125			
Base Capacity (vph)	331	458			484	427	485	1868	841			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.58	0.44			0.11	0.12	0.06	1.50	0.18			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.50			
Intersection Signal Delay: 205.5		Intersection LOS: F	
Intersection Capacity Utilization 114.0%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0941			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

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

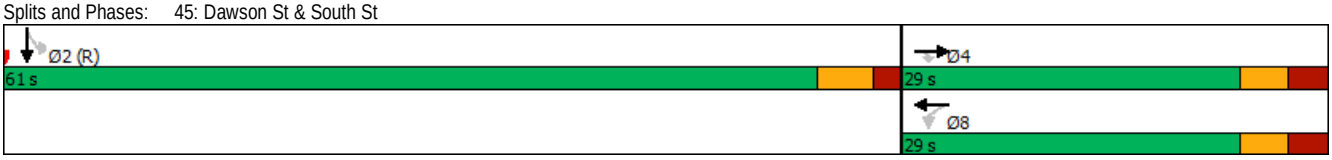
Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St

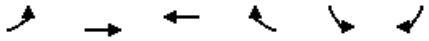


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	340	39	10	44	0	0	0	0	64	1322	117
Future Volume (vph)	0	340	39	10	44	0	0	0	0	64	1322	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		125	200		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	900	0	1678	0	0	0	0	1593	4522	0
Flt Permitted					0.844					0.950		
Satd. Flow (perm)	0	1702	900	0	1429	0	0	0	0	1593	4522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37								30	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
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%	2%	64%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	378	43	0	60	0	0	0	0	71	1599	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Minimum Split (s)		28.1	28.1	25.1	25.1					28.8	28.8	
Total Split (s)		29.0	29.0	29.0	29.0					61.0	61.0	
Total Split (%)		32.2%	32.2%	32.2%	32.2%					67.8%	67.8%	
Yellow Time (s)		3.3	3.3	3.3	3.3					3.8	3.8	
All-Red Time (s)		2.8	2.8	2.8	2.8					2.0	2.0	
Lost Time Adjust (s)		-1.1	-1.1		-1.1					-0.8	-0.8	
Total Lost Time (s)		5.0	5.0		5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		24.0	24.0		24.0					56.0	56.0	
Actuated g/C Ratio		0.27	0.27		0.27					0.62	0.62	
v/c Ratio		0.83	0.16		0.16					0.07	0.57	
Control Delay		49.0	11.8		18.2					7.0	10.7	
Queue Delay		0.0	0.0		0.0					0.0	0.0	
Total Delay		49.0	11.8		18.2					7.0	10.7	
LOS		D	B		B					A	B	
Approach Delay		45.2			18.2						10.5	
Approach LOS		D			B						B	
Queue Length 50th (ft)		203	3		16					14	172	
Queue Length 95th (ft)		#353	28		34					31	211	
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			125							100		
Base Capacity (vph)		453	267		381					991	2825	
Starvation Cap Reductn		0	0		0					0	0	
Spillback Cap Reductn		0	0		0					0	0	
Storage Cap Reductn		0	0		0					0	0	
Reduced v/c Ratio		0.83	0.16		0.16					0.07	0.57	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54 (60%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-0942			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	300	125	50	75	25
Future Volume (vph)	25	300	125	50	75	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			100	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1676	969	1272	0
Flt Permitted	0.950				0.964	
Satd. Flow (perm)	1593	1676	1676	969	1272	0
Link Speed (mph)		25	25		35	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		5.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	50%	33%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	333	139	56	111	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

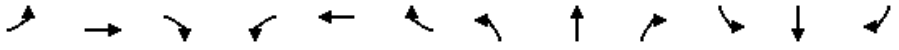
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	300	125	50	75	25
Future Vol, veh/h	25	300	125	50	75	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	50	33	2
Mvmt Flow	28	333	139	56	83	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	528	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.73	6.22
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.218	-	-	-	3.797	3.318
Pot Cap-1 Maneuver	1378	-	-	-	461	909
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	622	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	452	909
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	517
HCM Lane V/C Ratio	0.02	-	-	-	0.215
HCM Control Delay (s)	7.7	-	-	-	13.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8



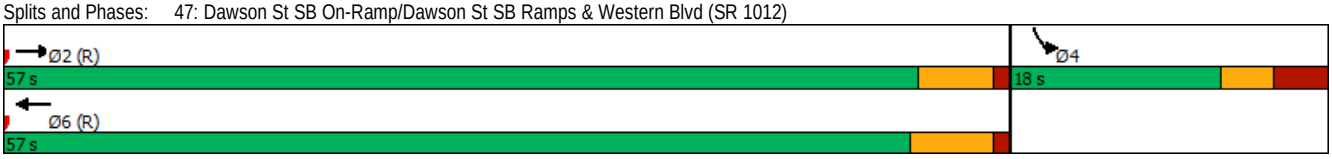
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑	↱				↰↰		↱
Traffic Volume (vph)	0	691	175	0	1666	25	0	0	0	87	0	325
Future Volume (vph)	0	691	175	0	1666	25	0	0	0	87	0	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	4531	1262	0	3217	1439	0	0	0	3043	0	1326
Flt Permitted										0.950		
Satd. Flow (perm)	0	4531	1262	0	3217	1439	0	0	0	3043	0	1326
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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%	2%	14%	2%	2%	2%	2%	2%	2%	2%	2%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	768	194	0	1851	28	0	0	0	97	0	361
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Detector Phase		2			6					4		
Switch Phase												
Minimum Initial (s)		12.0			12.0					7.0		
Minimum Split (s)		17.3			17.7					13.2		
Total Split (s)		57.0			57.0					18.0		
Total Split (%)		76.0%			76.0%					24.0%		
Yellow Time (s)		4.3			4.7					3.0		
All-Red Time (s)		1.0			1.0					3.2		
Lost Time Adjust (s)		-0.3			-0.7					-1.2		
Total Lost Time (s)		5.0			5.0					5.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max					None		
Act Effct Green (s)		60.2	75.0		60.2	75.0				8.4		75.0
Actuated g/C Ratio		0.80	1.00		0.80	1.00				0.11		1.00
v/c Ratio		0.21	0.15		0.72	0.02				0.29		0.27
Control Delay		2.6	0.3		8.8	0.0				32.8		0.5
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		2.6	0.3		8.8	0.0				32.8		0.5
LOS		A	A		A	A				C		A
Approach Delay		2.1			8.6						7.4	
Approach LOS		A			A						A	
Queue Length 50th (ft)		28	0		197	0				21		0
Queue Length 95th (ft)		41	0		m254	m0				42		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		3639	1262		2584	1439				527		1326
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.21	0.15		0.72	0.02				0.18		0.27

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 71 (95%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 6.6		Intersection LOS: A	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

Description: 05-1759

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

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	647	155	0	1168	441	125
Future Volume (vph)	647	155	0	1168	441	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	1259	0	4485	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	1259	0	4485	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	16%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	719	172	0	1298	490	139
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	12.0			12.0	7.0	7.0
Minimum Split (s)	17.6			17.2	13.4	13.4
Total Split (s)	47.0			47.0	28.0	28.0
Total Split (%)	62.7%			62.7%	37.3%	37.3%
Yellow Time (s)	4.6			4.2	3.0	3.0
All-Red Time (s)	1.0			1.0	3.4	3.4
Lost Time Adjust (s)	-0.6			-0.2	-1.4	-1.4
Total Lost Time (s)	5.0			5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max			C-Max	None	None
Act Effct Green (s)	42.0	75.0		42.0	23.0	23.0
Actuated g/C Ratio	0.56	1.00		0.56	0.31	0.31
v/c Ratio	0.40	0.14		0.52	1.03	0.32
Control Delay	8.8	0.2		7.8	76.6	22.7
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	8.8	0.2		7.8	76.6	22.7
LOS	A	A		A	E	C
Approach Delay	7.1			7.8	64.7	
Approach LOS	A			A	E	
Queue Length 50th (ft)	65	0		180	~236	49
Queue Length 95th (ft)	84	0		151	#423	95
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	1792	1259		2511	478	428
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.40	0.14		0.52	1.03	0.32

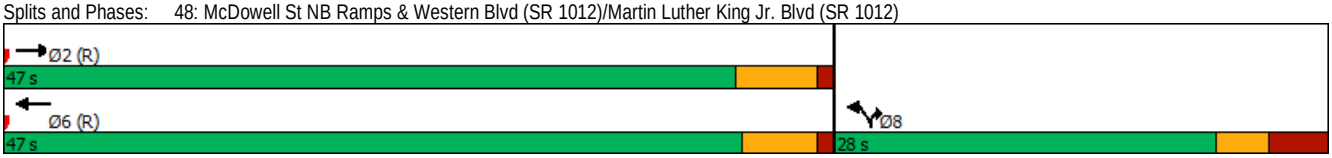
Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 74 (99%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

Description: 05-1758

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

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

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)



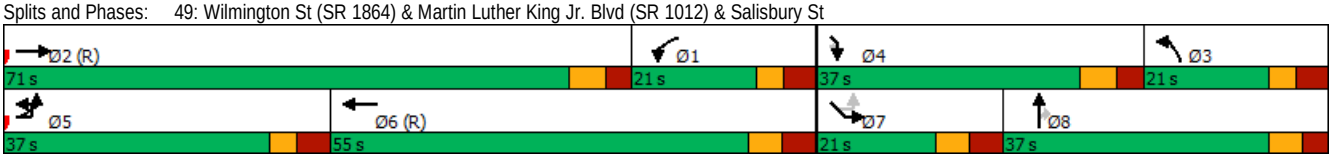
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	241	457	48	106	1037	204	289	718	132	10	58	73	44
Future Volume (vph)	10	241	457	48	106	1037	204	289	718	132	10	58	73	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		0	100					0		450	125	
Storage Lanes		1		0	1					1		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	4422	0	1593	4462	0	1601	3201	1228	0	1624	2558	944
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	4422	0	1593	4462	0	1601	3201	1130	0	1414	2558	944
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)			15			185				191				187
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										46		46		
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	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	19%	2%	2%	2%	57%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	279	561	0	118	1379	0	321	798	147	0	75	81	49
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases										8	7			4
Detector Phase	5	5	2		1	6		3	8	8	7	7	4	4
Switch Phase														
Minimum Initial (s)	7.0	7.0	12.0		7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.9	13.9	40.1		13.9	22.8		13.8	36.9	36.9	14.5	14.5	36.2	36.2
Total Split (s)	37.0	37.0	71.0		21.0	55.0		21.0	37.0	37.0	21.0	21.0	37.0	37.0
Total Split (%)	24.7%	24.7%	47.3%		14.0%	36.7%		14.0%	24.7%	24.7%	14.0%	14.0%	24.7%	24.7%
Yellow Time (s)	3.0	3.0	4.2		3.2	3.9		3.0	3.9	3.9	3.8	3.8	4.1	4.1
All-Red Time (s)	3.9	3.9	2.9		3.7	3.9		3.8	3.0	3.0	3.7	3.7	3.1	3.1
Lost Time Adjust (s)		-1.9	-2.1		-1.9	-2.8		-1.8	-1.9	-1.9		-2.5	-2.2	3.0
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0	10.2
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None	None	None
Act Effct Green (s)		29.8	66.0		16.0	52.2		37.1	34.6	34.6		13.4	10.9	5.7
Actuated g/C Ratio		0.20	0.44		0.11	0.35		0.25	0.23	0.23		0.09	0.07	0.04
v/c Ratio		0.90	0.29		0.70	0.82		0.81	1.08	0.36		0.60	0.44	0.23
Control Delay		78.9	25.7		70.3	31.2		70.1	110.5	4.6		84.5	73.6	2.5
Queue Delay		0.0	0.0		0.0	1.3		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		78.9	25.7		70.3	32.5		70.1	110.5	4.6		84.5	73.6	2.5
LOS		E	C		E	C		E	F	A		F	E	A
Approach Delay			43.3			35.5			88.0			60.6		
Approach LOS			D			D			F			E		
Queue Length 50th (ft)		205	110		114	189		297	~464	0		72	44	0
Queue Length 95th (ft)		#411	139		m169	417		#480	#621	24		128	75	0
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325			100			75				450	125	125
Base Capacity (vph)		333	1954		169	1674		396	737	407		150	545	322
Starvation Cap Reductn		0	0		0	131		0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.84	0.29		0.70	0.89		0.81	1.08	0.36		0.50	0.15	0.15

Intersection Summary

Area Type: CBD
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 56.0 Intersection LOS: E
Intersection Capacity Utilization 89.6% ICU Level of Service E

Analysis Period (min) 15
Description: 05-0065
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St

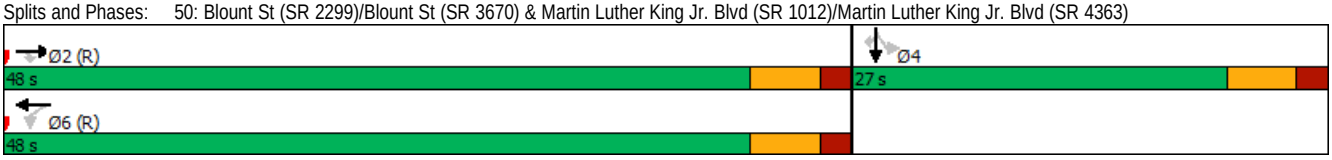


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Future Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3166	1432
Flt Permitted				0.390							0.989	
Satd. Flow (perm)	0	3217	1418	660	3217	0	0	0	0	0	3165	1412
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			60									47
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			2	2						1		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	633	60	29	1341	0	0	0	0	0	362	192
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	19.8	19.8					24.8	24.8	24.8
Total Split (s)		48.0	48.0	48.0	48.0					27.0	27.0	27.0
Total Split (%)		64.0%	64.0%	64.0%	64.0%					36.0%	36.0%	36.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		43.0	43.0	43.0	43.0						22.0	22.0
Actuated g/C Ratio		0.57	0.57	0.57	0.57						0.29	0.29
v/c Ratio		0.34	0.07	0.08	0.73						0.39	0.43
Control Delay		12.7	4.4	7.2	10.8						22.7	19.5
Queue Delay		0.0	0.0	0.0	0.4						0.0	0.0
Total Delay		12.7	4.4	7.2	11.2						22.7	19.5
LOS		B	A	A	B						C	B
Approach Delay		12.0			11.1						21.6	
Approach LOS		B			B						C	
Queue Length 50th (ft)		218	10	5	174						70	53
Queue Length 95th (ft)		273	32	m10	m244						107	110
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								
Base Capacity (vph)		1844	838	378	1844						928	447
Starvation Cap Reductn		0	0	0	148						0	0
Spillback Cap Reductn		0	0	0	32						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.34	0.07	0.08	0.79						0.39	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 33 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			
Description: 05-1346			

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

Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)



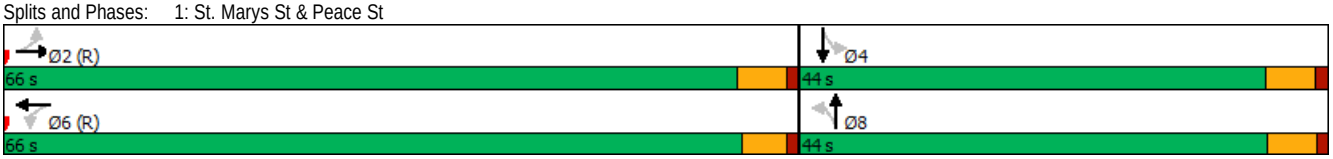
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Future Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1678	0	0	1623	0	0	1647	0	0	1664	0
Flt Permitted		0.971			0.768			0.795			0.669	
Satd. Flow (perm)	0	1631	0	0	1253	0	0	1321	0	0	1128	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			10			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	3		5	5		3	10		5	5		10
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	985	0	0	732	0	0	467	0	0	417	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.2	20.2		21.8	21.8		21.2	21.2		21.3	21.3	
Total Split (s)	66.0	66.0		66.0	66.0		44.0	44.0		44.0	44.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.1	4.1		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.1	1.1		1.2	1.2	
Lost Time Adjust (s)		-0.2			0.2			-0.2			-0.3	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		61.0			61.0			39.0			39.0	
Actuated g/C Ratio		0.55			0.55			0.35			0.35	
v/c Ratio		1.08			1.05			0.99			1.04	
Control Delay		81.0			73.6			73.5			90.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		81.0			73.6			73.5			90.6	
LOS		F			E			E			F	
Approach Delay		81.0			73.6			73.5			90.6	
Approach LOS		F			E			E			F	
Queue Length 50th (ft)		~781			~563			319			~316	
Queue Length 95th (ft)		#1032			#797			#537			#513	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)												
Base Capacity (vph)		908			697			474			402	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		1.08			1.05			0.99			1.04	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 26 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 79.1		Intersection LOS: E	
Intersection Capacity Utilization 117.1%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 027			

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: St. Marys St & Peace St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Future Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	0	1646	0	0	1609	1368	0	3028	0	1593	3013	0
Flt Permitted		0.280								0.177		
Satd. Flow (perm)	0	464	0	0	1609	1311	0	3028	0	294	3013	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		7				188		16				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			248			514	
Travel Time (s)		9.4			10.7			4.8			10.0	
Confl. Peds. (#/hr)	22		18			22			17	17		29
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	803	0	0	687	378	0	482	0	291	666	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Detector Phase	5	2			6	7		8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	7.0		7.0		7.0	7.0	
Minimum Split (s)	11.9	23.4			29.3	12.1		20.8		12.1	20.1	
Total Split (s)	12.0	62.0			50.0	26.0		22.0		26.0	48.0	
Total Split (%)	10.9%	56.4%			45.5%	23.6%		20.0%		23.6%	43.6%	
Yellow Time (s)	3.0	3.9			3.4	3.0		3.6		3.0	3.8	
All-Red Time (s)	1.9	1.5			1.9	2.1		1.2		2.1	1.3	
Lost Time Adjust (s)		-0.4			-0.3	-0.1		0.2		-0.1	-0.1	
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead				Lag	Lead		Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	C-Max			C-Max	None		Max		None	Max	
Act Effct Green (s)		57.0			45.0	64.2		18.8		43.0	43.0	
Actuated g/C Ratio		0.52			0.41	0.58		0.17		0.39	0.39	
v/c Ratio		2.52			1.04	0.44		0.91		0.85	0.57	
Control Delay		709.5			73.9	3.9		66.5		50.9	28.5	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		709.5			73.9	3.9		66.5		50.9	28.5	
LOS		F			E	A		E		D	C	
Approach Delay		709.5			49.1			66.5			35.3	
Approach LOS		F			D			E			D	
Queue Length 50th (ft)		~959			~531	26		~176		151	190	
Queue Length 95th (ft)		#1199			#763	42		#290		#289	250	
Internal Link Dist (ft)		400			467			168			434	
Turn Bay Length (ft)										200		
Base Capacity (vph)		319			658	872		530		362	1177	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		2.52			1.04	0.43		0.91		0.80	0.57	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 16 (15%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.52			
Intersection Signal Delay: 208.0		Intersection LOS: F	
Intersection Capacity Utilization 126.2%		ICU Level of Service H	
Analysis Period (min) 15			

Description: 039

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

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

Splits and Phases: 2: Glenwood Ave & Peace St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	864	33	215	966	13	115	11	246	87	30	27
Future Volume (vph)	5	864	33	215	966	13	115	11	246	87	30	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1593	3166	0	1407	3084	0	0	1603	1321	1656	1620	0
Flt Permitted	0.263			0.209				0.699		0.556		
Satd. Flow (perm)	441	3166	0	310	3084	0	0	1172	1321	969	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3				273		30	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			373			509	
Travel Time (s)		10.7			7.5			7.3			9.9	
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%	2%	2%	12%	2%	2%	2%	2%	10%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	997	0	239	1087	0	0	140	273	97	63	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8		13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	61.0	61.0		22.0	83.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	55.5%	55.5%		20.0%	75.5%		24.5%	24.5%	24.5%	24.5%	24.5%	
Yellow Time (s)	3.8	3.8		3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0		3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-0.1	-1.1			-0.3	-0.3	-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		6.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	65.7	65.7		82.0	83.0			17.0	17.0	17.0	17.0	
Actuated g/C Ratio	0.60	0.60		0.75	0.75			0.15	0.15	0.15	0.15	
v/c Ratio	0.02	0.53		0.70	0.47			0.77	0.63	0.65	0.23	
Control Delay	11.6	13.1		17.6	6.4			70.8	11.6	62.6	24.8	
Queue Delay	0.0	0.4		0.0	1.1			0.0	0.0	0.0	0.0	
Total Delay	11.6	13.4		17.6	7.5			70.8	11.6	62.6	24.8	
LOS	B	B		B	A			E	B	E	C	
Approach Delay		13.4			9.3			31.7			47.7	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	2	205		46	133			95	0	65	20	
Queue Length 95th (ft)	m1	m154		106	201			160	74	118	57	
Internal Link Dist (ft)		467			303			293			429	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	263	1891		390	2326			234	482	193	348	
Starvation Cap Reductn	0	375		0	922			0	0	0	0	
Spillback Cap Reductn	0	0		0	207			0	0	0	1	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.02	0.66		0.61	0.77			0.60	0.57	0.50	0.18	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 29 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 16.0		Intersection LOS: B	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

Description: 046

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

Splits and Phases: 3: West St & Peace St



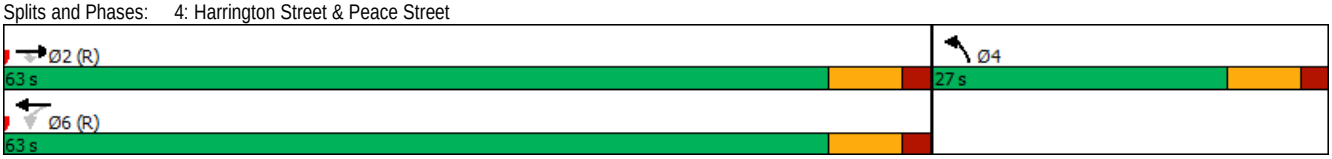
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1100	75	50	850	325	200
Future Volume (vph)	1100	75	50	850	325	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1863	1214	1770	3539	3189	0
Flt Permitted			0.068		0.970	
Satd. Flow (perm)	1863	1214	127	3539	3189	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	33%	2%	2%	8%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1222	83	56	944	583	0
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases		2	6			
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	
Total Split (s)	63.0	63.0	63.0	63.0	27.0	
Total Split (%)	70.0%	70.0%	70.0%	70.0%	30.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	1.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	8.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	58.9	55.9	58.9	58.9	21.1	
Actuated g/C Ratio	0.65	0.62	0.65	0.65	0.23	
v/c Ratio	1.00	0.11	0.68	0.41	0.78	
Control Delay	44.1	7.7	49.5	4.1	40.4	
Queue Delay	35.6	0.0	0.0	0.3	0.0	
Total Delay	79.7	7.7	49.5	4.4	40.4	
LOS	E	A	D	A	D	
Approach Delay	75.1			6.9	40.4	
Approach LOS	E			A	D	
Queue Length 50th (ft)	~676	18	34	25	158	
Queue Length 95th (ft)	#988	37	m#79	31	218	
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	
Base Capacity (vph)	1219	753	82	2316	779	
Starvation Cap Reductn	211	0	0	726	0	
Spillback Cap Reductn	56	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	1.21	0.11	0.68	0.59	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 44.5 Intersection LOS: D
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

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

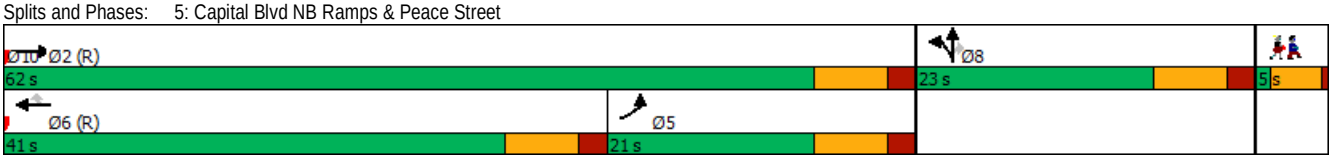
Splits and Phases: 4: Harrington Street & Peace Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	350	950	0	0	825	700	75	4	50	0	0	0	
Future Volume (vph)	350	950	0	0	825	700	75	4	50	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	150		0	0		100	0		100	0		0	
Storage Lanes	1		0	0		1	0		1	0		0	
Taper Length (ft)	125			100			100			25			
Satd. Flow (prot)	3433	1863	0	0	3539	1583	0	1777	1583	0	0	0	
Flt Permitted	0.950							0.954					
Satd. Flow (perm)	3433	1863	0	0	3539	1583	0	1777	1583	0	0	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)						537							
Link Speed (mph)		35			35			30			30		
Link Distance (ft)		343			1263			279			422		
Travel Time (s)		6.7			24.6			6.3			9.6		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	389	1056	0	0	917	778	0	87	56	0	0	0	
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm				
Protected Phases	5	2			6		8	8					10
Permitted Phases						6			8				
Detector Phase	5	2			6	6	8	8	8				
Switch Phase													
Minimum Initial (s)	7.0	10.0			10.0	10.0	7.0	7.0	7.0				1.0
Minimum Split (s)	14.0	23.0			23.0	23.0	23.0	23.0	23.0				5.0
Total Split (s)	21.0	62.0			41.0	41.0	23.0	23.0	23.0				5.0
Total Split (%)	23.3%	68.9%			45.6%	45.6%	25.6%	25.6%	25.6%				6%
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0				3.5
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0				0.5
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0		-2.0	-2.0				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0				
Lead/Lag	Lag				Lead	Lead							
Lead-Lag Optimize?	Yes				Yes	Yes							
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None				None
Act Effct Green (s)	16.0	64.7			42.7	42.7		11.9	11.9				
Actuated g/C Ratio	0.18	0.72			0.47	0.47		0.13	0.13				
v/c Ratio	0.64	0.79			0.55	0.75		0.37	0.27				
Control Delay	30.3	10.1			24.0	17.0		39.4	37.4				
Queue Delay	0.0	4.5			0.0	0.0		0.0	0.0				
Total Delay	30.3	14.6			24.0	17.0		39.4	37.4				
LOS	C	B			C	B		D	D				
Approach Delay		18.9			20.7			38.6					
Approach LOS		B			C			D					
Queue Length 50th (ft)	100	195			252	230		46	29				
Queue Length 95th (ft)	m106	m237			m306	m148		87	62				
Internal Link Dist (ft)		263			1183			199			342		
Turn Bay Length (ft)	150					100			100				
Base Capacity (vph)	610	1338			1677	1032		355	316				
Starvation Cap Reductn	0	213			0	0		0	0				
Spillback Cap Reductn	0	0			0	0		0	0				
Storage Cap Reductn	0	0			0	0		0	0				
Reduced v/c Ratio	0.64	0.94			0.55	0.75		0.25	0.18				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 89 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	785	93	17	563	42	522	68	77	68	35	163
Future Volume (vph)	52	785	93	17	563	42	522	68	77	68	35	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-2%			-2%			-3%	
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	75			50			100			100		
Satd. Flow (prot)	1569	1621	0	1609	1671	0	1528	1549	1439	0	1647	1446
Flt Permitted	0.151			0.101			0.950	0.963			0.968	
Satd. Flow (perm)	248	1621	0	171	1671	0	1515	1539	1387	0	1636	1414
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4				104			109
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1263			774			268			259	
Travel Time (s)		34.4			21.1			7.3			7.1	
Confl. Peds. (#/hr)	14		12	12		14	8		9	9		8
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
Shared Lane Traffic (%)							44%					
Lane Group Flow (vph)	58	975	0	19	673	0	325	331	86	0	115	181
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6					4			3
Detector Phase	2	2		6	6		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.7	15.7		15.8	15.8		30.2	30.2	30.2	26.8	26.8	26.8
Total Split (s)	32.0	32.0		32.0	32.0		31.0	31.0	31.0	27.0	27.0	27.0
Total Split (%)	35.6%	35.6%		35.6%	35.6%		34.4%	34.4%	34.4%	30.0%	30.0%	30.0%
Yellow Time (s)	3.1	3.1		3.3	3.3		3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.6		2.5	2.5		2.9	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-0.7	-0.7		-0.8	-0.8		-1.2	-1.2	-1.2		-0.8	-0.8
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effct Green (s)	39.7	39.7		39.7	39.7		23.9	23.9	23.9		11.4	11.4
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.27	0.27	0.27		0.13	0.13
v/c Ratio	0.53	1.36		0.25	0.91		0.80	0.81	0.19		0.55	0.66
Control Delay	32.8	187.6		31.8	40.7		45.5	45.7	4.3		46.1	27.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	32.8	187.6		31.8	40.7		45.5	45.7	4.3		46.1	27.4
LOS	C	F		C	D		D	D	A		D	C
Approach Delay		178.9			40.4			40.8			34.7	
Approach LOS		F			D			D			C	
Queue Length 50th (ft)	16	~733		5	199		180	184	0		63	39
Queue Length 95th (ft)	m#42	#1108		m14	#712		256	260	23		108	100
Internal Link Dist (ft)		1183			694			188			179	
Turn Bay Length (ft)	50			50								
Base Capacity (vph)	109	718		75	739		463	469	492		402	428
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.53	1.36		0.25	0.91		0.70	0.71	0.17		0.29	0.42

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 91.7		Intersection LOS: F	
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			

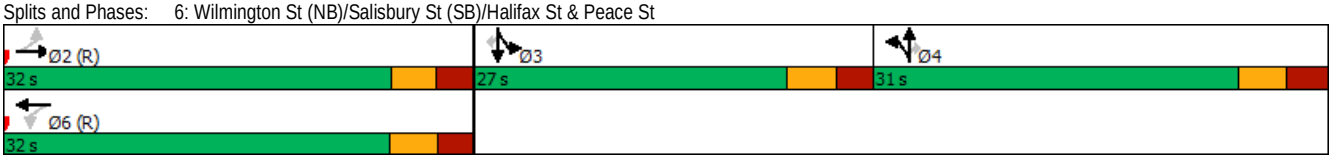
Description: 421

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

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

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

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St

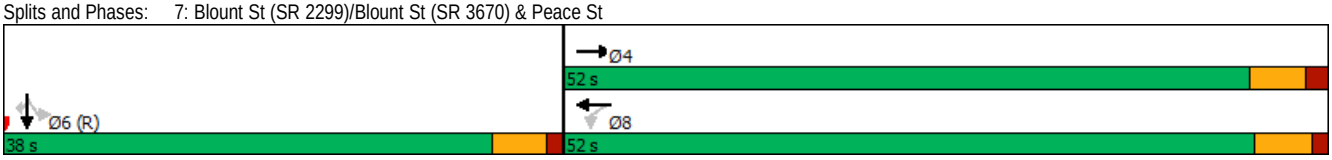


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	433	289	13	429	0	0	0	0	27	428	211
Future Volume (vph)	0	433	289	13	429	0	0	0	0	27	428	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1563	0	0	1683	0	0	0	0	0	3128	1404
Flt Permitted					0.884						0.997	
Satd. Flow (perm)	0	1563	0	0	1489	0	0	0	0	0	3122	1324
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		56										234
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			5	5						9		10
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	802	0	0	491	0	0	0	0	0	506	234
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		17.4		20.1	20.1					16.9	16.9	16.9
Total Split (s)		52.0		52.0	52.0					38.0	38.0	38.0
Total Split (%)		57.8%		57.8%	57.8%					42.2%	42.2%	42.2%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.6		1.2	1.2					1.2	1.2	1.2
Lost Time Adjust (s)		-0.4			-0.1						0.1	0.1
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		47.0			47.0						33.0	33.0
Actuated g/C Ratio		0.52			0.52						0.37	0.37
v/c Ratio		0.95			0.63						0.44	0.37
Control Delay		24.9			6.0						23.1	4.6
Queue Delay		2.4			0.4						0.1	0.0
Total Delay		27.3			6.4						23.2	4.6
LOS		C			A						C	A
Approach Delay		27.3			6.4						17.3	
Approach LOS		C			A						B	
Queue Length 50th (ft)		179			30						112	0
Queue Length 95th (ft)		m223			m38						157	47
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)												250
Base Capacity (vph)		842			777						1144	633
Starvation Cap Reductn		0			56						0	0
Spillback Cap Reductn		15			0						90	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.97			0.68						0.48	0.37

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 6:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1041			

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

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	434	0	347	895	0	0
Future Volume (vph)	434	0	347	895	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	1601	0	0	3125	0	0
Flt Permitted	0.950			0.986		
Satd. Flow (perm)	1598	0	0	3109	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	0	0	1380	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Detector Phase	4		2	2		
Switch Phase						
Minimum Initial (s)	7.0		10.0	10.0		
Minimum Split (s)	20.4		20.0	20.0		
Total Split (s)	37.0		53.0	53.0		
Total Split (%)	41.1%		58.9%	58.9%		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	-0.4			0.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		C-Max	C-Max		
Act Effct Green (s)	32.0			48.0		
Actuated g/C Ratio	0.36			0.53		
v/c Ratio	0.85			0.83		
Control Delay	30.9			23.3		
Queue Delay	0.0			0.0		
Total Delay	30.9			23.3		
LOS	C			C		
Approach Delay	30.9			23.3		
Approach LOS	C			C		
Queue Length 50th (ft)	287			326		
Queue Length 95th (ft)	m310			428		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	569			1658		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.85			0.83		

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	
Description: 05-0078	

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

Splits and Phases: 8: Person St (SR 2026) & Peace St

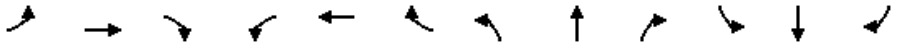


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	13
Future Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Satd. Flow (prot)	0	0	0	1471	3007	0	0	0	0	0	5704	0
Flt Permitted				0.950	0.971							
Satd. Flow (perm)	0	0	0	1471	3007	0	0	0	0	0	5704	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
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
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	172	258	0	0	0	0	0	3014	0
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Minimum Split (s)				22.7	22.7						22.0	
Total Split (s)				25.0	25.0						75.0	
Total Split (%)				25.0%	25.0%						75.0%	
Yellow Time (s)				4.1	4.1						3.0	
All-Red Time (s)				1.6	1.6						1.0	
Lost Time Adjust (s)				-0.7	-0.7						1.0	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				20.0	20.0						70.0	
Actuated g/C Ratio				0.20	0.20						0.70	
v/c Ratio				0.59	0.43						0.75	
Control Delay				45.4	37.6						11.1	
Queue Delay				0.0	0.0						0.7	
Total Delay				45.4	37.6						11.8	
LOS				D	D						B	
Approach Delay					40.7						11.8	
Approach LOS					D						B	
Queue Length 50th (ft)				109	79						309	
Queue Length 95th (ft)				187	120						353	
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												
Base Capacity (vph)				294	601						3993	
Starvation Cap Reductn				0	0						0	
Spillback Cap Reductn				0	0						560	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.59	0.43						0.88	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 53 (53%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1046			

Splits and Phases: 9: Dawson St (US 70-401) & Lane St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Future Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	1349	4260	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	3201	1359	0	0	0	0	0	0	1301	4260	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			20									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			16							12		
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
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	143	72	0	0	0	0	0	0	76	3119	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Minimum Split (s)		17.2	17.2							14.8	14.8	
Total Split (s)		25.0	25.0							75.0	75.0	
Total Split (%)		25.0%	25.0%							75.0%	75.0%	
Yellow Time (s)		3.9	3.9							3.7	3.7	
All-Red Time (s)		1.3	1.3							1.1	1.1	
Lost Time Adjust (s)		-0.2	-0.2							0.2	0.2	
Total Lost Time (s)		5.0	5.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0	20.0							70.0	70.0	
Actuated g/C Ratio		0.20	0.20							0.70	0.70	
v/c Ratio		0.22	0.25							0.08	1.05	
Control Delay		34.6	28.0							2.4	39.5	
Queue Delay		0.0	0.0							0.0	3.4	
Total Delay		34.6	28.0							2.4	43.0	
LOS		C	C							A	D	
Approach Delay		32.4									42.0	
Approach LOS		C									D	
Queue Length 50th (ft)		40	28							6	~847	
Queue Length 95th (ft)		68	68							m9	#944	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		640	287							910	2982	
Starvation Cap Reductn		0	0							0	0	
Spillback Cap Reductn		0	0							0	24	
Storage Cap Reductn		0	0							0	0	
Reduced v/c Ratio		0.22	0.25							0.08	1.05	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 41.4		Intersection LOS: D	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0099			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Dawson St (US 70-401) & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	129	0	0	0	0	0	2600	80	0	0	0
Future Volume (vph)	157	129	0	0	0	0	0	2600	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3024	0	0	0	0	0	5788	0	0	0	0
Flt Permitted	0.950	0.991										
Satd. Flow (perm)	1256	2954	0	0	0	0	0	5788	0	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)								14				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	71								31			
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
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	144	173	0	0	0	0	0	2978	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	21.1	21.1						19.2				
Total Split (s)	25.0	25.0						75.0				
Total Split (%)	25.0%	25.0%						75.0%				
Yellow Time (s)	3.8	3.8						4.0				
All-Red Time (s)	1.3	1.3						1.2				
Lost Time Adjust (s)	-0.1	-0.1						-0.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	20.0	20.0						70.0				
Actuated g/C Ratio	0.20	0.20						0.70				
v/c Ratio	0.57	0.29						0.73				
Control Delay	43.2	32.2						3.0				
Queue Delay	0.0	0.0						0.6				
Total Delay	43.2	32.2						3.6				
LOS	D	C						A				
Approach Delay		37.2						3.6				
Approach LOS		D						A				
Queue Length 50th (ft)	97	54						57				
Queue Length 95th (ft)	m168	m91						63				
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100											
Base Capacity (vph)	251	590						4055				
Starvation Cap Reductn	0	0						623				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.57	0.29						0.87				

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 95 (95%), Referenced to phase 2:NBT, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 64.7% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0084

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

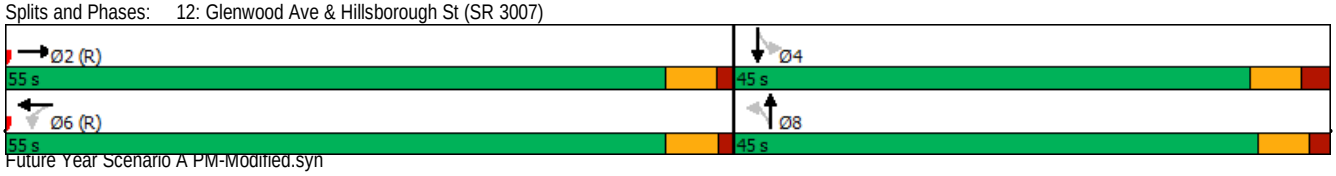
Splits and Phases: 11: McDowell St & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	5	8	643	143	4	78	4	86	163	48
Future Volume (vph)	0	286	5	8	643	143	4	78	4	86	163	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	0	3041	0	0	1657	0	0	3071	0
Flt Permitted					0.951			0.987			0.831	
Satd. Flow (perm)	0	1679	0	0	2895	0	0	1638	0	0	2545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			38			3			26	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			7	7		28	5		24	24		5
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	882	0	0	95	0	0	330	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Minimum Split (s)		19.0		19.0	19.0		24.0	24.0		24.2	24.2	
Total Split (s)		55.0		55.0	55.0		45.0	45.0		45.0	45.0	
Total Split (%)		55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Yellow Time (s)		3.9		3.9	3.9		3.8	3.8		3.9	3.9	
All-Red Time (s)		1.4		1.3	1.3		1.7	1.7		2.3	2.3	
Lost Time Adjust (s)		-0.3			-0.2			-0.5			-1.2	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		50.0			50.0			40.0			40.0	
Actuated g/C Ratio		0.50			0.50			0.40			0.40	
v/c Ratio		0.39			0.60			0.14			0.32	
Control Delay		17.2			15.3			27.4			20.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.2			15.3			27.4			20.0	
LOS		B			B			C			B	
Approach Delay		17.2			15.3			27.4			20.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		122			198			37			68	
Queue Length 95th (ft)		188			270			70			103	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1466			657			1033	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.60			0.14			0.32	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-0041			

Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)

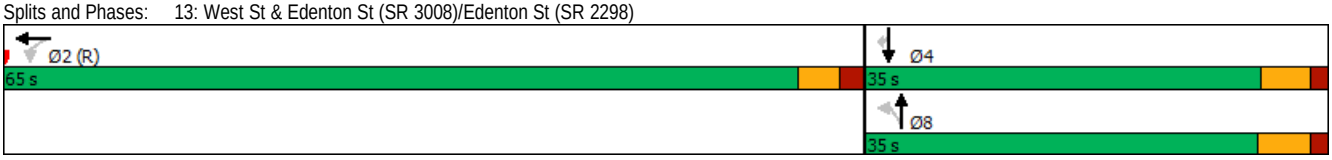




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	80
Future Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4363	0	0	1683	0	0	1668	1104
Flt Permitted					0.999			0.952				
Satd. Flow (perm)	0	0	0	0	4363	0	0	1607	0	0	1668	1058
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					61							89
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		25	16					16
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	31%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	680	0	0	241	0	0	116	89
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					2			8			4	
Permitted Phases				2			8					4
Minimum Split (s)				21.1	21.1		21.4	21.4			21.2	21.2
Total Split (s)				65.0	65.0		35.0	35.0			35.0	35.0
Total Split (%)				65.0%	65.0%		35.0%	35.0%			35.0%	35.0%
Yellow Time (s)				3.1	3.1		4.0	4.0			3.8	3.8
All-Red Time (s)				2.0	2.0		1.4	1.4			1.4	1.4
Lost Time Adjust (s)					-0.1			-0.4			-0.2	-0.2
Total Lost Time (s)					5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					60.0			30.0			30.0	30.0
Actuated g/C Ratio					0.60			0.30			0.30	0.30
v/c Ratio					0.26			0.50			0.23	0.23
Control Delay					8.8			33.2			27.9	7.5
Queue Delay					0.0			0.0			0.0	0.0
Total Delay					8.8			33.2			27.9	7.5
LOS					A			C			C	A
Approach Delay					8.8			33.2			19.0	
Approach LOS					A			C			B	
Queue Length 50th (ft)					62			126			56	0
Queue Length 95th (ft)					82			203			101	36
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)												100
Base Capacity (vph)					2642			482			500	379
Starvation Cap Reductn					0			0			0	0
Spillback Cap Reductn					0			0			0	0
Storage Cap Reductn					0			0			0	0
Reduced v/c Ratio					0.26			0.50			0.23	0.23

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 46 (46%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0298			

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)



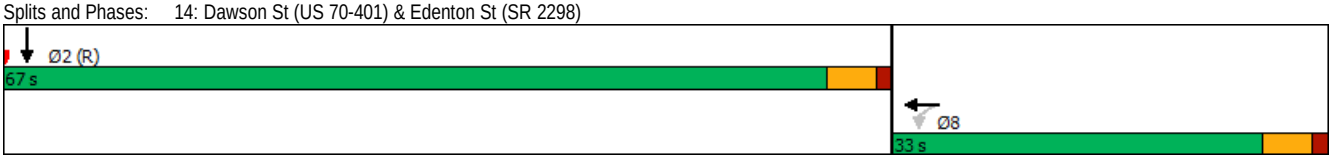


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	177	432	0	0	0	0	0	2726	107
Future Volume (vph)	0	0	0	177	432	0	0	0	0	0	2726	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	275		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4490	0	0	0	0	0	5642	0
Flt Permitted					0.986							
Satd. Flow (perm)	0	0	0	0	4487	0	0	0	0	0	5642	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		376			487			588			488	
Travel Time (s)		7.3			9.5			11.5			9.5	
Confl. Peds. (#/hr)				1								4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	677	0	0	0	0	0	3148	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				17.1	17.1						15.9	
Total Split (s)				33.0	33.0						67.0	
Total Split (%)				33.0%	33.0%						67.0%	
Yellow Time (s)				3.8	3.8						3.7	
All-Red Time (s)				1.3	1.3						1.2	
Lost Time Adjust (s)					-0.1						0.1	
Total Lost Time (s)					5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					28.0						62.0	
Actuated g/C Ratio					0.28						0.62	
v/c Ratio					0.54						0.90	
Control Delay					48.7						7.7	
Queue Delay					0.0						4.4	
Total Delay					48.7						12.1	
LOS					D						B	
Approach Delay					48.7						12.1	
Approach LOS					D						B	
Queue Length 50th (ft)					145						133	
Queue Length 95th (ft)					m184						m100	
Internal Link Dist (ft)		296			407			508			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1256						3503	
Starvation Cap Reductn					0						304	
Spillback Cap Reductn					0						67	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.54						0.98	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0098			

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

Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)

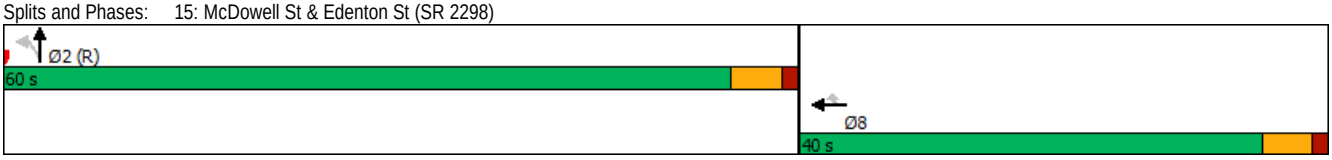


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	532	328	89	2333	0	0	0	0
Future Volume (vph)	0	0	0	0	532	328	89	2333	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	3001	1297	0	5784	0	0	0	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	3001	1126	0	5784	0	0	0	0
Right Turn on Red			Yes			No	No		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		487			488			589			488	
Travel Time (s)		9.5			9.5			11.5			9.5	
Confl. Peds. (#/hr)						49						
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
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	0	627	328	0	2691	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.1	17.1	17.2	17.2				
Total Split (s)					40.0	40.0	60.0	60.0				
Total Split (%)					40.0%	40.0%	60.0%	60.0%				
Yellow Time (s)					3.8	3.8	3.9	3.9				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)					-0.1	-0.1		-0.2				
Total Lost Time (s)					5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					35.0	35.0		55.0				
Actuated g/C Ratio					0.35	0.35		0.55				
v/c Ratio					0.60	0.83		0.85				
Control Delay					12.7	31.2		10.0				
Queue Delay					0.0	0.0		0.1				
Total Delay					12.7	31.2		10.0				
LOS					B	C		B				
Approach Delay					19.1			10.0				
Approach LOS					B			B				
Queue Length 50th (ft)					47	50		84				
Queue Length 95th (ft)					106	#357		156				
Internal Link Dist (ft)		407			408			509			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1050	394		3181				
Starvation Cap Reductn					0	0		24				
Spillback Cap Reductn					0	0		26				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.60	0.83		0.85				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 89 (89%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0085			

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

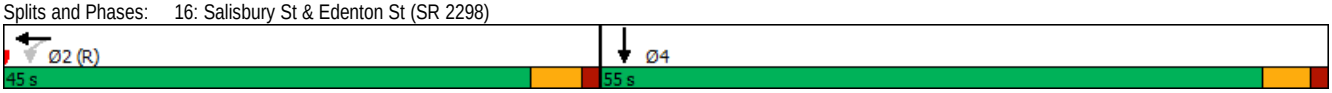
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Future Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	198	703	0	0	0	0	0	626	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Minimum Split (s)				18.3	18.3						19.1	
Total Split (s)				45.0	45.0						55.0	
Total Split (%)				45.0%	45.0%						55.0%	
Yellow Time (s)				3.9	3.9						3.7	
All-Red Time (s)				1.4	1.4						1.4	
Lost Time Adjust (s)				-0.3	-0.3						-0.1	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				40.0	40.0						50.0	
Actuated g/C Ratio				0.40	0.40						0.50	
v/c Ratio				0.31	0.55						0.40	
Control Delay				15.6	19.6						16.0	
Queue Delay				0.9	0.8						0.0	
Total Delay				16.5	20.4						16.0	
LOS				B	C						B	
Approach Delay					19.5						16.0	
Approach LOS					B						B	
Queue Length 50th (ft)				50	105						121	
Queue Length 95th (ft)				55	212						164	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				640	1280						1559	
Starvation Cap Reductn				241	284						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.50	0.71						0.40	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 18.1		Intersection LOS: B	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

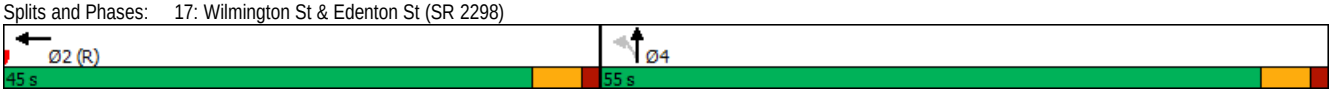
Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)

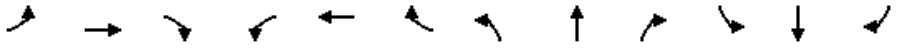


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	510	50	337	650	0	0	0	0
Future Volume (vph)	0	0	0	0	510	50	337	650	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Satd. Flow (prot)	0	0	0	0	4495	0	1585	3169	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	4495	0	1585	3169	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					20							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	623	0	374	722	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Minimum Split (s)					17.2		18.2	18.2				
Total Split (s)					45.0		55.0	55.0				
Total Split (%)					45.0%		55.0%	55.0%				
Yellow Time (s)					3.8		3.8	3.8				
All-Red Time (s)					1.4		1.4	1.4				
Lost Time Adjust (s)					-0.2		-0.2	-0.2				
Total Lost Time (s)					5.0		5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					40.0		50.0	50.0				
Actuated g/C Ratio					0.40		0.50	0.50				
v/c Ratio					0.34		0.47	0.46				
Control Delay					33.2		16.0	14.5				
Queue Delay					0.0		0.0	0.0				
Total Delay					33.2		16.0	14.5				
LOS					C		B	B				
Approach Delay					33.2			15.0				
Approach LOS					C			B				
Queue Length 50th (ft)					149		220	222				
Queue Length 95th (ft)					189		315	283				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)												
Base Capacity (vph)					1810		792	1584				
Starvation Cap Reductn					0		0	0				
Spillback Cap Reductn					0		0	0				
Storage Cap Reductn					0		0	0				
Reduced v/c Ratio					0.34		0.47	0.46				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 45 (45%), Referenced to phase 2:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 21.6		Intersection LOS: C	
Intersection Capacity Utilization 41.3%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2288			

Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)





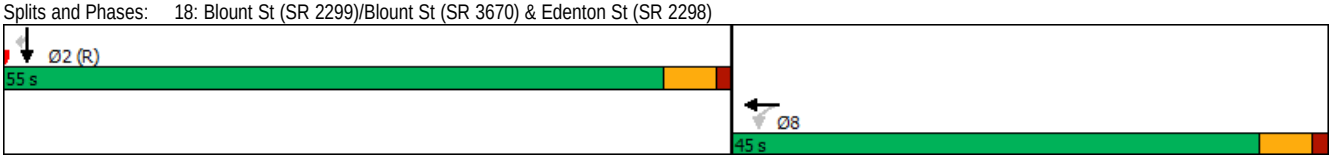
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	245	621	0	0	0	0	0	1404	80
Future Volume (vph)	0	0	0	245	621	0	0	0	0	0	1404	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1492	3217	0	0	0	0	0	3201	1432
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1406	3217	0	0	0	0	0	3201	1352
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												86
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				23								18
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%	2%	2%	10%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	272	690	0	0	0	0	0	1560	89
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						2	
Permitted Phases				8								2
Minimum Split (s)				17.3	17.3						17.2	17.2
Total Split (s)				45.0	45.0						55.0	55.0
Total Split (%)				45.0%	45.0%						55.0%	55.0%
Yellow Time (s)				4.0	4.0						3.9	3.9
All-Red Time (s)				1.3	1.3						1.3	1.3
Lost Time Adjust (s)				-1.3	-0.3						-0.2	0.0
Total Lost Time (s)				4.0	5.0						5.0	5.2
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				41.0	40.0						50.0	49.8
Actuated g/C Ratio				0.41	0.40						0.50	0.50
v/c Ratio				0.47	0.54						0.97	0.12
Control Delay				35.6	35.1						42.6	3.7
Queue Delay				0.0	0.0						3.5	0.0
Total Delay				35.6	35.1						46.1	3.7
LOS				D	D						D	A
Approach Delay					35.2						43.8	
Approach LOS					D						D	
Queue Length 50th (ft)				149	204						490	1
Queue Length 95th (ft)				m228	262						#670	25
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)				100								
Base Capacity (vph)				576	1286						1600	716
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						32	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.47	0.54						0.99	0.12

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 40 (40%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 40.7		Intersection LOS: D	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1038			

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

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

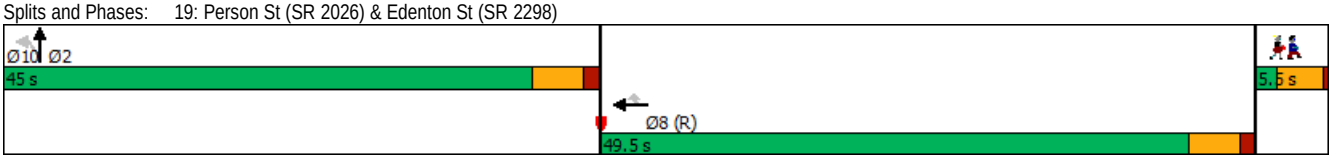
Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	472	156	110	711	0	0	0	0	
Future Volume (vph)	0	0	0	0	472	156	110	711	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			0%			-1%			0%		
Storage Length (ft)	0		0	0		100	0		0	0		0	
Storage Lanes	0		0	0		1	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	3185	1253	0	3179	0	0	0	0	
Flt Permitted								0.993					
Satd. Flow (perm)	0	0	0	0	3185	1227	0	3176	0	0	0	0	
Right Turn on Red			Yes			Yes	No		Yes			Yes	
Satd. Flow (RTOR)						115							
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		476			578			309			274		
Travel Time (s)		9.3			11.3			6.0			5.3		
Confl. Peds. (#/hr)						4	3						
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%	2%	2%	2%	2%	16%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	524	173	0	912	0	0	0	0	
Turn Type					NA	Perm	Perm	NA					
Protected Phases					8			2					10
Permitted Phases						8	2						
Minimum Split (s)					19.1	19.1	18.2	18.2					5.5
Total Split (s)					49.5	49.5	45.0	45.0					5.5
Total Split (%)					49.5%	49.5%	45.0%	45.0%					6%
Yellow Time (s)					3.8	3.8	3.9	3.9					3.5
All-Red Time (s)					1.3	1.3	1.3	1.3					0.5
Lost Time Adjust (s)					-0.1	0.0		-0.2					
Total Lost Time (s)					5.0	5.1		5.0					
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)					44.5	44.4		40.0					
Actuated g/C Ratio					0.44	0.44		0.40					
v/c Ratio					0.37	0.28		0.72					
Control Delay					19.4	7.8		49.1					
Queue Delay					0.0	0.0		50.8					
Total Delay					19.4	7.8		99.9					
LOS					B	A		F					
Approach Delay					16.5			99.9					
Approach LOS					B			F					
Queue Length 50th (ft)					113	21		324					
Queue Length 95th (ft)					155	64		389					
Internal Link Dist (ft)		396			498			229			194		
Turn Bay Length (ft)						100							
Base Capacity (vph)					1417	608		1270					
Starvation Cap Reductn					0	0		518					
Spillback Cap Reductn					0	0		0					
Storage Cap Reductn					0	0		0					
Reduced v/c Ratio					0.37	0.28		1.21					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 35 (35%), Referenced to phase 8:WBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 63.8		Intersection LOS: E	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0074			

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)



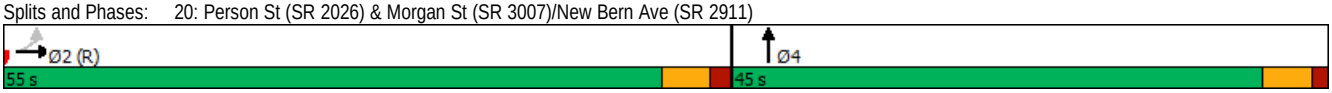


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Future Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1585	3169	0	0	0	0	0	3033	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1569	3169	0	0	0	0	0	3033	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								41				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	6								8			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	1142	0	0	0	0	0	903	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	55.0	55.0						45.0				
Total Split (%)	55.0%	55.0%						45.0%				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	50.0	50.0						40.0				
Actuated g/C Ratio	0.50	0.50						0.40				
v/c Ratio	0.16	0.72						0.73				
Control Delay	7.5	11.9						15.9				
Queue Delay	1.5	0.7						38.1				
Total Delay	9.1	12.6						54.0				
LOS	A	B						D				
Approach Delay		12.2						54.0				
Approach LOS		B						D				
Queue Length 50th (ft)	21	107						85				
Queue Length 95th (ft)	m27	m125						104				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	784	1584						1237				
Starvation Cap Reductn	0	166						0				
Spillback Cap Reductn	508	0						393				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.46	0.81						1.07				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 72 (72%), Referenced to phase 2:EBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 129.3%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0073			

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

Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)

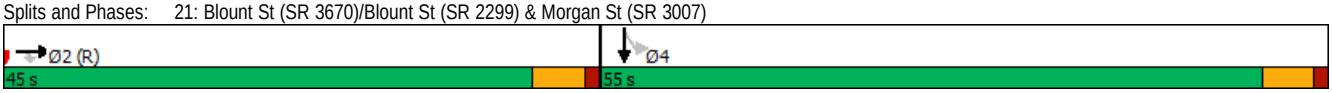




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	884	233	0	0	0	0	0	0	309	909	0
Future Volume (vph)	0	884	233	0	0	0	0	0	0	309	909	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1316	0	0	0	0	0	0	0	3160	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3201	1255	0	0	0	0	0	0	0	3136	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			74									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)			14							12		
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%	2%	11%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	982	259	0	0	0	0	0	0	0	1353	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		17.1	17.1							17.1	17.1	
Total Split (s)		45.0	45.0							55.0	55.0	
Total Split (%)		45.0%	45.0%							55.0%	55.0%	
Yellow Time (s)		3.9	3.9							3.9	3.9	
All-Red Time (s)		1.2	1.2							1.2	1.2	
Lost Time Adjust (s)		-0.1	-0.1								-0.1	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		40.0	40.0								50.0	
Actuated g/C Ratio		0.40	0.40								0.50	
v/c Ratio		0.77	0.47								0.86	
Control Delay		36.1	24.4								39.4	
Queue Delay		0.7	0.0								0.6	
Total Delay		36.8	24.4								40.1	
LOS		D	C								D	
Approach Delay		34.2									40.1	
Approach LOS		C									D	
Queue Length 50th (ft)		350	119								427	
Queue Length 95th (ft)		401	m192								m447	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1280	546								1568	
Starvation Cap Reductn		89	0								31	
Spillback Cap Reductn		12	1								49	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.82	0.48								0.89	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 66 (66%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 37.3		Intersection LOS: D	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1037			
m Volume for 95th percentile queue is metered by upstream signal.			

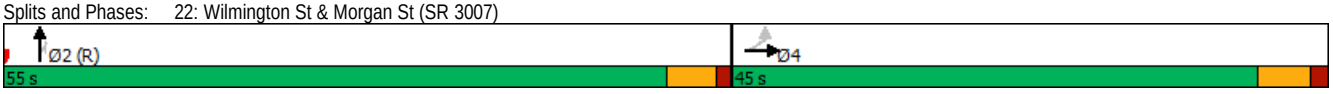
Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	814	0	0	0	0	0	837	297	0	0	0
Future Volume (vph)	70	814	0	0	0	0	0	837	297	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			2%			0%	
Satd. Flow (prot)	1609	3217	0	0	0	0	0	3153	1332	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1557	3217	0	0	0	0	0	3153	1260	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									53			
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		228			499			479			591	
Travel Time (s)		4.4			9.7			9.3			16.1	
Confl. Peds. (#/hr)	15								20			
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%	2%	2%	2%	2%	2%	2%	2%	8%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	904	0	0	0	0	0	930	330	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	19.4	19.4						19.0	19.0			
Total Split (s)	45.0	45.0						55.0	55.0			
Total Split (%)	45.0%	45.0%						55.0%	55.0%			
Yellow Time (s)	4.0	4.0						3.7	3.7			
All-Red Time (s)	1.4	1.4						1.3	1.3			
Lost Time Adjust (s)	-0.4	-0.4						0.0	0.0			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	40.0	40.0						50.0	50.0			
Actuated g/C Ratio	0.40	0.40						0.50	0.50			
v/c Ratio	0.13	0.70						0.59	0.50			
Control Delay	19.7	28.7						28.0	24.6			
Queue Delay	0.0	0.0						1.0	0.1			
Total Delay	19.7	28.7						28.9	24.7			
LOS	B	C						C	C			
Approach Delay		28.0						27.8				
Approach LOS		C						C				
Queue Length 50th (ft)	31	248						283	165			
Queue Length 95th (ft)	62	321						348	250			
Internal Link Dist (ft)		148			419			399			511	
Turn Bay Length (ft)												
Base Capacity (vph)	622	1286						1576	656			
Starvation Cap Reductn	0	0						365	0			
Spillback Cap Reductn	0	0						0	31			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.13	0.70						0.77	0.53			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 100			

Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)

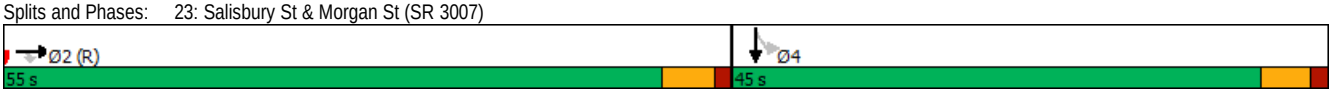


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	586	58	0	0	0	0	0	0	327	478	0
Future Volume (vph)	0	586	58	0	0	0	0	0	0	327	478	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		25	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1425	0	0	0	0	0	0	0	3153	0
Flt Permitted											0.980	
Satd. Flow (perm)	0	3185	1309	0	0	0	0	0	0	0	3084	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			33							27		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	64	0	0	0	0	0	0	0	894	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		19.4	19.4							20.2	20.2	
Total Split (s)		55.0	55.0							45.0	45.0	
Total Split (%)		55.0%	55.0%							45.0%	45.0%	
Yellow Time (s)		4.0	4.0							3.8	3.8	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)		-0.4	-0.4								-0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		50.0	50.0								40.0	
Actuated g/C Ratio		0.50	0.50								0.40	
v/c Ratio		0.41	0.10								0.73	
Control Delay		6.3	5.5								25.8	
Queue Delay		0.0	0.0								0.0	
Total Delay		6.3	5.5								25.8	
LOS		A	A								C	
Approach Delay		6.2									25.8	
Approach LOS		A									C	
Queue Length 50th (ft)		38	7								271	
Queue Length 95th (ft)		51	m10								344	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			25									
Base Capacity (vph)		1592	654								1233	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.41	0.10								0.73	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			

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

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)

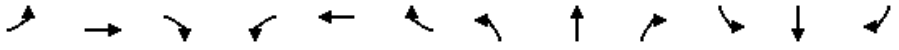


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	535	0	0	0	0	0	2128	175	0	0	0
Future Volume (vph)	204	535	0	0	0	0	0	2128	175	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Satd. Flow (prot)	1457	3060	0	0	0	0	0	5622	0	0	0	0
Flt Permitted	0.950	0.998										
Satd. Flow (perm)	1336	3052	0	0	0	0	0	5622	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								33				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	36								45			
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
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	207	614	0	0	0	0	0	2558	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	18.0	18.0						17.1				
Total Split (s)	33.0	33.0						67.0				
Total Split (%)	33.0%	33.0%						67.0%				
Yellow Time (s)	3.2	3.2						3.8				
All-Red Time (s)	1.8	1.8						1.3				
Lost Time Adjust (s)	0.0	0.0						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	28.0	28.0						62.0				
Actuated g/C Ratio	0.28	0.28						0.62				
v/c Ratio	0.55	0.72						0.73				
Control Delay	25.4	25.0						7.4				
Queue Delay	0.0	0.0						0.2				
Total Delay	25.4	25.0						7.6				
LOS	C	C						A				
Approach Delay		25.1						7.6				
Approach LOS		C						A				
Queue Length 50th (ft)	69	104						101				
Queue Length 95th (ft)	m70	m103						m107				
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)												
Base Capacity (vph)	374	854						3498				
Starvation Cap Reductn	0	0						265				
Spillback Cap Reductn	0	0						22				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.55	0.72						0.79				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 79 (79%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 124.5%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)

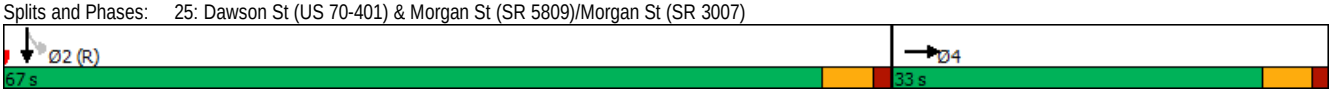


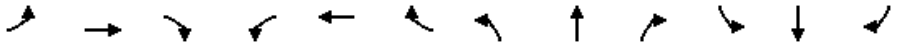


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	588	197	0	0	0	0	0	0	101	2723	136
Future Volume (vph)	0	588	197	0	0	0	0	0	0	101	2723	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Satd. Flow (prot)	0	2987	0	0	0	0	0	0	0	0	5707	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	2987	0	0	0	0	0	0	0	0	5702	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)											18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			28							11		32
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	872	0	0	0	0	0	0	0	0	3289	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.1								18.3	18.3	
Total Split (s)		33.0								67.0	67.0	
Total Split (%)		33.0%								67.0%	67.0%	
Yellow Time (s)		3.8								3.9	3.9	
All-Red Time (s)		1.3								1.4	1.4	
Lost Time Adjust (s)		-0.1									-0.3	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		28.0									62.0	
Actuated g/C Ratio		0.28									0.62	
v/c Ratio		1.04									0.93	
Control Delay		79.1									8.1	
Queue Delay		0.0									0.2	
Total Delay		79.1									8.3	
LOS		E									A	
Approach Delay		79.1									8.3	
Approach LOS		E									A	
Queue Length 50th (ft)		~318									74	
Queue Length 95th (ft)		#441									83	
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												
Base Capacity (vph)		836									3542	
Starvation Cap Reductn		0									24	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		1.04									0.93	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0096			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)

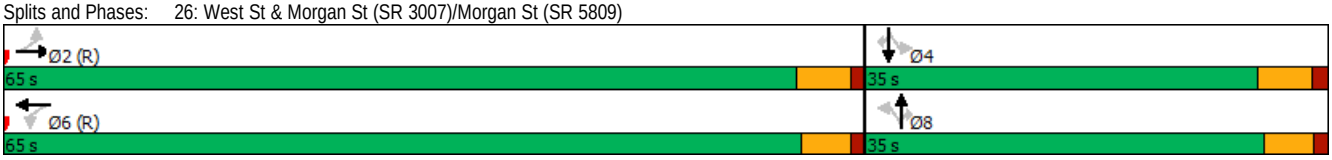




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	545	27	10	64	12	33	42	60	27	27	32
Future Volume (vph)	16	545	27	10	64	12	33	42	60	27	27	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Storage Length (ft)	0		0	0		0	0		100	0		100
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3217	0	0	1617	0	0	1631	1018	0	1661	829
Flt Permitted		0.948			0.929			0.872			0.857	
Satd. Flow (perm)	0	3050	0	0	1510	0	0	1449	991	0	1449	805
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			13				67			36
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			485			193	
Travel Time (s)		10.3			5.4			9.4			3.8	
Confl. Peds. (#/hr)	9		5	5		9	3		7	7		3
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%	2%	2%	2%	2%	2%	2%	2%	42%	2%	2%	78%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	654	0	0	95	0	0	84	67	0	60	36
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Minimum Split (s)	17.2	17.2		18.9	18.9		19.0	19.0	19.0	21.4	21.4	21.4
Total Split (s)	65.0	65.0		65.0	65.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	65.0%	65.0%		65.0%	65.0%		35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.1	4.1		3.8	3.8		3.8	3.8	3.8	4.1	4.1	4.1
All-Red Time (s)	1.1	1.1		1.1	1.1		1.2	1.2	1.2	1.3	1.3	1.3
Lost Time Adjust (s)		-0.2			0.1			0.0	0.0		-0.4	0.0
Total Lost Time (s)		5.0			5.0			5.0	5.0		5.0	5.4
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		60.0			60.0			30.0	30.0		30.0	29.6
Actuated g/C Ratio		0.60			0.60			0.30	0.30		0.30	0.30
v/c Ratio		0.36			0.10			0.19	0.19		0.14	0.14
Control Delay		9.0			7.7			27.5	8.2		26.7	10.0
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		9.0			7.7			27.5	8.2		26.7	10.0
LOS		A			A			C	A		C	A
Approach Delay		9.0			7.7			18.9			20.5	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		74			20			40	0		28	0
Queue Length 95th (ft)		95			42			78	31		59	24
Internal Link Dist (ft)		448			197			405			113	
Turn Bay Length (ft)									100			100
Base Capacity (vph)		1833			911			434	344		434	263
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.36			0.10			0.19	0.19		0.14	0.14

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 33 (33%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-0014			

Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)

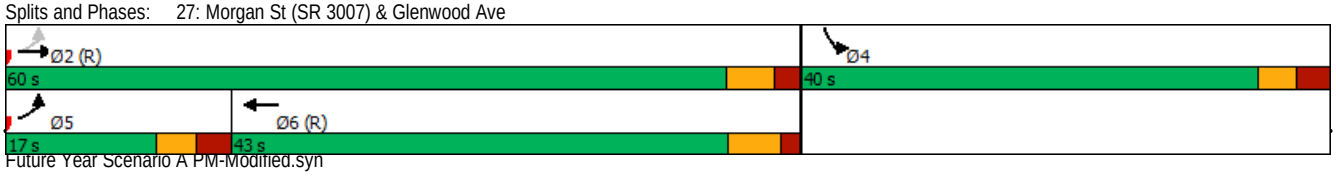


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	435	79	42	225	58
Future Volume (vph)	75	435	79	42	225	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3100	1580	0	3047	0
Flt Permitted		0.884			0.962	
Satd. Flow (perm)	0	2752	1580	0	2986	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			31		36	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	6			6	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	566	135	0	314	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Minimum Split (s)	12.6	15.6	16.5		19.6	
Total Split (s)	17.0	60.0	43.0		40.0	
Total Split (%)	17.0%	60.0%	43.0%		40.0%	
Yellow Time (s)	3.0	3.6	3.9		3.0	
All-Red Time (s)	2.6	2.0	1.6		2.6	
Lost Time Adjust (s)		-0.6	-0.5		-0.6	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)		55.0	38.0		35.0	
Actuated g/C Ratio		0.55	0.38		0.35	
v/c Ratio		0.36	0.22		0.29	
Control Delay		13.2	17.8		22.7	
Queue Delay		0.0	0.0		0.0	
Total Delay		13.2	17.8		22.7	
LOS		B	B		C	
Approach Delay		13.2	17.8		22.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)		98	38		51	
Queue Length 95th (ft)		134	111		92	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1555	619		1089	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.36	0.22		0.29	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 16.8 Intersection LOS: B
Intersection Capacity Utilization 46.6% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0120

Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	149	58	90	173	23	4	45	125	84	30	78
Future Volume (vph)	35	149	58	90	173	23	4	45	125	84	30	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		100
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1563	0	0	1623	0	0	1855	1346	0	1796	1223
Flt Permitted		0.993			0.985			0.996			0.964	
Satd. Flow (perm)	0	1563	0	0	1623	0	0	1855	1346	0	1796	1223
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		298			763			489			485	
Travel Time (s)		5.8			14.9			9.5			9.4	
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%	26%	2%	2%	22%	2%	2%	2%	20%	2%	2%	32%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	318	0	0	54	139	0	126	87
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			



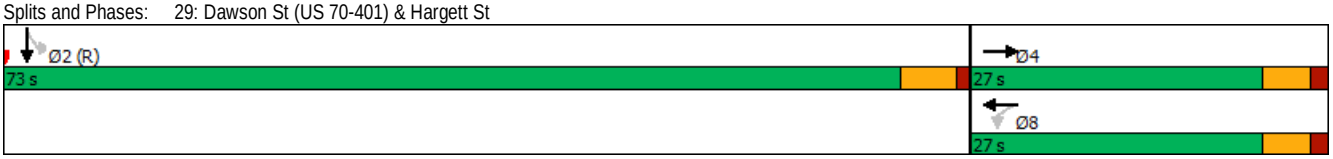
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	88	215	188	0	0	0	0	66	2707	97
Future Volume (vph)	0	140	88	215	188	0	0	0	0	66	2707	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1322	0	1577	1539	0	0	0	0	0	5814	0
Flt Permitted				0.388							0.999	
Satd. Flow (perm)	0	1322	0	616	1539	0	0	0	0	0	5776	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		763			484			490			482	
Travel Time (s)		14.9			9.4			9.5			9.4	
Confl. Peds. (#/hr)			44	44						56		24
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%	14%	22%	2%	10%	2%	2%	2%	2%	2%	2%	20%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	254	0	239	209	0	0	0	0	0	3189	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		21.1		17.1	17.1					15.4	15.4	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.7		3.7	3.7					4.2	4.2	
All-Red Time (s)		1.4		1.4	1.4					1.2	1.2	
Lost Time Adjust (s)		-0.1		-0.1	-0.1						-0.4	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0		22.0	22.0						68.0	
Actuated g/C Ratio		0.22		0.22	0.22						0.68	
v/c Ratio		0.87		1.77	0.62						0.81	
Control Delay		66.9		394.9	30.5						3.0	
Queue Delay		0.0		0.0	0.0						0.2	
Total Delay		66.9		394.9	30.5						3.2	
LOS		E		F	C						A	
Approach Delay		66.9			224.9						3.2	
Approach LOS		E			F						A	
Queue Length 50th (ft)		156		~224	62						62	
Queue Length 95th (ft)		#300		m#363	m119						m73	
Internal Link Dist (ft)		683			404			410			402	
Turn Bay Length (ft)				175								
Base Capacity (vph)		292		135	338						3932	
Starvation Cap Reductn		0		0	0						173	
Spillback Cap Reductn		0		0	0						105	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.87		1.77	0.62						0.85	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 1.77			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 87.9%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0095			

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

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

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St

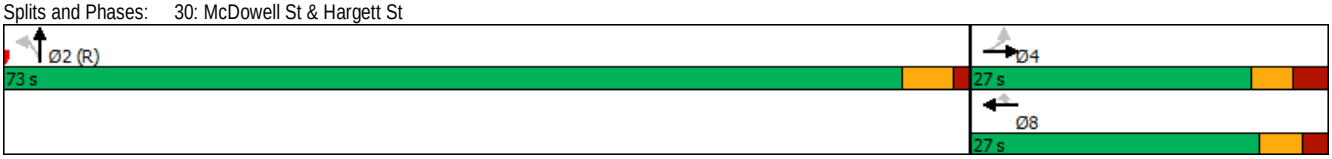


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	147	0	0	233	234	162	1962	58	0	0	0
Future Volume (vph)	106	147	0	0	233	234	162	1962	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1363	1660	0	0	1685	1432	1443	4512	0	0	0	0
Flt Permitted	0.378						0.950					
Satd. Flow (perm)	488	1660	0	0	1685	1097	1417	4512	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								9				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	83					83	4		37			
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 (%)	18%	2%	2%	2%	2%	2%	12%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	163	0	0	259	260	180	2244	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.9	18.9			16.3	16.3	16.2	16.2				
Total Split (s)	27.0	27.0			27.0	27.0	73.0	73.0				
Total Split (%)	27.0%	27.0%			27.0%	27.0%	73.0%	73.0%				
Yellow Time (s)	3.1	3.1			3.2	3.2	3.8	3.8				
All-Red Time (s)	2.8	2.8			2.1	2.1	1.4	1.4				
Lost Time Adjust (s)	-0.9	-0.9			-0.3	-0.3	-0.2	-0.2				
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	22.0	22.0			22.0	22.0	68.0	68.0				
Actuated g/C Ratio	0.22	0.22			0.22	0.22	0.68	0.68				
v/c Ratio	1.10	0.45			0.70	1.08	0.19	0.73				
Control Delay	149.3	47.0			48.2	118.5	1.6	2.5				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.1				
Total Delay	149.3	47.0			48.2	118.5	1.6	2.6				
LOS	F	D			D	F	A	A				
Approach Delay		90.0			83.4			2.5				
Approach LOS		F			F			A				
Queue Length 50th (ft)	~81	90			167	~191	7	31				
Queue Length 95th (ft)	m#125	m116			#259	#349	m9	33				
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125	100					
Base Capacity (vph)	107	365			370	241	963	3071				
Starvation Cap Reductn	0	0			0	0	0	83				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	1.10	0.45			0.70	1.08	0.19	0.75				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 71 (71%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 87.9%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0088			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 30: McDowell St & Hargett St

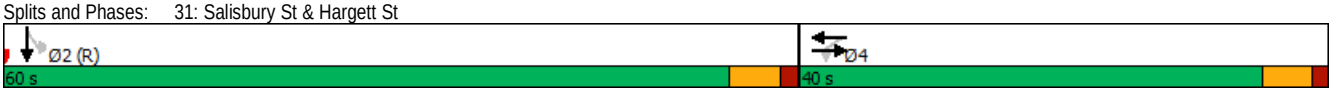


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	38	52	259	0	0	0	0	47	523	77
Future Volume (vph)	0	122	38	52	259	0	0	0	0	47	523	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1579	0	0	1655	0	0	0	0	0	3048	0
Flt Permitted					0.917						0.996	
Satd. Flow (perm)	0	1579	0	0	1514	0	0	0	0	0	3033	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17									24	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			39	39						18		58
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	346	0	0	0	0	0	719	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		19.1		19.1	19.1					19.3	19.3	
Total Split (s)		40.0		40.0	40.0					60.0	60.0	
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8		3.8	3.8					3.9	3.9	
All-Red Time (s)		1.3		1.3	1.3					1.4	1.4	
Lost Time Adjust (s)		-0.1			-0.1						-0.3	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	
Actuated g/C Ratio		0.35			0.35						0.55	
v/c Ratio		0.32			0.65						0.43	
Control Delay		22.7			34.4						4.8	
Queue Delay		0.0			0.0						0.0	
Total Delay		22.7			34.4						4.8	
LOS		C			C						A	
Approach Delay		22.7			34.4						4.8	
Approach LOS		C			C						A	
Queue Length 50th (ft)		95			184						26	
Queue Length 95th (ft)		m153			285						35	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		563			529						1678	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.32			0.65						0.43	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 63.3% ICU Level of Service B
Analysis Period (min) 15
Description: 081
m Volume for 95th percentile queue is metered by upstream signal.

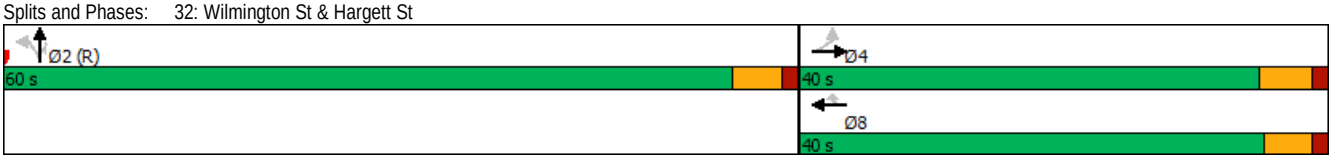
Splits and Phases: 31: Salisbury St & Hargett St

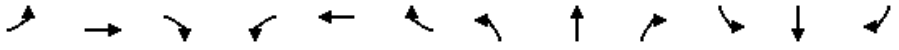


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	105	0	0	132	92	155	629	135	0	0	0
Future Volume (vph)	39	105	0	0	132	92	155	629	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		100	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1671	0	0	1651	1404	0	3153	1221	0	0	0
Flt Permitted		0.893						0.990				
Satd. Flow (perm)	0	1415	0	0	1651	971	0	2844	770	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						102			131			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	145					145	139		100			
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%	2%	2%	2%	2%	2%	2%	2%	19%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	147	102	0	871	150	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	18.3	18.3			19.0	19.0	19.1	19.1	19.1			
Total Split (s)	40.0	40.0			40.0	40.0	60.0	60.0	60.0			
Total Split (%)	40.0%	40.0%			40.0%	40.0%	60.0%	60.0%	60.0%			
Yellow Time (s)	4.0	4.0			3.7	3.7	3.8	3.8	3.8			
All-Red Time (s)	1.3	1.3			1.3	1.3	1.3	1.3	1.3			
Lost Time Adjust (s)		-0.3			0.0	0.0		-0.1	-0.1			
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0	35.0		55.0	55.0			
Actuated g/C Ratio		0.35			0.35	0.35		0.55	0.55			
v/c Ratio		0.32			0.25	0.25		0.56	0.31			
Control Delay		26.1			18.9	5.4		5.2	1.5			
Queue Delay		0.0			0.0	0.0		0.5	0.0			
Total Delay		26.1			18.9	5.4		5.7	1.5			
LOS		C			B	A		A	A			
Approach Delay		26.1			13.4			5.1				
Approach LOS		C			B			A				
Queue Length 50th (ft)		74			47	0		33	0			
Queue Length 95th (ft)		129			102	27		44	0			
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150			100			
Base Capacity (vph)		495			577	406		1564	482			
Starvation Cap Reductn		0			0	0		289	0			
Spillback Cap Reductn		0			0	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.32			0.25	0.25		0.68	0.31			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 13 (13%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 101			

Splits and Phases: 32: Wilmington St & Hargett St

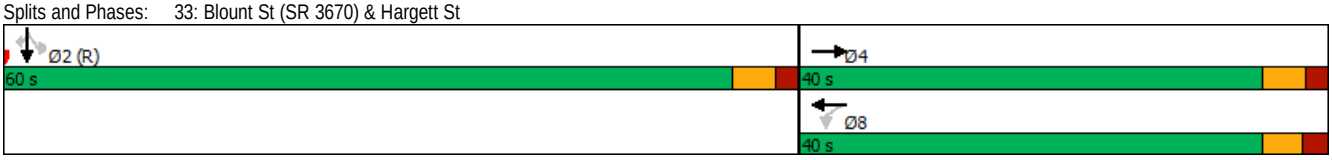




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	97	73	36	119	0	0	0	0	21	1105	137
Future Volume (vph)	0	97	73	36	119	0	0	0	0	21	1105	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1595	0	0	1650	0	0	0	0	0	3214	1244
Flt Permitted					0.898						0.999	
Satd. Flow (perm)	0	1595	0	0	1498	0	0	0	0	0	3198	1244
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42										92
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										65		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	18%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	172	0	0	0	0	0	1251	152
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		17.1		18.1	18.1					17.1	17.1	17.1
Total Split (s)		40.0		40.0	40.0					60.0	60.0	60.0
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	60.0%
Yellow Time (s)		3.3		3.1	3.1					3.3	3.3	3.3
All-Red Time (s)		1.8		2.0	2.0					1.8	1.8	1.8
Lost Time Adjust (s)		-0.1			-0.1						-0.1	0.0
Total Lost Time (s)		5.0			5.0						5.0	5.1
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	54.9
Actuated g/C Ratio		0.35			0.35						0.55	0.55
v/c Ratio		0.32			0.33						0.71	0.21
Control Delay		20.3			21.4						11.0	1.6
Queue Delay		0.0			0.0						2.3	0.0
Total Delay		20.3			21.4						13.3	1.6
LOS		C			C						B	A
Approach Delay		20.3			21.4						12.0	
Approach LOS		C			C						B	
Queue Length 50th (ft)		49			56						210	2
Queue Length 95th (ft)		109			85						288	m5
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												100
Base Capacity (vph)		585			524						1758	724
Starvation Cap Reductn		0			0						359	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.32			0.33						0.89	0.21

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1350			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 33: Blount St (SR 3670) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Future Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1433	0	0	3144	0	0	0	0
Flt Permitted		0.869						0.996				
Satd. Flow (perm)	0	1360	0	0	1433	0	0	3086	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	147					147	52					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	168	0	0	865	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.3	17.3			17.1		17.1	17.1				
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%				
Yellow Time (s)	3.9	3.9			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.3		1.3	1.3				
Lost Time Adjust (s)		-0.3			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.33			0.32			0.51				
Control Delay		14.8			22.1			6.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.8			22.1			6.5				
LOS		B			C			A				
Approach Delay		14.8			22.1			6.5				
Approach LOS		B			C			A				
Queue Length 50th (ft)		41			65			51				
Queue Length 95th (ft)		m62			119			64				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		476			518			1699				
Starvation Cap Reductn		0			0			71				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.33			0.32			0.53				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 17 (17%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1355			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 34: Person St (SR 2026) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Future Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1449	0	0	3198	0	0	0	0
Flt Permitted		0.875						0.995				
Satd. Flow (perm)	0	1401	0	0	1449	0	0	3198	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32			3				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	86					86			31			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	114	0	0	826	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.4	17.4			17.9		17.4	17.4				
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%				
Yellow Time (s)	3.3	3.3			3.1		4.1	4.1				
All-Red Time (s)	2.1	2.1			1.8		1.3	1.3				
Lost Time Adjust (s)		-0.4			0.1			-0.4				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.36			0.22			0.47				
Control Delay		38.7			17.6			14.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		38.7			17.6			14.7				
LOS		D			B			B				
Approach Delay		38.7			17.6			14.7				
Approach LOS		D			B			B				
Queue Length 50th (ft)		102			36			158				
Queue Length 95th (ft)		m154			77			206				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		490			527			1760				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.36			0.22			0.47				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 12 (12%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1354			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 35: Person St (SR 2026) & Martin St

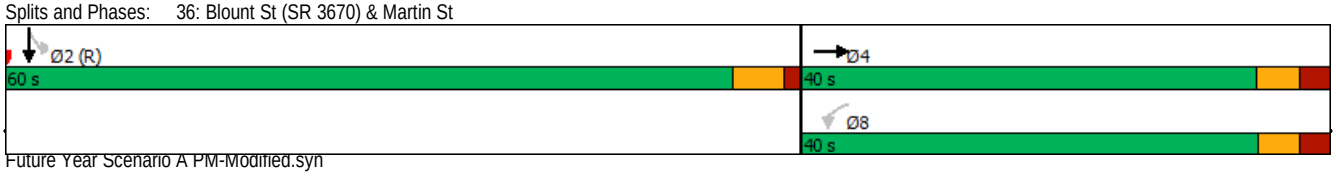


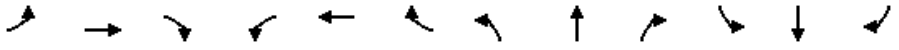
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	96	49	0	0	0	0	0	76	1091	0
Future Volume (vph)	0	122	96	49	0	0	0	0	0	76	1091	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Satd. Flow (prot)	0	1593	0	1601	0	0	0	0	0	0	3192	0
Flt Permitted				0.520							0.997	
Satd. Flow (perm)	0	1593	0	876	0	0	0	0	0	0	3133	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44										
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			475			495	
Travel Time (s)		13.5			13.1			10.8			11.3	
Confl. Peds. (#/hr)										68		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	243	0	54	0	0	0	0	0	0	1296	0
Turn Type		NA		Perm						Perm	NA	
Protected Phases		4									2	
Permitted Phases				8						2		
Minimum Split (s)		18.7		18.6						17.2	17.2	
Total Split (s)		40.0		40.0						60.0	60.0	
Total Split (%)		40.0%		40.0%						60.0%	60.0%	
Yellow Time (s)		3.3		3.2						3.9	3.9	
All-Red Time (s)		2.4		2.4						1.3	1.3	
Lost Time Adjust (s)		-0.7		-1.2							-0.2	
Total Lost Time (s)		5.0		4.4							5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0		35.6							55.0	
Actuated g/C Ratio		0.35		0.36							0.55	
v/c Ratio		0.41		0.17							0.75	
Control Delay		25.7		29.4							7.0	
Queue Delay		0.0		0.0							0.1	
Total Delay		25.7		29.4							7.1	
LOS		C		C							A	
Approach Delay		25.7			29.4						7.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		128		29							61	
Queue Length 95th (ft)		191		66							64	
Internal Link Dist (ft)		416			401			395			415	
Turn Bay Length (ft)												
Base Capacity (vph)		586		311							1723	
Starvation Cap Reductn		0		0							20	
Spillback Cap Reductn		0		0							0	
Storage Cap Reductn		0		0							0	
Reduced v/c Ratio		0.41		0.17							0.76	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 64.6% ICU Level of Service C
Analysis Period (min) 15
Description: 05-1349

Splits and Phases: 36: Blount St (SR 3670) & Martin St

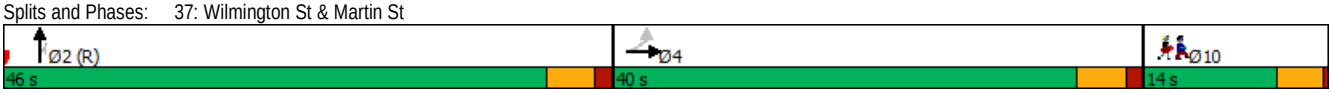




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	40	113	0	0	0	0	0	689	102	0	0	0	
Future Volume (vph)	40	113	0	0	0	0	0	689	102	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			-4%			2%			0%		
Storage Length (ft)	0		0	0		0	0		100	0		0	
Storage Lanes	0		0	0		0	0		1	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	1655	0	0	0	0	0	3153	1151	0	0	0	
Flt Permitted		0.987											
Satd. Flow (perm)	0	1545	0	0	0	0	0	3153	1042	0	0	0	
Right Turn on Red	No		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)									86				
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		170			496			477			494		
Travel Time (s)		3.3			9.7			9.3			9.6		
Confl. Peds. (#/hr)	120						115		23				
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%	2%	2%	2%	2%	2%	2%	2%	25%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	170	0	0	0	0	0	766	113	0	0	0	
Turn Type	Perm	NA						NA	Perm				
Protected Phases		4						2					10
Permitted Phases	4								2				
Minimum Split (s)	19.1	19.1						20.1	20.1				14.0
Total Split (s)	40.0	40.0						46.0	46.0				14.0
Total Split (%)	40.0%	40.0%						46.0%	46.0%				14%
Yellow Time (s)	3.8	3.8						3.7	3.7				3.5
All-Red Time (s)	1.3	1.3						1.4	1.4				0.5
Lost Time Adjust (s)		-0.1						-0.1	-0.1				
Total Lost Time (s)		5.0						5.0	5.0				
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)		35.0						41.0	41.0				
Actuated g/C Ratio		0.35						0.41	0.41				
v/c Ratio		0.31						0.59	0.24				
Control Delay		25.8						18.6	4.0				
Queue Delay		0.0						0.0	0.0				
Total Delay		25.8						18.6	4.0				
LOS		C						B	A				
Approach Delay		25.8						16.7					
Approach LOS		C						B					
Queue Length 50th (ft)		78						120	1				
Queue Length 95th (ft)		133						190	16				
Internal Link Dist (ft)		90			416			397			414		
Turn Bay Length (ft)									100				
Base Capacity (vph)		540						1292	477				
Starvation Cap Reductn		0						0	0				
Spillback Cap Reductn		0						0	0				
Storage Cap Reductn		0						0	0				
Reduced v/c Ratio		0.31						0.59	0.24				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 38.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 102			

Splits and Phases: 37: Wilmington St & Martin St

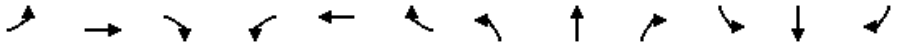


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	107	80	0	0	0	0	0	0	60	605	0
Future Volume (vph)	0	107	80	0	0	0	0	0	0	60	605	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1488	0	0	0	0	0	0	0	0	3201	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	1488	0	0	0	0	0	0	0	0	3167	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)		41										
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			32	32						33		36
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	0	0	0	0	0	0	739	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		19.3								19.3	19.3	
Total Split (s)		40.0								60.0	60.0	
Total Split (%)		40.0%								60.0%	60.0%	
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		1.3								1.3	1.3	
Lost Time Adjust (s)		-0.3									-0.3	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0									55.0	
Actuated g/C Ratio		0.35									0.55	
v/c Ratio		0.38									0.42	
Control Delay		29.0									6.4	
Queue Delay		0.0									0.0	
Total Delay		29.0									6.4	
LOS		C									A	
Approach Delay		29.0									6.4	
Approach LOS		C									A	
Queue Length 50th (ft)		103									50	
Queue Length 95th (ft)		m164									61	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		547									1741	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.38									0.42	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: Salisbury St & Martin St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	139	0	0	0	0	0	1971	64	0	0	0
Future Volume (vph)	0	139	0	0	0	0	0	1971	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	0	1685	0	0	0	0	0	4460	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1685	0	0	0	0	0	4460	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								11				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	104					104			37			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	0	0	0	0	0	2261	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Minimum Split (s)		15.2						16.0				
Total Split (s)		27.0						73.0				
Total Split (%)		27.0%						73.0%				
Yellow Time (s)		3.2						3.7				
All-Red Time (s)		2.0						1.3				
Lost Time Adjust (s)		-0.2						0.0				
Total Lost Time (s)		5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0						68.0				
Actuated g/C Ratio		0.22						0.68				
v/c Ratio		0.42						0.74				
Control Delay		42.2						7.0				
Queue Delay		0.0						0.1				
Total Delay		42.2						7.1				
LOS		D						A				
Approach Delay		42.2						7.1				
Approach LOS		D						A				
Queue Length 50th (ft)		87						130				
Queue Length 95th (ft)		150						m135				
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		370						3036				
Starvation Cap Reductn		0						130				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.42						0.78				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 65 (65%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 127.1%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0089			

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

Splits and Phases: 39: McDowell St & Martin St



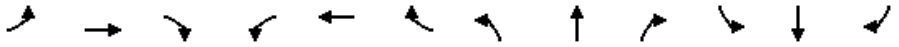
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	50	70	0	0	0	0	0	0	99	2786	0
Future Volume (vph)	0	50	70	0	0	0	0	0	0	99	2786	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1491	0	0	0	0	0	0	0	1601	4600	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1491	0	0	0	0	0	0	0	1515	4600	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)		2										
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			13							15		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%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	0	0	0	0	0	110	3096	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.9								19.2	19.2	
Total Split (s)		27.0								73.0	73.0	
Total Split (%)		27.0%								73.0%	73.0%	
Yellow Time (s)		3.1								3.9	3.9	
All-Red Time (s)		1.8								1.3	1.3	
Lost Time Adjust (s)		0.1								-0.2	-0.2	
Total Lost Time (s)		5.0								5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0								68.0	68.0	
Actuated g/C Ratio		0.22								0.68	0.68	
v/c Ratio		0.41								0.11	0.99	
Control Delay		37.3								3.6	16.4	
Queue Delay		0.0								0.0	5.1	
Total Delay		37.3								3.6	21.5	
LOS		D								A	C	
Approach Delay		37.3									20.9	
Approach LOS		D									C	
Queue Length 50th (ft)		72								11	136	
Queue Length 95th (ft)		130								m15	m#250	
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												
Base Capacity (vph)		329								1030	3128	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		0								0	67	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.41								0.11	1.01	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 78 (78%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 64.0%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1047			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 40: Dawson St (US 70-401) & Martin St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	0	0	4	30	55	159	12	48
Future Volume (vph)	0	0	0	25	0	0	4	30	55	159	12	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		100
Storage Lanes	0		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	902	0	0	0	1853	1114	0	1577	1583
Flt Permitted				0.950				0.995			0.955	
Satd. Flow (perm)	0	0	0	902	0	0	0	1853	1114	0	1577	1583
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			489	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	100%	2%	2%	2%	2%	45%	16%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	28	0	0	0	37	61	0	190	53
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.1%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	90	88	265	86	0	0	0	0	86	2561	32
Future Volume (vph)	0	90	88	265	86	0	0	0	0	86	2561	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1541	0	1577	1660	0	0	0	0	0	4536	0
Flt Permitted				0.500							0.998	
Satd. Flow (perm)	0	1541	0	830	1660	0	0	0	0	0	4527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										14		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	294	96	0	0	0	0	0	2978	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Minimum Split (s)		18.1		17.8	17.8					17.0	17.0	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.1		3.1	3.1					3.8	3.8	
All-Red Time (s)		2.0		1.7	1.7					1.2	1.2	
Lost Time Adjust (s)		-0.1		0.2	0.2						0.0	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0		22.0	22.0						68.0	
Actuated g/C Ratio		0.22		0.22	0.22						0.68	
v/c Ratio		0.58		1.62	0.26						0.97	
Control Delay		42.2		317.5	17.1						8.5	
Queue Delay		0.0		0.0	0.0						2.4	
Total Delay		42.2		317.5	17.1						10.9	
LOS		D		F	B						B	
Approach Delay		42.2			243.5						10.9	
Approach LOS		D			F						B	
Queue Length 50th (ft)		112		~232	29						87	
Queue Length 95th (ft)		187		#354	m40						m88	
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								
Base Capacity (vph)		341		182	365						3079	
Starvation Cap Reductn		0		0	0						62	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.58		1.62	0.26						0.99	

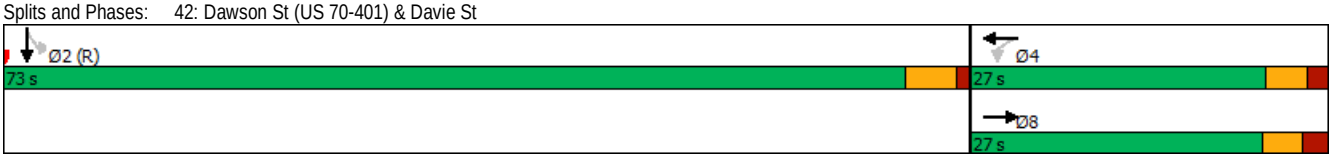
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 81 (81%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 130			
Control Type: Pretimed			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 38.1		Intersection LOS: D	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-1045			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 42: Dawson St (US 70-401) & Davie St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	185	0	0	263	292	92	1710	25	0	0	0
Future Volume (vph)	137	185	0	0	263	292	92	1710	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4493	0	0	0	0
Flt Permitted	0.360							0.997				
Satd. Flow (perm)	538	1693	0	0	1676	972	0	4493	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						25		4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	132					132			233			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	206	0	0	292	324	0	2030	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	17.2	17.2			16.0	16.0	17.3	17.3				
Total Split (s)	30.0	30.0			30.0	30.0	70.0	70.0				
Total Split (%)	30.0%	30.0%			30.0%	30.0%	70.0%	70.0%				
Yellow Time (s)	4.0	4.0			3.8	3.8	3.8	3.8				
All-Red Time (s)	1.2	1.2			1.2	1.2	1.5	1.5				
Lost Time Adjust (s)	-0.2	-0.2			0.0	0.0		-0.3				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		65.0				
Actuated g/C Ratio	0.25	0.25			0.25	0.25		0.65				
v/c Ratio	1.13	0.49			0.70	1.24		0.69				
Control Delay	156.7	42.3			35.6	160.5		12.8				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay	156.7	42.3			35.6	160.5		12.8				
LOS	F	D			D	F		B				
Approach Delay		90.9			101.3			12.8				
Approach LOS		F			F			B				
Queue Length 50th (ft)	~115	118			183	~249		272				
Queue Length 95th (ft)	m#212	m171			m259	m#398		326				
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125						
Base Capacity (vph)	134	423			419	261		2921				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		46				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	1.13	0.49			0.70	1.24		0.71				

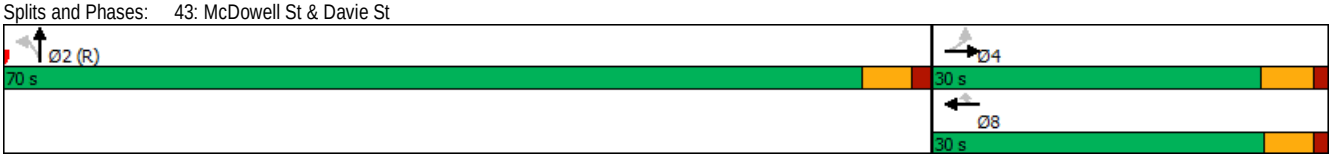
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 63 (63%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 40.2		Intersection LOS: D	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0090			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 43: McDowell St & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	262	0	0	93	69	25	1506	183	0	0	0
Future Volume (vph)	178	262	0	0	93	69	25	1506	183	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	100		125	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	780	3058	1368	0	0	0
Flt Permitted	0.690						0.950					
Satd. Flow (perm)	1132	1651	0	0	1744	1453	770	3058	1314	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						31			138			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	4					4	6		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%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	291	0	0	103	77	28	1673	203	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	24.5	24.5			21.8	21.8	28.4	28.4	28.4			
Total Split (s)	31.0	31.0			31.0	31.0	69.0	69.0	69.0			
Total Split (%)	31.0%	31.0%			31.0%	31.0%	69.0%	69.0%	69.0%			
Yellow Time (s)	3.1	3.1			3.7	3.7	3.4	3.4	3.4			
All-Red Time (s)	2.4	2.4			2.1	2.1	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.8	-0.8	-1.4	-0.4	-0.4			
Total Lost Time (s)	5.0	5.0			5.0	5.0	4.0	5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	26.0	26.0			26.0	26.0	65.0	64.0	64.0			
Actuated g/C Ratio	0.26	0.26			0.26	0.26	0.65	0.64	0.64			
v/c Ratio	0.67	0.68			0.23	0.19	0.06	0.85	0.23			
Control Delay	44.0	40.5			30.8	20.0	6.8	20.0	3.3			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	44.0	40.5			30.8	20.0	6.8	20.0	3.3			
LOS	D	D			C	C	A	C	A			
Approach Delay		41.9			26.2			18.0				
Approach LOS		D			C			B				
Queue Length 50th (ft)	129	189			52	22	6	405	14			
Queue Length 95th (ft)	m195	m277			97	60	16	527	41			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225						100		125			
Base Capacity (vph)	294	429			453	400	500	1957	890			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.67	0.68			0.23	0.19	0.06	0.85	0.23			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 48 (48%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0941			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St



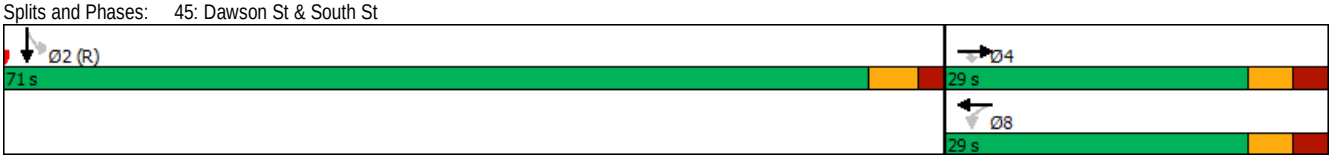
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	260	78	41	76	0	0	0	0	72	2703	108
Future Volume (vph)	0	260	78	41	76	0	0	0	0	72	2703	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		100	200		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	1118	0	1664	0	0	0	0	1593	4545	0
Flt Permitted					0.603					0.950		
Satd. Flow (perm)	0	1702	1091	0	1019	0	0	0	0	1589	4545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31								12	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
Confl. Peds. (#/hr)			9	9						1		1
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%	2%	32%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	289	87	0	130	0	0	0	0	80	3123	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Minimum Split (s)		28.1	28.1	25.1	25.1					28.8	28.8	
Total Split (s)		29.0	29.0	29.0	29.0					71.0	71.0	
Total Split (%)		29.0%	29.0%	29.0%	29.0%					71.0%	71.0%	
Yellow Time (s)		3.3	3.3	3.3	3.3					3.8	3.8	
All-Red Time (s)		2.8	2.8	2.8	2.8					2.0	2.0	
Lost Time Adjust (s)		-1.1	-1.1		-1.1					-0.8	-0.8	
Total Lost Time (s)		5.0	5.0		5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		24.0	24.0		24.0					66.0	66.0	
Actuated g/C Ratio		0.24	0.24		0.24					0.66	0.66	
v/c Ratio		0.71	0.31		0.53					0.08	1.04	
Control Delay		45.6	24.3		43.7					6.3	46.3	
Queue Delay		0.0	0.0		0.0					0.0	0.0	
Total Delay		45.6	24.3		43.7					6.3	46.3	
LOS		D	C		D					A	D	
Approach Delay		40.7			43.7						45.3	
Approach LOS		D			D						D	
Queue Length 50th (ft)		169	29		88					16	~792	
Queue Length 95th (ft)		#266	73		150					33	#884	
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			100							100		
Base Capacity (vph)		408	285		244					1048	3003	
Starvation Cap Reductn		0	0		0					0	0	
Spillback Cap Reductn		0	0		0					0	0	
Storage Cap Reductn		0	0		0					0	0	
Reduced v/c Ratio		0.71	0.31		0.53					0.08	1.04	

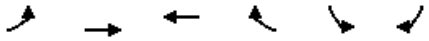
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 97 (97%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 44.7		Intersection LOS: D	
Intersection Capacity Utilization 98.5%		ICU Level of Service F	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	275	125	75	75	50
Future Volume (vph)	50	275	125	75	75	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			100	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1676	1093	1303	0
Flt Permitted	0.950				0.971	
Satd. Flow (perm)	1593	1676	1676	1093	1303	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	33%	33%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	306	139	83	139	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	275	125	75	75	50
Future Vol, veh/h	50	275	125	75	75	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	33	33	2
Mvmt Flow	56	306	139	83	83	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	222	0	-	0	557	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	4.12	-	-	-	6.73	6.22
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.218	-	-	-	3.797	3.318
Pot Cap-1 Maneuver	1347	-	-	-	443	909
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1347	-	-	-	424	909
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	603	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	14
HCM LOS			B

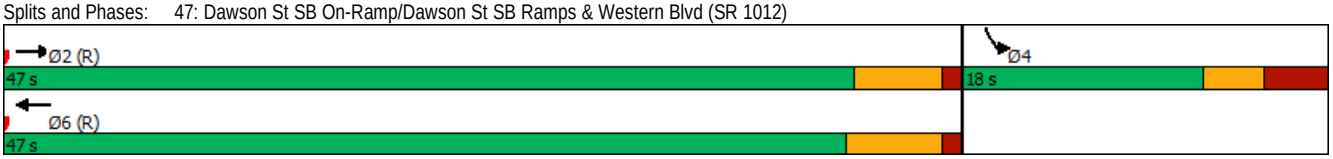
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1347	-	-	-	539
HCM Lane V/C Ratio	0.041	-	-	-	0.258
HCM Control Delay (s)	7.8	-	-	-	14
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1061	375	0	748	250	0	0	0	111	0	325
Future Volume (vph)	0	1061	375	0	748	250	0	0	0	111	0	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	4531	1345	0	3217	1439	0	0	0	3043	0	1326
Flt Permitted										0.950		
Satd. Flow (perm)	0	4531	1345	0	3217	1439	0	0	0	3043	0	1326
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1179	417	0	831	278	0	0	0	123	0	361
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Detector Phase		2			6					4		
Switch Phase												
Minimum Initial (s)		12.0			12.0					7.0		
Minimum Split (s)		17.3			17.7					13.2		
Total Split (s)		47.0			47.0					18.0		
Total Split (%)		72.3%			72.3%					27.7%		
Yellow Time (s)		4.3			4.7					3.0		
All-Red Time (s)		1.0			1.0					3.2		
Lost Time Adjust (s)		-0.3			-0.7					-1.2		
Total Lost Time (s)		5.0			5.0					5.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max					None		
Act Effct Green (s)		50.2	65.0		50.2	65.0				8.5		65.0
Actuated g/C Ratio		0.77	1.00		0.77	1.00				0.13		1.00
v/c Ratio		0.34	0.31		0.33	0.19				0.31		0.27
Control Delay		3.5	0.6		1.4	0.3				27.8		0.5
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		3.5	0.6		1.4	0.3				27.8		0.5
LOS		A	A		A	A				C		A
Approach Delay		2.7			1.1						7.4	
Approach LOS		A			A						A	
Queue Length 50th (ft)		49	0		23	0				23		0
Queue Length 95th (ft)		73	0		29	0				44		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		3496	1345		2482	1439				608		1326
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.34	0.31		0.33	0.19				0.20		0.27

Intersection Summary			
Area Type:	CBD		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 2.9		Intersection LOS: A	
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

Description: 05-1759

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)



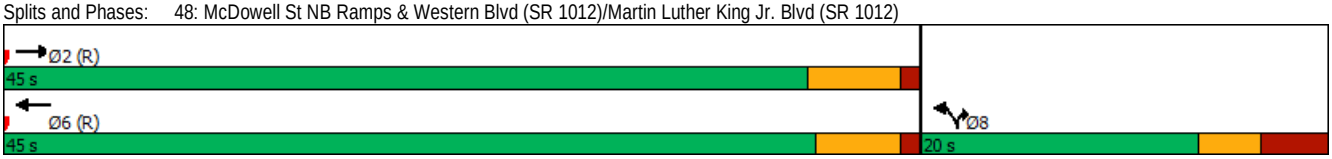
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1165	50	0	783	213	64
Future Volume (vph)	1165	50	0	783	213	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	974	0	4485	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	974	0	4485	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	50%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1294	56	0	870	237	71
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	12.0			12.0	7.0	7.0
Minimum Split (s)	17.6			17.2	13.4	13.4
Total Split (s)	45.0			45.0	20.0	20.0
Total Split (%)	69.2%			69.2%	30.8%	30.8%
Yellow Time (s)	4.6			4.2	3.0	3.0
All-Red Time (s)	1.0			1.0	3.4	3.4
Lost Time Adjust (s)	-0.6			-0.2	-1.4	-1.4
Total Lost Time (s)	5.0			5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max			C-Max	None	None
Act Effct Green (s)	41.7	65.0		41.7	13.3	13.3
Actuated g/C Ratio	0.64	1.00		0.64	0.20	0.20
v/c Ratio	0.63	0.06		0.30	0.75	0.25
Control Delay	7.5	0.1		3.9	39.5	23.2
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.5	0.1		3.9	39.5	23.2
LOS	A	A		A	D	C
Approach Delay	7.2			3.9	35.7	
Approach LOS	A			A	D	
Queue Length 50th (ft)	173	0		41	86	23
Queue Length 95th (ft)	238	0		43	#172	54
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	2055	974		2880	360	322
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.63	0.06		0.30	0.66	0.22

Intersection Summary			
Area Type:	CBD		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 5 (8%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

Description: 05-1758

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

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)



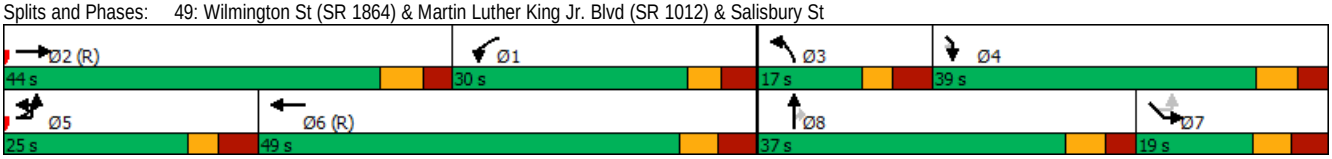
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	148	927	146	292	665	109	65	153	135	10	233	400	161
Future Volume (vph)	10	148	927	146	292	665	109	65	153	135	10	233	400	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		0	100					0		450	125	
Storage Lanes		1		0	1					1		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	4396	0	1593	4481	0	1601	3201	1228	0	1624	2558	1278
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	4396	0	1593	4481	0	1601	3201	1199	0	1584	2558	1278
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)			23			211				221				215
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										9		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	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	19%	2%	2%	2%	16%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	175	1192	0	324	860	0	72	170	150	0	270	444	179
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases										8	7			4
Detector Phase	5	5	2		1	6		3	8	8	7	7	4	4
Switch Phase														
Minimum Initial (s)	7.0	7.0	12.0		7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.9	13.9	40.1		13.9	22.8		13.8	36.9	36.9	14.5	14.5	36.2	36.2
Total Split (s)	25.0	25.0	44.0		30.0	49.0		17.0	37.0	37.0	19.0	19.0	39.0	39.0
Total Split (%)	19.2%	19.2%	33.8%		23.1%	37.7%		13.1%	28.5%	28.5%	14.6%	14.6%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	4.2		3.2	3.9		3.0	3.9	3.9	3.8	3.8	4.1	4.1
All-Red Time (s)	3.9	3.9	2.9		3.7	3.9		3.8	3.0	3.0	3.7	3.7	3.1	3.1
Lost Time Adjust (s)		-1.9	-2.1		-1.9	-2.8		-1.8	-1.9	-1.9		-2.5	-2.2	3.0
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0	10.2
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None	None	None
Act Effct Green (s)		18.1	39.0		25.0	45.9		10.7	12.4	12.4		33.6	38.1	32.9
Actuated g/C Ratio		0.14	0.30		0.19	0.35		0.08	0.10	0.10		0.26	0.29	0.25
v/c Ratio		0.81	0.89		1.06	0.50		0.55	0.56	0.48		0.66	0.59	0.37
Control Delay		71.9	44.6		103.3	14.7		73.2	62.9	5.9		52.7	44.5	4.7
Queue Delay		0.0	41.2		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		71.9	85.8		103.3	14.7		73.2	62.9	6.0		52.7	44.5	4.7
LOS		E	F		F	B		E	E	A		D	D	A
Approach Delay			84.0			38.9			43.0			39.0		
Approach LOS			F			D			D			D		
Queue Length 50th (ft)		114	347		~302	133		59	73	0		204	189	0
Queue Length 95th (ft)		#241	#243		#496	156		111	109	7		#322	256	35
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325			100			75				450	125	125
Base Capacity (vph)		240	1334		306	1718		147	787	461		409	749	484
Starvation Cap Reductn		0	0		0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	237		0	0		0	0	11		0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.73	1.09		1.06	0.50		0.49	0.22	0.33		0.66	0.59	0.37

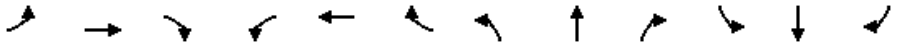
Intersection Summary

Area Type: CBD
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 23 (18%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 55.4 Intersection LOS: E
Intersection Capacity Utilization 83.9% ICU Level of Service E

Analysis Period (min) 15
Description: 05-0065
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Future Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3188	1432
Flt Permitted				0.067							0.996	
Satd. Flow (perm)	0	3217	1411	113	3217	0	0	0	0	0	3185	1403
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			23									71
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			3	3						6		4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1370	153	83	944	0	0	0	0	0	2079	416
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	19.8	19.8					24.8	24.8	24.8
Total Split (s)		65.0	65.0	65.0	65.0					65.0	65.0	65.0
Total Split (%)		50.0%	50.0%	50.0%	50.0%					50.0%	50.0%	50.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		60.0	60.0	60.0	60.0						60.0	60.0
Actuated g/C Ratio		0.46	0.46	0.46	0.46						0.46	0.46
v/c Ratio		0.92	0.23	1.60	0.64						1.41	0.61
Control Delay		22.4	4.2	364.4	22.0						220.4	25.8
Queue Delay		45.5	0.0	0.0	0.4						0.0	0.0
Total Delay		68.0	4.2	364.4	22.4						220.4	25.8
LOS		E	A	F	C						F	C
Approach Delay		61.6			50.0						188.0	
Approach LOS		E			D						F	
Queue Length 50th (ft)		642	23	~100	198						~1238	214
Queue Length 95th (ft)		#738	m27	m#210	232						#1374	328
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								
Base Capacity (vph)		1484	663	52	1484						1470	685
Starvation Cap Reductn		274	0	0	176						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		1.13	0.23	1.60	0.72						1.41	0.61

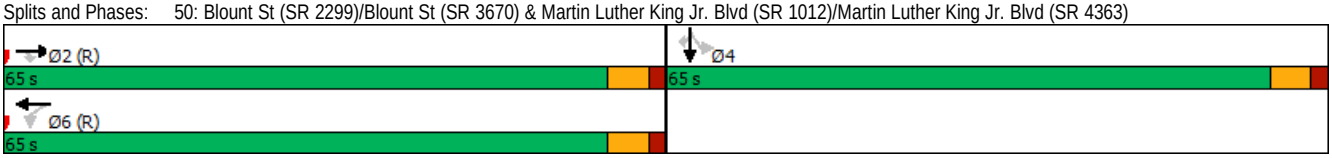
Intersection Summary			
Area Type:	CBD		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 25 (19%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 121.7		Intersection LOS: F	
Intersection Capacity Utilization 119.8%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-1346			

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

Queue shown is maximum after two cycles.

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

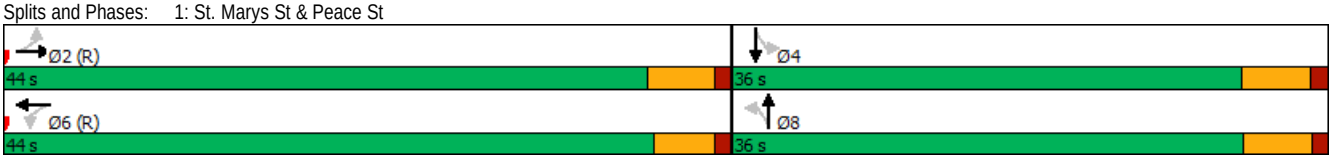
Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Future Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1676	0	0	1605	0	0	1643	0	0	1679	0
Flt Permitted		0.987			0.815			0.924			0.826	
Satd. Flow (perm)	0	1656	0	0	1319	0	0	1526	0	0	1403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			11			20			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	8		5	5		8	3		1	1		3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	535	0	0	465	0	0	336	0	0	346	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.2	20.2		21.8	21.8		21.2	21.2		21.3	21.3	
Total Split (s)	44.0	44.0		44.0	44.0		36.0	36.0		36.0	36.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Yellow Time (s)	4.1	4.1		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.1	1.1		1.2	1.2	
Lost Time Adjust (s)		-0.2			0.2			-0.2			-0.3	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.0			39.0			31.0			31.0	
Actuated g/C Ratio		0.49			0.49			0.39			0.39	
v/c Ratio		0.66			0.72			0.56			0.63	
Control Delay		20.0			23.5			22.3			26.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.0			23.5			22.3			26.1	
LOS		B			C			C			C	
Approach Delay		20.0			23.5			22.3			26.1	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		188			169			120			136	
Queue Length 95th (ft)		297			290			202			228	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)												
Base Capacity (vph)		812			648			603			545	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			0.72			0.56			0.63	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 99.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 027			

Splits and Phases: 1: St. Marys St & Peace St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Future Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	0	1661	0	0	1609	1368	0	3052	0	1593	3018	0
Flt Permitted		0.307								0.416		
Satd. Flow (perm)	0	513	0	0	1609	1335	0	3052	0	695	3018	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		2				191		8				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			156			514	
Travel Time (s)		9.4			10.7			3.0			10.0	
Confl. Peds. (#/hr)	6		4			6			2	2		15
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	537	191	0	230	0	566	787	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Detector Phase	5	2			6	7		8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	7.0		7.0		7.0	7.0	
Minimum Split (s)	11.9	23.4			29.3	12.1		20.8		12.1	20.1	
Total Split (s)	15.0	75.0			60.0	60.0		25.0		60.0	85.0	
Total Split (%)	9.4%	46.9%			37.5%	37.5%		15.6%		37.5%	53.1%	
Yellow Time (s)	3.0	3.9			3.4	3.0		3.6		3.0	3.8	
All-Red Time (s)	1.9	1.5			1.9	2.1		1.2		2.1	1.3	
Lost Time Adjust (s)		-0.4			-0.3	-0.1		0.2		-0.1	-0.1	
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead				Lag	Lead		Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	C-Max			C-Max	None		Max		None	Max	
Act Effct Green (s)		70.0			55.0	104.4		25.6		80.0	80.0	
Actuated g/C Ratio		0.44			0.34	0.65		0.16		0.50	0.50	
v/c Ratio		2.19			0.97	0.20		0.46		0.91	0.52	
Control Delay		568.5			79.8	0.7		64.0		51.0	28.6	
Queue Delay		0.0			5.7	0.0		0.0		0.0	0.0	
Total Delay		568.5			85.5	0.7		64.0		51.0	28.6	
LOS		F			F	A		E		D	C	
Approach Delay		568.5			63.3			64.0			38.0	
Approach LOS		F			E			E			D	
Queue Length 50th (ft)		~1095			562	0		115		451	287	
Queue Length 95th (ft)		#1345			#807	6		166		#636	350	
Internal Link Dist (ft)		400			467			76			434	
Turn Bay Length (ft)										200		
Base Capacity (vph)		297			553	988		495		656	1509	
Starvation Cap Reductn		0			15	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		2.19			1.00	0.19		0.46		0.86	0.52	

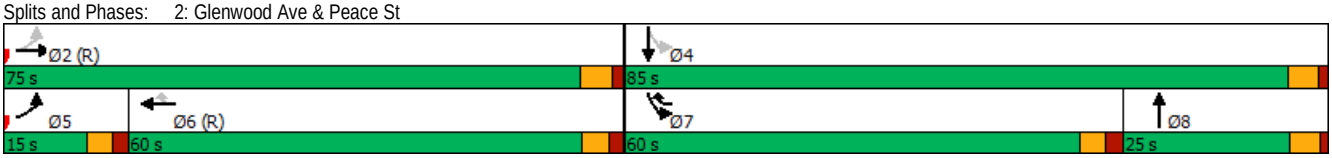
Intersection Summary			
Area Type:	CBD		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 40 (25%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.19			
Intersection Signal Delay: 162.7		Intersection LOS: F	
Intersection Capacity Utilization 124.3%		ICU Level of Service H	
Analysis Period (min) 15			

Description: 039

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

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

Splits and Phases: 2: Glenwood Ave & Peace St



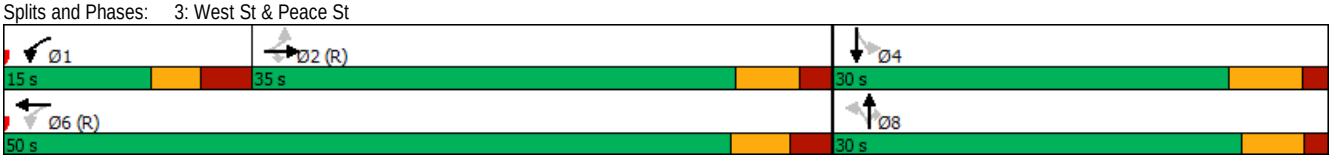
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	861	35	189	652	32	37	7	160	117	36	20
Future Volume (vph)	9	861	35	189	652	32	37	7	160	117	36	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		1	1		0	0		1	1		0
Taper Length (ft)	100			100			25			100		
Satd. Flow (prot)	1593	1676	1425	1545	3068	0	0	1609	1425	1656	1651	0
Flt Permitted	0.363			0.091				0.739		0.725		
Satd. Flow (perm)	609	1676	1425	148	3068	0	0	1239	1425	1264	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125		10				178		22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			372			510	
Travel Time (s)		10.7			7.5			7.2			9.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	957	39	210	760	0	0	49	178	130	62	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		
Detector Phase	2	2	2	1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8	21.8	13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	35.0	35.0	35.0	15.0	50.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	43.8%	43.8%	43.8%	18.8%	62.5%		37.5%	37.5%	37.5%	37.5%	37.5%	
Yellow Time (s)	3.8	3.8	3.8	3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8	-0.1	-0.1	-1.1			-0.3	-0.3	-1.1	-1.1	
Total Lost Time (s)	5.0	5.0	5.7	6.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	39.0	39.0	38.3	55.1	56.1			13.9	13.9	13.9	13.9	
Actuated g/C Ratio	0.49	0.49	0.48	0.69	0.70			0.17	0.17	0.17	0.17	
v/c Ratio	0.03	1.17	0.05	0.71	0.35			0.23	0.45	0.59	0.20	
Control Delay	12.3	102.2	0.3	28.4	5.8			29.0	8.3	40.7	20.1	
Queue Delay	0.0	0.0	0.0	0.0	0.3			0.0	0.0	0.0	0.0	
Total Delay	12.3	102.2	0.3	28.4	6.1			29.0	8.3	40.7	20.1	
LOS	B	F	A	C	A			C	A	D	C	
Approach Delay		97.4			10.9			12.8			34.0	
Approach LOS		F			B			B			C	
Queue Length 50th (ft)	2	~782	0	54	64			21	0	61	17	
Queue Length 95th (ft)	m3	m#678	m0	131	120			47	47	106	45	
Internal Link Dist (ft)		467			303			292			430	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	296	816	747	302	2154			387	567	395	531	
Starvation Cap Reductn	0	0	0	0	726			0	0	0	0	
Spillback Cap Reductn	0	0	0	0	283			0	0	0	1	
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	
Reduced v/c Ratio	0.03	1.17	0.05	0.70	0.53			0.13	0.31	0.33	0.12	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 54 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 49.3		Intersection LOS: D	
Intersection Capacity Utilization 89.2%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

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

Splits and Phases: 3: West St & Peace St



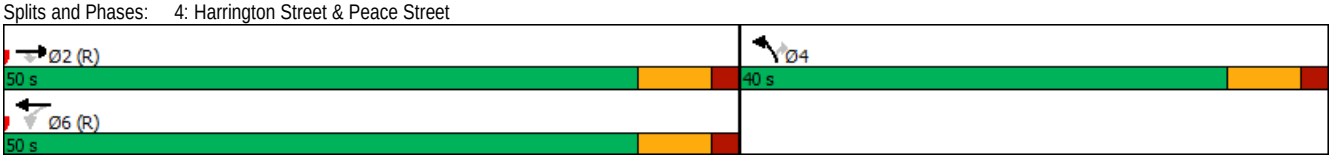
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1000	50	50	400	450	425
Future Volume (vph)	1000	50	50	400	450	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1863	1583	1770	3539	1752	1447
Flt Permitted			0.085		0.956	
Satd. Flow (perm)	1863	1583	158	3539	1752	1447
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	6%
Shared Lane Traffic (%)						10%
Lane Group Flow (vph)	1111	56	56	444	547	425
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0	40.0	40.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	1.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	8.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	47.2	44.2	47.2	47.2	32.8	32.8
Actuated g/C Ratio	0.52	0.49	0.52	0.52	0.36	0.36
v/c Ratio	1.14	0.07	0.67	0.24	0.86	0.81
Control Delay	98.9	13.6	53.9	4.9	40.7	38.6
Queue Delay	0.9	0.0	0.0	0.0	0.0	0.0
Total Delay	99.8	13.6	53.9	4.9	40.7	38.6
LOS	F	B	D	A	D	D
Approach Delay	95.7			10.4	39.8	
Approach LOS	F			B	D	
Queue Length 50th (ft)	~771	17	14	19	271	215
Queue Length 95th (ft)	#1011	38	#96	46	#443	#354
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	200
Base Capacity (vph)	976	776	83	1854	681	562
Starvation Cap Reductn	160	0	0	0	0	0
Spillback Cap Reductn	26	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.36	0.07	0.67	0.24	0.80	0.76

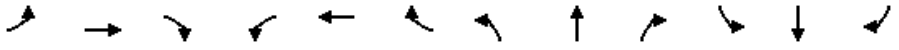
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 58.9 Intersection LOS: E
Intersection Capacity Utilization 94.5% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

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

Splits and Phases: 4: Harrington Street & Peace Street



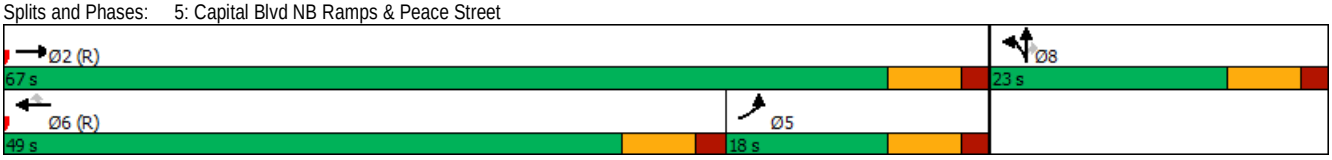


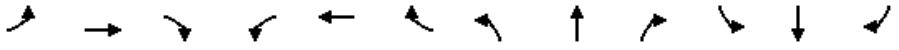
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1100	0	0	400	625	50	4	50	0	0	0
Future Volume (vph)	300	1100	0	0	400	625	50	4	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		100	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	125			100			100			25		
Satd. Flow (prot)	3433	1863	0	0	3539	1553	0	1779	1583	0	0	0
Flt Permitted	0.950							0.955				
Satd. Flow (perm)	3433	1863	0	0	3539	1553	0	1779	1583	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						650						
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			1263			279			422	
Travel Time (s)		6.7			24.6			6.3			9.6	
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%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	333	1222	0	0	444	694	0	60	56	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	14.0	23.0			23.0	23.0	23.0	23.0	23.0			
Total Split (s)	18.0	67.0			49.0	49.0	23.0	23.0	23.0			
Total Split (%)	20.0%	74.4%			54.4%	54.4%	25.6%	25.6%	25.6%			
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0		-2.0	-2.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Act Effct Green (s)	13.0	72.9			53.9	53.9		10.9	10.9			
Actuated g/C Ratio	0.14	0.81			0.60	0.60		0.12	0.12			
v/c Ratio	0.67	0.81			0.21	0.58		0.28	0.29			
Control Delay	35.2	6.7			8.2	5.9		38.7	39.4			
Queue Delay	0.0	22.9			0.0	0.0		0.0	0.0			
Total Delay	35.2	29.6			8.2	5.9		38.7	39.4			
LOS	D	C			A	A		D	D			
Approach Delay		30.8			6.8			39.0				
Approach LOS		C			A			D				
Queue Length 50th (ft)	100	179			38	32		32	30			
Queue Length 95th (ft)	m102	m187			71	125		67	64			
Internal Link Dist (ft)		263			1183			199			342	
Turn Bay Length (ft)	150					100			100			
Base Capacity (vph)	495	1509			2119	1190		355	316			
Starvation Cap Reductn	0	328			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.67	1.03			0.21	0.58		0.17	0.18			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street





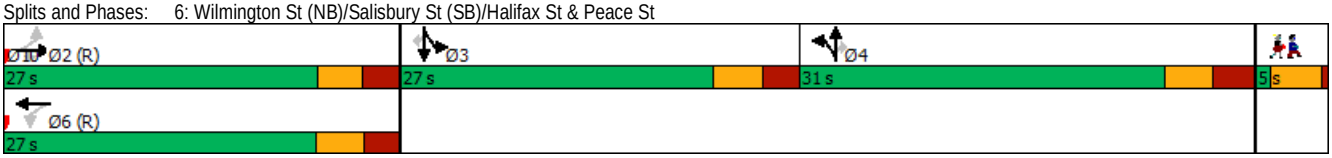
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	70	588	509	53	671	31	245	60	58	13	56	78	
Future Volume (vph)	70	588	509	53	671	31	245	60	58	13	56	78	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		3%			-2%			-2%			-3%		
Storage Length (ft)	50		100	50		0	0		100	0		0	
Storage Lanes	1		1	1		0	1		1	0		1	
Taper Length (ft)	75			50			100			100			
Satd. Flow (prot)	1569	1651	1364	1609	3191	0	1528	1562	1027	0	1686	1446	
Flt Permitted	0.287			0.216			0.950	0.971			0.991		
Satd. Flow (perm)	473	1651	1339	365	3191	0	1521	1558	991	0	1683	1422	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			229		5				153			158	
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		1263			774			268			259		
Travel Time (s)		34.4			21.1			7.3			7.1		
Confl. Peds. (#/hr)	3		5	5		3	4		8	8		4	
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%	2%	5%	2%	2%	2%	2%	2%	43%	2%	2%	2%	
Shared Lane Traffic (%)							38%						
Lane Group Flow (vph)	78	653	566	59	780	0	169	170	64	0	76	87	
Turn Type	Perm	NA	Perm	Perm	NA		Split	NA	Perm	Split	NA	Perm	
Protected Phases		2			6		4	4		3	3		10
Permitted Phases	2		2	6					4			3	
Detector Phase	2	2	2	6	6		4	4	4	3	3	3	
Switch Phase													
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0	1.0
Minimum Split (s)	15.7	15.7	15.7	15.8	15.8		30.2	30.2	30.2	26.8	26.8	26.8	5.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0		31.0	31.0	31.0	27.0	27.0	27.0	5.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%		34.4%	34.4%	34.4%	30.0%	30.0%	30.0%	6%
Yellow Time (s)	3.1	3.1	3.1	3.3	3.3		3.3	3.3	3.3	3.3	3.3	3.3	3.5
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5		2.9	2.9	2.9	2.5	2.5	2.5	0.5
Lost Time Adjust (s)	-0.7	-0.7	-0.7	-0.8	-0.8		-1.2	-1.2	-1.2		-0.8	-0.8	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?													
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None	None	None	None	None	None
Act Effct Green (s)	46.0	46.0	46.0	46.0	46.0		14.7	14.7	14.7		9.3	9.3	
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.51		0.16	0.16	0.16		0.10	0.10	
v/c Ratio	0.32	0.77	0.71	0.32	0.48		0.68	0.67	0.22		0.43	0.30	
Control Delay	30.0	34.7	24.0	31.9	24.6		48.6	47.6	1.8		45.3	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	30.0	34.7	24.0	31.9	24.6		48.6	47.6	1.8		45.3	3.1	
LOS	C	C	C	C	C		D	D	A		D	A	
Approach Delay		29.7			25.1			40.7			22.7		
Approach LOS		C			C			D			C		
Queue Length 50th (ft)	38	360	221	24	170		96	96	0		42	0	
Queue Length 95th (ft)	m57	m#615	m#369	m50	255		153	153	0		82	4	
Internal Link Dist (ft)		1183			694			188			179		
Turn Bay Length (ft)	50		100	50					100				
Base Capacity (vph)	241	843	796	186	1631		441	451	395		412	466	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0	
Reduced v/c Ratio	0.32	0.77	0.71	0.32	0.48		0.38	0.38	0.16		0.18	0.19	

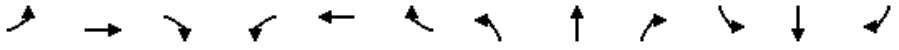
Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 72.1% ICU Level of Service C

Analysis Period (min) 15
Description: 421
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St

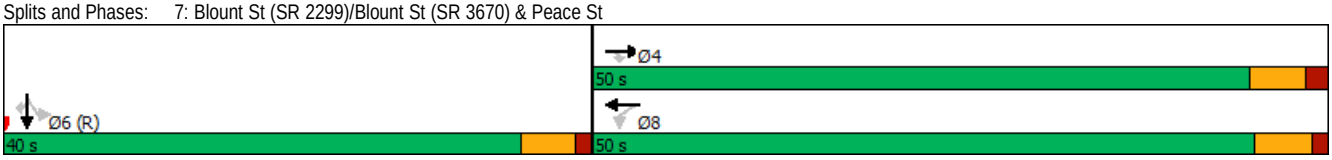




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	158	365	33	478	0	0	0	0	17	712	271
Future Volume (vph)	0	158	365	33	478	0	0	0	0	17	712	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		100	0		0	0		0	0		250
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1668	1352	0	1680	0	0	0	0	0	3134	1404
Flt Permitted					0.972						0.999	
Satd. Flow (perm)	0	1668	1332	0	1637	0	0	0	0	0	3134	1384
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			72									274
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			1	1						3		1
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%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	176	406	0	568	0	0	0	0	0	810	301
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Minimum Split (s)		17.4	17.4	20.1	20.1					16.9	16.9	16.9
Total Split (s)		50.0	50.0	50.0	50.0					40.0	40.0	40.0
Total Split (%)		55.6%	55.6%	55.6%	55.6%					44.4%	44.4%	44.4%
Yellow Time (s)		3.8	3.8	3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.6	1.6	1.2	1.2					1.2	1.2	1.2
Lost Time Adjust (s)		-0.4	-0.2		-0.1						0.1	0.1
Total Lost Time (s)		5.0	5.2		5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	44.8		45.0						35.0	35.0
Actuated g/C Ratio		0.50	0.50		0.50						0.39	0.39
v/c Ratio		0.21	0.58		0.69						0.67	0.43
Control Delay		3.9	6.3		36.9						25.9	5.4
Queue Delay		0.0	0.0		1.5						0.0	0.0
Total Delay		3.9	6.3		38.4						25.9	5.4
LOS		A	A		D						C	A
Approach Delay		5.6			38.4						20.4	
Approach LOS		A			D						C	
Queue Length 50th (ft)		8	0		289						195	9
Queue Length 95th (ft)		m13	m7		390						261	63
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)			100									250
Base Capacity (vph)		834	699		818						1218	705
Starvation Cap Reductn		0	0		110						0	0
Spillback Cap Reductn		0	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.21	0.58		0.80						0.67	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 51 (57%), Referenced to phase 6:SBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-1041			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	133	0	503	611	0	0
Future Volume (vph)	133	0	503	611	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	1601	0	0	3100	0	0
Flt Permitted	0.950			0.978		
Satd. Flow (perm)	1598	0	0	3083	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		4			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	1238	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Detector Phase	4		2	2		
Switch Phase						
Minimum Initial (s)	7.0		10.0	10.0		
Minimum Split (s)	20.4		20.0	20.0		
Total Split (s)	36.0		54.0	54.0		
Total Split (%)	40.0%		60.0%	60.0%		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	-0.4			0.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		C-Max	C-Max		
Act Effct Green (s)	31.0			49.0		
Actuated g/C Ratio	0.34			0.54		
v/c Ratio	0.27			0.74		
Control Delay	33.7			19.0		
Queue Delay	0.0			0.1		
Total Delay	33.7			19.1		
LOS	C			B		
Approach Delay	33.7			19.1		
Approach LOS	C			B		
Queue Length 50th (ft)	61			264		
Queue Length 95th (ft)	m136			347		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	551			1678		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			27		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.27			0.75		

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	
Description: 05-0078	

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

Splits and Phases: 8: Person St (SR 2026) & Peace St



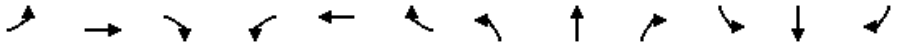
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	37
Future Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Satd. Flow (prot)	0	0	0	1471	3054	0	0	0	0	0	5698	0
Flt Permitted				0.950	0.986							
Satd. Flow (perm)	0	0	0	1438	3034	0	0	0	0	0	5698	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
Confl. Peds. (#/hr)				14								
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
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	37	109	0	0	0	0	0	3597	0
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Minimum Split (s)				22.7	22.7						22.0	
Total Split (s)				28.0	28.0						62.0	
Total Split (%)				31.1%	31.1%						68.9%	
Yellow Time (s)				4.1	4.1						3.0	
All-Red Time (s)				1.6	1.6						1.0	
Lost Time Adjust (s)				-0.7	-0.7						1.0	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				23.0	23.0						57.0	
Actuated g/C Ratio				0.26	0.26						0.63	
v/c Ratio				0.10	0.14						1.00	
Control Delay				26.6	26.5						31.4	
Queue Delay				0.0	0.0						39.4	
Total Delay				26.6	26.5						70.7	
LOS				C	C						E	
Approach Delay					26.5						70.7	
Approach LOS					C						E	
Queue Length 50th (ft)				17	26						532	
Queue Length 95th (ft)				45	48						#693	
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												
Base Capacity (vph)				367	775						3610	
Starvation Cap Reductn				0	0						0	
Spillback Cap Reductn				0	0						414	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.10	0.14						1.13	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:SBT, Start of 1st Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 69.0 Intersection LOS: E
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
Description: 05-1046
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Dawson St (US 70-401) & Lane St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Future Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	1349	4256	0
Flt Permitted										0.950	0.999	
Satd. Flow (perm)	0	3201	1402	0	0	0	0	0	0	1327	4255	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			22									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			4							6		
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
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	130	39	0	0	0	0	0	0	350	3261	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Minimum Split (s)		17.2	17.2							14.8	14.8	
Total Split (s)		28.0	28.0							62.0	62.0	
Total Split (%)		31.1%	31.1%							68.9%	68.9%	
Yellow Time (s)		3.9	3.9							3.7	3.7	
All-Red Time (s)		1.3	1.3							1.1	1.1	
Lost Time Adjust (s)		-0.2	-0.2							0.2	0.2	
Total Lost Time (s)		5.0	5.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		23.0	23.0							57.0	57.0	
Actuated g/C Ratio		0.26	0.26							0.63	0.63	
v/c Ratio		0.16	0.10							0.42	1.21	
Control Delay		26.7	15.9							2.3	106.4	
Queue Delay		0.0	0.0							0.0	0.0	
Total Delay		26.7	15.9							2.3	106.5	
LOS		C	B							A	F	
Approach Delay		24.2									96.4	
Approach LOS		C									F	
Queue Length 50th (ft)		30	7							17	~873	
Queue Length 95th (ft)		53	32							m18	m#880	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		818	374							840	2694	
Starvation Cap Reductn		0	0							0	0	
Spillback Cap Reductn		0	0							0	40	
Storage Cap Reductn		0	0							0	0	
Reduced v/c Ratio		0.16	0.10							0.42	1.23	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 93.1		Intersection LOS: F	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0099			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Dawson St (US 70-401) & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	300	0	0	0	0	0	1916	128	0	0	0
Future Volume (vph)	123	300	0	0	0	0	0	1916	128	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3042	0	0	0	0	0	5715	0	0	0	0
Flt Permitted	0.950	0.997										
Satd. Flow (perm)	1200	3008	0	0	0	0	0	5715	0	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)								30				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	102								78			
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
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	114	356	0	0	0	0	0	2271	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	21.1	21.1						19.2				
Total Split (s)	28.0	28.0						62.0				
Total Split (%)	31.1%	31.1%						68.9%				
Yellow Time (s)	3.8	3.8						4.0				
All-Red Time (s)	1.3	1.3						1.2				
Lost Time Adjust (s)	-0.1	-0.1						-0.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	23.0	23.0						57.0				
Actuated g/C Ratio	0.26	0.26						0.63				
v/c Ratio	0.37	0.46						0.63				
Control Delay	31.6	30.5						3.0				
Queue Delay	0.0	0.0						0.0				
Total Delay	31.6	30.5						3.0				
LOS	C	C						A				
Approach Delay		30.8						3.0				
Approach LOS		C						A				
Queue Length 50th (ft)	59	92						39				
Queue Length 95th (ft)	m128	m158						49				
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100											
Base Capacity (vph)	306	768						3630				
Starvation Cap Reductn	0	0						106				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.37	0.46						0.64				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14 (16%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0084			

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

Splits and Phases: 11: McDowell St & Jones St

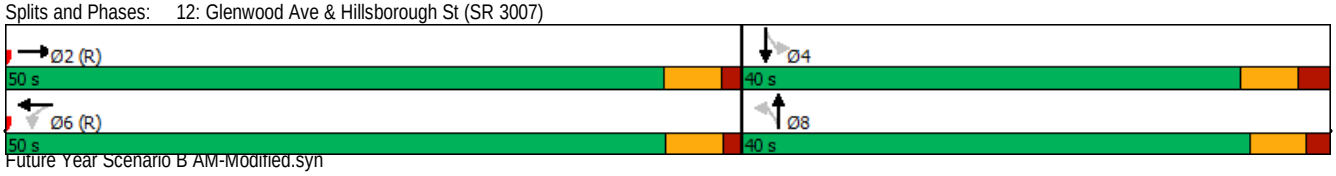


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	285	6	6	553	75	4	29	4	126	207	40
Future Volume (vph)	0	285	6	6	553	75	4	29	4	126	207	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	0	3111	0	0	1636	0	0	3092	0
Flt Permitted					0.952			0.965			0.832	
Satd. Flow (perm)	0	1679	0	0	2962	0	0	1586	0	0	2587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			23			4			17	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			1	1		20	2		14	14		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	704	0	0	40	0	0	414	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Minimum Split (s)		19.0		19.0	19.0		24.0	24.0		24.2	24.2	
Total Split (s)		50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)		55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)		3.9		3.9	3.9		3.8	3.8		3.9	3.9	
All-Red Time (s)		1.4		1.3	1.3		1.7	1.7		2.3	2.3	
Lost Time Adjust (s)		-0.3			-0.2			-0.5			-1.2	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0			45.0			35.0			35.0	
Actuated g/C Ratio		0.50			0.50			0.39			0.39	
v/c Ratio		0.39			0.47			0.06			0.41	
Control Delay		15.6			10.8			26.5			20.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.6			10.8			26.5			20.6	
LOS		B			B			C			C	
Approach Delay		15.6			10.8			26.5			20.6	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		108			72			15			84	
Queue Length 95th (ft)		171			93			46			124	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1492			619			1016	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.47			0.06			0.41	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 48.1% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0041

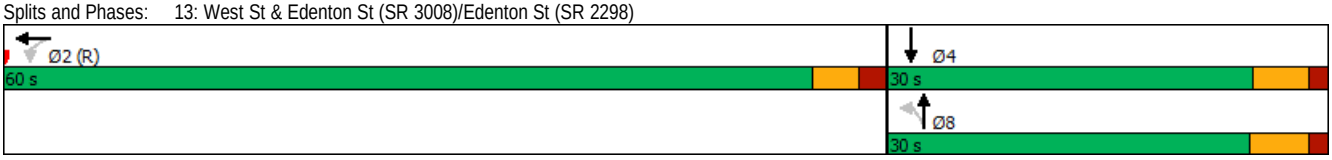
Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	33
Future Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4369	0	0	1688	0	0	1581	0
Flt Permitted					0.998			0.984				
Satd. Flow (perm)	0	0	0	0	4368	0	0	1662	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					53						21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		37	28					28
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	859	0	0	115	0	0	135	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			8			4	
Permitted Phases				2			8					
Minimum Split (s)				21.1	21.1		21.4	21.4			21.2	
Total Split (s)				60.0	60.0		30.0	30.0			30.0	
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	
Yellow Time (s)				3.1	3.1		4.0	4.0			3.8	
All-Red Time (s)				2.0	2.0		1.4	1.4			1.4	
Lost Time Adjust (s)					-0.1			-0.4			-0.2	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					55.0			25.0			25.0	
Actuated g/C Ratio					0.61			0.28			0.28	
v/c Ratio					0.32			0.25			0.30	
Control Delay					8.2			27.0			23.6	
Queue Delay					0.0			0.0			0.0	
Total Delay					8.2			27.0			23.6	
LOS					A			C			C	
Approach Delay					8.2			27.0			23.6	
Approach LOS					A			C			C	
Queue Length 50th (ft)					73			51			50	
Queue Length 95th (ft)					95			95			99	
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)												
Base Capacity (vph)					2689			461			454	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.32			0.25			0.30	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0298			

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)



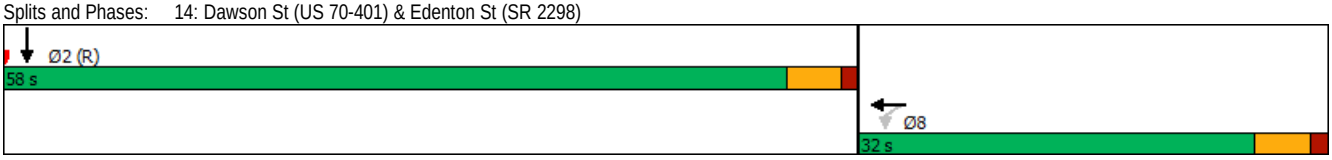


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	106	564	0	0	0	0	0	2735	142
Future Volume (vph)	0	0	0	106	564	0	0	0	0	0	2735	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	275		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4517	0	0	0	0	0	5627	0
Flt Permitted					0.992							
Satd. Flow (perm)	0	0	0	0	4513	0	0	0	0	0	5627	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		376			487			588			488	
Travel Time (s)		7.3			9.5			11.5			9.5	
Confl. Peds. (#/hr)				3								15
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	745	0	0	0	0	0	3197	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				17.1	17.1						15.9	
Total Split (s)				32.0	32.0						58.0	
Total Split (%)				35.6%	35.6%						64.4%	
Yellow Time (s)				3.8	3.8						3.7	
All-Red Time (s)				1.3	1.3						1.2	
Lost Time Adjust (s)					-0.1						0.1	
Total Lost Time (s)					5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					27.0						53.0	
Actuated g/C Ratio					0.30						0.59	
v/c Ratio					0.55						0.96	
Control Delay					9.4						7.9	
Queue Delay					0.0						12.8	
Total Delay					9.4						20.7	
LOS					A						C	
Approach Delay					9.4						20.7	
Approach LOS					A						C	
Queue Length 50th (ft)					23						68	
Queue Length 95th (ft)					m54						m57	
Internal Link Dist (ft)		296			407			508			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1353						3321	
Starvation Cap Reductn					0						203	
Spillback Cap Reductn					0						16	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.55						1.03	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14 (16%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0098			

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

Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)

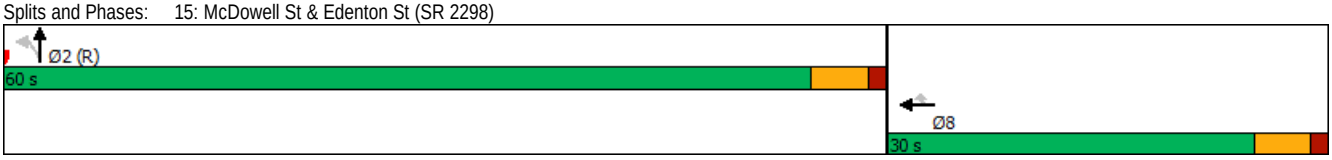


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	608	188	76	2037	0	0	0	0
Future Volume (vph)	0	0	0	0	608	188	76	2037	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	3032	1297	0	5784	0	0	0	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	3032	1238	0	5784	0	0	0	0
Right Turn on Red			Yes			No	No		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		487			488			589			488	
Travel Time (s)		9.5			9.5			11.5			9.5	
Confl. Peds. (#/hr)						15						
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
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	0	697	188	0	2347	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.1	17.1	17.2	17.2				
Total Split (s)					30.0	30.0	60.0	60.0				
Total Split (%)					33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)					3.8	3.8	3.9	3.9				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)					-0.1	-0.1		-0.2				
Total Lost Time (s)					5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					25.0	25.0		55.0				
Actuated g/C Ratio					0.28	0.28		0.61				
v/c Ratio					0.83	0.55		0.66				
Control Delay					24.3	20.7		3.2				
Queue Delay					0.0	0.0		0.0				
Total Delay					24.3	20.7		3.2				
LOS					C	C		A				
Approach Delay					23.5			3.2				
Approach LOS					C			A				
Queue Length 50th (ft)					90	39		31				
Queue Length 95th (ft)					#250	124		48				
Internal Link Dist (ft)		407			408			509			408	
Turn Bay Length (ft)												
Base Capacity (vph)					842	343		3534				
Starvation Cap Reductn					0	0		0				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.83	0.55		0.66				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 9 (10%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-0085			

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

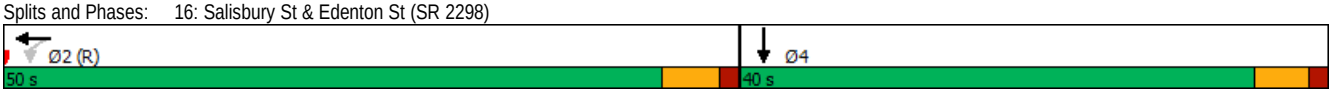
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Future Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											98	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	230	908	0	0	0	0	0	405	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Minimum Split (s)				18.3	18.3						19.1	
Total Split (s)				50.0	50.0						40.0	
Total Split (%)				55.6%	55.6%						44.4%	
Yellow Time (s)				3.9	3.9						3.7	
All-Red Time (s)				1.4	1.4						1.4	
Lost Time Adjust (s)				-0.3	-0.3						-0.1	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				45.0	45.0						35.0	
Actuated g/C Ratio				0.50	0.50						0.39	
v/c Ratio				0.29	0.57						0.34	
Control Delay				2.9	3.5						15.3	
Queue Delay				0.6	0.2						0.0	
Total Delay				3.4	3.7						15.3	
LOS				A	A						B	
Approach Delay					3.7						15.3	
Approach LOS					A						B	
Queue Length 50th (ft)				9	18						61	
Queue Length 95th (ft)				11	18						97	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				800	1600						1200	
Starvation Cap Reductn				284	168						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.45	0.63						0.34	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 6.7		Intersection LOS: A	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)

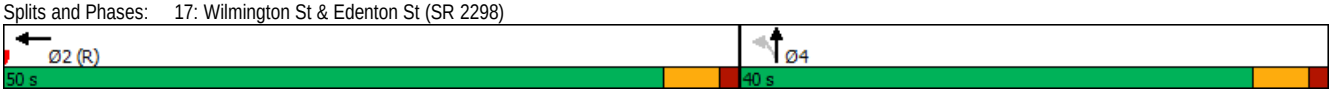


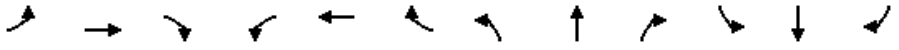
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	980	242	124	557	0	0	0	0
Future Volume (vph)	0	0	0	0	980	242	124	557	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Satd. Flow (prot)	0	0	0	0	4417	0	0	3141	0	0	0	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	0	0	0	4417	0	0	3141	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					94							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1358	0	0	757	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Minimum Split (s)					17.2		18.2	18.2				
Total Split (s)					50.0		40.0	40.0				
Total Split (%)					55.6%		44.4%	44.4%				
Yellow Time (s)					3.8		3.8	3.8				
All-Red Time (s)					1.4		1.4	1.4				
Lost Time Adjust (s)					-0.2			-0.2				
Total Lost Time (s)					5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					45.0			35.0				
Actuated g/C Ratio					0.50			0.39				
v/c Ratio					0.60			0.62				
Control Delay					32.6			21.2				
Queue Delay					0.0			0.0				
Total Delay					32.6			21.2				
LOS					C			C				
Approach Delay					32.6			21.2				
Approach LOS					C			C				
Queue Length 50th (ft)					285			211				
Queue Length 95th (ft)					m321			276				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)												
Base Capacity (vph)					2255			1221				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.60			0.62				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 50 (56%), Referenced to phase 2:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-2288			

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

Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)





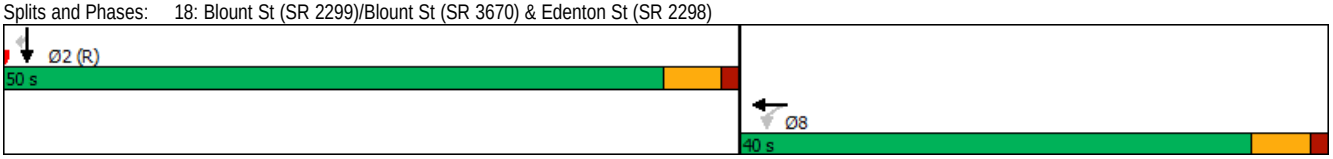
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	335	1016	0	0	0	0	0	867	102
Future Volume (vph)	0	0	0	335	1016	0	0	0	0	0	867	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1533	3217	0	0	0	0	0	3201	1169
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1520	3217	0	0	0	0	0	3201	1149
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												28
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				4								2
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%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	25%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	372	1129	0	0	0	0	0	963	113
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						2	
Permitted Phases				8								2
Minimum Split (s)				17.3	17.3						17.2	17.2
Total Split (s)				40.0	40.0						50.0	50.0
Total Split (%)				44.4%	44.4%						55.6%	55.6%
Yellow Time (s)				4.0	4.0						3.9	3.9
All-Red Time (s)				1.3	1.3						1.3	1.3
Lost Time Adjust (s)				-1.3	-0.3						-0.2	0.0
Total Lost Time (s)				4.0	5.0						5.0	5.2
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				36.0	35.0						45.0	44.8
Actuated g/C Ratio				0.40	0.39						0.50	0.50
v/c Ratio				0.61	0.90						0.60	0.19
Control Delay				38.8	47.8						18.1	10.4
Queue Delay				0.0	1.6						0.0	0.0
Total Delay				38.8	49.4						18.1	10.4
LOS				D	D						B	B
Approach Delay					46.8						17.3	
Approach LOS					D						B	
Queue Length 50th (ft)				212	364						196	25
Queue Length 95th (ft)				m256	m#435						258	56
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)												100
Base Capacity (vph)				608	1251						1600	586
Starvation Cap Reductn				0	41						0	0
Spillback Cap Reductn				0	0						0	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.61	0.93						0.60	0.19

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 41 (46%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 34.5		Intersection LOS: C	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1038			

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

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

Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)



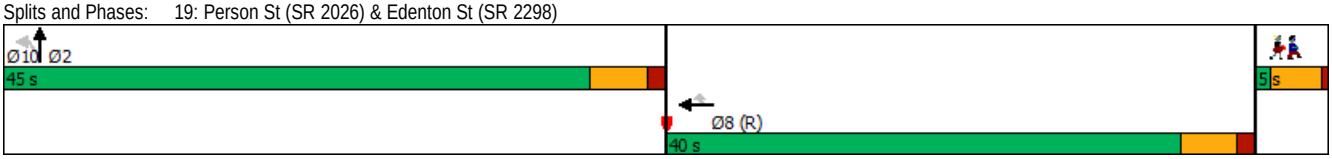
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	981	234	173	768	0	0	0	0	
Future Volume (vph)	0	0	0	0	981	234	173	768	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			0%			-1%			0%		
Storage Length (ft)	0		0	0		100	0		0	0		0	
Storage Lanes	0		0	0		1	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	3185	1309	0	3172	0	0	0	0	
Flt Permitted								0.991					
Satd. Flow (perm)	0	0	0	0	3185	1286	0	3169	0	0	0	0	
Right Turn on Red			Yes			Yes	No		Yes			Yes	
Satd. Flow (RTOR)						110							
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		476			578			309			274		
Travel Time (s)		9.3			11.3			6.0			5.3		
Confl. Peds. (#/hr)						3	3						
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%	2%	2%	2%	2%	11%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	1090	260	0	1045	0	0	0	0	
Turn Type					NA	Perm	Perm	NA					
Protected Phases					8			2					10
Permitted Phases						8	2						
Minimum Split (s)					19.1	19.1	18.2	18.2					5.0
Total Split (s)					40.0	40.0	45.0	45.0					5.0
Total Split (%)					44.4%	44.4%	50.0%	50.0%					6%
Yellow Time (s)					3.8	3.8	3.9	3.9					3.5
All-Red Time (s)					1.3	1.3	1.3	1.3					0.5
Lost Time Adjust (s)					-0.1	0.0		-0.2					
Total Lost Time (s)					5.0	5.1		5.0					
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)					35.0	34.9		40.0					
Actuated g/C Ratio					0.39	0.39		0.44					
v/c Ratio					0.88	0.46		0.74					
Control Delay					35.5	14.5		25.1					
Queue Delay					0.0	0.0		50.7					
Total Delay					35.5	14.5		75.8					
LOS					D	B		E					
Approach Delay					31.5			75.8					
Approach LOS					C			E					
Queue Length 50th (ft)					296	58		342					
Queue Length 95th (ft)					#422	128		m354					
Internal Link Dist (ft)		396			498			229			194		
Turn Bay Length (ft)						100							
Base Capacity (vph)					1238	566		1408					
Starvation Cap Reductn					0	0		648					
Spillback Cap Reductn					0	0		164					
Storage Cap Reductn					0	0		0					
Reduced v/c Ratio					0.88	0.46		1.38					

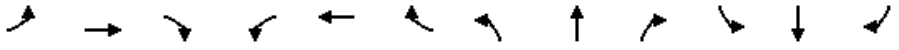
Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 33 (37%), Referenced to phase 8:WBT, Start of 1st Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 50.8 Intersection LOS: D
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0074
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)



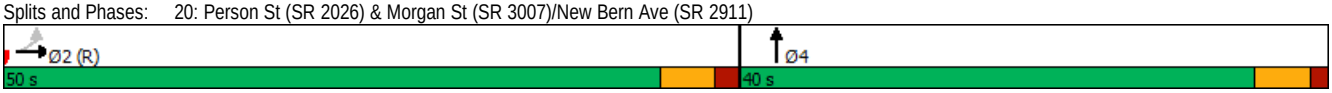


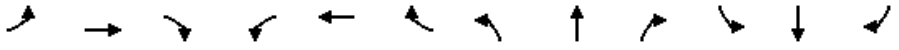
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Future Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1585	3169	0	0	0	0	0	3112	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1561	3169	0	0	0	0	0	3112	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								12				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	10								2			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	440	0	0	0	0	0	1177	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	50.0	50.0						40.0				
Total Split (%)	55.6%	55.6%						44.4%				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	45.0	45.0						35.0				
Actuated g/C Ratio	0.50	0.50						0.39				
v/c Ratio	0.07	0.28						0.97				
Control Delay	6.0	8.4						29.2				
Queue Delay	0.0	0.0						43.1				
Total Delay	6.1	8.4						72.3				
LOS	A	A						E				
Approach Delay		8.1						72.3				
Approach LOS		A						E				
Queue Length 50th (ft)	9	34						91				
Queue Length 95th (ft)	m17	m46						#470				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	780	1584						1217				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	111	0						412				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.09	0.28						1.46				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:EBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 53.2		Intersection LOS: D	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0073			

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

Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)

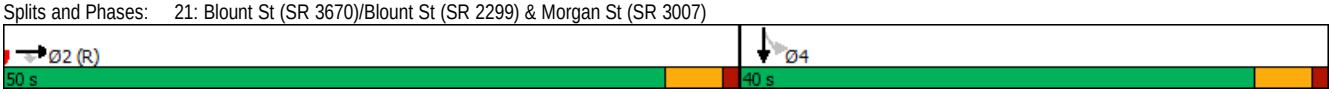


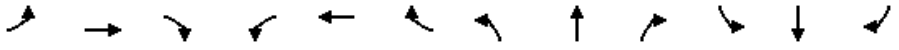


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	324	296	0	0	0	0	0	0	94	807	0
Future Volume (vph)	0	324	296	0	0	0	0	0	0	94	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1353	0	0	0	0	0	0	0	3185	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	3201	1353	0	0	0	0	0	0	0	3184	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			49									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)										2		
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%	2%	8%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	360	329	0	0	0	0	0	0	0	1001	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		17.1	17.1							17.1	17.1	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		3.9	3.9							3.9	3.9	
All-Red Time (s)		1.2	1.2							1.2	1.2	
Lost Time Adjust (s)		-0.1	-0.1								-0.1	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0								35.0	
Actuated g/C Ratio		0.50	0.50								0.39	
v/c Ratio		0.23	0.47								0.81	
Control Delay		26.6	31.2								26.5	
Queue Delay		0.0	0.0								0.0	
Total Delay		26.6	31.2								26.5	
LOS		C	C								C	
Approach Delay		28.8									26.5	
Approach LOS		C									C	
Queue Length 50th (ft)		107	182								192	
Queue Length 95th (ft)		147	263								265	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1600	701								1238	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.23	0.47								0.81	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 75 (83%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 27.4		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1037			

Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)

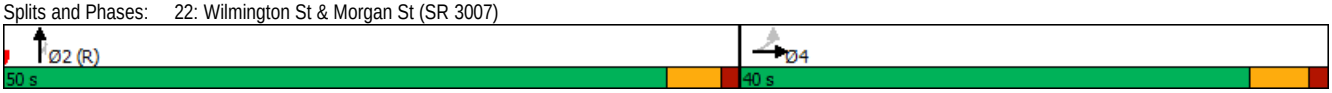




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	508	0	0	0	0	0	531	97	0	0	0
Future Volume (vph)	89	508	0	0	0	0	0	531	97	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1609	3217	0	0	0	0	0	3153	1142	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1574	3217	0	0	0	0	0	3153	1107	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									108			
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		228			499			479			591	
Travel Time (s)		4.4			9.7			9.3			16.1	
Confl. Peds. (#/hr)	11								10			
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%	2%	2%	2%	2%	2%	2%	2%	26%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	564	0	0	0	0	0	590	108	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	19.4	19.4						19.0	19.0			
Total Split (s)	40.0	40.0						50.0	50.0			
Total Split (%)	44.4%	44.4%						55.6%	55.6%			
Yellow Time (s)	4.0	4.0						3.7	3.7			
All-Red Time (s)	1.4	1.4						1.3	1.3			
Lost Time Adjust (s)	-0.4	-0.4						0.0	0.0			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	35.0	35.0						45.0	45.0			
Actuated g/C Ratio	0.39	0.39						0.50	0.50			
v/c Ratio	0.16	0.45						0.37	0.18			
Control Delay	18.9	21.8						21.2	9.1			
Queue Delay	0.0	0.0						0.0	0.0			
Total Delay	18.9	21.8						21.2	9.1			
LOS	B	C						C	A			
Approach Delay		21.4						19.3				
Approach LOS		C						B				
Queue Length 50th (ft)	36	122						138	18			
Queue Length 95th (ft)	70	169						175	48			
Internal Link Dist (ft)		148			419			399			511	
Turn Bay Length (ft)									100			
Base Capacity (vph)	612	1251						1576	607			
Starvation Cap Reductn	0	0						0	0			
Spillback Cap Reductn	0	0						0	0			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.16	0.45						0.37	0.18			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 70 (78%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 40.2%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 100			

Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)

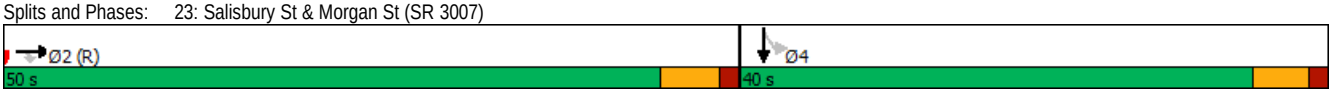


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	522	121	0	0	0	0	0	0	133	381	0
Future Volume (vph)	0	522	121	0	0	0	0	0	0	133	381	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		25	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1425	0	0	0	0	0	0	0	3175	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3185	1384	0	0	0	0	0	0	0	3158	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			9							12		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	134	0	0	0	0	0	0	0	571	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		19.4	19.4							20.2	20.2	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		4.0	4.0							3.8	3.8	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)		-0.4	-0.4								-0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0								35.0	
Actuated g/C Ratio		0.50	0.50								0.39	
v/c Ratio		0.36	0.19								0.46	
Control Delay		5.4	5.2								24.0	
Queue Delay		0.0	0.0								0.0	
Total Delay		5.4	5.2								24.0	
LOS		A	A								C	
Approach Delay		5.4									24.0	
Approach LOS		A									C	
Queue Length 50th (ft)		35	15								133	
Queue Length 95th (ft)		45	m21								191	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			25									
Base Capacity (vph)		1592	692								1228	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.36	0.19								0.46	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			

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

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	533	0	0	0	0	0	2128	175	0	0	0
Future Volume (vph)	63	533	0	0	0	0	0	2128	175	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Satd. Flow (prot)	1457	3063	0	0	0	0	0	5627	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1342	3061	0	0	0	0	0	5627	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								36				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	38								45			
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
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	64	598	0	0	0	0	0	2558	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	18.0	18.0						17.1				
Total Split (s)	30.0	30.0						60.0				
Total Split (%)	33.3%	33.3%						66.7%				
Yellow Time (s)	3.2	3.2						3.8				
All-Red Time (s)	1.8	1.8						1.3				
Lost Time Adjust (s)	0.0	0.0						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0						55.0				
Actuated g/C Ratio	0.28	0.28						0.61				
v/c Ratio	0.17	0.70						0.74				
Control Delay	31.1	38.6						3.9				
Queue Delay	0.0	0.0						0.1				
Total Delay	31.1	38.6						4.1				
LOS	C	D						A				
Approach Delay		37.9						4.1				
Approach LOS		D						A				
Queue Length 50th (ft)	32	176						47				
Queue Length 95th (ft)	m46	m218						63				
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)												
Base Capacity (vph)	372	850						3452				
Starvation Cap Reductn	0	0						185				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.17	0.70						0.78				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 110.2% ICU Level of Service H
Analysis Period (min) 15
Description: 05-0082
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)

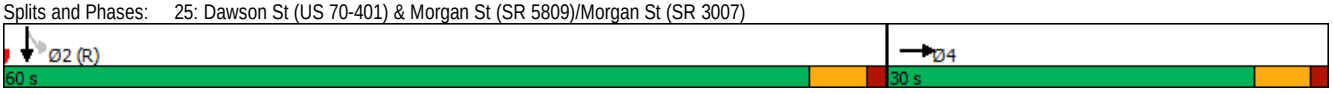


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	280	155	0	0	0	0	0	0	300	2431	54
Future Volume (vph)	0	280	155	0	0	0	0	0	0	300	2431	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Satd. Flow (prot)	0	2956	0	0	0	0	0	0	0	0	5735	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	2956	0	0	0	0	0	0	0	0	5699	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)											7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			14							28		32
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	483	0	0	0	0	0	0	0	0	3094	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.1								18.3	18.3	
Total Split (s)		30.0								60.0	60.0	
Total Split (%)		33.3%								66.7%	66.7%	
Yellow Time (s)		3.8								3.9	3.9	
All-Red Time (s)		1.3								1.4	1.4	
Lost Time Adjust (s)		-0.1									-0.3	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0									55.0	
Actuated g/C Ratio		0.28									0.61	
v/c Ratio		0.59									0.89	
Control Delay		31.5									3.1	
Queue Delay		0.0									0.1	
Total Delay		31.5									3.2	
LOS		C									A	
Approach Delay		31.5									3.2	
Approach LOS		C									A	
Queue Length 50th (ft)		124									35	
Queue Length 95th (ft)		176									m37	
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												
Base Capacity (vph)		821									3485	
Starvation Cap Reductn		0									22	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.59									0.89	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 22 (24%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 68.2% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0096
m Volume for 95th percentile queue is metered by upstream signal.

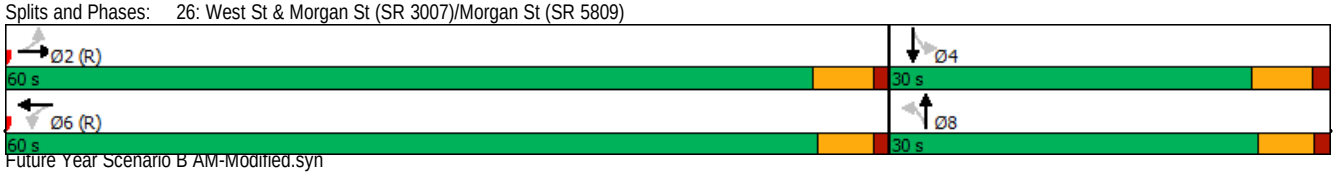
Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	383	22	13	41	4	10	8	15	20	21	4
Future Volume (vph)	9	383	22	13	41	4	10	8	15	20	21	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Satd. Flow (prot)	0	3216	0	0	1632	0	0	1529	0	0	1643	0
Flt Permitted		0.951			0.903			0.939			0.894	
Satd. Flow (perm)	0	3060	0	0	1490	0	0	1456	0	0	1498	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4			17			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			487			193	
Travel Time (s)		10.3			5.4			9.5			3.8	
Confl. Peds. (#/hr)	7		1	1		7	1		3	3		1
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	460	0	0	64	0	0	37	0	0	49	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	17.2	17.2		18.9	18.9		19.4	19.4		21.4	21.4	
Total Split (s)	60.0	60.0		60.0	60.0		30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Yellow Time (s)	4.1	4.1		3.8	3.8		3.8	3.8		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.2	1.2		1.3	1.3	
Lost Time Adjust (s)		-0.2			0.1			0.0			-0.4	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		55.0			55.0			25.0			25.0	
Actuated g/C Ratio		0.61			0.61			0.28			0.28	
v/c Ratio		0.25			0.07			0.09			0.12	
Control Delay		6.6			7.0			16.4			23.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.6			7.0			16.4			23.7	
LOS		A			A			B			C	
Approach Delay		6.6			7.0			16.4			23.7	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		55			13			8			19	
Queue Length 95th (ft)		77			28			31			47	
Internal Link Dist (ft)		448			197			407			113	
Turn Bay Length (ft)												
Base Capacity (vph)		1874			912			416			419	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.07			0.09			0.12	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 76 (84%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0014			

Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	263	61	24	179	48
Future Volume (vph)	66	263	61	24	179	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3090	1604	0	3044	0
Flt Permitted		0.881			0.962	
Satd. Flow (perm)	0	2744	1604	0	2990	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			26		40	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	4			4	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	365	95	0	252	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Minimum Split (s)	12.6	15.6	16.5		19.6	
Total Split (s)	17.0	57.0	40.0		33.0	
Total Split (%)	18.9%	63.3%	44.4%		36.7%	
Yellow Time (s)	3.0	3.6	3.9		3.0	
All-Red Time (s)	2.6	2.0	1.6		2.6	
Lost Time Adjust (s)		-0.6	-0.5		-0.6	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)		52.0	35.0		28.0	
Actuated g/C Ratio		0.58	0.39		0.31	
v/c Ratio		0.22	0.15		0.26	
Control Delay		9.5	12.0		11.6	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.5	12.0		11.6	
LOS		A	B		B	
Approach Delay		9.5	12.0		11.6	
Approach LOS		A	B		B	
Queue Length 50th (ft)		48	18		15	
Queue Length 95th (ft)		71	42		32	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1631	639		974	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.22	0.15		0.26	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 29.2% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0120

Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	127	37	88	159	45	55	19	60	40	35	40
Future Volume (vph)	88	127	37	88	159	45	55	19	60	40	35	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1419	0	0	1402	0	0	1429	0	0	1571	0
Flt Permitted		0.983			0.985			0.980			0.983	
Satd. Flow (perm)	0	1419	0	0	1402	0	0	1429	0	0	1571	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		306			754			487			487	
Travel Time (s)		6.0			14.7			9.5			9.5	
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%	30%	2%	14%	24%	2%	2%	2%	20%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	0	0	325	0	0	149	0	0	127	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

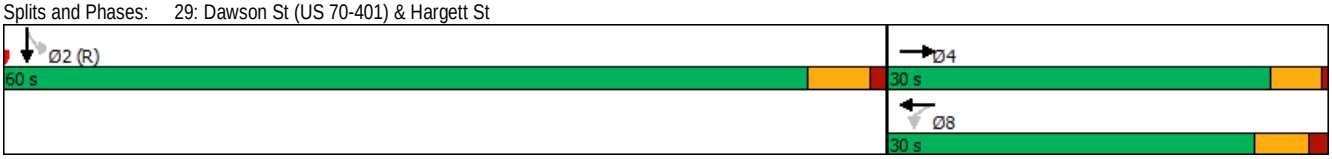


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	120	74	64	179	0	0	0	0	132	2318	105
Future Volume (vph)	0	120	74	64	179	0	0	0	0	132	2318	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1278	0	1577	1485	0	0	0	0	0	5772	0
Flt Permitted				0.507							0.997	
Satd. Flow (perm)	0	1278	0	832	1485	0	0	0	0	0	5755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		754			484			490			482	
Travel Time (s)		14.7			9.4			9.5			9.4	
Confl. Peds. (#/hr)			8	8		64				13		28
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%	21%	34%	2%	14%	2%	2%	2%	2%	2%	2%	24%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	71	199	0	0	0	0	0	2840	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		20.0		17.1	17.1					15.4	15.4	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.5		3.7	3.7					4.2	4.2	
All-Red Time (s)		0.5		1.4	1.4					1.2	1.2	
Lost Time Adjust (s)		0.0		-0.1	0.0						-0.4	
Total Lost Time (s)		4.0		5.0	5.1						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0		25.0	24.9						55.0	
Actuated g/C Ratio		0.29		0.28	0.28						0.61	
v/c Ratio		0.58		0.31	0.49						0.81	
Control Delay		34.3		31.0	32.9						4.9	
Queue Delay		0.0		0.0	0.0						0.2	
Total Delay		34.3		31.0	32.9						5.1	
LOS		C		C	C						A	
Approach Delay		34.3			32.4						5.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		103		35	101						65	
Queue Length 95th (ft)		178		73	172						74	
Internal Link Dist (ft)		674			404			410			402	
Turn Bay Length (ft)				175								
Base Capacity (vph)		371		231	410						3523	
Starvation Cap Reductn		0		0	0						138	
Spillback Cap Reductn		0		0	0						60	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.58		0.31	0.49						0.84	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 27 (30%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 73.1% ICU Level of Service D
Analysis Period (min) 15
Description: 05-0095

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St

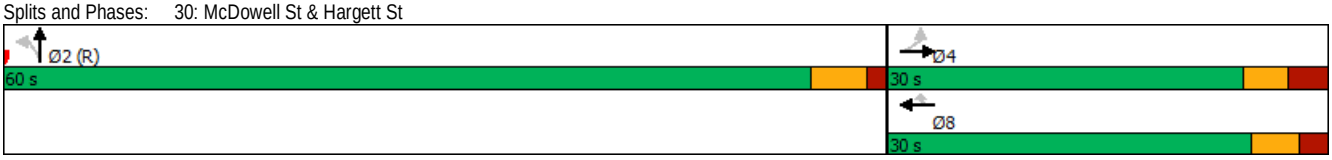




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	177	0	0	98	89	99	2125	46	0	0	0
Future Volume (vph)	76	177	0	0	98	89	99	2125	46	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1209	1660	0	0	1685	1432	1293	4537	0	0	0	0
Flt Permitted	0.687						0.950					
Satd. Flow (perm)	830	1660	0	0	1685	1332	1134	4537	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								6				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	24					24	30		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 (%)	33%	2%	2%	2%	2%	2%	25%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	197	0	0	109	99	110	2412	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.9	18.9			16.3	16.3	16.2	16.2				
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)	3.1	3.1			3.2	3.2	3.8	3.8				
All-Red Time (s)	2.8	2.8			2.1	2.1	1.4	1.4				
Lost Time Adjust (s)	-0.9	-0.9			-0.3	-0.3	-0.2	-0.2				
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0	55.0	55.0				
Actuated g/C Ratio	0.28	0.28			0.28	0.28	0.61	0.61				
v/c Ratio	0.37	0.43			0.23	0.27	0.16	0.87				
Control Delay	33.3	32.2			37.8	39.0	3.2	6.6				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.3				
Total Delay	33.3	32.2			37.8	39.0	3.2	6.9				
LOS	C	C			D	D	A	A				
Approach Delay		32.5			38.4			6.7				
Approach LOS		C			D			A				
Queue Length 50th (ft)	41	97			58	54	7	60				
Queue Length 95th (ft)	m64	m143			107	103	m11	79				
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125	100					
Base Capacity (vph)	230	461			468	370	693	2774				
Starvation Cap Reductn	0	0			0	0	0	56				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.37	0.43			0.23	0.27	0.16	0.89				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0088			
m Volume for 95th percentile queue is metered by upstream signal.			

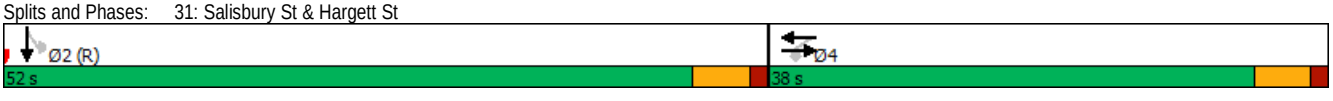
Splits and Phases: 30: McDowell St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	159	31	23	139	0	0	0	0	56	368	78
Future Volume (vph)	0	159	31	23	139	0	0	0	0	56	368	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1668	1418	0	1656	0	0	0	0	0	3040	0
Flt Permitted					0.945						0.994	
Satd. Flow (perm)	0	1668	1355	0	1571	0	0	0	0	0	3032	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34								35	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			17	17						7		39
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	177	34	0	180	0	0	0	0	0	558	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Minimum Split (s)		19.1	19.1	19.1	19.1					19.3	19.3	
Total Split (s)		38.0	38.0	38.0	38.0					52.0	52.0	
Total Split (%)		42.2%	42.2%	42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		3.8	3.8	3.8	3.8					3.9	3.9	
All-Red Time (s)		1.3	1.3	1.3	1.3					1.4	1.4	
Lost Time Adjust (s)		-0.1	-0.1		-0.1						-0.3	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0	33.0		33.0						47.0	
Actuated g/C Ratio		0.37	0.37		0.37						0.52	
v/c Ratio		0.29	0.07		0.31						0.35	
Control Delay		13.9	3.1		22.3						6.3	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		13.9	3.1		22.3						6.3	
LOS		B	A		C						A	
Approach Delay		12.1			22.3						6.3	
Approach LOS		B			C						A	
Queue Length 50th (ft)		94	5		72						37	
Queue Length 95th (ft)		m150	m8		125						50	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		611	518		576						1600	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.29	0.07		0.31						0.35	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 23 (26%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 081			
m Volume for 95th percentile queue is metered by upstream signal.			

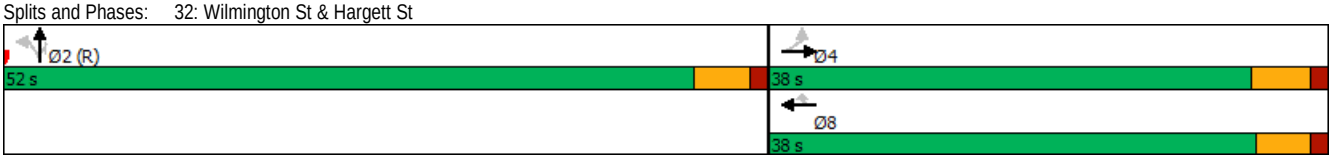
Splits and Phases: 31: Salisbury St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	65	0	0	138	203	50	610	51	0	0	0
Future Volume (vph)	133	65	0	0	138	203	50	610	51	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		100	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1637	0	0	1651	1404	0	3173	976	0	0	0
Flt Permitted		0.700						0.996				
Satd. Flow (perm)	0	1082	0	0	1651	1164	0	3132	646	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			57			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	84					84	52		101			
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%	2%	2%	2%	2%	2%	2%	2%	49%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	153	226	0	734	57	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	18.3	18.3			19.0	19.0	19.1	19.1	19.1			
Total Split (s)	38.0	38.0			38.0	38.0	52.0	52.0	52.0			
Total Split (%)	42.2%	42.2%			42.2%	42.2%	57.8%	57.8%	57.8%			
Yellow Time (s)	4.0	4.0			3.7	3.7	3.8	3.8	3.8			
All-Red Time (s)	1.3	1.3			1.3	1.3	1.3	1.3	1.3			
Lost Time Adjust (s)		-0.3			0.0	0.0		-0.1	-0.1			
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0	33.0		47.0	47.0			
Actuated g/C Ratio		0.37			0.37	0.37		0.52	0.52			
v/c Ratio		0.56			0.25	0.45		0.45	0.16			
Control Delay		29.2			23.7	16.3		6.9	1.4			
Queue Delay		0.0			0.0	0.0		0.0	0.0			
Total Delay		29.2			23.7	16.3		6.9	1.4			
LOS		C			C	B		A	A			
Approach Delay		29.2			19.3			6.5				
Approach LOS		C			B			A				
Queue Length 50th (ft)		98			53	34		46	0			
Queue Length 95th (ft)		173			111	112		61	m3			
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150			100			
Base Capacity (vph)		396			605	500		1635	364			
Starvation Cap Reductn		0			0	0		0	0			
Spillback Cap Reductn		0			0	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.56			0.25	0.45		0.45	0.16			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 26 (29%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 101			
m Volume for 95th percentile queue is metered by upstream signal.			

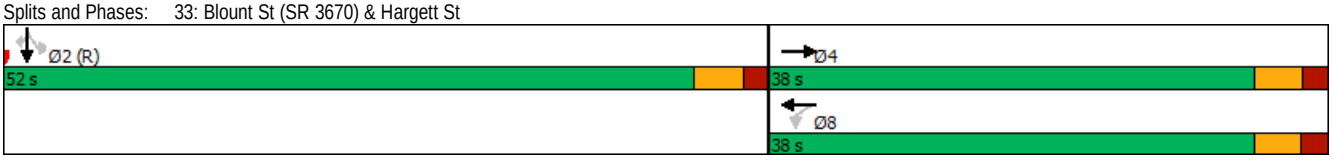
Splits and Phases: 32: Wilmington St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	66	42	66	233	0	0	0	0	38	926	178
Future Volume (vph)	0	66	42	66	233	0	0	0	0	38	926	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1603	0	0	1650	0	0	0	0	0	3211	1288
Flt Permitted					0.905						0.998	
Satd. Flow (perm)	0	1603	0	0	1510	0	0	0	0	0	3185	1288
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41										147
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										54		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	332	0	0	0	0	0	1071	198
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		17.1		18.1	18.1					17.1	17.1	17.1
Total Split (s)		38.0		38.0	38.0					52.0	52.0	52.0
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	57.8%
Yellow Time (s)		3.3		3.1	3.1					3.3	3.3	3.3
All-Red Time (s)		1.8		2.0	2.0					1.8	1.8	1.8
Lost Time Adjust (s)		-0.1			-0.1						-0.1	0.0
Total Lost Time (s)		5.0			5.0						5.0	5.1
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	46.9
Actuated g/C Ratio		0.37			0.37						0.52	0.52
v/c Ratio		0.20			0.60						0.64	0.27
Control Delay		9.0			30.6						10.2	2.0
Queue Delay		0.0			0.0						0.6	0.0
Total Delay		9.0			30.6						10.8	2.0
LOS		A			C						B	A
Approach Delay		9.0			30.6						9.5	
Approach LOS		A			C						A	
Queue Length 50th (ft)		14			172						85	7
Queue Length 95th (ft)		33			m254						106	m9
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												100
Base Capacity (vph)		613			553						1663	741
Starvation Cap Reductn		0			0						255	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.20			0.60						0.76	0.27

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 40 (44%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1350			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 33: Blount St (SR 3670) & Hargett St

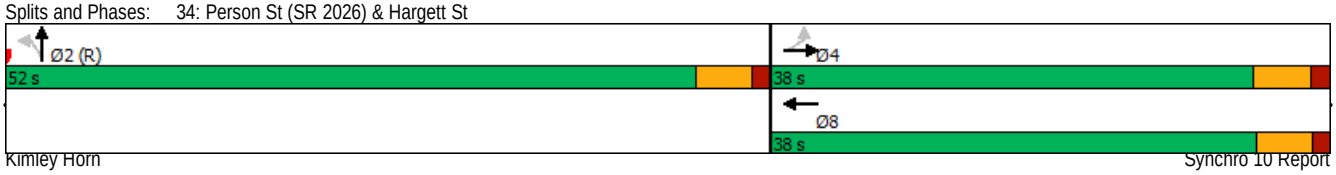


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Future Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1360	0	0	3141	0	0	0	0
Flt Permitted		0.901						0.996				
Satd. Flow (perm)	0	1412	0	0	1360	0	0	3122	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					55			5				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	121					121	20					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	133	0	0	1257	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.3	17.3			17.1		17.1	17.1				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.9	3.9			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.3		1.3	1.3				
Lost Time Adjust (s)		-0.3			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.25			0.77				
Control Delay		16.0			13.3			4.8				
Queue Delay		0.0			0.0			0.1				
Total Delay		16.0			13.3			4.9				
LOS		B			B			A				
Approach Delay		16.0			13.3			4.9				
Approach LOS		B			B			A				
Queue Length 50th (ft)		25			29			29				
Queue Length 95th (ft)		m55			71			34				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		517			533			1632				
Starvation Cap Reductn		0			0			17				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.25			0.78				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15
Description: 05-1355
m Volume for 95th percentile queue is metered by upstream signal.

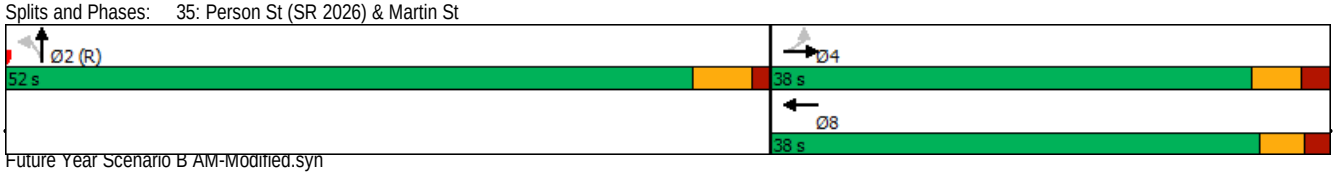
Splits and Phases: 34: Person St (SR 2026) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Future Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1568	0	0	3216	0	0	0	0
Flt Permitted		0.912						0.998				
Satd. Flow (perm)	0	1494	0	0	1568	0	0	3216	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	54					54			20			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	65	0	0	1321	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.4	17.4			17.9		17.4	17.4				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.3	3.3			3.1		4.1	4.1				
All-Red Time (s)	2.1	2.1			1.8		1.3	1.3				
Lost Time Adjust (s)		-0.4			0.1			-0.4				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.11			0.79				
Control Delay		21.6			16.4			21.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		21.6			16.4			21.7				
LOS		C			B			C				
Approach Delay		21.6			16.4			21.7				
Approach LOS		C			B			C				
Queue Length 50th (ft)		37			19			302				
Queue Length 95th (ft)		73			47			394				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		547			583			1680				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.11			0.79				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 24 (27%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1354			

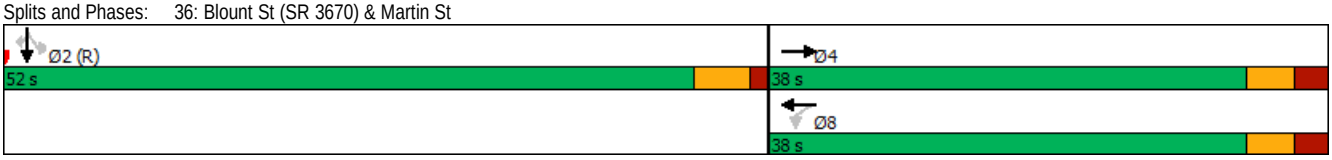
Splits and Phases: 35: Person St (SR 2026) & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	58	25	81	0	0	0	0	42	723	89
Future Volume (vph)	0	41	58	25	81	0	0	0	0	42	723	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1559	0	0	1665	0	0	0	0	0	3192	1141
Flt Permitted					0.925						0.997	
Satd. Flow (perm)	0	1559	0	0	1558	0	0	0	0	0	3162	1141
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64										93
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			479			495	
Travel Time (s)		13.5			13.1			10.9			11.3	
Confl. Peds. (#/hr)										44		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	28%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	118	0	0	0	0	0	850	99
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		18.7		18.6	18.6					17.2	17.2	17.2
Total Split (s)		38.0		38.0	38.0					52.0	52.0	52.0
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	57.8%
Yellow Time (s)		3.3		3.2	3.2					3.9	3.9	3.9
All-Red Time (s)		2.4		2.4	2.4					1.3	1.3	1.3
Lost Time Adjust (s)		-0.7			-0.6						-0.2	-0.2
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	47.0
Actuated g/C Ratio		0.37			0.37						0.52	0.52
v/c Ratio		0.18			0.21						0.51	0.15
Control Delay		7.0			25.2						3.9	0.4
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		7.0			25.2						3.9	0.4
LOS		A			C						A	A
Approach Delay		7.0			25.2						3.5	
Approach LOS		A			C						A	
Queue Length 50th (ft)		23			59						31	0
Queue Length 95th (ft)		45			m93						37	m0
Internal Link Dist (ft)		416			401			399			415	
Turn Bay Length (ft)												100
Base Capacity (vph)		612			571						1651	640
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.18			0.21						0.51	0.15

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 46 (51%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1349			
m Volume for 95th percentile queue is metered by upstream signal.			

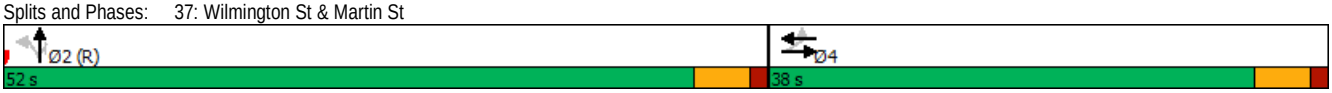
Splits and Phases: 36: Blount St (SR 3670) & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	106	0	0	36	68	59	659	77	0	0	0
Future Volume (vph)	104	106	0	0	36	68	59	659	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-4%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1636	0	0	1399	0	0	3141	1090	0	0	0
Flt Permitted		0.791						0.996				
Satd. Flow (perm)	0	1243	0	0	1399	0	0	3097	1059	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					76				86			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		170			496			477			494	
Travel Time (s)		3.3			9.7			9.3			9.6	
Confl. Peds. (#/hr)	77					77	56		3			
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%	2%	2%	2%	2%	2%	2%	2%	32%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	0	0	116	0	0	798	86	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Minimum Split (s)	19.1	19.1			19.1		20.1	20.1	20.1			
Total Split (s)	38.0	38.0			38.0		52.0	52.0	52.0			
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%	57.8%			
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7	3.7			
All-Red Time (s)	1.3	1.3			1.3		1.4	1.4	1.4			
Lost Time Adjust (s)		-0.1			-0.1			-0.1	-0.1			
Total Lost Time (s)		5.0			5.0			5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0	47.0			
Actuated g/C Ratio		0.37			0.37			0.52	0.52			
v/c Ratio		0.51			0.21			0.49	0.14			
Control Delay		27.2			16.6			6.7	0.8			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		27.2			16.6			6.7	0.8			
LOS		C			B			A	A			
Approach Delay		27.2			16.6			6.1				
Approach LOS		C			B			A				
Queue Length 50th (ft)		102			9			39	0			
Queue Length 95th (ft)		175			54			51	3			
Internal Link Dist (ft)		90			416			397			414	
Turn Bay Length (ft)									100			
Base Capacity (vph)		455			561			1617	594			
Starvation Cap Reductn		0			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.51			0.21			0.49	0.14			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 18 (20%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 102			

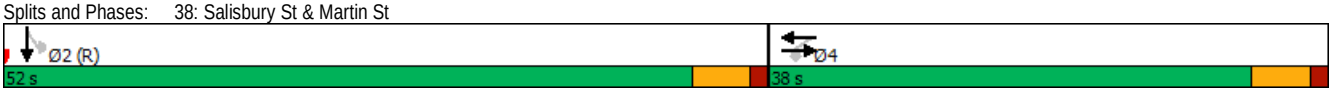
Splits and Phases: 37: Wilmington St & Martin St

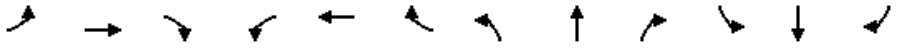


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	175	140	47	111	0	0	0	0	53	303	33
Future Volume (vph)	0	175	140	47	111	0	0	0	0	53	303	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1635	1389	0	1668	0	0	0	0	0	3094	0
Flt Permitted					0.866						0.993	
Satd. Flow (perm)	0	1635	1149	0	1415	0	0	0	0	0	3010	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156								16	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			85	85						62		63
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	156	0	175	0	0	0	0	0	433	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Minimum Split (s)		19.3	19.3	19.3	19.3					19.3	19.3	
Total Split (s)		38.0	38.0	38.0	38.0					52.0	52.0	
Total Split (%)		42.2%	42.2%	42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.3	1.3	1.3	1.3					1.3	1.3	
Lost Time Adjust (s)		-0.3	-0.3		-0.3						-0.3	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0	33.0		33.0						47.0	
Actuated g/C Ratio		0.37	0.37		0.37						0.52	
v/c Ratio		0.32	0.30		0.34						0.27	
Control Delay		20.7	8.2		22.9						4.3	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		20.7	8.2		22.9						4.3	
LOS		C	A		C						A	
Approach Delay		15.1			22.9						4.3	
Approach LOS		B			C						A	
Queue Length 50th (ft)		101	38		71						18	
Queue Length 95th (ft)		m155	m77		125						24	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		599	520		518						1579	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.32	0.30		0.34						0.27	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 29 (32%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: Salisbury St & Martin St

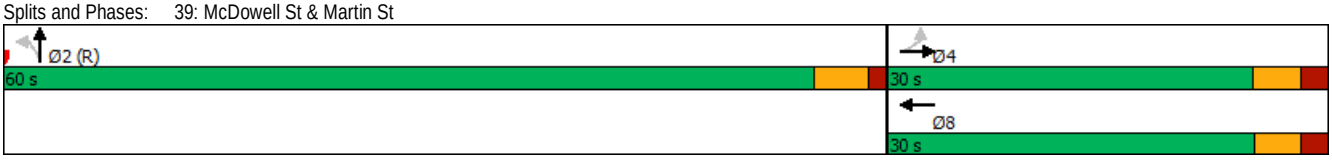




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	195	0	0	59	40	86	1931	66	0	0	0
Future Volume (vph)	37	195	0	0	59	40	86	1931	66	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	0	1636	0	0	1478	0	0	4452	0	0	0	0
Flt Permitted		0.937						0.998				
Satd. Flow (perm)	0	1516	0	0	1478	0	0	4452	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			10				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	66					66			41			
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 (%)	16%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	0	0	110	0	0	2315	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	15.2	15.2			18.1		16.0	16.0				
Total Split (s)	30.0	30.0			30.0		60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%		66.7%	66.7%				
Yellow Time (s)	3.2	3.2			3.1		3.7	3.7				
All-Red Time (s)	2.0	2.0			2.0		1.3	1.3				
Lost Time Adjust (s)		-0.2			-0.1			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0			25.0			55.0				
Actuated g/C Ratio		0.28			0.28			0.61				
v/c Ratio		0.61			0.27			0.85				
Control Delay		34.6			35.5			4.7				
Queue Delay		0.0			0.0			0.2				
Total Delay		34.6			35.5			4.9				
LOS		C			D			A				
Approach Delay		34.6			35.5			4.9				
Approach LOS		C			D			A				
Queue Length 50th (ft)		117			51			45				
Queue Length 95th (ft)		193			103			61				
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		421			415			2724				
Starvation Cap Reductn		0			0			45				
Spillback Cap Reductn		0			0			32				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.61			0.27			0.86				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0089			

Splits and Phases: 39: McDowell St & Martin St

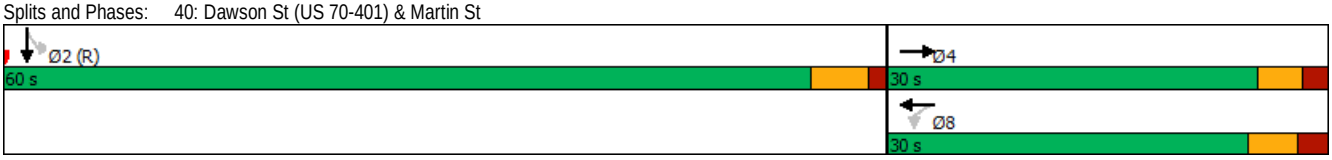


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	38	34	27	64	0	0	0	0	203	2209	42
Future Volume (vph)	0	38	34	27	64	0	0	0	0	203	2209	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1345	0	0	1599	0	0	0	0	1601	4570	0
Flt Permitted					0.907					0.950		
Satd. Flow (perm)	0	1345	0	0	1467	0	0	0	0	1575	4570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4									6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			7	7						5		14
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%	16%	18%	2%	9%	2%	2%	2%	2%	2%	2%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	101	0	0	0	0	226	2501	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		17.9		21.5	21.5					19.2	19.2	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.1		3.3	3.3					3.9	3.9	
All-Red Time (s)		1.8		2.2	2.2					1.3	1.3	
Lost Time Adjust (s)		0.1			-0.5					-0.2	-0.2	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0			25.0					55.0	55.0	
Actuated g/C Ratio		0.28			0.28					0.61	0.61	
v/c Ratio		0.21			0.25					0.23	0.89	
Control Delay		25.6			29.1					3.8	8.2	
Queue Delay		0.0			0.0					0.0	0.2	
Total Delay		25.6			29.1					3.8	8.3	
LOS		C			C					A	A	
Approach Delay		25.6			29.1						8.0	
Approach LOS		C			C						A	
Queue Length 50th (ft)		33			44					17	71	
Queue Length 95th (ft)		70			m67					m23	80	
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												
Base Capacity (vph)		376			407					962	2795	
Starvation Cap Reductn		0			0					0	0	
Spillback Cap Reductn		0			0					0	25	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.21			0.25					0.23	0.90	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 68.9% ICU Level of Service C
Analysis Period (min) 15
Description: 05-1047
m Volume for 95th percentile queue is metered by upstream signal.

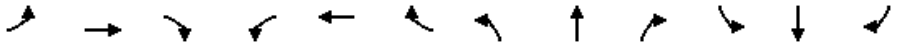
Splits and Phases: 40: Dawson St (US 70-401) & Martin St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	22	125	4	28	28	74	6	22
Future Volume (vph)	0	0	0	6	22	125	4	28	28	74	6	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	1399	0	0	1566	0	0	1429	0
Flt Permitted					0.998			0.997			0.965	
Satd. Flow (perm)	0	0	0	0	1399	0	0	1566	0	0	1429	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			487	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	2%	2%	10%	2%	2%	2%	16%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	170	0	0	66	0	0	113	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			

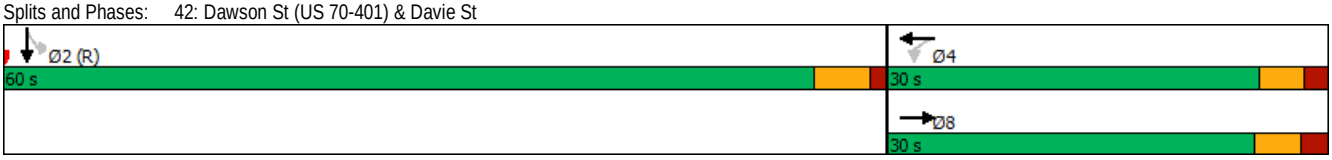


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	17	66	24	0	0	0	0	254	1914	15
Future Volume (vph)	0	12	17	66	24	0	0	0	0	254	1914	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1519	0	1577	1660	0	0	0	0	0	4522	0
Flt Permitted				0.736							0.994	
Satd. Flow (perm)	0	1519	0	1222	1660	0	0	0	0	0	4496	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9									2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										13		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	73	27	0	0	0	0	0	2426	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Minimum Split (s)		18.1		17.8	17.8					17.0	17.0	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.1		3.1	3.1					3.8	3.8	
All-Red Time (s)		2.0		1.7	1.7					1.2	1.2	
Lost Time Adjust (s)		-0.1		0.2	0.2						0.0	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0		25.0	25.0						55.0	
Actuated g/C Ratio		0.28		0.28	0.28						0.61	
v/c Ratio		0.07		0.22	0.06						0.88	
Control Delay		19.6		33.0	30.2						5.6	
Queue Delay		0.0		0.0	0.0						0.2	
Total Delay		19.6		33.0	30.2						5.8	
LOS		B		C	C						A	
Approach Delay		19.6			32.2						5.8	
Approach LOS		B			C						A	
Queue Length 50th (ft)		10		38	14						54	
Queue Length 95th (ft)		31		m69	m31						63	
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								
Base Capacity (vph)		428		339	461						2748	
Starvation Cap Reductn		0		0	0						33	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.07		0.22	0.06						0.89	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 37 (41%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1045			

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

Splits and Phases: 42: Dawson St (US 70-401) & Davie St

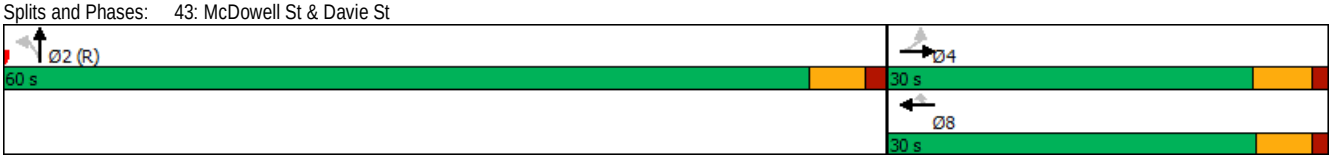


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	279	0	0	147	87	68	2013	30	0	0	0
Future Volume (vph)	37	279	0	0	147	87	68	2013	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4502	0	0	0	0
Flt Permitted	0.615							0.998				
Satd. Flow (perm)	790	1693	0	0	1676	954	0	4502	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						28		4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	173					173			154			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	310	0	0	163	97	0	2346	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	17.2	17.2			16.0	16.0	17.3	17.3				
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)	4.0	4.0			3.8	3.8	3.8	3.8				
All-Red Time (s)	1.2	1.2			1.2	1.2	1.5	1.5				
Lost Time Adjust (s)	-0.2	-0.2			0.0	0.0		-0.3				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0				
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61				
v/c Ratio	0.19	0.66			0.35	0.34		0.85				
Control Delay	30.5	36.8			28.7	23.0		18.2				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay	30.5	36.8			28.7	23.0		18.2				
LOS	C	D			C	C		B				
Approach Delay		36.0			26.6			18.2				
Approach LOS		D			C			B				
Queue Length 50th (ft)	16	128			80	35		361				
Queue Length 95th (ft)	m22	m167			146	m72		439				
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125						
Base Capacity (vph)	219	470			465	285		2752				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		8				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.19	0.66			0.35	0.34		0.85				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 74 (82%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0090			

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

Splits and Phases: 43: McDowell St & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	181	0	0	47	48	8	2490	134	0	0	0
Future Volume (vph)	174	181	0	0	47	48	8	2490	134	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	0		125	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	0	4394	1368	0	0	0
Flt Permitted	0.723											
Satd. Flow (perm)	1192	1651	0	0	1744	1462	0	4394	1338	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						29			90			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	1					1			1			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	201	0	0	52	53	0	2776	149	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	24.5	24.5			21.8	21.8	28.4	28.4	28.4			
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0	60.0			
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%	66.7%			
Yellow Time (s)	3.1	3.1			3.7	3.7	3.4	3.4	3.4			
All-Red Time (s)	2.4	2.4			2.1	2.1	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.8	-0.8		-0.4	-0.4			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0	55.0			
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61	0.61			
v/c Ratio	0.58	0.44			0.11	0.12		1.03	0.17			
Control Delay	36.3	32.5			25.0	14.6		45.7	3.8			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	36.3	32.5			25.0	14.6		45.7	3.8			
LOS	D	C			C	B		D	A			
Approach Delay		34.4			19.8			43.6				
Approach LOS		C			B			D				
Queue Length 50th (ft)	66	69			22	10		~627	12			
Queue Length 95th (ft)	m96	m99			50	38		#721	36			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225								125			
Base Capacity (vph)	331	458			484	427		2685	852			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.58	0.44			0.11	0.12		1.03	0.17			

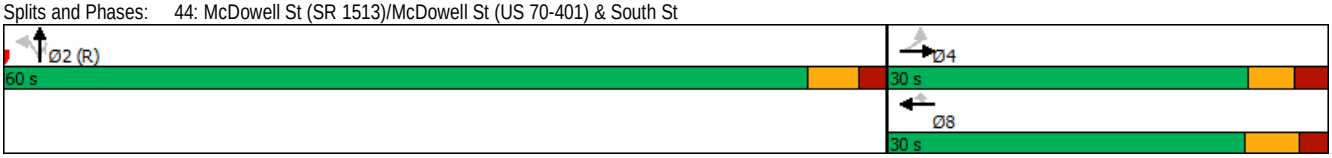
Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0941			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St

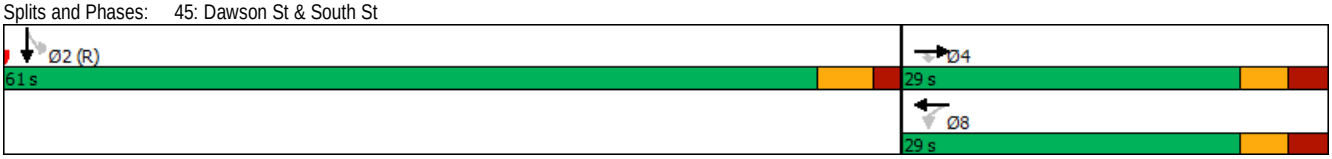


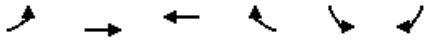
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	340	14	10	44	0	0	0	0	64	1322	117
Future Volume (vph)	0	340	14	10	44	0	0	0	0	64	1322	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		125	200		0	0		0	100		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	1446	1609	1693	0	0	0	0	1593	4522	0
Flt Permitted				0.256						0.950		
Satd. Flow (perm)	0	1702	1446	433	1693	0	0	0	0	1593	4522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34								30	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	378	16	11	49	0	0	0	0	71	1599	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Minimum Split (s)		28.1	28.1	25.1	25.1					28.8	28.8	
Total Split (s)		29.0	29.0	29.0	29.0					61.0	61.0	
Total Split (%)		32.2%	32.2%	32.2%	32.2%					67.8%	67.8%	
Yellow Time (s)		3.3	3.3	3.3	3.3					3.8	3.8	
All-Red Time (s)		2.8	2.8	2.8	2.8					2.0	2.0	
Lost Time Adjust (s)		-1.1	-1.1	-1.1	-1.1					-0.8	-0.8	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		24.0	24.0	24.0	24.0					56.0	56.0	
Actuated g/C Ratio		0.27	0.27	0.27	0.27					0.62	0.62	
v/c Ratio		0.83	0.04	0.10	0.11					0.07	0.57	
Control Delay		49.0	3.7	14.5	13.0					7.0	10.7	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		49.0	3.7	14.5	13.0					7.0	10.7	
LOS		D	A	B	B					A	B	
Approach Delay		47.1			13.3						10.5	
Approach LOS		D			B						B	
Queue Length 50th (ft)		203	0	2	8					14	172	
Queue Length 95th (ft)		#353	8	m6	m17					31	211	
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			125	200						100		
Base Capacity (vph)		453	410	115	451					991	2825	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.83	0.04	0.10	0.11					0.07	0.57	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 54 (60%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 90.2% ICU Level of Service E
Analysis Period (min) 15
Description: 05-0942
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	300	125	25	50	25
Future Volume (vph)	25	300	125	25	50	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1638	0	1550	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1593	1676	1638	0	1550	0
Link Speed (mph)		25	25		35	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		5.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	333	167	0	84	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.0%		ICU Level of Service A	
Analysis Period (min) 15			

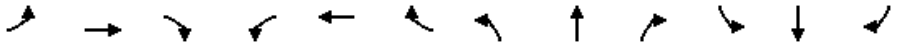
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	300	125	25	50	25
Future Vol, veh/h	25	300	125	25	50	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	333	139	28	56	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	542	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1411	-	-	-	501	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1411	-	-	-	491	893
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1411	-	-	-	578
HCM Lane V/C Ratio	0.02	-	-	-	0.144
HCM Control Delay (s)	7.6	-	-	-	12.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

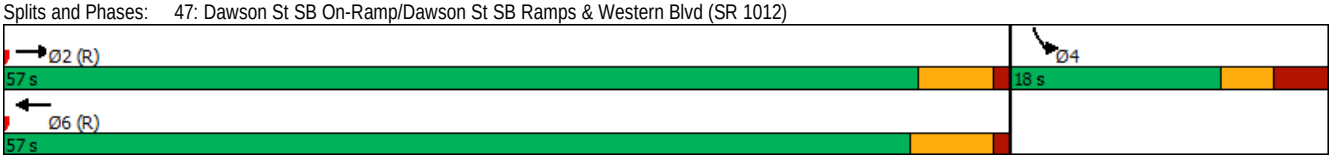


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	691	150	0	1666	25	0	0	0	87	0	300
Future Volume (vph)	0	691	150	0	1666	25	0	0	0	87	0	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	3153	1411	0	3217	1439	0	0	0	3043	0	1404
Flt Permitted										0.950		
Satd. Flow (perm)	0	3153	1411	0	3217	1439	0	0	0	3043	0	1404
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	768	167	0	1851	28	0	0	0	97	0	333
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Detector Phase		2			6					4		
Switch Phase												
Minimum Initial (s)		12.0			12.0					7.0		
Minimum Split (s)		17.3			17.7					13.2		
Total Split (s)		57.0			57.0					18.0		
Total Split (%)		76.0%			76.0%					24.0%		
Yellow Time (s)		4.3			4.7					3.0		
All-Red Time (s)		1.0			1.0					3.2		
Lost Time Adjust (s)		-0.3			-0.7					-1.2		
Total Lost Time (s)		5.0			5.0					5.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max					None		
Act Effct Green (s)		60.2	75.0		60.2	75.0				8.4		75.0
Actuated g/C Ratio		0.80	1.00		0.80	1.00				0.11		1.00
v/c Ratio		0.30	0.12		0.72	0.02				0.29		0.24
Control Delay		3.0	0.2		3.6	0.0				32.8		0.4
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		3.0	0.2		3.6	0.0				32.8		0.4
LOS		A	A		A	A				C		A
Approach Delay		2.5			3.5						7.7	
Approach LOS		A			A						A	
Queue Length 50th (ft)		45	0		144	0				21		0
Queue Length 95th (ft)		68	0		m150	m0				42		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		2532	1411		2584	1439				527		1404
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.30	0.12		0.72	0.02				0.18		0.24

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 71 (95%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 3.8		Intersection LOS: A	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1759			

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

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)

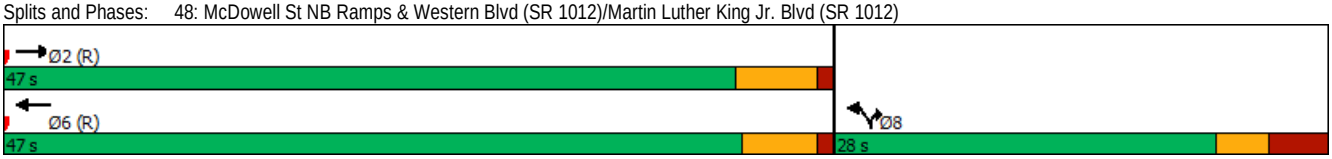


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	647	130	0	1168	441	125
Future Volume (vph)	647	130	0	1168	441	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	1432	0	3122	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	1432	0	3122	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	719	144	0	1298	490	139
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	12.0			12.0	7.0	7.0
Minimum Split (s)	17.6			17.2	13.4	13.4
Total Split (s)	47.0			47.0	28.0	28.0
Total Split (%)	62.7%			62.7%	37.3%	37.3%
Yellow Time (s)	4.6			4.2	3.0	3.0
All-Red Time (s)	1.0			1.0	3.4	3.4
Lost Time Adjust (s)	-0.6			-0.2	-1.4	-1.4
Total Lost Time (s)	5.0			5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max			C-Max	None	None
Act Effct Green (s)	42.0	75.0		42.0	23.0	23.0
Actuated g/C Ratio	0.56	1.00		0.56	0.31	0.31
v/c Ratio	0.40	0.10		0.74	1.03	0.32
Control Delay	8.5	0.1		17.7	76.6	22.7
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	8.5	0.1		17.7	76.6	22.7
LOS	A	A		B	E	C
Approach Delay	7.1			17.7	64.7	
Approach LOS	A			B	E	
Queue Length 50th (ft)	65	0		511	~236	49
Queue Length 95th (ft)	83	0		571	#423	95
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	1792	1432		1748	478	428
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.40	0.10		0.74	1.03	0.32

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 74 (99%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1758			

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

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)



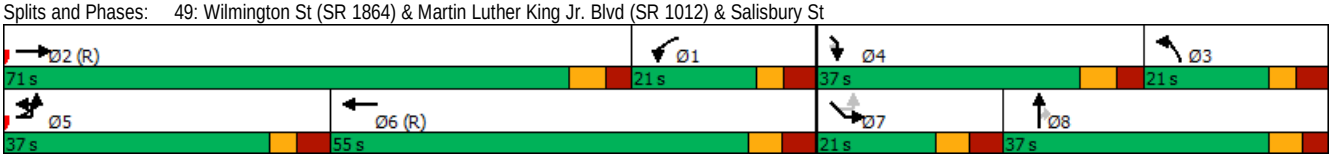
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	241	457	48	106	1037	204	289	718	132	10	58	73	44
Future Volume (vph)	10	241	457	48	106	1037	204	289	718	132	10	58	73	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		0	100					100		450	125	
Storage Lanes		1		0	1					1		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	3078	0	1593	4462	0	1601	3201	1228	0	1624	2558	944
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	3078	0	1593	4462	0	1601	3201	1130	0	1414	2558	944
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)			9			185				191				187
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										46		46		
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	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	19%	2%	2%	2%	57%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	279	561	0	118	1379	0	321	798	147	0	75	81	49
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases										8	7			4
Detector Phase	5	5	2		1	6		3	8	8	7	7	4	4
Switch Phase														
Minimum Initial (s)	7.0	7.0	12.0		7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.9	13.9	40.1		13.9	22.8		13.8	36.9	36.9	14.5	14.5	36.2	36.2
Total Split (s)	37.0	37.0	71.0		21.0	55.0		21.0	37.0	37.0	21.0	21.0	37.0	37.0
Total Split (%)	24.7%	24.7%	47.3%		14.0%	36.7%		14.0%	24.7%	24.7%	14.0%	14.0%	24.7%	24.7%
Yellow Time (s)	3.0	3.0	4.2		3.2	3.9		3.0	3.9	3.9	3.8	3.8	4.1	4.1
All-Red Time (s)	3.9	3.9	2.9		3.7	3.9		3.8	3.0	3.0	3.7	3.7	3.1	3.1
Lost Time Adjust (s)		-1.9	-2.1		-1.9	-2.8		-1.8	-1.9	-1.9		-2.5	-2.2	3.0
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0	10.2
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None	None	None
Act Effct Green (s)		29.8	66.0		16.0	52.2		37.1	34.6	34.6		13.4	10.9	5.7
Actuated g/C Ratio		0.20	0.44		0.11	0.35		0.25	0.23	0.23		0.09	0.07	0.04
v/c Ratio		0.90	0.41		0.70	0.82		0.81	1.08	0.36		0.60	0.44	0.23
Control Delay		78.9	27.9		70.3	31.2		70.1	110.5	4.6		84.5	73.6	2.5
Queue Delay		0.0	0.0		0.0	1.3		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		78.9	27.9		70.3	32.5		70.1	110.5	4.6		84.5	73.6	2.5
LOS		E	C		E	C		E	F	A		F	E	A
Approach Delay			44.8			35.5			88.0			60.6		
Approach LOS			D			D			F			E		
Queue Length 50th (ft)		206	162		114	189		297	~464	0		72	44	0
Queue Length 95th (ft)		#412	204		m169	417		#480	#621	24		128	75	0
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325			100			75		100		450	125	125
Base Capacity (vph)		333	1359		169	1674		396	737	407		150	545	322
Starvation Cap Reductn		0	0		0	131		0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.84	0.41		0.70	0.89		0.81	1.08	0.36		0.50	0.15	0.15

Intersection Summary

Area Type: CBD
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 56.3 Intersection LOS: E
Intersection Capacity Utilization 89.6% ICU Level of Service E

Analysis Period (min) 15
Description: 05-0065
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St

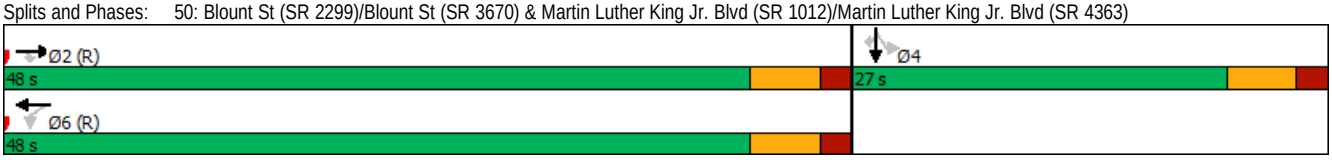


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Future Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		100
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3166	1432
Flt Permitted				0.390							0.989	
Satd. Flow (perm)	0	3217	1418	660	3217	0	0	0	0	0	3165	1412
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			60									47
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			2	2						1		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	633	60	29	1341	0	0	0	0	0	362	192
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	19.8	19.8					24.8	24.8	24.8
Total Split (s)		48.0	48.0	48.0	48.0					27.0	27.0	27.0
Total Split (%)		64.0%	64.0%	64.0%	64.0%					36.0%	36.0%	36.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		43.0	43.0	43.0	43.0						22.0	22.0
Actuated g/C Ratio		0.57	0.57	0.57	0.57						0.29	0.29
v/c Ratio		0.34	0.07	0.08	0.73						0.39	0.43
Control Delay		11.8	3.4	7.2	10.8						22.7	19.5
Queue Delay		0.0	0.0	0.0	0.4						0.0	0.0
Total Delay		11.8	3.4	7.2	11.2						22.7	19.5
LOS		B	A	A	B						C	B
Approach Delay		11.1			11.1						21.6	
Approach LOS		B			B						C	
Queue Length 50th (ft)		220	12	5	174						70	53
Queue Length 95th (ft)		274	29	m10	m244						107	110
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								100
Base Capacity (vph)		1844	838	378	1844						928	447
Starvation Cap Reductn		0	0	0	148						0	0
Spillback Cap Reductn		0	0	0	32						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.34	0.07	0.08	0.79						0.39	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 33 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			
Description: 05-1346			

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

Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)



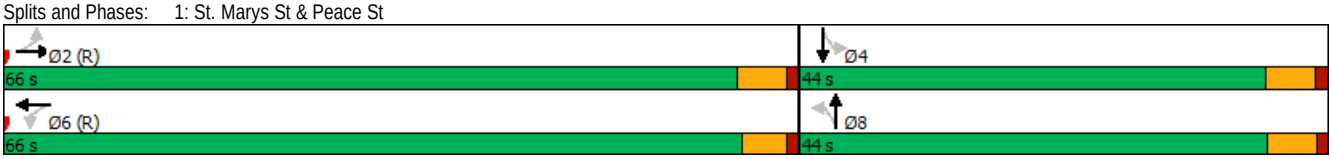
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Future Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1678	0	0	1623	0	0	1647	0	0	1664	0
Flt Permitted		0.971			0.768			0.795			0.669	
Satd. Flow (perm)	0	1631	0	0	1253	0	0	1321	0	0	1128	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			10			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	3		5	5		3	10		5	5		10
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	985	0	0	732	0	0	467	0	0	417	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.2	20.2		21.8	21.8		21.2	21.2		21.3	21.3	
Total Split (s)	66.0	66.0		66.0	66.0		44.0	44.0		44.0	44.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.1	4.1		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.1	1.1		1.2	1.2	
Lost Time Adjust (s)		-0.2			0.2			-0.2			-0.3	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		61.0			61.0			39.0			39.0	
Actuated g/C Ratio		0.55			0.55			0.35			0.35	
v/c Ratio		1.08			1.05			0.99			1.04	
Control Delay		81.0			73.6			73.5			90.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		81.0			73.6			73.5			90.6	
LOS		F			E			E			F	
Approach Delay		81.0			73.6			73.5			90.6	
Approach LOS		F			E			E			F	
Queue Length 50th (ft)		~781			~563			319			~316	
Queue Length 95th (ft)		#1032			#797			#537			#513	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)												
Base Capacity (vph)		908			697			474			402	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		1.08			1.05			0.99			1.04	

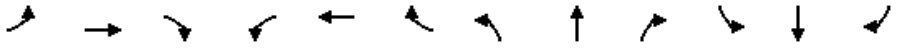
Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 26 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 79.1		Intersection LOS: E	
Intersection Capacity Utilization 117.1%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 027			

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: St. Marys St & Peace St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Future Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	0	1646	0	0	1609	1368	0	3028	0	1593	3013	0
Flt Permitted		0.280								0.177		
Satd. Flow (perm)	0	464	0	0	1609	1311	0	3028	0	294	3013	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		7				188		16				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			248			514	
Travel Time (s)		9.4			10.7			4.8			10.0	
Confl. Peds. (#/hr)	22		18			22			17	17		29
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	803	0	0	687	378	0	482	0	291	666	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Detector Phase	5	2			6	7		8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	7.0		7.0		7.0	7.0	
Minimum Split (s)	11.9	23.4			29.3	12.1		20.8		12.1	20.1	
Total Split (s)	12.0	62.0			50.0	26.0		22.0		26.0	48.0	
Total Split (%)	10.9%	56.4%			45.5%	23.6%		20.0%		23.6%	43.6%	
Yellow Time (s)	3.0	3.9			3.4	3.0		3.6		3.0	3.8	
All-Red Time (s)	1.9	1.5			1.9	2.1		1.2		2.1	1.3	
Lost Time Adjust (s)		-0.4			-0.3	-0.1		0.2		-0.1	-0.1	
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead				Lag	Lead		Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	C-Max			C-Max	None		Max		None	Max	
Act Effct Green (s)		57.0			45.0	64.2		18.8		43.0	43.0	
Actuated g/C Ratio		0.52			0.41	0.58		0.17		0.39	0.39	
v/c Ratio		2.52			1.04	0.44		0.91		0.85	0.57	
Control Delay		709.5			73.9	3.9		66.5		50.9	28.5	
Queue Delay		2.1			0.0	0.0		0.1		0.2	0.0	
Total Delay		711.6			73.9	3.9		66.7		51.1	28.5	
LOS		F			E	A		E		D	C	
Approach Delay		711.6			49.1			66.7			35.4	
Approach LOS		F			D			E			D	
Queue Length 50th (ft)		~959			~531	26		~176		151	190	
Queue Length 95th (ft)		#1199			#763	42		#290		#289	250	
Internal Link Dist (ft)		400			467			168			434	
Turn Bay Length (ft)										200		
Base Capacity (vph)		319			658	872		530		362	1177	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		50			0	0		1		2	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		2.99			1.04	0.43		0.91		0.81	0.57	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 16 (15%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.52			
Intersection Signal Delay: 208.5		Intersection LOS: F	
Intersection Capacity Utilization 126.2%		ICU Level of Service H	
Analysis Period (min) 15			

Description: 039

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

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

Splits and Phases: 2: Glenwood Ave & Peace St



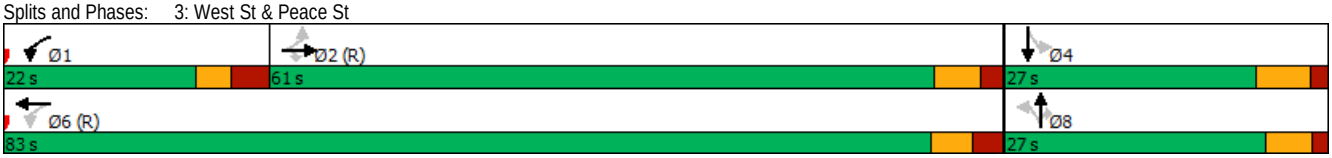
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	864	33	190	966	13	115	11	221	87	30	27
Future Volume (vph)	5	864	33	190	966	13	115	11	221	87	30	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		1	1		0	0		1	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1593	1676	1425	1545	3084	0	0	1603	1425	1656	1620	0
Flt Permitted	0.263			0.066				0.699		0.556		
Satd. Flow (perm)	441	1676	1425	107	3084	0	0	1172	1425	969	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91		3				246		30	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			373			509	
Travel Time (s)		10.7			7.5			7.3			9.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	960	37	211	1087	0	0	140	246	97	63	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		
Detector Phase	2	2	2	1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8	21.8	13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	61.0	61.0	61.0	22.0	83.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	55.5%	55.5%	55.5%	20.0%	75.5%		24.5%	24.5%	24.5%	24.5%	24.5%	
Yellow Time (s)	3.8	3.8	3.8	3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8	-0.1	-0.1	-1.1			-0.3	-0.3	-1.1	-1.1	
Total Lost Time (s)	5.0	5.0	5.7	6.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	63.5	63.5	62.8	82.0	83.0			17.0	17.0	17.0	17.0	
Actuated g/C Ratio	0.58	0.58	0.57	0.75	0.75			0.15	0.15	0.15	0.15	
v/c Ratio	0.02	0.99	0.04	0.83	0.47			0.77	0.57	0.65	0.23	
Control Delay	12.4	31.0	1.5	51.4	6.4			70.8	10.6	62.6	24.8	
Queue Delay	0.0	25.5	0.0	0.0	1.1			0.0	0.0	0.0	0.0	
Total Delay	12.4	56.5	1.5	51.4	7.5			70.8	10.6	62.6	24.8	
LOS	B	E	A	D	A			E	B	E	C	
Approach Delay		54.2			14.6			32.4			47.7	
Approach LOS		D			B			C			D	
Queue Length 50th (ft)	2	~747	0	94	133			95	0	65	20	
Queue Length 95th (ft)	m1	m358	m0	#207	201			160	69	118	57	
Internal Link Dist (ft)		467			303			293			429	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	254	968	853	291	2326			234	481	193	348	
Starvation Cap Reductn	0	72	0	0	922			0	0	0	0	
Spillback Cap Reductn	0	0	0	0	207			0	0	0	1	
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	
Reduced v/c Ratio	0.02	1.07	0.04	0.73	0.77			0.60	0.51	0.50	0.18	

Intersection Summary

Area Type: CBD
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 29 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 32.8 Intersection LOS: C
Intersection Capacity Utilization 89.9% ICU Level of Service E
Analysis Period (min) 15
Description: 046

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

Splits and Phases: 3: West St & Peace St



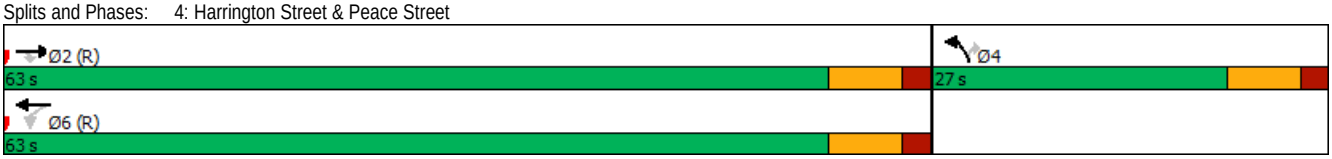
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1100	50	50	850	300	225
Future Volume (vph)	1100	50	50	850	300	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1863	1583	1770	3539	1752	1382
Flt Permitted			0.068		0.956	
Satd. Flow (perm)	1863	1583	127	3539	1752	1382
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	11%
Shared Lane Traffic (%)						10%
Lane Group Flow (vph)	1222	56	56	944	358	225
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	63.0	63.0	63.0	63.0	27.0	27.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	30.0%	30.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	1.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	8.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	58.6	55.6	58.6	58.6	21.4	21.4
Actuated g/C Ratio	0.65	0.62	0.65	0.65	0.24	0.24
v/c Ratio	1.01	0.06	0.68	0.41	0.86	0.69
Control Delay	45.7	7.3	53.3	3.6	54.1	43.1
Queue Delay	34.1	0.0	0.0	0.2	0.0	0.0
Total Delay	79.8	7.3	53.3	3.8	54.1	43.1
LOS	E	A	D	A	D	D
Approach Delay	76.6			6.6	49.8	
Approach LOS	E			A	D	
Queue Length 50th (ft)	~676	12	15	25	194	122
Queue Length 95th (ft)	#988	26	m#99	31	#342	#211
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	200
Base Capacity (vph)	1212	977	82	2303	428	337
Starvation Cap Reductn	211	0	0	549	0	0
Spillback Cap Reductn	12	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.06	0.68	0.54	0.84	0.67

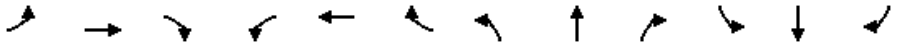
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 46.7 Intersection LOS: D
Intersection Capacity Utilization 87.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

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

Splits and Phases: 4: Harrington Street & Peace Street



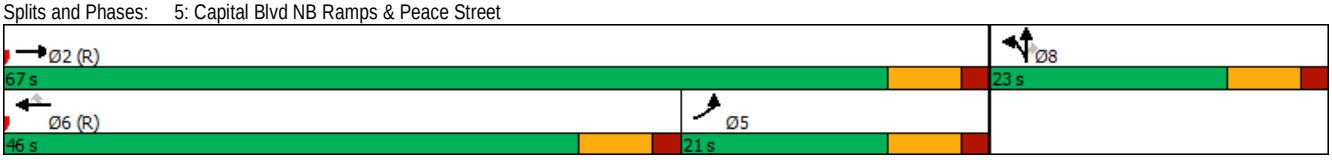


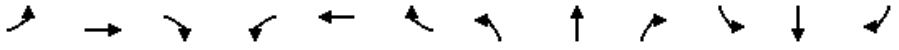
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	950	0	0	825	725	75	4	50	0	0	0
Future Volume (vph)	350	950	0	0	825	725	75	4	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		100	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	125			100			100			25		
Satd. Flow (prot)	3433	1863	0	0	3539	1568	0	1777	1583	0	0	0
Flt Permitted	0.950							0.954				
Satd. Flow (perm)	3433	1863	0	0	3539	1568	0	1777	1583	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						594						
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			1263			279			422	
Travel Time (s)		6.7			24.6			6.3			9.6	
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%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	389	1056	0	0	917	806	0	87	56	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	14.0	23.0			23.0	23.0	23.0	23.0	23.0			
Total Split (s)	21.0	67.0			46.0	46.0	23.0	23.0	23.0			
Total Split (%)	23.3%	74.4%			51.1%	51.1%	25.6%	25.6%	25.6%			
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0		-2.0	-2.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Act Effct Green (s)	16.0	71.9			49.9	49.9		11.9	11.9			
Actuated g/C Ratio	0.18	0.80			0.55	0.55		0.13	0.13			
v/c Ratio	0.64	0.71			0.47	0.71		0.37	0.27			
Control Delay	30.1	4.3			15.9	10.5		39.4	37.4			
Queue Delay	0.0	2.0			0.0	0.0		0.0	0.0			
Total Delay	30.1	6.3			15.9	10.5		39.4	37.4			
LOS	C	A			B	B		D	D			
Approach Delay		12.7			13.4			38.6				
Approach LOS		B			B			D				
Queue Length 50th (ft)	100	152			166	83		46	29			
Queue Length 95th (ft)	m107	m161			m313	m373		87	62			
Internal Link Dist (ft)		263			1183			199			342	
Turn Bay Length (ft)	150					100			100			
Base Capacity (vph)	610	1487			1960	1133		355	316			
Starvation Cap Reductn	0	276			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.64	0.87			0.47	0.71		0.25	0.18			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 89 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street





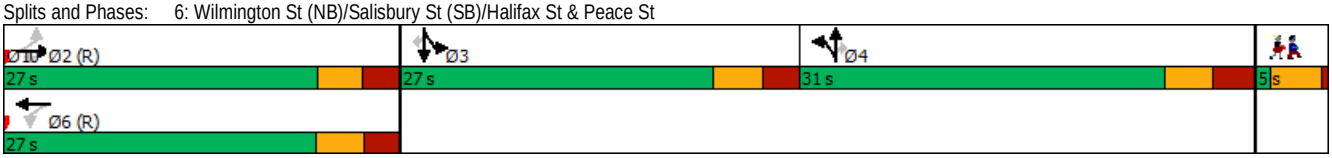
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	52	785	118	17	563	42	522	68	102	68	35	163	
Future Volume (vph)	52	785	118	17	563	42	522	68	102	68	35	163	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		3%			-2%			-2%			-3%		
Storage Length (ft)	50		100	50		0	0		100	0		0	
Storage Lanes	1		1	1		0	1		1	0		1	
Taper Length (ft)	75			50			100			100			
Satd. Flow (prot)	1569	1651	1183	1609	3174	0	1528	1549	1174	0	1647	1446	
Flt Permitted	0.186			0.182			0.950	0.963			0.968		
Satd. Flow (perm)	305	1651	1152	307	3174	0	1515	1539	1132	0	1636	1414	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			158		8				153			158	
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		1263			774			268			259		
Travel Time (s)		34.4			21.1			7.3			7.1		
Confl. Peds. (#/hr)	14		12	12		14	8		9	9		8	
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%	2%	21%	2%	2%	2%	2%	2%	25%	2%	2%	2%	
Shared Lane Traffic (%)							44%						
Lane Group Flow (vph)	58	872	131	19	673	0	325	331	113	0	115	181	
Turn Type	Perm	NA	Perm	Perm	NA		Split	NA	Perm	Split	NA	Perm	
Protected Phases		2			6		4	4		3	3		10
Permitted Phases	2		2	6					4			3	
Detector Phase	2	2	2	6	6		4	4	4	3	3	3	
Switch Phase													
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0	1.0
Minimum Split (s)	15.7	15.7	15.7	15.8	15.8		30.2	30.2	30.2	26.8	26.8	26.8	5.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0		31.0	31.0	31.0	27.0	27.0	27.0	5.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%		34.4%	34.4%	34.4%	30.0%	30.0%	30.0%	6%
Yellow Time (s)	3.1	3.1	3.1	3.3	3.3		3.3	3.3	3.3	3.3	3.3	3.3	3.5
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5		2.9	2.9	2.9	2.5	2.5	2.5	0.5
Lost Time Adjust (s)	-0.7	-0.7	-0.7	-0.8	-0.8		-1.2	-1.2	-1.2		-0.8	-0.8	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?													
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None	None	None	None	None	Max
Act Effct Green (s)	22.0	22.0	22.0	22.0	22.0		24.0	24.0	24.0		11.2	11.2	
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24		0.27	0.27	0.27		0.12	0.12	
v/c Ratio	0.78	2.16	0.33	0.25	0.86		0.80	0.80	0.27		0.56	0.58	
Control Delay	77.9	550.8	4.2	37.6	42.6		45.0	45.2	3.2		47.3	16.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	77.9	550.8	4.2	37.6	42.6		45.0	45.2	3.2		47.3	16.1	
LOS	E	F	A	D	D		D	D	A		D	B	
Approach Delay		457.4			42.4			38.9			28.3		
Approach LOS		F			D			D			C		
Queue Length 50th (ft)	29	~810	3	7	143		180	184	0		63	12	
Queue Length 95th (ft)	m#56	#1035	m14	m16	#283		253	256	19		111	70	
Internal Link Dist (ft)		1183			694			188			179		
Turn Bay Length (ft)	50		100	50					100				
Base Capacity (vph)	74	403	400	75	781		465	471	450		402	465	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0	
Reduced v/c Ratio	0.78	2.16	0.33	0.25	0.86		0.70	0.70	0.25		0.29	0.39	

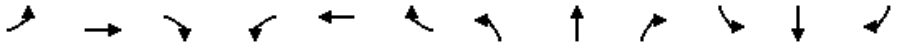
Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.16
Intersection Signal Delay: 196.2 Intersection LOS: F
Intersection Capacity Utilization 81.1% ICU Level of Service D

Analysis Period (min) 15
Description: 421
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St

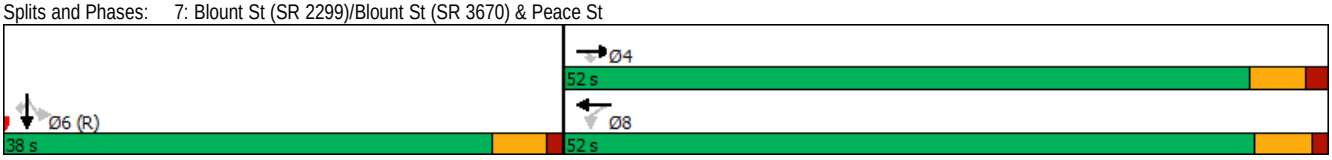




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	433	314	13	429	0	0	0	0	27	428	211
Future Volume (vph)	0	433	314	13	429	0	0	0	0	27	428	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		100	0		0	0		0	0		250
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1668	1339	0	1683	0	0	0	0	0	3128	1404
Flt Permitted					0.984						0.997	
Satd. Flow (perm)	0	1668	1308	0	1658	0	0	0	0	0	3122	1356
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			185									234
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			5	5						9		10
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%	2%	8%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	481	349	0	491	0	0	0	0	0	506	234
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Minimum Split (s)		17.4	17.4	20.1	20.1					16.9	16.9	16.9
Total Split (s)		52.0	52.0	52.0	52.0					38.0	38.0	38.0
Total Split (%)		57.8%	57.8%	57.8%	57.8%					42.2%	42.2%	42.2%
Yellow Time (s)		3.8	3.8	3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.6	1.6	1.2	1.2					1.2	1.2	1.2
Lost Time Adjust (s)		-0.4	-0.2		-0.1						0.1	0.1
Total Lost Time (s)		5.0	5.2		5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		47.0	46.8		47.0						33.0	33.0
Actuated g/C Ratio		0.52	0.52		0.52						0.37	0.37
v/c Ratio		0.55	0.45		0.57						0.44	0.36
Control Delay		19.8	12.0		4.9						23.1	4.5
Queue Delay		0.0	0.0		0.4						0.1	0.0
Total Delay		19.9	12.0		5.3						23.2	4.5
LOS		B	B		A						C	A
Approach Delay		16.5			5.3						17.3	
Approach LOS		B			A						B	
Queue Length 50th (ft)		118	55		30						112	0
Queue Length 95th (ft)		m73	m10		m38						157	47
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)			100									250
Base Capacity (vph)		871	768		865						1144	645
Starvation Cap Reductn		0	0		101						0	0
Spillback Cap Reductn		11	0		0						90	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.56	0.45		0.64						0.48	0.36

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 6:SBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1041			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	434	0	347	895	0	0
Future Volume (vph)	434	0	347	895	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	1601	0	0	3125	0	0
Flt Permitted	0.950			0.986		
Satd. Flow (perm)	1598	0	0	3109	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	0	0	1380	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Detector Phase	4		2	2		
Switch Phase						
Minimum Initial (s)	7.0		10.0	10.0		
Minimum Split (s)	20.4		20.0	20.0		
Total Split (s)	37.0		53.0	53.0		
Total Split (%)	41.1%		58.9%	58.9%		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	-0.4			0.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		C-Max	C-Max		
Act Effct Green (s)	32.0			48.0		
Actuated g/C Ratio	0.36			0.53		
v/c Ratio	0.85			0.83		
Control Delay	36.3			23.3		
Queue Delay	0.0			0.0		
Total Delay	36.3			23.3		
LOS	D			C		
Approach Delay	36.3			23.3		
Approach LOS	D			C		
Queue Length 50th (ft)	289			326		
Queue Length 95th (ft)	#439			428		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	569			1658		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.85			0.83		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0078			

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

Splits and Phases: 8: Person St (SR 2026) & Peace St

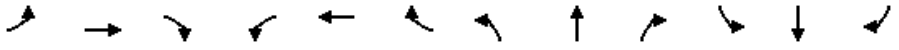


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	13
Future Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Satd. Flow (prot)	0	0	0	1471	3007	0	0	0	0	0	5704	0
Flt Permitted				0.950	0.971							
Satd. Flow (perm)	0	0	0	1471	3007	0	0	0	0	0	5704	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
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
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	172	258	0	0	0	0	0	3014	0
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Minimum Split (s)				22.7	22.7						22.0	
Total Split (s)				25.0	25.0						75.0	
Total Split (%)				25.0%	25.0%						75.0%	
Yellow Time (s)				4.1	4.1						3.0	
All-Red Time (s)				1.6	1.6						1.0	
Lost Time Adjust (s)				-0.7	-0.7						1.0	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				20.0	20.0						70.0	
Actuated g/C Ratio				0.20	0.20						0.70	
v/c Ratio				0.59	0.43						0.75	
Control Delay				45.4	37.6						11.1	
Queue Delay				0.0	0.0						0.7	
Total Delay				45.4	37.6						11.8	
LOS				D	D						B	
Approach Delay					40.7						11.8	
Approach LOS					D						B	
Queue Length 50th (ft)				109	79						309	
Queue Length 95th (ft)				187	120						353	
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												
Base Capacity (vph)				294	601						3993	
Starvation Cap Reductn				0	0						0	
Spillback Cap Reductn				0	0						560	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.59	0.43						0.88	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 53 (53%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1046			

Splits and Phases: 9: Dawson St (US 70-401) & Lane St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Future Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	1349	4260	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	3201	1359	0	0	0	0	0	0	1301	4260	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			20									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			16							12		
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
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	143	72	0	0	0	0	0	0	76	3119	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Minimum Split (s)		17.2	17.2							14.8	14.8	
Total Split (s)		25.0	25.0							75.0	75.0	
Total Split (%)		25.0%	25.0%							75.0%	75.0%	
Yellow Time (s)		3.9	3.9							3.7	3.7	
All-Red Time (s)		1.3	1.3							1.1	1.1	
Lost Time Adjust (s)		-0.2	-0.2							0.2	0.2	
Total Lost Time (s)		5.0	5.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0	20.0							70.0	70.0	
Actuated g/C Ratio		0.20	0.20							0.70	0.70	
v/c Ratio		0.22	0.25							0.08	1.05	
Control Delay		34.6	28.0							2.4	39.5	
Queue Delay		0.0	0.0							0.0	3.4	
Total Delay		34.6	28.0							2.4	43.0	
LOS		C	C							A	D	
Approach Delay		32.4									42.0	
Approach LOS		C									D	
Queue Length 50th (ft)		40	28							6	~847	
Queue Length 95th (ft)		68	68							m9	#944	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		640	287							910	2982	
Starvation Cap Reductn		0	0							0	0	
Spillback Cap Reductn		0	0							0	24	
Storage Cap Reductn		0	0							0	0	
Reduced v/c Ratio		0.22	0.25							0.08	1.05	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 41.4		Intersection LOS: D	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0099			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Dawson St (US 70-401) & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	129	0	0	0	0	0	2600	80	0	0	0
Future Volume (vph)	157	129	0	0	0	0	0	2600	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3024	0	0	0	0	0	5788	0	0	0	0
Flt Permitted	0.950	0.991										
Satd. Flow (perm)	1256	2954	0	0	0	0	0	5788	0	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)								14				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	71								31			
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
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	144	173	0	0	0	0	0	2978	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	21.1	21.1						19.2				
Total Split (s)	25.0	25.0						75.0				
Total Split (%)	25.0%	25.0%						75.0%				
Yellow Time (s)	3.8	3.8						4.0				
All-Red Time (s)	1.3	1.3						1.2				
Lost Time Adjust (s)	-0.1	-0.1						-0.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	20.0	20.0						70.0				
Actuated g/C Ratio	0.20	0.20						0.70				
v/c Ratio	0.57	0.29						0.73				
Control Delay	43.2	32.2						3.0				
Queue Delay	0.0	0.0						0.6				
Total Delay	43.2	32.2						3.6				
LOS	D	C						A				
Approach Delay		37.2						3.6				
Approach LOS		D						A				
Queue Length 50th (ft)	97	54						57				
Queue Length 95th (ft)	m168	m91						63				
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100											
Base Capacity (vph)	251	590						4055				
Starvation Cap Reductn	0	0						623				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.57	0.29						0.87				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0084			

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

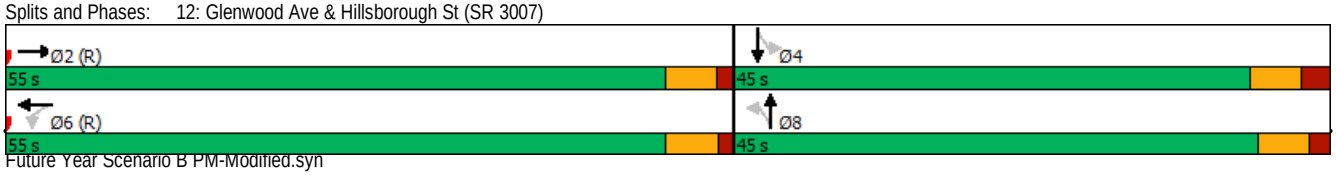
Splits and Phases: 11: McDowell St & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	5	8	643	143	4	78	4	86	163	48
Future Volume (vph)	0	286	5	8	643	143	4	78	4	86	163	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	0	3041	0	0	1657	0	0	3071	0
Flt Permitted					0.951			0.987			0.831	
Satd. Flow (perm)	0	1679	0	0	2895	0	0	1638	0	0	2545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			38			3			26	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			7	7		28	5		24	24		5
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	882	0	0	95	0	0	330	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Minimum Split (s)		19.0		19.0	19.0		24.0	24.0		24.2	24.2	
Total Split (s)		55.0		55.0	55.0		45.0	45.0		45.0	45.0	
Total Split (%)		55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Yellow Time (s)		3.9		3.9	3.9		3.8	3.8		3.9	3.9	
All-Red Time (s)		1.4		1.3	1.3		1.7	1.7		2.3	2.3	
Lost Time Adjust (s)		-0.3			-0.2			-0.5			-1.2	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		50.0			50.0			40.0			40.0	
Actuated g/C Ratio		0.50			0.50			0.40			0.40	
v/c Ratio		0.39			0.60			0.14			0.32	
Control Delay		17.2			15.7			27.3			20.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.2			15.7			27.3			20.0	
LOS		B			B			C			B	
Approach Delay		17.2			15.7			27.3			20.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		122			207			37			68	
Queue Length 95th (ft)		188			272			70			103	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1466			657			1033	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.60			0.14			0.32	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-0041			

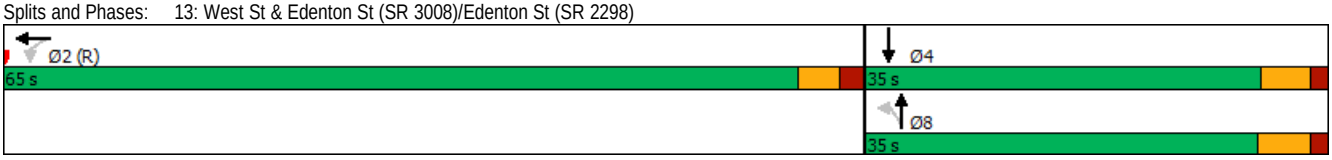
Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	55
Future Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4363	0	0	1683	0	0	1567	0
Flt Permitted					0.999			0.944				
Satd. Flow (perm)	0	0	0	0	4363	0	0	1594	0	0	1567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					61						27	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		25	16					16
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	680	0	0	241	0	0	177	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			8			4	
Permitted Phases				2			8					
Minimum Split (s)				21.1	21.1		21.4	21.4			21.2	
Total Split (s)				65.0	65.0		35.0	35.0			35.0	
Total Split (%)				65.0%	65.0%		35.0%	35.0%			35.0%	
Yellow Time (s)				3.1	3.1		4.0	4.0			3.8	
All-Red Time (s)				2.0	2.0		1.4	1.4			1.4	
Lost Time Adjust (s)					-0.1			-0.4			-0.2	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					60.0			30.0			30.0	
Actuated g/C Ratio					0.60			0.30			0.30	
v/c Ratio					0.26			0.50			0.36	
Control Delay					8.8			33.3			25.7	
Queue Delay					0.0			0.0			0.0	
Total Delay					8.8			33.3			25.7	
LOS					A			C			C	
Approach Delay					8.8			33.3			25.7	
Approach LOS					A			C			C	
Queue Length 50th (ft)					62			126			74	
Queue Length 95th (ft)					82			203			134	
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)												
Base Capacity (vph)					2642			478			489	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.26			0.50			0.36	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 46 (46%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0298			

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)



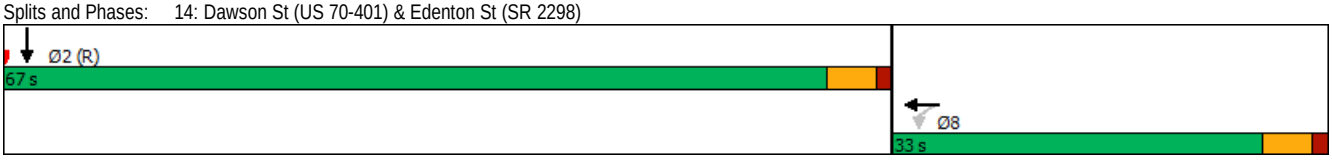


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	177	432	0	0	0	0	0	2726	107
Future Volume (vph)	0	0	0	177	432	0	0	0	0	0	2726	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	275		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4490	0	0	0	0	0	5642	0
Flt Permitted					0.986							
Satd. Flow (perm)	0	0	0	0	4487	0	0	0	0	0	5642	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		376			487			588			488	
Travel Time (s)		7.3			9.5			11.5			9.5	
Confl. Peds. (#/hr)				1								4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	677	0	0	0	0	0	3148	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				17.1	17.1						15.9	
Total Split (s)				33.0	33.0						67.0	
Total Split (%)				33.0%	33.0%						67.0%	
Yellow Time (s)				3.8	3.8						3.7	
All-Red Time (s)				1.3	1.3						1.2	
Lost Time Adjust (s)					-0.1						0.1	
Total Lost Time (s)					5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					28.0						62.0	
Actuated g/C Ratio					0.28						0.62	
v/c Ratio					0.54						0.90	
Control Delay					48.7						7.7	
Queue Delay					0.0						4.4	
Total Delay					48.7						12.1	
LOS					D						B	
Approach Delay					48.7						12.1	
Approach LOS					D						B	
Queue Length 50th (ft)					145						133	
Queue Length 95th (ft)					m184						m100	
Internal Link Dist (ft)		296			407			508			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1256						3503	
Starvation Cap Reductn					0						304	
Spillback Cap Reductn					0						77	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.54						0.98	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0098			

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

Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)

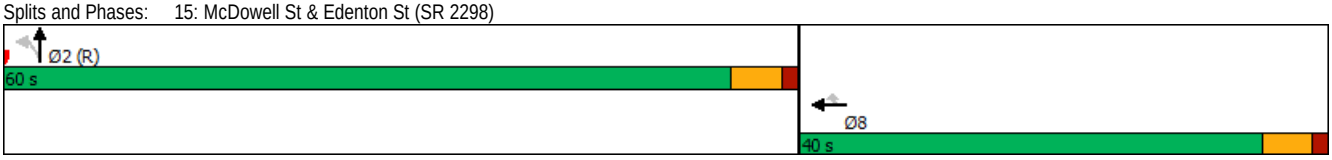


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	532	328	89	2333	0	0	0	0
Future Volume (vph)	0	0	0	0	532	328	89	2333	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	3001	1297	0	5784	0	0	0	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	3001	1126	0	5784	0	0	0	0
Right Turn on Red			Yes			No	No		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		487			488			589			488	
Travel Time (s)		9.5			9.5			11.5			9.5	
Confl. Peds. (#/hr)						49						
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
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	0	627	328	0	2691	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.1	17.1	17.2	17.2				
Total Split (s)					40.0	40.0	60.0	60.0				
Total Split (%)					40.0%	40.0%	60.0%	60.0%				
Yellow Time (s)					3.8	3.8	3.9	3.9				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)					-0.1	-0.1		-0.2				
Total Lost Time (s)					5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					35.0	35.0		55.0				
Actuated g/C Ratio					0.35	0.35		0.55				
v/c Ratio					0.60	0.83		0.85				
Control Delay					12.8	31.3		10.0				
Queue Delay					0.0	0.0		0.1				
Total Delay					12.8	31.3		10.0				
LOS					B	C		B				
Approach Delay					19.1			10.0				
Approach LOS					B			B				
Queue Length 50th (ft)					47	50		84				
Queue Length 95th (ft)					105	#357		108				
Internal Link Dist (ft)		407			408			509			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1050	394		3181				
Starvation Cap Reductn					0	0		24				
Spillback Cap Reductn					0	0		26				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.60	0.83		0.85				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 89 (89%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0085			

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

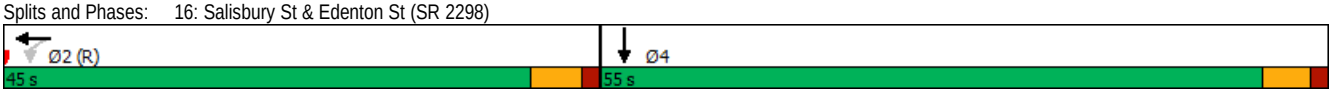
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Future Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	198	703	0	0	0	0	0	626	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Minimum Split (s)				18.3	18.3						19.1	
Total Split (s)				45.0	45.0						55.0	
Total Split (%)				45.0%	45.0%						55.0%	
Yellow Time (s)				3.9	3.9						3.7	
All-Red Time (s)				1.4	1.4						1.4	
Lost Time Adjust (s)				-0.3	-0.3						-0.1	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				40.0	40.0						50.0	
Actuated g/C Ratio				0.40	0.40						0.50	
v/c Ratio				0.31	0.55						0.40	
Control Delay				11.9	15.8						16.0	
Queue Delay				0.9	0.8						0.0	
Total Delay				12.8	16.6						16.0	
LOS				B	B						B	
Approach Delay					15.8						16.0	
Approach LOS					B						B	
Queue Length 50th (ft)				34	63						121	
Queue Length 95th (ft)				42	220						164	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				640	1280						1559	
Starvation Cap Reductn				241	284						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.50	0.71						0.40	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

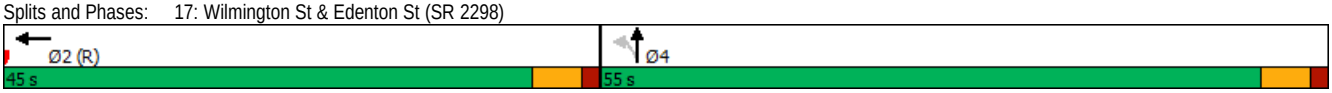
Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)

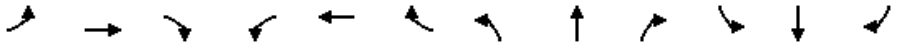


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	510	50	337	650	0	0	0	0
Future Volume (vph)	0	0	0	0	510	50	337	650	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Satd. Flow (prot)	0	0	0	0	4495	0	0	3115	0	0	0	0
Flt Permitted								0.983				
Satd. Flow (perm)	0	0	0	0	4495	0	0	3115	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					20							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	623	0	0	1096	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Minimum Split (s)					17.2		18.2	18.2				
Total Split (s)					45.0		55.0	55.0				
Total Split (%)					45.0%		55.0%	55.0%				
Yellow Time (s)					3.8		3.8	3.8				
All-Red Time (s)					1.4		1.4	1.4				
Lost Time Adjust (s)					-0.2			-0.2				
Total Lost Time (s)					5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					40.0			50.0				
Actuated g/C Ratio					0.40			0.50				
v/c Ratio					0.34			0.70				
Control Delay					32.0			21.3				
Queue Delay					0.0			0.0				
Total Delay					32.0			21.3				
LOS					C			C				
Approach Delay					32.0			21.3				
Approach LOS					C			C				
Queue Length 50th (ft)					145			360				
Queue Length 95th (ft)					183			437				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)												
Base Capacity (vph)					1810			1557				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.34			0.70				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 45 (45%), Referenced to phase 2:WBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2288			

Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)



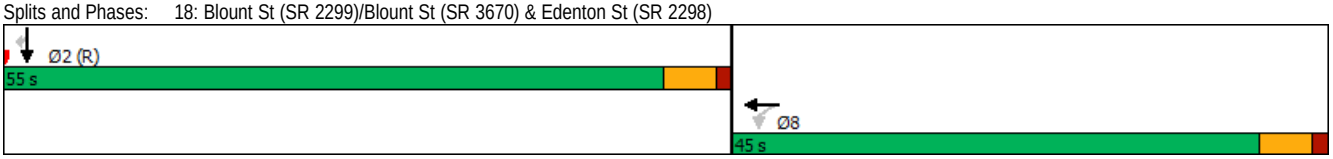


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	245	621	0	0	0	0	0	1404	105
Future Volume (vph)	0	0	0	245	621	0	0	0	0	0	1404	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1492	3217	0	0	0	0	0	3201	1178
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1406	3217	0	0	0	0	0	3201	1112
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												51
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				23								18
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%	2%	2%	10%	2%	2%	2%	2%	2%	2%	2%	24%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	272	690	0	0	0	0	0	1560	117
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						2	
Permitted Phases				8								2
Minimum Split (s)				17.3	17.3						17.2	17.2
Total Split (s)				45.0	45.0						55.0	55.0
Total Split (%)				45.0%	45.0%						55.0%	55.0%
Yellow Time (s)				4.0	4.0						3.9	3.9
All-Red Time (s)				1.3	1.3						1.3	1.3
Lost Time Adjust (s)				-1.3	-0.3						-0.2	0.0
Total Lost Time (s)				4.0	5.0						5.0	5.2
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				41.0	40.0						50.0	49.8
Actuated g/C Ratio				0.41	0.40						0.50	0.50
v/c Ratio				0.47	0.54						0.97	0.20
Control Delay				35.6	35.1						42.6	9.1
Queue Delay				0.0	0.0						3.5	0.0
Total Delay				35.6	35.1						46.1	9.1
LOS				D	D						D	A
Approach Delay					35.2						43.5	
Approach LOS					D						D	
Queue Length 50th (ft)				149	204						490	22
Queue Length 95th (ft)				m228	262						#670	54
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)												100
Base Capacity (vph)				576	1286						1600	579
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						32	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.47	0.54						0.99	0.20

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 40 (40%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 40.5		Intersection LOS: D	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1038			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

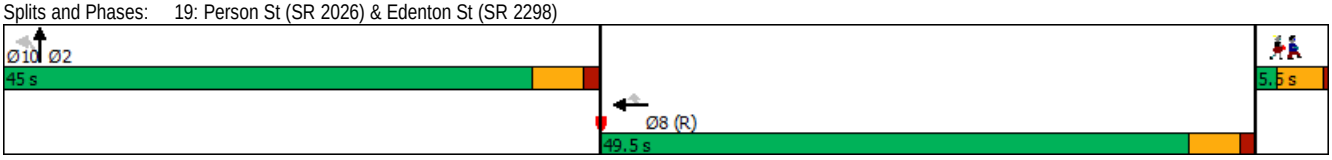
Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)

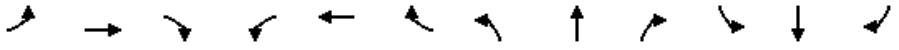


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	472	156	110	711	0	0	0	0	
Future Volume (vph)	0	0	0	0	472	156	110	711	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			0%			-1%			0%		
Storage Length (ft)	0		0	0		100	0		0	0		0	
Storage Lanes	0		0	0		1	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	3185	1253	0	3179	0	0	0	0	
Flt Permitted								0.993					
Satd. Flow (perm)	0	0	0	0	3185	1227	0	3176	0	0	0	0	
Right Turn on Red			Yes			Yes	No		Yes			Yes	
Satd. Flow (RTOR)						115							
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		476			578			309			274		
Travel Time (s)		9.3			11.3			6.0			5.3		
Confl. Peds. (#/hr)						4	3						
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%	2%	2%	2%	2%	16%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	524	173	0	912	0	0	0	0	
Turn Type					NA	Perm	Perm	NA					
Protected Phases					8			2					10
Permitted Phases						8	2						
Minimum Split (s)					19.1	19.1	18.2	18.2					5.5
Total Split (s)					49.5	49.5	45.0	45.0					5.5
Total Split (%)					49.5%	49.5%	45.0%	45.0%					6%
Yellow Time (s)					3.8	3.8	3.9	3.9					3.5
All-Red Time (s)					1.3	1.3	1.3	1.3					0.5
Lost Time Adjust (s)					-0.1	0.0		-0.2					
Total Lost Time (s)					5.0	5.1		5.0					
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)					44.5	44.4		40.0					
Actuated g/C Ratio					0.44	0.44		0.40					
v/c Ratio					0.37	0.28		0.72					
Control Delay					19.4	7.8		49.1					
Queue Delay					0.0	0.0		50.8					
Total Delay					19.4	7.8		99.9					
LOS					B	A		F					
Approach Delay					16.5			99.9					
Approach LOS					B			F					
Queue Length 50th (ft)					113	21		324					
Queue Length 95th (ft)					155	64		389					
Internal Link Dist (ft)		396			498			229			194		
Turn Bay Length (ft)						100							
Base Capacity (vph)					1417	608		1270					
Starvation Cap Reductn					0	0		518					
Spillback Cap Reductn					0	0		0					
Storage Cap Reductn					0	0		0					
Reduced v/c Ratio					0.37	0.28		1.21					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 35 (35%), Referenced to phase 8:WBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 63.8		Intersection LOS: E	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0074			

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)



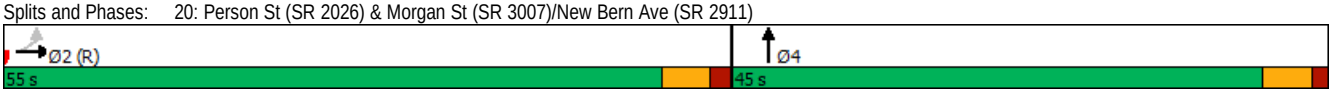


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Future Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1585	3169	0	0	0	0	0	3033	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1569	3169	0	0	0	0	0	3033	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								41				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	6								8			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	1142	0	0	0	0	0	903	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	55.0	55.0						45.0				
Total Split (%)	55.0%	55.0%						45.0%				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	50.0	50.0						40.0				
Actuated g/C Ratio	0.50	0.50						0.40				
v/c Ratio	0.16	0.72						0.73				
Control Delay	7.5	11.9						15.9				
Queue Delay	1.5	0.7						38.1				
Total Delay	9.1	12.6						54.0				
LOS	A	B						D				
Approach Delay		12.2						54.0				
Approach LOS		B						D				
Queue Length 50th (ft)	21	107						85				
Queue Length 95th (ft)	m27	m125						104				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	784	1584						1237				
Starvation Cap Reductn	0	166						0				
Spillback Cap Reductn	508	0						393				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.46	0.81						1.07				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 72 (72%), Referenced to phase 2:EBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 129.3%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0073			

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

Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)

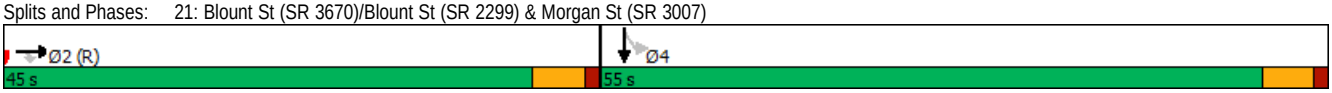




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	884	233	0	0	0	0	0	0	309	909	0
Future Volume (vph)	0	884	233	0	0	0	0	0	0	309	909	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1316	0	0	0	0	0	0	0	3160	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3201	1255	0	0	0	0	0	0	0	3136	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			74									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)			14							12		
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%	2%	11%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	982	259	0	0	0	0	0	0	0	1353	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		17.1	17.1							17.1	17.1	
Total Split (s)		45.0	45.0							55.0	55.0	
Total Split (%)		45.0%	45.0%							55.0%	55.0%	
Yellow Time (s)		3.9	3.9							3.9	3.9	
All-Red Time (s)		1.2	1.2							1.2	1.2	
Lost Time Adjust (s)		-0.1	-0.1								-0.1	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		40.0	40.0								50.0	
Actuated g/C Ratio		0.40	0.40								0.50	
v/c Ratio		0.77	0.47								0.86	
Control Delay		35.9	24.4								39.4	
Queue Delay		0.7	0.0								0.6	
Total Delay		36.6	24.4								40.1	
LOS		D	C								D	
Approach Delay		34.1									40.1	
Approach LOS		C									D	
Queue Length 50th (ft)		350	119								427	
Queue Length 95th (ft)		401	m192								m447	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1280	546								1568	
Starvation Cap Reductn		89	0								31	
Spillback Cap Reductn		12	1								49	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.82	0.48								0.89	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 66 (66%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 37.2		Intersection LOS: D	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1037			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)

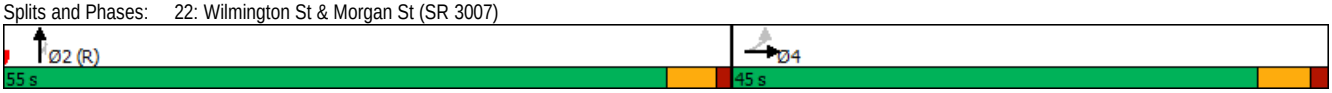




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	814	0	0	0	0	0	837	297	0	0	0
Future Volume (vph)	70	814	0	0	0	0	0	837	297	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1609	3217	0	0	0	0	0	3153	1332	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1557	3217	0	0	0	0	0	3153	1260	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									53			
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		228			499			479			591	
Travel Time (s)		4.4			9.7			9.3			16.1	
Confl. Peds. (#/hr)	15								20			
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%	2%	2%	2%	2%	2%	2%	2%	8%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	904	0	0	0	0	0	930	330	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	19.4	19.4						19.0	19.0			
Total Split (s)	45.0	45.0						55.0	55.0			
Total Split (%)	45.0%	45.0%						55.0%	55.0%			
Yellow Time (s)	4.0	4.0						3.7	3.7			
All-Red Time (s)	1.4	1.4						1.3	1.3			
Lost Time Adjust (s)	-0.4	-0.4						0.0	0.0			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	40.0	40.0						50.0	50.0			
Actuated g/C Ratio	0.40	0.40						0.50	0.50			
v/c Ratio	0.13	0.70						0.59	0.50			
Control Delay	19.7	28.7						27.6	24.3			
Queue Delay	0.0	0.0						1.0	0.1			
Total Delay	19.7	28.7						28.7	24.4			
LOS	B	C						C	C			
Approach Delay		28.0						27.5				
Approach LOS		C						C				
Queue Length 50th (ft)	31	248						283	162			
Queue Length 95th (ft)	62	321						350	252			
Internal Link Dist (ft)		148			419			399			511	
Turn Bay Length (ft)									100			
Base Capacity (vph)	622	1286						1576	656			
Starvation Cap Reductn	0	0						376	0			
Spillback Cap Reductn	0	0						0	31			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.13	0.70						0.78	0.53			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 27.7		Intersection LOS: C	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 100			

Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)

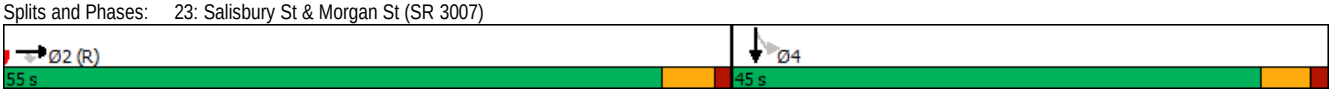


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	586	58	0	0	0	0	0	0	327	478	0
Future Volume (vph)	0	586	58	0	0	0	0	0	0	327	478	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		25	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1425	0	0	0	0	0	0	0	3153	0
Flt Permitted											0.980	
Satd. Flow (perm)	0	3185	1309	0	0	0	0	0	0	0	3084	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			33							27		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	64	0	0	0	0	0	0	0	894	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		19.4	19.4							20.2	20.2	
Total Split (s)		55.0	55.0							45.0	45.0	
Total Split (%)		55.0%	55.0%							45.0%	45.0%	
Yellow Time (s)		4.0	4.0							3.8	3.8	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)		-0.4	-0.4								-0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		50.0	50.0								40.0	
Actuated g/C Ratio		0.50	0.50								0.40	
v/c Ratio		0.41	0.10								0.73	
Control Delay		6.3	5.6								25.8	
Queue Delay		0.0	0.0								0.0	
Total Delay		6.3	5.6								25.8	
LOS		A	A								C	
Approach Delay		6.3									25.8	
Approach LOS		A									C	
Queue Length 50th (ft)		38	7								271	
Queue Length 95th (ft)		51	m10								344	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			25									
Base Capacity (vph)		1592	654								1233	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.41	0.10								0.73	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			

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

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)

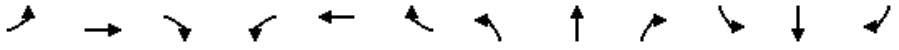


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	535	0	0	0	0	0	2128	175	0	0	0
Future Volume (vph)	204	535	0	0	0	0	0	2128	175	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Satd. Flow (prot)	1457	3060	0	0	0	0	0	5622	0	0	0	0
Flt Permitted	0.950	0.998										
Satd. Flow (perm)	1336	3052	0	0	0	0	0	5622	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								33				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	36								45			
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
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	207	614	0	0	0	0	0	2558	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	18.0	18.0						17.1				
Total Split (s)	33.0	33.0						67.0				
Total Split (%)	33.0%	33.0%						67.0%				
Yellow Time (s)	3.2	3.2						3.8				
All-Red Time (s)	1.8	1.8						1.3				
Lost Time Adjust (s)	0.0	0.0						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	28.0	28.0						62.0				
Actuated g/C Ratio	0.28	0.28						0.62				
v/c Ratio	0.55	0.72						0.73				
Control Delay	25.4	25.0						7.1				
Queue Delay	0.0	0.0						0.2				
Total Delay	25.4	25.0						7.2				
LOS	C	C						A				
Approach Delay		25.1						7.2				
Approach LOS		C						A				
Queue Length 50th (ft)	69	104						98				
Queue Length 95th (ft)	m70	m103						120				
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)												
Base Capacity (vph)	374	854						3498				
Starvation Cap Reductn	0	0						236				
Spillback Cap Reductn	0	0						39				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.55	0.72						0.78				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 79 (79%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 125.0%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)

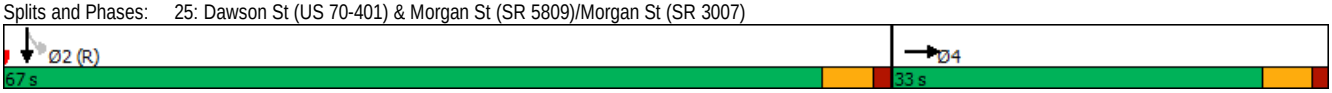




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	588	197	0	0	0	0	0	0	101	2723	161
Future Volume (vph)	0	588	197	0	0	0	0	0	0	101	2723	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Satd. Flow (prot)	0	2987	0	0	0	0	0	0	0	0	5694	0
Flt Permitted											0.998	
Satd. Flow (perm)	0	2987	0	0	0	0	0	0	0	0	5690	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)											22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			28							11		32
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	872	0	0	0	0	0	0	0	0	3317	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.1								18.3	18.3	
Total Split (s)		33.0								67.0	67.0	
Total Split (%)		33.0%								67.0%	67.0%	
Yellow Time (s)		3.8								3.9	3.9	
All-Red Time (s)		1.3								1.4	1.4	
Lost Time Adjust (s)		-0.1									-0.3	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		28.0									62.0	
Actuated g/C Ratio		0.28									0.62	
v/c Ratio		1.04									0.94	
Control Delay		79.1									8.9	
Queue Delay		0.0									0.2	
Total Delay		79.1									9.1	
LOS		E									A	
Approach Delay		79.1									9.1	
Approach LOS		E									A	
Queue Length 50th (ft)		~318									76	
Queue Length 95th (ft)		#441									85	
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												
Base Capacity (vph)		836									3536	
Starvation Cap Reductn		0									20	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		1.04									0.94	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 82.7%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0096			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

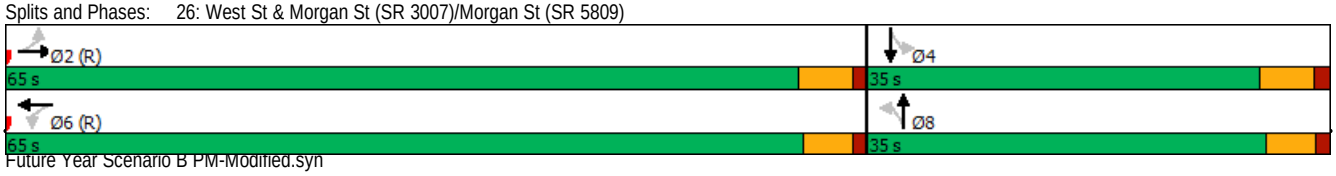
Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	545	27	10	64	12	33	42	35	27	27	7
Future Volume (vph)	16	545	27	10	64	12	33	42	35	27	27	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Satd. Flow (prot)	0	3217	0	0	1617	0	0	1559	0	0	1632	0
Flt Permitted		0.948			0.929			0.906			0.858	
Satd. Flow (perm)	0	3050	0	0	1510	0	0	1430	0	0	1425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			13			24			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			485			193	
Travel Time (s)		10.3			5.4			9.4			3.8	
Confl. Peds. (#/hr)	9		5	5		9	3		7	7		3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	654	0	0	95	0	0	123	0	0	68	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	17.2	17.2		18.9	18.9		19.0	19.0		21.4	21.4	
Total Split (s)	65.0	65.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	65.0%	65.0%		65.0%	65.0%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	4.1	4.1		3.8	3.8		3.8	3.8		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.2	1.2		1.3	1.3	
Lost Time Adjust (s)		-0.2			0.1			0.0			-0.4	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		60.0			60.0			30.0			30.0	
Actuated g/C Ratio		0.60			0.60			0.30			0.30	
v/c Ratio		0.36			0.10			0.28			0.16	
Control Delay		9.0			7.7			23.3			24.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.0			7.7			23.3			24.4	
LOS		A			A			C			C	
Approach Delay		9.0			7.7			23.3			24.4	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		74			20			47			28	
Queue Length 95th (ft)		95			42			95			62	
Internal Link Dist (ft)		448			197			405			113	
Turn Bay Length (ft)												
Base Capacity (vph)		1833			911			445			432	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.10			0.28			0.16	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 33 (33%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0014			

Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)

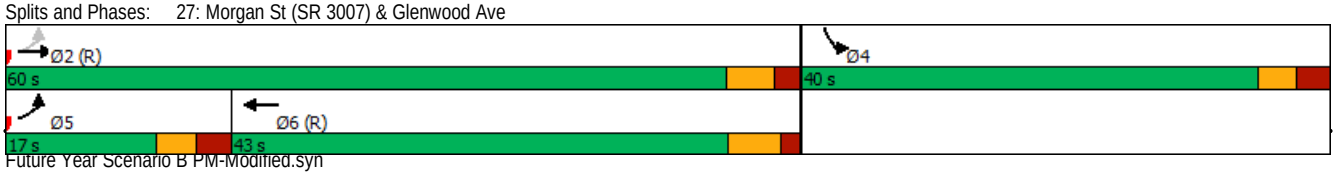


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	435	79	42	225	58
Future Volume (vph)	75	435	79	42	225	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3100	1580	0	3047	0
Flt Permitted		0.884			0.962	
Satd. Flow (perm)	0	2752	1580	0	2986	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			31		36	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	6			6	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	566	135	0	314	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Minimum Split (s)	12.6	15.6	16.5		19.6	
Total Split (s)	17.0	60.0	43.0		40.0	
Total Split (%)	17.0%	60.0%	43.0%		40.0%	
Yellow Time (s)	3.0	3.6	3.9		3.0	
All-Red Time (s)	2.6	2.0	1.6		2.6	
Lost Time Adjust (s)		-0.6	-0.5		-0.6	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)		55.0	38.0		35.0	
Actuated g/C Ratio		0.55	0.38		0.35	
v/c Ratio		0.36	0.22		0.29	
Control Delay		13.2	16.6		22.7	
Queue Delay		0.0	0.0		0.0	
Total Delay		13.2	16.6		22.7	
LOS		B	B		C	
Approach Delay		13.2	16.6		22.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)		98	37		51	
Queue Length 95th (ft)		134	99		92	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1555	619		1089	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.36	0.22		0.29	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 46.6% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0120

Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	149	58	72	140	23	34	45	112	84	30	53
Future Volume (vph)	35	149	58	72	140	23	34	45	112	84	30	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1563	0	0	1521	0	0	1617	0	0	1738	0
Flt Permitted		0.993			0.985			0.991			0.975	
Satd. Flow (perm)	0	1563	0	0	1521	0	0	1617	0	0	1738	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		298			763			489			485	
Travel Time (s)		5.8			14.9			9.5			9.4	
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%	26%	2%	17%	27%	2%	2%	2%	11%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	262	0	0	212	0	0	185	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		



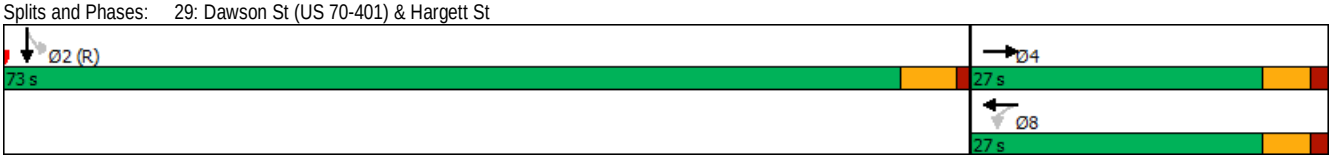
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	120	94	159	156	0	0	0	0	66	2718	82
Future Volume (vph)	0	120	94	159	156	0	0	0	0	66	2718	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1236	0	1577	1459	0	0	0	0	0	5813	0
Flt Permitted				0.422							0.999	
Satd. Flow (perm)	0	1236	0	668	1459	0	0	0	0	0	5776	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		763			484			490			482	
Travel Time (s)		14.9			9.4			9.5			9.4	
Confl. Peds. (#/hr)			44	44						56		24
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%	21%	27%	2%	16%	2%	2%	2%	2%	2%	2%	30%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	177	173	0	0	0	0	0	3184	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		21.1		17.1	17.1					15.4	15.4	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.7		3.7	3.7					4.2	4.2	
All-Red Time (s)		1.4		1.4	1.4					1.2	1.2	
Lost Time Adjust (s)		-0.1		-0.1	-0.1						-0.4	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0		22.0	22.0						68.0	
Actuated g/C Ratio		0.22		0.22	0.22						0.68	
v/c Ratio		0.87		1.21	0.54						0.81	
Control Delay		68.1		168.0	27.2						3.0	
Queue Delay		0.0		0.0	0.0						0.2	
Total Delay		68.1		168.0	27.2						3.2	
LOS		E		F	C						A	
Approach Delay		68.1			98.4						3.2	
Approach LOS		E			F						A	
Queue Length 50th (ft)		145		~143	52						62	
Queue Length 95th (ft)		#286		#259	90						m73	
Internal Link Dist (ft)		683			404			410			402	
Turn Bay Length (ft)				175								
Base Capacity (vph)		273		146	320						3931	
Starvation Cap Reductn		0		0	0						190	
Spillback Cap Reductn		0		0	0						92	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.87		1.21	0.54						0.85	

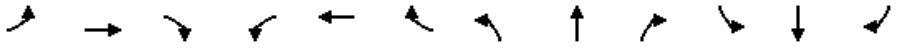
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0095			

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

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

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St



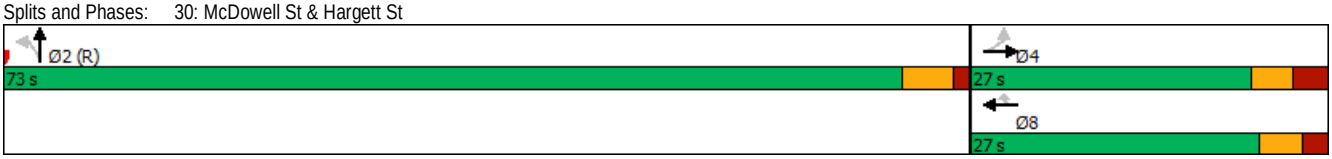


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	147	0	0	181	153	125	1962	58	0	0	0
Future Volume (vph)	86	147	0	0	181	153	125	1962	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1247	1660	0	0	1685	1432	1347	4521	0	0	0	0
Flt Permitted	0.494						0.950					
Satd. Flow (perm)	562	1660	0	0	1685	1097	1322	4521	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								9				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	83					83	4		37			
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 (%)	29%	2%	2%	2%	2%	2%	20%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	163	0	0	201	170	139	2244	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.9	18.9			16.3	16.3	16.2	16.2				
Total Split (s)	27.0	27.0			27.0	27.0	73.0	73.0				
Total Split (%)	27.0%	27.0%			27.0%	27.0%	73.0%	73.0%				
Yellow Time (s)	3.1	3.1			3.2	3.2	3.8	3.8				
All-Red Time (s)	2.8	2.8			2.1	2.1	1.4	1.4				
Lost Time Adjust (s)	-0.9	-0.9			-0.3	-0.3	-0.2	-0.2				
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	22.0	22.0			22.0	22.0	68.0	68.0				
Actuated g/C Ratio	0.22	0.22			0.22	0.22	0.68	0.68				
v/c Ratio	0.78	0.45			0.54	0.71	0.15	0.73				
Control Delay	77.0	45.9			42.8	55.3	2.9	5.6				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.1				
Total Delay	77.0	45.9			42.8	55.3	2.9	5.7				
LOS	E	D			D	E	A	A				
Approach Delay		57.4			48.5			5.5				
Approach LOS		E			D			A				
Queue Length 50th (ft)	55	90			124	109	14	89				
Queue Length 95th (ft)	m#77	m117			195	#200	m19	m95				
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125	100					
Base Capacity (vph)	123	365			370	241	898	3077				
Starvation Cap Reductn	0	0			0	0	0	151				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.78	0.45			0.54	0.71	0.15	0.77				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 71 (71%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 15.3		Intersection LOS: B	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0088			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

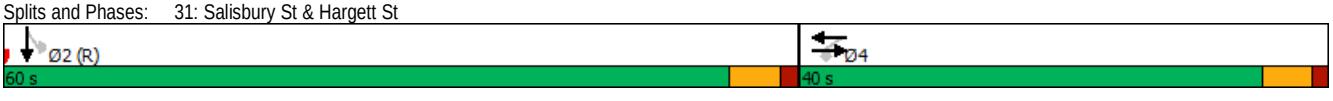
Splits and Phases: 30: McDowell St & Hargett St

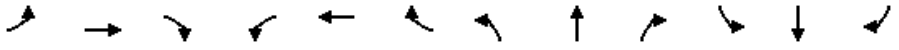


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	38	33	166	0	0	0	0	47	523	61
Future Volume (vph)	0	122	38	33	166	0	0	0	0	47	523	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1668	1418	0	1655	0	0	0	0	0	3073	0
Flt Permitted					0.935						0.996	
Satd. Flow (perm)	0	1668	1285	0	1542	0	0	0	0	0	3058	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42								18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			39	39						18		58
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	42	0	221	0	0	0	0	0	701	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Minimum Split (s)		19.1	19.1	19.1	19.1					19.3	19.3	
Total Split (s)		40.0	40.0	40.0	40.0					60.0	60.0	
Total Split (%)		40.0%	40.0%	40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8	3.8	3.8	3.8					3.9	3.9	
All-Red Time (s)		1.3	1.3	1.3	1.3					1.4	1.4	
Lost Time Adjust (s)		-0.1	-0.1		-0.1						-0.3	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0	35.0		35.0						55.0	
Actuated g/C Ratio		0.35	0.35		0.35						0.55	
v/c Ratio		0.23	0.09		0.41						0.41	
Control Delay		23.1	12.2		27.5						4.5	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		23.1	12.2		27.5						4.5	
LOS		C	B		C						A	
Approach Delay		20.5			27.5						4.5	
Approach LOS		C			C						A	
Queue Length 50th (ft)		76	5		106						24	
Queue Length 95th (ft)		m128	m24		173						33	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		583	477		539						1690	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.23	0.09		0.41						0.41	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 20 (20%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 081			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 31: Salisbury St & Hargett St

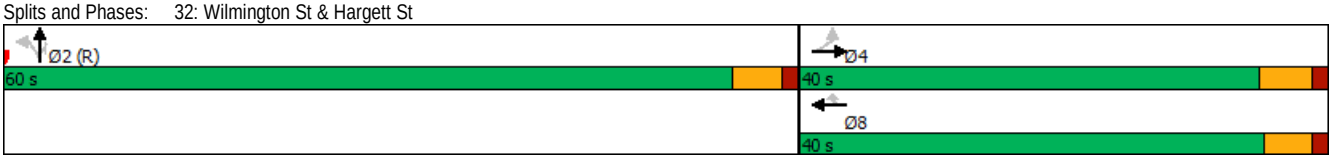


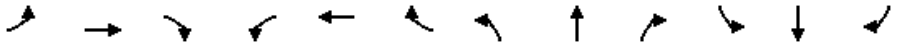


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	105	0	0	101	65	104	629	135	0	0	0
Future Volume (vph)	39	105	0	0	101	65	104	629	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		100	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1671	0	0	1651	1404	0	3163	1221	0	0	0
Flt Permitted		0.902						0.993				
Satd. Flow (perm)	0	1421	0	0	1651	971	0	2940	770	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						72			140			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	145					145	139		100			
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%	2%	2%	2%	2%	2%	2%	2%	19%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	112	72	0	815	150	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	18.3	18.3			19.0	19.0	19.1	19.1	19.1			
Total Split (s)	40.0	40.0			40.0	40.0	60.0	60.0	60.0			
Total Split (%)	40.0%	40.0%			40.0%	40.0%	60.0%	60.0%	60.0%			
Yellow Time (s)	4.0	4.0			3.7	3.7	3.8	3.8	3.8			
All-Red Time (s)	1.3	1.3			1.3	1.3	1.3	1.3	1.3			
Lost Time Adjust (s)		-0.3			0.0	0.0		-0.1	-0.1			
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0	35.0		55.0	55.0			
Actuated g/C Ratio		0.35			0.35	0.35		0.55	0.55			
v/c Ratio		0.32			0.19	0.19		0.50	0.31			
Control Delay		26.1			17.7	4.6		7.6	1.7			
Queue Delay		0.0			0.0	0.0		0.0	0.0			
Total Delay		26.1			17.7	4.6		7.6	1.7			
LOS		C			B	A		A	A			
Approach Delay		26.1			12.5			6.6				
Approach LOS		C			B			A				
Queue Length 50th (ft)		74			36	0		58	0			
Queue Length 95th (ft)		129			74	19		73	2			
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150			100			
Base Capacity (vph)		497			577	386		1617	486			
Starvation Cap Reductn		0			0	0		0	0			
Spillback Cap Reductn		0			0	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.32			0.19	0.19		0.50	0.31			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 13 (13%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 101			

Splits and Phases: 32: Wilmington St & Hargett St

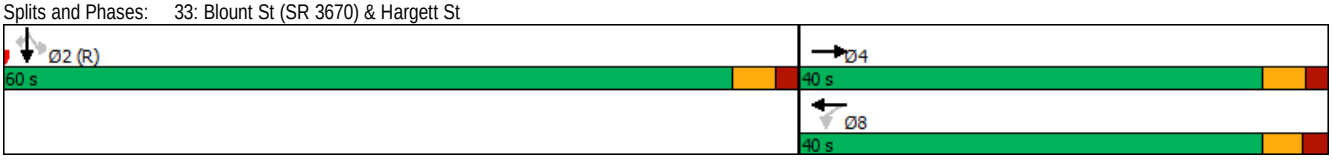




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	97	73	36	87	0	0	0	0	21	1105	101
Future Volume (vph)	0	97	73	36	87	0	0	0	0	21	1105	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1595	0	0	1645	0	0	0	0	0	3214	1174
Flt Permitted					0.877						0.999	
Satd. Flow (perm)	0	1595	0	0	1463	0	0	0	0	0	3198	1174
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42										68
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										65		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	25%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	137	0	0	0	0	0	1251	112
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		17.1		18.1	18.1					17.1	17.1	17.1
Total Split (s)		40.0		40.0	40.0					60.0	60.0	60.0
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	60.0%
Yellow Time (s)		3.3		3.1	3.1					3.3	3.3	3.3
All-Red Time (s)		1.8		2.0	2.0					1.8	1.8	1.8
Lost Time Adjust (s)		-0.1			-0.1						-0.1	0.0
Total Lost Time (s)		5.0			5.0						5.0	5.1
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	54.9
Actuated g/C Ratio		0.35			0.35						0.55	0.55
v/c Ratio		0.32			0.27						0.71	0.17
Control Delay		16.9			20.4						10.7	1.5
Queue Delay		0.0			0.0						2.3	0.0
Total Delay		16.9			20.4						13.0	1.5
LOS		B			C						B	A
Approach Delay		16.9			20.4						12.1	
Approach LOS		B			C						B	
Queue Length 50th (ft)		44			45						206	1
Queue Length 95th (ft)		82			71						283	m3
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												100
Base Capacity (vph)		585			512						1758	675
Starvation Cap Reductn		0			0						358	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.32			0.27						0.89	0.17

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1350			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 33: Blount St (SR 3670) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Future Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1433	0	0	3144	0	0	0	0
Flt Permitted		0.869						0.996				
Satd. Flow (perm)	0	1360	0	0	1433	0	0	3086	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	147					147	52					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	168	0	0	865	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.3	17.3			17.1		17.1	17.1				
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%				
Yellow Time (s)	3.9	3.9			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.3		1.3	1.3				
Lost Time Adjust (s)		-0.3			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.33			0.32			0.51				
Control Delay		15.3			22.1			6.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		15.3			22.1			6.5				
LOS		B			C			A				
Approach Delay		15.3			22.1			6.5				
Approach LOS		B			C			A				
Queue Length 50th (ft)		41			65			51				
Queue Length 95th (ft)		m65			119			64				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		476			518			1699				
Starvation Cap Reductn		0			0			71				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.33			0.32			0.53				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 17 (17%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1355			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 34: Person St (SR 2026) & Hargett St

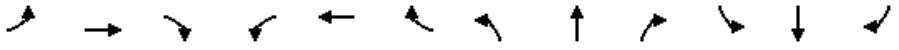


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Future Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1449	0	0	3198	0	0	0	0
Flt Permitted		0.875						0.995				
Satd. Flow (perm)	0	1401	0	0	1449	0	0	3198	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32			3				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	86					86			31			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	114	0	0	826	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.4	17.4			17.9		17.4	17.4				
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%				
Yellow Time (s)	3.3	3.3			3.1		4.1	4.1				
All-Red Time (s)	2.1	2.1			1.8		1.3	1.3				
Lost Time Adjust (s)		-0.4			0.1			-0.4				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.36			0.22			0.47				
Control Delay		38.6			17.6			14.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		38.6			17.6			14.7				
LOS		D			B			B				
Approach Delay		38.6			17.6			14.7				
Approach LOS		D			B			B				
Queue Length 50th (ft)		102			36			158				
Queue Length 95th (ft)		m156			77			206				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		490			527			1760				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.36			0.22			0.47				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 12 (12%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1354			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 35: Person St (SR 2026) & Martin St

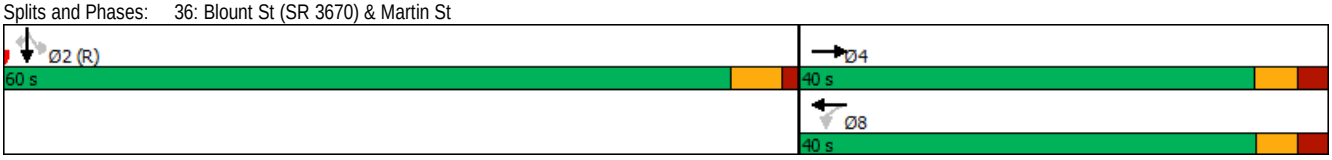


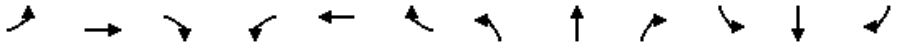


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	96	49	64	0	0	0	0	76	1055	97
Future Volume (vph)	0	122	96	49	64	0	0	0	0	76	1055	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1593	0	0	1649	0	0	0	0	0	3192	1159
Flt Permitted					0.795						0.997	
Satd. Flow (perm)	0	1593	0	0	1339	0	0	0	0	0	3131	1159
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44										65
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			475			495	
Travel Time (s)		13.5			13.1			10.8			11.3	
Confl. Peds. (#/hr)										68		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	26%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	243	0	0	125	0	0	0	0	0	1256	108
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		18.7		18.6	18.6					17.2	17.2	17.2
Total Split (s)		40.0		40.0	40.0					60.0	60.0	60.0
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	60.0%
Yellow Time (s)		3.3		3.2	3.2					3.9	3.9	3.9
All-Red Time (s)		2.4		2.4	2.4					1.3	1.3	1.3
Lost Time Adjust (s)		-0.7			-0.6						-0.2	-0.2
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	55.0
Actuated g/C Ratio		0.35			0.35						0.55	0.55
v/c Ratio		0.41			0.27						0.73	0.16
Control Delay		18.4			31.6						6.9	0.6
Queue Delay		0.0			0.0						0.1	0.0
Total Delay		18.4			31.6						7.0	0.6
LOS		B			C						A	A
Approach Delay		18.4			31.6						6.5	
Approach LOS		B			C						A	
Queue Length 50th (ft)		111			71						61	0
Queue Length 95th (ft)		185			126						64	m1
Internal Link Dist (ft)		416			401			395			415	
Turn Bay Length (ft)												100
Base Capacity (vph)		586			468						1722	666
Starvation Cap Reductn		0			0						39	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.41			0.27						0.75	0.16

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 33 (33%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1349			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 36: Blount St (SR 3670) & Martin St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	113	0	0	62	54	131	611	102	0	0	0
Future Volume (vph)	40	113	0	0	62	54	131	611	102	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-4%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1655	0	0	1406	0	0	3125	1151	0	0	0
Flt Permitted		0.900						0.991				
Satd. Flow (perm)	0	1425	0	0	1406	0	0	2913	1042	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					48				104			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		170			496			477			494	
Travel Time (s)		3.3			9.7			9.3			9.6	
Confl. Peds. (#/hr)	120					120	115		23			
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%	2%	2%	2%	2%	2%	2%	2%	25%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	129	0	0	825	113	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Minimum Split (s)	19.1	19.1			19.1		20.1	20.1	20.1			
Total Split (s)	40.0	40.0			40.0		60.0	60.0	60.0			
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%	60.0%			
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7	3.7			
All-Red Time (s)	1.3	1.3			1.3		1.4	1.4	1.4			
Lost Time Adjust (s)		-0.1			-0.1			-0.1	-0.1			
Total Lost Time (s)		5.0			5.0			5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0	55.0			
Actuated g/C Ratio		0.35			0.35			0.55	0.55			
v/c Ratio		0.34			0.25			0.51	0.18			
Control Delay		26.4			22.9			10.3	1.3			
Queue Delay		0.0			0.0			0.1	0.0			
Total Delay		26.4			22.9			10.5	1.3			
LOS		C			C			B	A			
Approach Delay		26.4			22.9			9.4				
Approach LOS		C			C			A				
Queue Length 50th (ft)		79			38			75	0			
Queue Length 95th (ft)		136			85			128	4			
Internal Link Dist (ft)		90			416			397			414	
Turn Bay Length (ft)									100			
Base Capacity (vph)		498			523			1602	619			
Starvation Cap Reductn		0			0			161	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.34			0.25			0.57	0.18			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 102			

Splits and Phases: 37: Wilmington St & Martin St

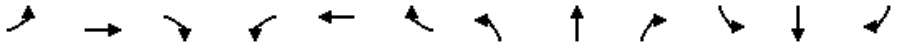


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	107	80	39	191	0	0	0	0	60	571	31
Future Volume (vph)	0	107	80	39	191	0	0	0	0	60	571	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1635	1389	0	1680	0	0	0	0	0	3157	0
Flt Permitted					0.934						0.995	
Satd. Flow (perm)	0	1635	1279	0	1566	0	0	0	0	0	3123	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89								8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			32	32						33		36
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	89	0	255	0	0	0	0	0	735	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Minimum Split (s)		19.3	19.3	19.3	19.3					19.3	19.3	
Total Split (s)		40.0	40.0	40.0	40.0					60.0	60.0	
Total Split (%)		40.0%	40.0%	40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.3	1.3	1.3	1.3					1.3	1.3	
Lost Time Adjust (s)		-0.3	-0.3		-0.3						-0.3	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0	35.0		35.0						55.0	
Actuated g/C Ratio		0.35	0.35		0.35						0.55	
v/c Ratio		0.21	0.18		0.47						0.43	
Control Delay		26.5	14.3		28.7						5.3	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		26.5	14.3		28.7						5.3	
LOS		C	B		C						A	
Approach Delay		21.3			28.7						5.3	
Approach LOS		C			C						A	
Queue Length 50th (ft)		68	25		125						39	
Queue Length 95th (ft)		m55	m18		200						50	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		572	505		548						1721	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.21	0.18		0.47						0.43	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: Salisbury St & Martin St



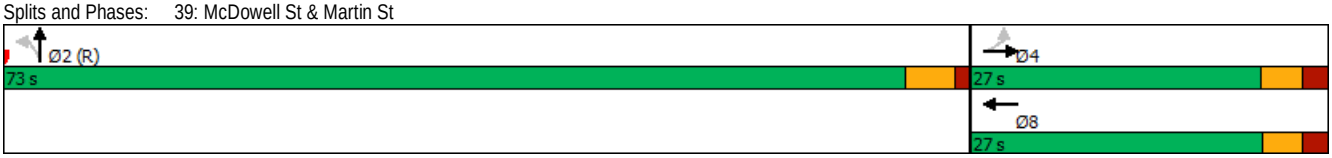


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	139	0	0	106	165	82	1777	64	0	0	0
Future Volume (vph)	81	139	0	0	106	165	82	1777	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	0	1625	0	0	1295	0	0	4451	0	0	0	0
Flt Permitted		0.389						0.998				
Satd. Flow (perm)	0	622	0	0	1295	0	0	4451	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18			11				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	104					104			37			
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 (%)	7%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	0	0	301	0	0	2136	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	15.2	15.2			18.1		16.0	16.0				
Total Split (s)	27.0	27.0			27.0		73.0	73.0				
Total Split (%)	27.0%	27.0%			27.0%		73.0%	73.0%				
Yellow Time (s)	3.2	3.2			3.1		3.7	3.7				
All-Red Time (s)	2.0	2.0			2.0		1.3	1.3				
Lost Time Adjust (s)		-0.2			-0.1			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0			22.0			68.0				
Actuated g/C Ratio		0.22			0.22			0.68				
v/c Ratio		1.79			1.01			0.70				
Control Delay		414.1			91.6			4.9				
Queue Delay		0.0			0.0			0.1				
Total Delay		414.1			91.6			4.9				
LOS		F			F			A				
Approach Delay		414.1			91.6			4.9				
Approach LOS		F			F			A				
Queue Length 50th (ft)		~240			~195			95				
Queue Length 95th (ft)		#397			#369			105				
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		136			298			3030				
Starvation Cap Reductn		0			0			106				
Spillback Cap Reductn		0			0			28				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		1.79			1.01			0.73				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 65 (65%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 1.79			
Intersection Signal Delay: 51.9		Intersection LOS: D	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0089			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 39: McDowell St & Martin St



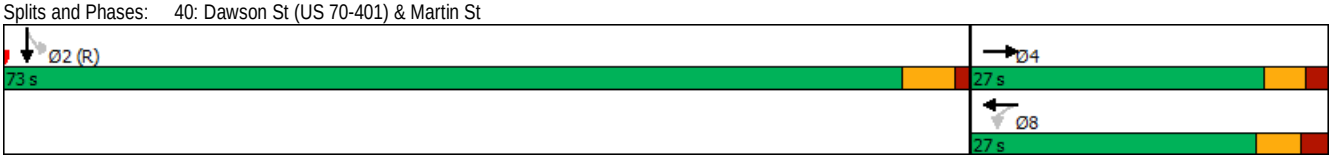
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	81	76	121	74	0	0	0	0	99	2720	37
Future Volume (vph)	0	81	76	121	74	0	0	0	0	99	2720	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1451	0	0	1615	0	0	0	0	1601	4579	0
Flt Permitted					0.603					0.950		
Satd. Flow (perm)	0	1451	0	0	991	0	0	0	0	1515	4579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			13	13						15		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%	7%	8%	2%	8%	2%	2%	2%	2%	2%	2%	16%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	216	0	0	0	0	110	3063	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		17.9		21.5	21.5					19.2	19.2	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.1		3.3	3.3					3.9	3.9	
All-Red Time (s)		1.8		2.2	2.2					1.3	1.3	
Lost Time Adjust (s)		0.1			-0.5					-0.2	-0.2	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0			22.0					68.0	68.0	
Actuated g/C Ratio		0.22			0.22					0.68	0.68	
v/c Ratio		0.54			0.99					0.11	0.98	
Control Delay		41.5			71.8					3.5	15.4	
Queue Delay		0.0			0.0					0.0	8.5	
Total Delay		41.5			71.8					3.5	24.0	
LOS		D			E					A	C	
Approach Delay		41.5			71.8						23.2	
Approach LOS		D			E						C	
Queue Length 50th (ft)		98			103					10	123	
Queue Length 95th (ft)		168			m#189					m14	m#796	
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												
Base Capacity (vph)		320			218					1030	3115	
Starvation Cap Reductn		0			0					0	0	
Spillback Cap Reductn		0			0					0	109	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.54			0.99					0.11	1.02	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 78 (78%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 27.1		Intersection LOS: C	
Intersection Capacity Utilization 94.4%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-1047			

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

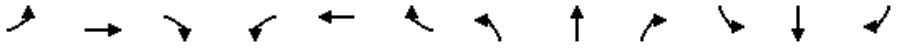
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: Dawson St (US 70-401) & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	24	87	0	30	30	146	6	24
Future Volume (vph)	0	0	0	6	24	87	0	30	30	146	6	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	1538	0	0	1736	0	0	1673	0
Flt Permitted					0.997						0.960	
Satd. Flow (perm)	0	0	0	0	1538	0	0	1736	0	0	1673	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			489	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	2%	2%	14%	2%	2%	2%	8%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	131	0	0	66	0	0	196	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	88	204	52	0	0	0	0	86	2561	26
Future Volume (vph)	0	41	88	204	52	0	0	0	0	86	2561	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1499	0	1577	1660	0	0	0	0	0	4540	0
Flt Permitted				0.611							0.998	
Satd. Flow (perm)	0	1499	0	1014	1660	0	0	0	0	0	4532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										14		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	227	58	0	0	0	0	0	2971	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Minimum Split (s)		18.1		17.8	17.8					17.0	17.0	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.1		3.1	3.1					3.8	3.8	
All-Red Time (s)		2.0		1.7	1.7					1.2	1.2	
Lost Time Adjust (s)		-0.1		0.2	0.2						0.0	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0		22.0	22.0						68.0	
Actuated g/C Ratio		0.22		0.22	0.22						0.68	
v/c Ratio		0.43		1.02	0.16						0.96	
Control Delay		37.7		86.0	14.7						9.6	
Queue Delay		0.0		0.0	0.0						5.6	
Total Delay		37.7		86.0	14.7						15.2	
LOS		D		F	B						B	
Approach Delay		37.7			71.4						15.2	
Approach LOS		D			E						B	
Queue Length 50th (ft)		78		~161	16						116	
Queue Length 95th (ft)		138		m#312	m26						m119	
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								
Base Capacity (vph)		332		223	365						3082	
Starvation Cap Reductn		0		0	0						115	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.43		1.02	0.16						1.00	

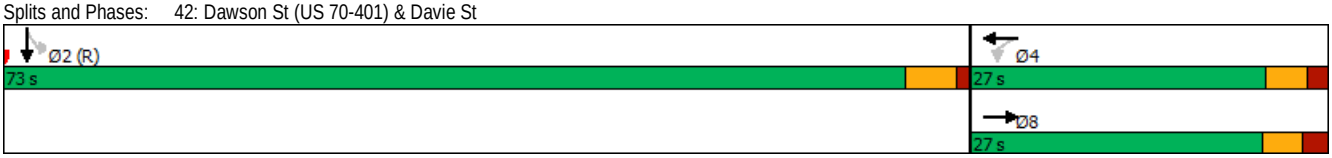
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 81 (81%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-1045			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 42: Dawson St (US 70-401) & Davie St



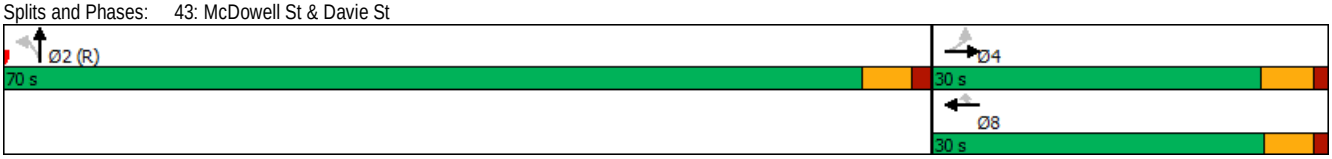


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	186	0	0	209	208	60	1728	25	0	0	0
Future Volume (vph)	88	186	0	0	209	208	60	1728	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4498	0	0	0	0
Flt Permitted	0.464							0.998				
Satd. Flow (perm)	657	1693	0	0	1676	972	0	4498	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						25		4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	132					132			233			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	207	0	0	232	231	0	2015	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	17.2	17.2			16.0	16.0	17.3	17.3				
Total Split (s)	30.0	30.0			30.0	30.0	70.0	70.0				
Total Split (%)	30.0%	30.0%			30.0%	30.0%	70.0%	70.0%				
Yellow Time (s)	4.0	4.0			3.8	3.8	3.8	3.8				
All-Red Time (s)	1.2	1.2			1.2	1.2	1.5	1.5				
Lost Time Adjust (s)	-0.2	-0.2			0.0	0.0		-0.3				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		65.0				
Actuated g/C Ratio	0.25	0.25			0.25	0.25		0.65				
v/c Ratio	0.60	0.49			0.55	0.89		0.69				
Control Delay	50.3	37.4			34.3	62.3		12.6				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay	50.3	37.4			34.3	62.3		12.6				
LOS	D	D			C	E		B				
Approach Delay		41.5			48.2			12.6				
Approach LOS		D			D			B				
Queue Length 50th (ft)	55	114			141	134		268				
Queue Length 95th (ft)	m96	m163			221	#276		321				
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125						
Base Capacity (vph)	164	423			419	261		2925				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		0				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.60	0.49			0.55	0.89		0.69				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 63 (63%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0090			

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

Splits and Phases: 43: McDowell St & Davie St



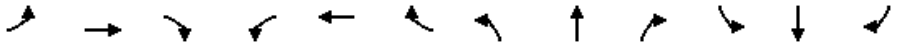
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	262	0	0	93	69	6	1506	183	0	0	0
Future Volume (vph)	178	262	0	0	93	69	6	1506	183	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	0		125	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	0	4394	1368	0	0	0
Flt Permitted	0.690											
Satd. Flow (perm)	1132	1651	0	0	1744	1453	0	4393	1314	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						31			198			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	4					4	6		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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	291	0	0	103	77	0	1680	203	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	24.5	24.5			21.8	21.8	28.4	28.4	28.4			
Total Split (s)	31.0	31.0			31.0	31.0	69.0	69.0	69.0			
Total Split (%)	31.0%	31.0%			31.0%	31.0%	69.0%	69.0%	69.0%			
Yellow Time (s)	3.1	3.1			3.7	3.7	3.4	3.4	3.4			
All-Red Time (s)	2.4	2.4			2.1	2.1	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.8	-0.8		-0.4	-0.4			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	26.0	26.0			26.0	26.0		64.0	64.0			
Actuated g/C Ratio	0.26	0.26			0.26	0.26		0.64	0.64			
v/c Ratio	0.67	0.68			0.23	0.19		0.60	0.22			
Control Delay	44.0	40.5			30.8	20.0		11.6	1.7			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	44.0	40.5			30.8	20.0		11.6	1.7			
LOS	D	D			C	C		B	A			
Approach Delay		41.9			26.2			10.5				
Approach LOS		D			C			B				
Queue Length 50th (ft)	129	189			52	22		207	1			
Queue Length 95th (ft)	m195	m277			97	60		249	26			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225								125			
Base Capacity (vph)	294	429			453	400		2811	912			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.67	0.68			0.23	0.19		0.60	0.22			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 48 (48%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0941			

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

Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St



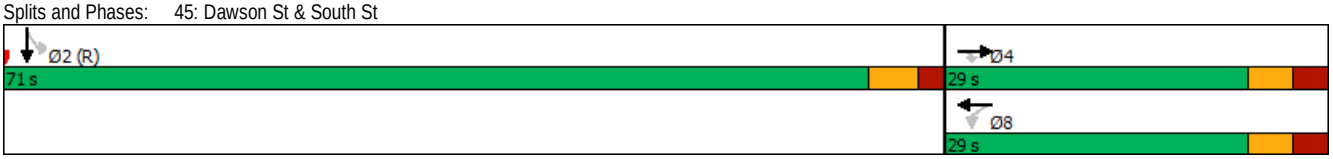


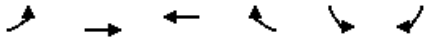
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	260	53	41	76	0	0	0	0	72	2703	108
Future Volume (vph)	0	260	53	41	76	0	0	0	0	72	2703	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		125	200		0	0		0	100		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	1446	1609	1693	0	0	0	0	1593	4545	0
Flt Permitted				0.351						0.950		
Satd. Flow (perm)	0	1702	1412	591	1693	0	0	0	0	1589	4545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31								12	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
Confl. Peds. (#/hr)			9	9						1		1
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	289	59	46	84	0	0	0	0	80	3123	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Minimum Split (s)		28.1	28.1	25.1	25.1					28.8	28.8	
Total Split (s)		29.0	29.0	29.0	29.0					71.0	71.0	
Total Split (%)		29.0%	29.0%	29.0%	29.0%					71.0%	71.0%	
Yellow Time (s)		3.3	3.3	3.3	3.3					3.8	3.8	
All-Red Time (s)		2.8	2.8	2.8	2.8					2.0	2.0	
Lost Time Adjust (s)		-1.1	-1.1	-1.1	-1.1					-0.8	-0.8	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		24.0	24.0	24.0	24.0					66.0	66.0	
Actuated g/C Ratio		0.24	0.24	0.24	0.24					0.66	0.66	
v/c Ratio		0.71	0.16	0.33	0.21					0.08	1.04	
Control Delay		45.6	18.5	40.7	33.4					6.3	46.3	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		45.6	18.5	40.7	33.4					6.3	46.3	
LOS		D	B	D	C					A	D	
Approach Delay		41.0			36.0						45.3	
Approach LOS		D			D						D	
Queue Length 50th (ft)		169	14	30	55					16	~792	
Queue Length 95th (ft)		#266	47	m68	m102					33	#884	
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			125	200						100		
Base Capacity (vph)		408	362	141	406					1048	3003	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.71	0.16	0.33	0.21					0.08	1.04	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 97 (97%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 44.5		Intersection LOS: D	
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	275	125	50	50	50
Future Volume (vph)	50	275	125	50	50	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1611	0	1525	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1593	1676	1611	0	1525	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	306	195	0	112	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

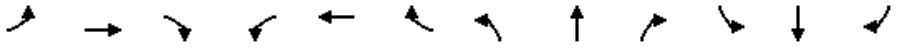
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	275	125	50	50	50
Future Vol, veh/h	50	275	125	50	50	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	306	139	56	56	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	585	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1378	-	-	-	473	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	454	877
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	12.4
HCM LOS			B

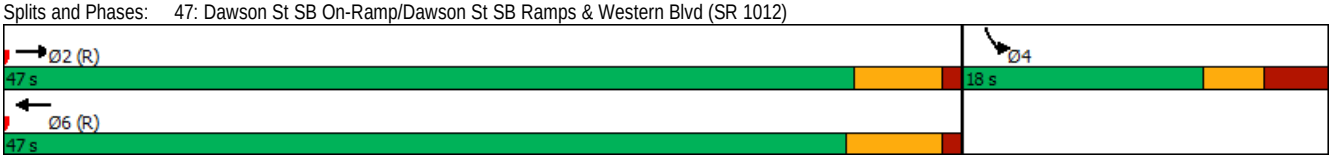
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	598
HCM Lane V/C Ratio	0.04	-	-	-	0.186
HCM Control Delay (s)	7.7	-	-	-	12.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1061	350	0	748	250	0	0	0	111	0	300
Future Volume (vph)	0	1061	350	0	748	250	0	0	0	111	0	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	3153	1411	0	3217	1439	0	0	0	3043	0	1404
Flt Permitted										0.950		
Satd. Flow (perm)	0	3153	1411	0	3217	1439	0	0	0	3043	0	1404
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1179	389	0	831	278	0	0	0	123	0	333
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Detector Phase		2			6					4		
Switch Phase												
Minimum Initial (s)		12.0			12.0					7.0		
Minimum Split (s)		17.3			17.7					13.2		
Total Split (s)		47.0			47.0					18.0		
Total Split (%)		72.3%			72.3%					27.7%		
Yellow Time (s)		4.3			4.7					3.0		
All-Red Time (s)		1.0			1.0					3.2		
Lost Time Adjust (s)		-0.3			-0.7					-1.2		
Total Lost Time (s)		5.0			5.0					5.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max					None		
Act Effct Green (s)		50.2	65.0		50.2	65.0				8.5		65.0
Actuated g/C Ratio		0.77	1.00		0.77	1.00				0.13		1.00
v/c Ratio		0.48	0.28		0.33	0.19				0.31		0.24
Control Delay		4.6	0.5		2.0	0.3				27.8		0.4
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		4.6	0.5		2.0	0.3				27.8		0.4
LOS		A	A		A	A				C		A
Approach Delay		3.6			1.6						7.8	
Approach LOS		A			A						A	
Queue Length 50th (ft)		84	0		23	0				23		0
Queue Length 95th (ft)		131	0		75	0				44		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		2433	1411		2482	1439				608		1404
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.48	0.28		0.33	0.19				0.20		0.24

Intersection Summary			
Area Type:	CBD		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 3.5		Intersection LOS: A	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1759			

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)

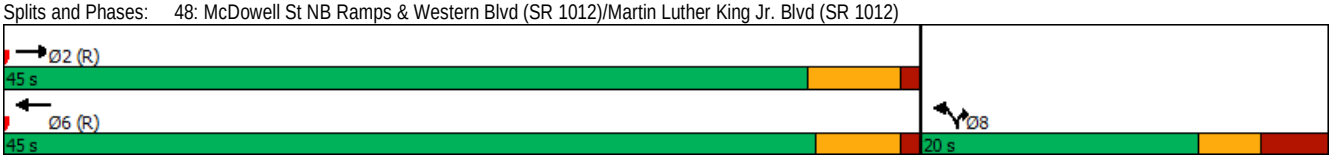


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1165	25	0	783	213	64
Future Volume (vph)	1165	25	0	783	213	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	1432	0	3122	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	1432	0	3122	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1294	28	0	870	237	71
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	12.0			12.0	7.0	7.0
Minimum Split (s)	17.6			17.2	13.4	13.4
Total Split (s)	45.0			45.0	20.0	20.0
Total Split (%)	69.2%			69.2%	30.8%	30.8%
Yellow Time (s)	4.6			4.2	3.0	3.0
All-Red Time (s)	1.0			1.0	3.4	3.4
Lost Time Adjust (s)	-0.6			-0.2	-1.4	-1.4
Total Lost Time (s)	5.0			5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max			C-Max	None	None
Act Effct Green (s)	41.7	65.0		41.7	13.3	13.3
Actuated g/C Ratio	0.64	1.00		0.64	0.20	0.20
v/c Ratio	0.63	0.02		0.43	0.75	0.25
Control Delay	6.8	0.0		6.4	39.5	23.2
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	6.8	0.0		6.4	39.5	23.2
LOS	A	A		A	D	C
Approach Delay	6.6			6.4	35.7	
Approach LOS	A			A	D	
Queue Length 50th (ft)	66	0		61	86	23
Queue Length 95th (ft)	79	m0		65	#172	54
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	2055	1432		2005	360	322
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.63	0.02		0.43	0.66	0.22

Intersection Summary			
Area Type:	CBD		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 5 (8%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1758			

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

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)



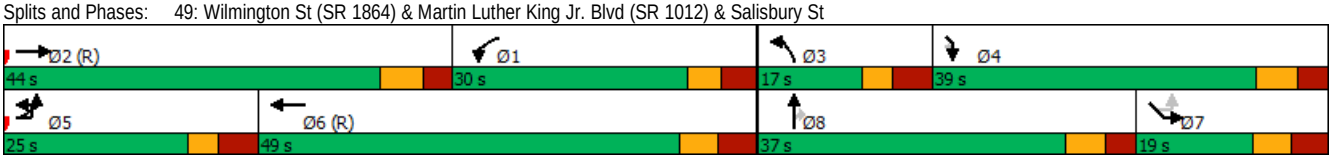
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	148	927	146	292	665	109	65	153	135	10	233	400	161
Future Volume (vph)	10	148	927	146	292	665	109	65	153	135	10	233	400	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		0	100					100		450	125	
Storage Lanes		1		0	1					1		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	3059	0	1593	4481	0	1601	3201	1228	0	1624	2558	1278
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	3059	0	1593	4481	0	1601	3201	1199	0	1584	2558	1278
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)			14			211				221				215
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										9		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	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	19%	2%	2%	2%	16%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	175	1192	0	324	860	0	72	170	150	0	270	444	179
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases										8	7			4
Detector Phase	5	5	2		1	6		3	8	8	7	7	4	4
Switch Phase														
Minimum Initial (s)	7.0	7.0	12.0		7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.9	13.9	40.1		13.9	22.8		13.8	36.9	36.9	14.5	14.5	36.2	36.2
Total Split (s)	25.0	25.0	44.0		30.0	49.0		17.0	37.0	37.0	19.0	19.0	39.0	39.0
Total Split (%)	19.2%	19.2%	33.8%		23.1%	37.7%		13.1%	28.5%	28.5%	14.6%	14.6%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	4.2		3.2	3.9		3.0	3.9	3.9	3.8	3.8	4.1	4.1
All-Red Time (s)	3.9	3.9	2.9		3.7	3.9		3.8	3.0	3.0	3.7	3.7	3.1	3.1
Lost Time Adjust (s)		-1.9	-2.1		-1.9	-2.8		-1.8	-1.9	-1.9		-2.5	-2.2	3.0
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0	10.2
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None	None	None
Act Effct Green (s)		18.1	39.0		25.0	45.9		10.7	12.4	12.4		33.6	38.1	32.9
Actuated g/C Ratio		0.14	0.30		0.19	0.35		0.08	0.10	0.10		0.26	0.29	0.25
v/c Ratio		0.81	1.29		1.06	0.50		0.55	0.56	0.48		0.66	0.59	0.37
Control Delay		71.9	169.1		103.3	14.7		73.2	62.9	5.9		52.7	44.5	4.7
Queue Delay		0.0	0.9		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		71.9	170.0		103.3	14.7		73.2	62.9	6.0		52.7	44.5	4.7
LOS		E	F		F	B		E	E	A		D	D	A
Approach Delay			157.4			38.9			43.0			39.0		
Approach LOS			F			D			D			D		
Queue Length 50th (ft)		114	~660		~302	133		59	73	0		204	189	0
Queue Length 95th (ft)		#241	#815		#496	156		111	109	7		#322	256	35
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325			100			75		100		450	125	125
Base Capacity (vph)		240	927		306	1718		147	787	461		409	749	484
Starvation Cap Reductn		0	0		0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	135		0	0		0	0	9		0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.73	1.51		1.06	0.50		0.49	0.22	0.33		0.66	0.59	0.37

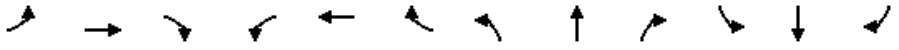
Intersection Summary

Area Type: CBD
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 23 (18%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 81.6 Intersection LOS: F
Intersection Capacity Utilization 94.0% ICU Level of Service F

Analysis Period (min) 15
Description: 05-0065
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Future Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		100
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3188	1432
Flt Permitted				0.067							0.996	
Satd. Flow (perm)	0	3217	1411	113	3217	0	0	0	0	0	3185	1403
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			23									71
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			3	3						6		4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1370	153	83	944	0	0	0	0	0	2079	416
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	19.8	19.8					24.8	24.8	24.8
Total Split (s)		65.0	65.0	65.0	65.0					65.0	65.0	65.0
Total Split (%)		50.0%	50.0%	50.0%	50.0%					50.0%	50.0%	50.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		60.0	60.0	60.0	60.0						60.0	60.0
Actuated g/C Ratio		0.46	0.46	0.46	0.46						0.46	0.46
v/c Ratio		0.92	0.23	1.60	0.64						1.41	0.61
Control Delay		14.7	3.7	364.4	22.0						220.4	25.8
Queue Delay		45.6	0.0	0.0	0.4						0.0	0.0
Total Delay		60.3	3.7	364.4	22.4						220.4	25.8
LOS		E	A	F	C						F	C
Approach Delay		54.7			50.0						188.0	
Approach LOS		D			D						F	
Queue Length 50th (ft)		642	23	~100	198						~1238	214
Queue Length 95th (ft)		m155	m20	m#210	232						#1374	328
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								100
Base Capacity (vph)		1484	663	52	1484						1470	685
Starvation Cap Reductn		300	0	0	176						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		1.16	0.23	1.60	0.72						1.41	0.61

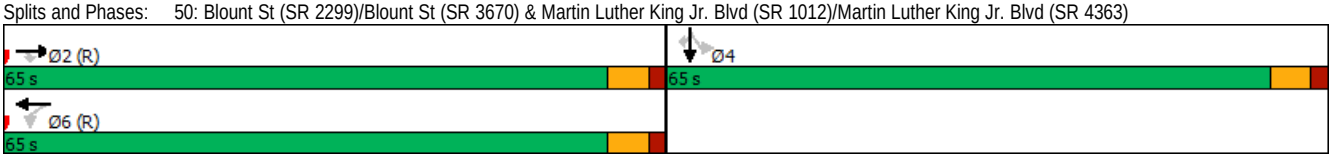
Intersection Summary			
Area Type:	CBD		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 25 (19%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 119.7		Intersection LOS: F	
Intersection Capacity Utilization 119.8%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-1346			

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

Queue shown is maximum after two cycles.

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

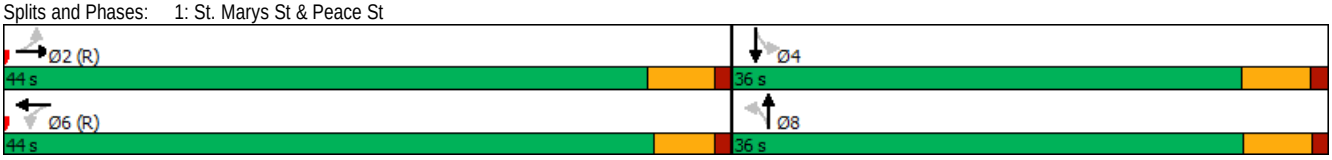
Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Future Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1676	0	0	1605	0	0	1643	0	0	1679	0
Flt Permitted		0.987			0.815			0.924			0.826	
Satd. Flow (perm)	0	1656	0	0	1319	0	0	1526	0	0	1403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			11			20			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	8		5	5		8	3		1	1		3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	535	0	0	465	0	0	336	0	0	346	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.2	20.2		21.8	21.8		21.2	21.2		21.3	21.3	
Total Split (s)	44.0	44.0		44.0	44.0		36.0	36.0		36.0	36.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Yellow Time (s)	4.1	4.1		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.1	1.1		1.2	1.2	
Lost Time Adjust (s)		-0.2			0.2			-0.2			-0.3	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.0			39.0			31.0			31.0	
Actuated g/C Ratio		0.49			0.49			0.39			0.39	
v/c Ratio		0.66			0.72			0.56			0.63	
Control Delay		20.0			23.5			22.3			26.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.0			23.5			22.3			26.1	
LOS		B			C			C			C	
Approach Delay		20.0			23.5			22.3			26.1	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		188			169			120			136	
Queue Length 95th (ft)		297			290			202			228	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)												
Base Capacity (vph)		812			648			603			545	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			0.72			0.56			0.63	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 99.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 027			

Splits and Phases: 1: St. Marys St & Peace St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Future Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	0	1661	0	0	1609	1368	0	3052	0	1593	3018	0
Flt Permitted		0.307								0.416		
Satd. Flow (perm)	0	513	0	0	1609	1335	0	3052	0	695	3018	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		2				191		8				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			156			514	
Travel Time (s)		9.4			10.7			3.0			10.0	
Confl. Peds. (#/hr)	6		4			6			2	2		15
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	537	191	0	230	0	566	787	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Detector Phase	5	2			6	7		8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	7.0		7.0		7.0	7.0	
Minimum Split (s)	11.9	23.4			29.3	12.1		20.8		12.1	20.1	
Total Split (s)	15.0	75.0			60.0	60.0		25.0		60.0	85.0	
Total Split (%)	9.4%	46.9%			37.5%	37.5%		15.6%		37.5%	53.1%	
Yellow Time (s)	3.0	3.9			3.4	3.0		3.6		3.0	3.8	
All-Red Time (s)	1.9	1.5			1.9	2.1		1.2		2.1	1.3	
Lost Time Adjust (s)		-0.4			-0.3	-0.1		0.2		-0.1	-0.1	
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead				Lag	Lead		Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	C-Max			C-Max	None		Max		None	Max	
Act Effct Green (s)		70.0			55.0	104.4		25.6		80.0	80.0	
Actuated g/C Ratio		0.44			0.34	0.65		0.16		0.50	0.50	
v/c Ratio		2.19			0.97	0.20		0.46		0.91	0.52	
Control Delay		568.5			79.8	0.7		64.0		51.0	28.6	
Queue Delay		0.0			5.7	0.0		0.0		0.0	0.0	
Total Delay		568.5			85.5	0.7		64.0		51.0	28.6	
LOS		F			F	A		E		D	C	
Approach Delay		568.5			63.3			64.0			38.0	
Approach LOS		F			E			E			D	
Queue Length 50th (ft)		~1095			562	0		115		451	287	
Queue Length 95th (ft)		#1345			#807	6		166		#636	350	
Internal Link Dist (ft)		400			467			76			434	
Turn Bay Length (ft)										200		
Base Capacity (vph)		297			553	988		495		656	1509	
Starvation Cap Reductn		0			15	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		2.19			1.00	0.19		0.46		0.86	0.52	

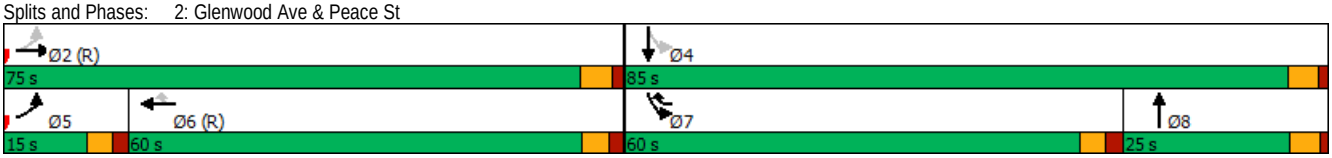
Intersection Summary			
Area Type:	CBD		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 40 (25%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.19			
Intersection Signal Delay: 162.7		Intersection LOS: F	
Intersection Capacity Utilization 124.3%		ICU Level of Service H	
Analysis Period (min) 15			

Description: 039

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

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

Splits and Phases: 2: Glenwood Ave & Peace St

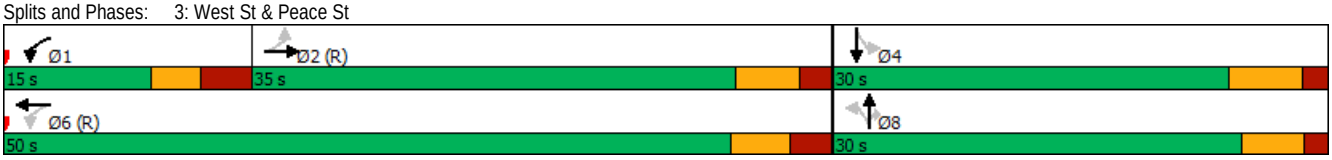


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	861	35	189	652	32	37	7	160	117	36	20
Future Volume (vph)	9	861	35	189	652	32	37	7	160	117	36	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			100			25			100		
Satd. Flow (prot)	1593	3166	0	1545	3068	0	0	1609	1425	1656	1651	0
Flt Permitted	0.363			0.171				0.739		0.725		
Satd. Flow (perm)	609	3166	0	278	3068	0	0	1239	1425	1264	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10				178		22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			372			510	
Travel Time (s)		10.7			7.5			7.2			9.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	996	0	210	760	0	0	49	178	130	62	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8		13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	35.0	35.0		15.0	50.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	43.8%	43.8%		18.8%	62.5%		37.5%	37.5%	37.5%	37.5%	37.5%	
Yellow Time (s)	3.8	3.8		3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0		3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-0.1	-1.1			-0.3	-0.3	-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		6.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	39.0	39.0		55.1	56.1			13.9	13.9	13.9	13.9	
Actuated g/C Ratio	0.49	0.49		0.69	0.70			0.17	0.17	0.17	0.17	
v/c Ratio	0.03	0.64		0.57	0.35			0.23	0.45	0.59	0.20	
Control Delay	12.3	14.8		13.2	5.8			29.0	8.3	40.7	20.1	
Queue Delay	0.0	0.0		0.0	0.3			0.0	0.0	0.0	0.0	
Total Delay	12.3	14.8		13.2	6.1			29.0	8.3	40.7	20.1	
LOS	B	B		B	A			C	A	D	C	
Approach Delay		14.8			7.6			12.8			34.0	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	2	194		32	64			21	0	61	17	
Queue Length 95th (ft)	m3	m176		91	120			47	47	106	45	
Internal Link Dist (ft)		467			303			292			430	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	296	1545		373	2154			387	567	395	531	
Starvation Cap Reductn	0	0		0	726			0	0	0	0	
Spillback Cap Reductn	0	0		0	283			0	0	0	1	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.03	0.64		0.56	0.53			0.13	0.31	0.33	0.12	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 66.5% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: West St & Peace St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1000	50	50	400	450	400
Future Volume (vph)	1000	50	50	400	450	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1863	1583	1770	3539	3270	0
Flt Permitted			0.084		0.974	
Satd. Flow (perm)	1863	1583	156	3539	3270	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1111	56	56	444	944	0
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases		2	6			
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	
Total Split (s)	50.0	50.0	50.0	50.0	40.0	
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	1.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	8.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	47.4	44.4	47.4	47.4	32.6	
Actuated g/C Ratio	0.53	0.49	0.53	0.53	0.36	
v/c Ratio	1.13	0.07	0.68	0.24	0.80	
Control Delay	96.0	13.4	55.4	4.8	31.4	
Queue Delay	1.0	0.0	0.0	0.0	0.0	
Total Delay	97.0	13.4	55.4	4.8	31.4	
LOS	F	B	E	A	C	
Approach Delay	92.9			10.5	31.4	
Approach LOS	F			B	C	
Queue Length 50th (ft)	~761	17	16	19	236	
Queue Length 95th (ft)	#1011	38	#98	38	306	
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	
Base Capacity (vph)	982	781	82	1865	1271	
Starvation Cap Reductn	165	0	0	0	0	
Spillback Cap Reductn	23	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	1.36	0.07	0.68	0.24	0.74	

Intersection Summary

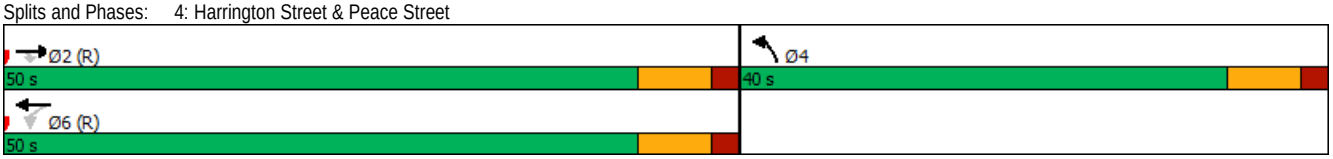
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 54.9 Intersection LOS: D
Intersection Capacity Utilization 86.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Harrington Street & Peace Street

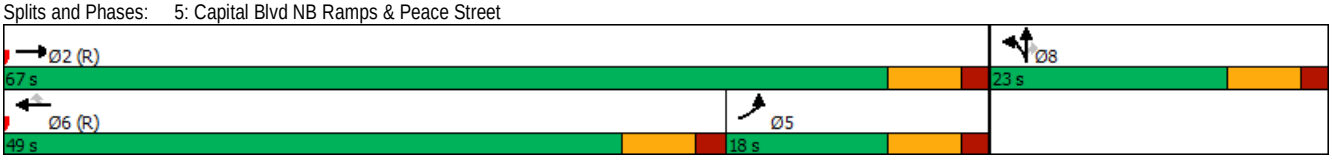


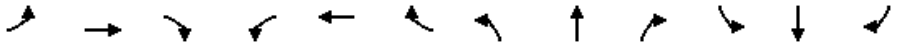
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1100	0	0	400	600	50	4	50	0	0	0
Future Volume (vph)	300	1100	0	0	400	600	50	4	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		100	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	125			100			100			25		
Satd. Flow (prot)	3433	1863	0	0	3539	1583	0	1779	1583	0	0	0
Flt Permitted	0.950							0.955				
Satd. Flow (perm)	3433	1863	0	0	3539	1583	0	1779	1583	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						650						
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			1263			279			422	
Travel Time (s)		6.7			24.6			6.3			9.6	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	333	1222	0	0	444	667	0	60	56	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	14.0	23.0			23.0	23.0	23.0	23.0	23.0			
Total Split (s)	18.0	67.0			49.0	49.0	23.0	23.0	23.0			
Total Split (%)	20.0%	74.4%			54.4%	54.4%	25.6%	25.6%	25.6%			
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0		-2.0	-2.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Act Effct Green (s)	13.0	72.9			53.9	53.9		10.9	10.9			
Actuated g/C Ratio	0.14	0.81			0.60	0.60		0.12	0.12			
v/c Ratio	0.67	0.81			0.21	0.55		0.28	0.29			
Control Delay	35.1	6.5			9.5	3.4		38.7	39.4			
Queue Delay	0.0	19.4			0.0	0.0		0.0	0.0			
Total Delay	35.1	25.9			9.5	3.4		38.7	39.4			
LOS	D	C			A	A		D	D			
Approach Delay		27.8			5.8			39.0				
Approach LOS		C			A			D				
Queue Length 50th (ft)	100	171			40	27		32	30			
Queue Length 95th (ft)	m103	m176			m70	85		67	64			
Internal Link Dist (ft)		263			1183			199			342	
Turn Bay Length (ft)	150					100			100			
Base Capacity (vph)	495	1509			2119	1208		355	316			
Starvation Cap Reductn	0	316			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.67	1.02			0.21	0.55		0.17	0.18			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	588	484	53	671	31	245	60	33	13	56	78
Future Volume (vph)	70	588	484	53	671	31	245	60	33	13	56	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-2%			-2%			-3%	
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	75			50			100			100		
Satd. Flow (prot)	1569	1527	0	1609	1680	0	1528	1562	1439	0	1686	1446
Flt Permitted	0.202			0.076			0.950	0.971			0.991	
Satd. Flow (perm)	333	1527	0	129	1680	0	1521	1558	1389	0	1683	1422
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			3				104			109
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1263			774			268			259	
Travel Time (s)		34.4			21.1			7.3			7.1	
Confl. Peds. (#/hr)	3		5	5		3	4		8	8		4
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
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	78	1191	0	59	780	0	169	170	37	0	76	87
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6					4			3
Detector Phase	2	2		6	6		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.7	15.7		15.8	15.8		30.2	30.2	30.2	26.8	26.8	26.8
Total Split (s)	32.0	32.0		32.0	32.0		31.0	31.0	31.0	27.0	27.0	27.0
Total Split (%)	35.6%	35.6%		35.6%	35.6%		34.4%	34.4%	34.4%	30.0%	30.0%	30.0%
Yellow Time (s)	3.1	3.1		3.3	3.3		3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.6		2.5	2.5		2.9	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-0.7	-0.7		-0.8	-0.8		-1.2	-1.2	-1.2		-0.8	-0.8
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effct Green (s)	53.6	53.6		53.6	53.6		14.7	14.7	14.7		9.3	9.3
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.16	0.16	0.16		0.10	0.10
v/c Ratio	0.39	1.28		0.78	0.78		0.68	0.67	0.12		0.43	0.36
Control Delay	26.0	158.1		76.5	25.2		48.6	47.6	0.8		45.3	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	26.0	158.1		76.5	25.2		48.6	47.6	0.8		45.3	9.1
LOS	C	F		E	C		D	D	A		D	A
Approach Delay		149.9			28.9			43.4			26.0	
Approach LOS		F			C			D			C	
Queue Length 50th (ft)	34	~869		21	281		96	96	0		42	0
Queue Length 95th (ft)	m53	#1221		m#81	#677		153	153	0		82	30
Internal Link Dist (ft)		1183			694			188			179	
Turn Bay Length (ft)	50			50								
Base Capacity (vph)	198	927		76	1001		441	451	475		412	429
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.39	1.28		0.78	0.78		0.38	0.38	0.08		0.18	0.20

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 10 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 88.8		Intersection LOS: F	
Intersection Capacity Utilization 96.4%		ICU Level of Service F	
Analysis Period (min) 15			

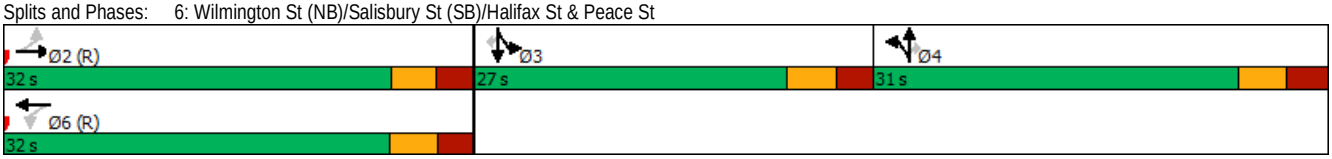
Description: 421

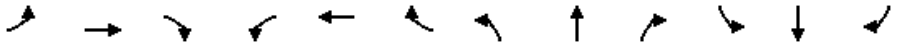
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St



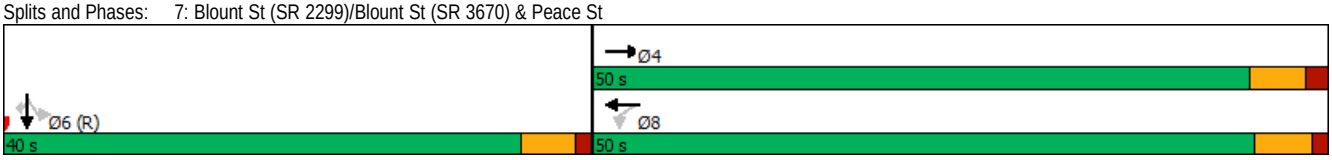


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	158	340	33	478	0	0	0	0	17	712	271
Future Volume (vph)	0	158	340	33	478	0	0	0	0	17	712	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1500	0	0	1680	0	0	0	0	0	3134	1404
Flt Permitted					0.939						0.999	
Satd. Flow (perm)	0	1500	0	0	1582	0	0	0	0	0	3134	1370
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		72										274
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			1	1						3		1
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	554	0	0	568	0	0	0	0	0	810	301
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		17.4		20.1	20.1					16.9	16.9	16.9
Total Split (s)		50.0		50.0	50.0					40.0	40.0	40.0
Total Split (%)		55.6%		55.6%	55.6%					44.4%	44.4%	44.4%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.6		1.2	1.2					1.2	1.2	1.2
Lost Time Adjust (s)		-0.4			-0.1						0.1	0.1
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0			45.0						35.0	35.0
Actuated g/C Ratio		0.50			0.50						0.39	0.39
v/c Ratio		0.70			0.72						0.67	0.43
Control Delay		6.7			37.8						25.9	5.5
Queue Delay		0.0			1.3						0.0	0.0
Total Delay		6.7			39.0						25.9	5.5
LOS		A			D						C	A
Approach Delay		6.7			39.0						20.4	
Approach LOS		A			D						C	
Queue Length 50th (ft)		2			289						195	9
Queue Length 95th (ft)		m15			390						261	63
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)												250
Base Capacity (vph)		786			791						1218	700
Starvation Cap Reductn		0			83						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.70			0.80						0.67	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 51 (57%), Referenced to phase 6:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-1041			

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

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	133	0	503	611	0	0
Future Volume (vph)	133	0	503	611	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	1601	0	0	3100	0	0
Flt Permitted	0.950			0.978		
Satd. Flow (perm)	1598	0	0	3083	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		4			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	1238	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Detector Phase	4		2	2		
Switch Phase						
Minimum Initial (s)	7.0		10.0	10.0		
Minimum Split (s)	20.4		20.0	20.0		
Total Split (s)	36.0		54.0	54.0		
Total Split (%)	40.0%		60.0%	60.0%		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	-0.4			0.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		C-Max	C-Max		
Act Effct Green (s)	31.0			49.0		
Actuated g/C Ratio	0.34			0.54		
v/c Ratio	0.27			0.74		
Control Delay	27.7			19.0		
Queue Delay	0.0			0.1		
Total Delay	27.7			19.1		
LOS	C			B		
Approach Delay	27.7			19.1		
Approach LOS	C			B		
Queue Length 50th (ft)	57			264		
Queue Length 95th (ft)	m95			347		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	551			1678		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			27		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.27			0.75		

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 20.0	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	
Description: 05-0078	

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

Splits and Phases: 8: Person St (SR 2026) & Peace St



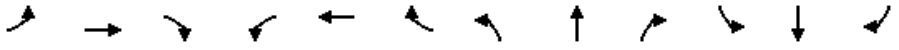
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	62
Future Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1471	3054	0	0	0	0	0	4531	1028
Flt Permitted				0.950	0.986							
Satd. Flow (perm)	0	0	0	1438	3034	0	0	0	0	0	4531	1028
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												33
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
Confl. Peds. (#/hr)				14								
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	40%
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	37	109	0	0	0	0	0	3556	69
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Minimum Split (s)				22.7	22.7						22.0	22.0
Total Split (s)				28.0	28.0						62.0	62.0
Total Split (%)				31.1%	31.1%						68.9%	68.9%
Yellow Time (s)				4.1	4.1						3.0	3.0
All-Red Time (s)				1.6	1.6						1.0	1.0
Lost Time Adjust (s)				-0.7	-0.7						1.0	0.0
Total Lost Time (s)				5.0	5.0						5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				23.0	23.0						57.0	58.0
Actuated g/C Ratio				0.26	0.26						0.63	0.64
v/c Ratio				0.10	0.14						1.24	0.10
Control Delay				26.6	26.5						131.0	4.1
Queue Delay				0.0	0.0						0.4	0.0
Total Delay				26.6	26.5						131.4	4.1
LOS				C	C						F	A
Approach Delay					26.5						129.0	
Approach LOS					C						F	
Queue Length 50th (ft)				17	26						~928	7
Queue Length 95th (ft)				45	48						#1017	22
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												100
Base Capacity (vph)				367	775						2869	674
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						497	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.10	0.14						1.50	0.10

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 1 (1%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 120			
Control Type: Pretimed			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 125.0		Intersection LOS: F	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-1046			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 9: Dawson St (US 70-401) & Lane St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Future Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	0	4486	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	3201	1402	0	0	0	0	0	0	0	4478	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			22									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			4							6		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	39	0	0	0	0	0	0	0	3611	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Minimum Split (s)		17.2	17.2							14.8	14.8	
Total Split (s)		28.0	28.0							62.0	62.0	
Total Split (%)		31.1%	31.1%							68.9%	68.9%	
Yellow Time (s)		3.9	3.9							3.7	3.7	
All-Red Time (s)		1.3	1.3							1.1	1.1	
Lost Time Adjust (s)		-0.2	-0.2								0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		23.0	23.0								57.0	
Actuated g/C Ratio		0.26	0.26								0.63	
v/c Ratio		0.16	0.10								1.27	
Control Delay		26.7	15.9								134.9	
Queue Delay		0.0	0.0								0.3	
Total Delay		26.7	15.9								135.2	
LOS		C	B								F	
Approach Delay		24.2									135.2	
Approach LOS		C									F	
Queue Length 50th (ft)		30	7								~948	
Queue Length 95th (ft)		53	32								m#70	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		818	374								2836	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	1								401	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.16	0.10								1.48	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 110			
Control Type: Pretimed			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 130.3		Intersection LOS: F	
Intersection Capacity Utilization 88.5%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0099			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Dawson St (US 70-401) & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	300	0	0	0	0	0	1916	153	0	0	0
Future Volume (vph)	123	300	0	0	0	0	0	1916	153	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3042	0	0	0	0	0	4623	1266	0	0	0
Flt Permitted	0.950	0.997										
Satd. Flow (perm)	1200	3008	0	0	0	0	0	4623	1064	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)									119			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	102								78			
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%	2%	2%	2%	2%	2%	2%	2%	16%	2%	2%	2%
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	114	356	0	0	0	0	0	2129	170	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	21.1	21.1						19.2	19.2			
Total Split (s)	28.0	28.0						62.0	62.0			
Total Split (%)	31.1%	31.1%						68.9%	68.9%			
Yellow Time (s)	3.8	3.8						4.0	4.0			
All-Red Time (s)	1.3	1.3						1.2	1.2			
Lost Time Adjust (s)	-0.1	-0.1						-0.2	-0.2			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	23.0	23.0						57.0	57.0			
Actuated g/C Ratio	0.26	0.26						0.63	0.63			
v/c Ratio	0.37	0.46						0.73	0.24			
Control Delay	28.8	28.7						2.8	0.3			
Queue Delay	0.0	0.0						0.4	0.0			
Total Delay	28.8	28.7						3.1	0.3			
LOS	C	C						A	A			
Approach Delay		28.7						2.9				
Approach LOS		C						A				
Queue Length 50th (ft)	59	92						46	0			
Queue Length 95th (ft)	m61	m86						m50	m0			
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100								100			
Base Capacity (vph)	306	768						2927	717			
Starvation Cap Reductn	0	0						288	0			
Spillback Cap Reductn	0	0						0	0			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.37	0.46						0.81	0.24			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14 (16%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 7.3		Intersection LOS: A	
Intersection Capacity Utilization 88.5%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0084			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 11: McDowell St & Jones St

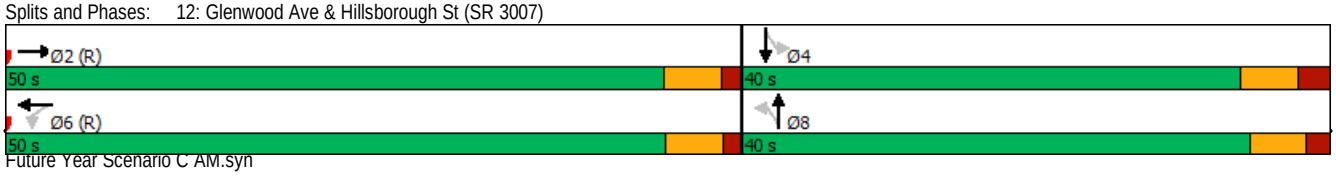


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	285	6	6	553	75	4	29	4	126	207	40
Future Volume (vph)	0	285	6	6	553	75	4	29	4	126	207	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	0	3111	0	0	1636	0	0	3092	0
Flt Permitted					0.952			0.965			0.832	
Satd. Flow (perm)	0	1679	0	0	2962	0	0	1586	0	0	2587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			23			4			17	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			1	1		20	2		14	14		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	704	0	0	40	0	0	414	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Minimum Split (s)		19.0		19.0	19.0		24.0	24.0		24.2	24.2	
Total Split (s)		50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)		55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)		3.9		3.9	3.9		3.8	3.8		3.9	3.9	
All-Red Time (s)		1.4		1.3	1.3		1.7	1.7		2.3	2.3	
Lost Time Adjust (s)		-0.3			-0.2			-0.5			-1.2	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0			45.0			35.0			35.0	
Actuated g/C Ratio		0.50			0.50			0.39			0.39	
v/c Ratio		0.39			0.47			0.06			0.41	
Control Delay		15.6			10.8			26.5			20.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.6			10.8			26.5			20.6	
LOS		B			B			C			C	
Approach Delay		15.6			10.8			26.5			20.6	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		108			72			15			84	
Queue Length 95th (ft)		171			93			46			124	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1492			619			1016	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.47			0.06			0.41	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 48.1% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0041

Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)

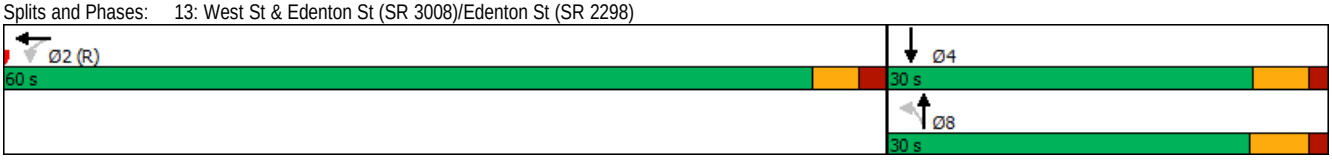




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	33
Future Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4369	0	0	1688	0	0	1581	0
Flt Permitted					0.998			0.984				
Satd. Flow (perm)	0	0	0	0	4368	0	0	1662	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					53						21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		37	28					28
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	859	0	0	115	0	0	135	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			8			4	
Permitted Phases				2			8					
Minimum Split (s)				21.1	21.1		21.4	21.4			21.2	
Total Split (s)				60.0	60.0		30.0	30.0			30.0	
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	
Yellow Time (s)				3.1	3.1		4.0	4.0			3.8	
All-Red Time (s)				2.0	2.0		1.4	1.4			1.4	
Lost Time Adjust (s)					-0.1			-0.4			-0.2	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					55.0			25.0			25.0	
Actuated g/C Ratio					0.61			0.28			0.28	
v/c Ratio					0.32			0.25			0.30	
Control Delay					8.2			27.0			23.6	
Queue Delay					0.0			0.0			0.0	
Total Delay					8.2			27.0			23.6	
LOS					A			C			C	
Approach Delay					8.2			27.0			23.6	
Approach LOS					A			C			C	
Queue Length 50th (ft)					73			51			50	
Queue Length 95th (ft)					95			95			99	
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)												
Base Capacity (vph)					2689			461			454	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.32			0.25			0.30	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0298			

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)



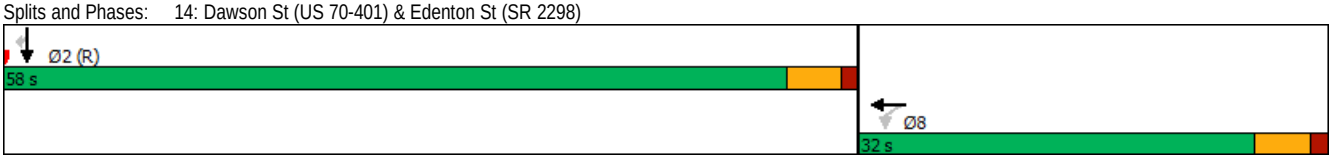
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	131	564	0	0	0	0	0	2735	167
Future Volume (vph)	0	0	0	131	564	0	0	0	0	0	2735	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1358	3169	0	0	0	0	0	4508	1245
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1349	3169	0	0	0	0	0	4508	1185
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												67
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		376			487			588			488	
Travel Time (s)		7.3			9.5			11.5			9.5	
Confl. Peds. (#/hr)				3								15
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%	2%	2%	19%	2%	2%	2%	2%	2%	2%	2%	15%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	146	627	0	0	0	0	0	3039	186
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						2	
Permitted Phases				8								2
Minimum Split (s)				17.1	17.1						15.9	15.9
Total Split (s)				32.0	32.0						58.0	58.0
Total Split (%)				35.6%	35.6%						64.4%	64.4%
Yellow Time (s)				3.8	3.8						3.7	3.7
All-Red Time (s)				1.3	1.3						1.2	1.2
Lost Time Adjust (s)				-1.1	-0.1						0.1	0.1
Total Lost Time (s)				4.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				28.0	27.0						53.0	53.0
Actuated g/C Ratio				0.31	0.30						0.59	0.59
v/c Ratio				0.35	0.66						1.15	0.26
Control Delay				5.0	6.0						77.1	1.7
Queue Delay				0.0	0.0						0.3	0.0
Total Delay				5.0	6.0						77.4	1.7
LOS				A	A						E	A
Approach Delay					5.9						73.0	
Approach LOS					A						E	
Queue Length 50th (ft)				11	24						~735	1
Queue Length 95th (ft)				m14	m31						m67	m1
Internal Link Dist (ft)		296			407			508			408	
Turn Bay Length (ft)												100
Base Capacity (vph)				419	950						2654	725
Starvation Cap Reductn				0	0						125	0
Spillback Cap Reductn				0	0						300	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.35	0.66						1.29	0.26

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14 (16%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 60.0		Intersection LOS: E	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0098			

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

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

Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)

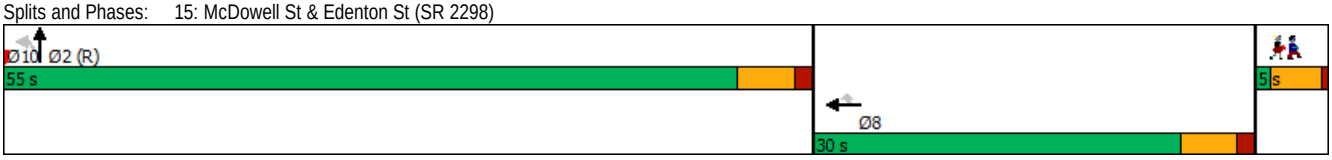


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	608	213	76	2037	0	0	0	0	
Future Volume (vph)	0	0	0	0	608	213	76	2037	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			0%			-1%			0%		
Storage Length (ft)	0		0	0		100	0		0	0		0	
Storage Lanes	0		0	0		1	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	3185	1298	0	4590	0	0	0	0	
Flt Permitted								0.998					
Satd. Flow (perm)	0	0	0	0	3185	1239	0	4590	0	0	0	0	
Right Turn on Red			Yes			No	No		Yes			Yes	
Satd. Flow (RTOR)													
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		487			488			589			488		
Travel Time (s)		9.5			9.5			11.5			9.5		
Confl. Peds. (#/hr)						15							
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%	2%	2%	2%	2%	12%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	676	237	0	2347	0	0	0	0	
Turn Type					NA	Perm	Perm	NA					
Protected Phases					8			2					10
Permitted Phases						8	2						
Minimum Split (s)					17.1	17.1	17.2	17.2					5.0
Total Split (s)					30.0	30.0	55.0	55.0					5.0
Total Split (%)					33.3%	33.3%	61.1%	61.1%					6%
Yellow Time (s)					3.8	3.8	3.9	3.9					3.5
All-Red Time (s)					1.3	1.3	1.3	1.3					0.5
Lost Time Adjust (s)					-0.1	-0.1		-0.2					
Total Lost Time (s)					5.0	5.0		5.0					
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)					25.0	25.0		50.0					
Actuated g/C Ratio					0.28	0.28		0.56					
v/c Ratio					0.76	0.69		0.92					
Control Delay					31.2	36.2		12.2					
Queue Delay					0.0	0.0		0.0					
Total Delay					31.2	36.2		12.2					
LOS					C	D		B					
Approach Delay					32.5			12.2					
Approach LOS					C			B					
Queue Length 50th (ft)					124	73		75					
Queue Length 95th (ft)					210	#197		#115					
Internal Link Dist (ft)		407			408			509			408		
Turn Bay Length (ft)						100							
Base Capacity (vph)					884	344		2550					
Starvation Cap Reductn					0	0		0					
Spillback Cap Reductn					0	0		0					
Storage Cap Reductn					0	0		0					
Reduced v/c Ratio					0.76	0.69		0.92					

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 9 (10%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
Description: 05-0085
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

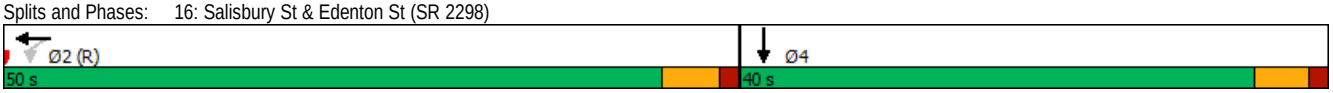
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Future Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											98	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	230	908	0	0	0	0	0	405	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Minimum Split (s)				18.3	18.3						19.1	
Total Split (s)				50.0	50.0						40.0	
Total Split (%)				55.6%	55.6%						44.4%	
Yellow Time (s)				3.9	3.9						3.7	
All-Red Time (s)				1.4	1.4						1.4	
Lost Time Adjust (s)				-0.3	-0.3						-0.1	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				45.0	45.0						35.0	
Actuated g/C Ratio				0.50	0.50						0.39	
v/c Ratio				0.29	0.57						0.34	
Control Delay				4.1	4.7						15.3	
Queue Delay				0.6	0.2						0.0	
Total Delay				4.6	4.9						15.3	
LOS				A	A						B	
Approach Delay					4.9						15.3	
Approach LOS					A						B	
Queue Length 50th (ft)				15	31						61	
Queue Length 95th (ft)				18	29						97	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				800	1600						1200	
Starvation Cap Reductn				284	168						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.45	0.63						0.34	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)

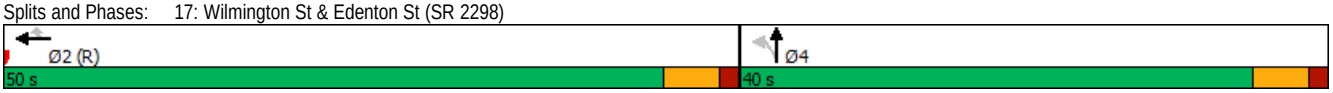


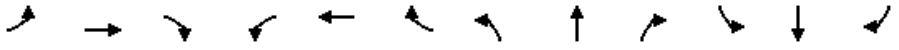
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	980	267	124	557	0	0	0	0
Future Volume (vph)	0	0	0	0	980	267	124	557	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	3169	1327	1585	3169	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	3169	1327	1585	3169	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)						134						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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%	2%	2%	2%	2%	9%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1089	297	138	619	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					2			4				
Permitted Phases						2	4					
Minimum Split (s)					17.2	17.2	18.2	18.2				
Total Split (s)					50.0	50.0	40.0	40.0				
Total Split (%)					55.6%	55.6%	44.4%	44.4%				
Yellow Time (s)					3.8	3.8	3.8	3.8				
All-Red Time (s)					1.4	1.4	1.4	1.4				
Lost Time Adjust (s)					-0.2	-0.2	-0.2	-0.2				
Total Lost Time (s)					5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					45.0	45.0	35.0	35.0				
Actuated g/C Ratio					0.50	0.50	0.39	0.39				
v/c Ratio					0.69	0.41	0.22	0.50				
Control Delay					36.0	23.1	16.0	19.9				
Queue Delay					1.2	0.0	0.0	0.0				
Total Delay					37.1	23.1	16.0	19.9				
LOS					D	C	B	B				
Approach Delay					34.1			19.2				
Approach LOS					C			B				
Queue Length 50th (ft)					342	132	60	166				
Queue Length 95th (ft)					m385	m161	111	224				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)						100						
Base Capacity (vph)					1584	730	616	1232				
Starvation Cap Reductn					269	0	0	0				
Spillback Cap Reductn					0	0	0	0				
Storage Cap Reductn					0	0	0	0				
Reduced v/c Ratio					0.83	0.41	0.22	0.50				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 50 (56%), Referenced to phase 2:WBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 28.9		Intersection LOS: C	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-2288			

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

Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)

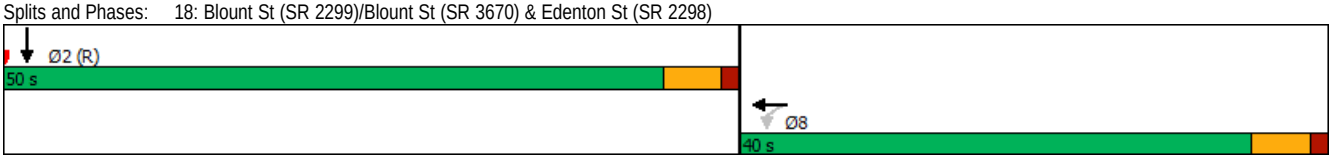




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	310	1016	0	0	0	0	0	867	77
Future Volume (vph)	0	0	0	310	1016	0	0	0	0	0	867	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Satd. Flow (prot)	0	0	0	1609	3217	0	0	0	0	0	3159	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1594	3217	0	0	0	0	0	3159	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											15	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				4								2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	344	1129	0	0	0	0	0	1049	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				17.3	17.3						17.2	
Total Split (s)				40.0	40.0						50.0	
Total Split (%)				44.4%	44.4%						55.6%	
Yellow Time (s)				4.0	4.0						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)				-1.3	-0.3						-0.2	
Total Lost Time (s)				4.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				36.0	35.0						45.0	
Actuated g/C Ratio				0.40	0.39						0.50	
v/c Ratio				0.54	0.90						0.66	
Control Delay				36.5	48.1						19.1	
Queue Delay				0.0	1.6						0.2	
Total Delay				36.5	49.7						19.2	
LOS				D	D						B	
Approach Delay					46.7						19.2	
Approach LOS					D						B	
Queue Length 50th (ft)				194	364						220	
Queue Length 95th (ft)				m260	#458						289	
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)												
Base Capacity (vph)				637	1251						1587	
Starvation Cap Reductn				0	41						0	
Spillback Cap Reductn				0	0						83	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.54	0.93						0.70	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 41 (46%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 35.2		Intersection LOS: D	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1038			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)

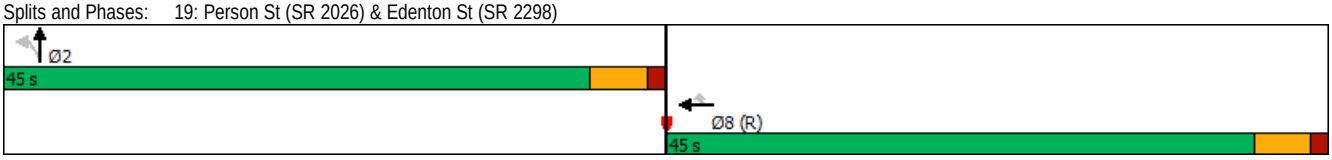


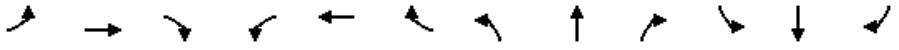
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	981	234	173	768	0	0	0	0
Future Volume (vph)	0	0	0	0	981	234	173	768	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	3185	1309	0	3172	0	0	0	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	0	0	0	3185	1286	0	3169	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)						85						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		476			578			309			274	
Travel Time (s)		9.3			11.3			6.0			5.3	
Confl. Peds. (#/hr)						3	3					
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%	2%	2%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1090	260	0	1045	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					19.1	19.1	18.2	18.2				
Total Split (s)					45.0	45.0	45.0	45.0				
Total Split (%)					50.0%	50.0%	50.0%	50.0%				
Yellow Time (s)					3.8	3.8	3.9	3.9				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)					-0.1	0.0		-0.2				
Total Lost Time (s)					5.0	5.1		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					40.0	39.9		40.0				
Actuated g/C Ratio					0.44	0.44		0.44				
v/c Ratio					0.77	0.42		0.74				
Control Delay					25.7	13.7		25.1				
Queue Delay					0.0	0.0		50.7				
Total Delay					25.7	13.7		75.8				
LOS					C	B		E				
Approach Delay					23.4			75.8				
Approach LOS					C			E				
Queue Length 50th (ft)					266	63		342				
Queue Length 95th (ft)					348	126		m354				
Internal Link Dist (ft)		396			498			229			194	
Turn Bay Length (ft)						100						
Base Capacity (vph)					1415	617		1408				
Starvation Cap Reductn					0	0		648				
Spillback Cap Reductn					0	0		168				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.77	0.42		1.38				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 33 (37%), Referenced to phase 8:WBT, Start of 1st Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 46.2 Intersection LOS: D
Intersection Capacity Utilization 68.9% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0074
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)



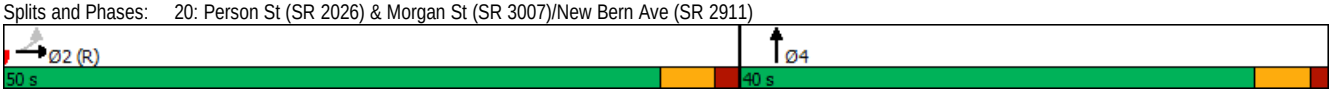


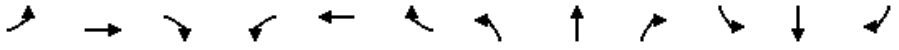
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Future Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1585	3169	0	0	0	0	0	3112	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1561	3169	0	0	0	0	0	3112	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								12				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	10								2			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	440	0	0	0	0	0	1177	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	50.0	50.0						40.0				
Total Split (%)	55.6%	55.6%						44.4%				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	45.0	45.0						35.0				
Actuated g/C Ratio	0.50	0.50						0.39				
v/c Ratio	0.07	0.28						0.97				
Control Delay	6.1	8.4						29.2				
Queue Delay	0.0	0.0						43.1				
Total Delay	6.1	8.4						72.3				
LOS	A	A						E				
Approach Delay		8.1						72.3				
Approach LOS		A						E				
Queue Length 50th (ft)	9	34						91				
Queue Length 95th (ft)	m17	m46						#470				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	780	1584						1217				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	111	0						412				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.09	0.28						1.46				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:EBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 53.2		Intersection LOS: D	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0073			

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

Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)

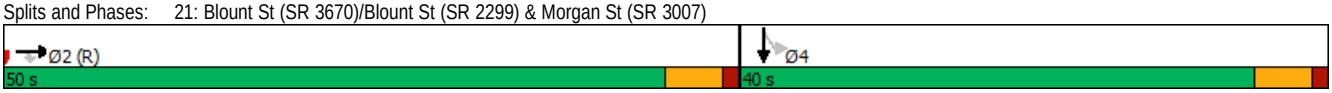




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	324	296	0	0	0	0	0	0	94	807	0
Future Volume (vph)	0	324	296	0	0	0	0	0	0	94	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1353	0	0	0	0	0	0	0	3185	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	3201	1353	0	0	0	0	0	0	0	3184	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			49									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)										2		
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%	2%	8%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	360	329	0	0	0	0	0	0	0	1001	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		17.1	17.1							17.1	17.1	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		3.9	3.9							3.9	3.9	
All-Red Time (s)		1.2	1.2							1.2	1.2	
Lost Time Adjust (s)		-0.1	-0.1								-0.1	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0								35.0	
Actuated g/C Ratio		0.50	0.50								0.39	
v/c Ratio		0.23	0.47								0.81	
Control Delay		25.6	30.3								28.5	
Queue Delay		0.0	0.0								0.3	
Total Delay		25.6	30.3								28.9	
LOS		C	C								C	
Approach Delay		27.8									28.9	
Approach LOS		C									C	
Queue Length 50th (ft)		102	178								202	
Queue Length 95th (ft)		144	262								273	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1600	701								1238	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								34	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.23	0.47								0.83	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 75 (83%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1037			

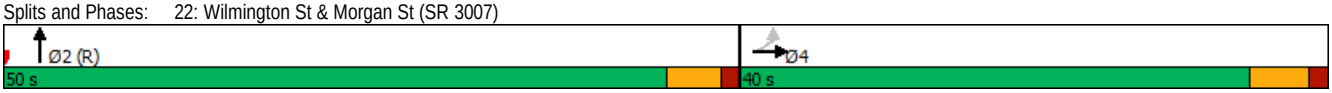
Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	508	0	0	0	0	0	531	72	0	0	0
Future Volume (vph)	89	508	0	0	0	0	0	531	72	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			2%			0%	
Satd. Flow (prot)	1609	3217	0	0	0	0	0	4433	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1574	3217	0	0	0	0	0	4433	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								39				
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		228			499			479			591	
Travel Time (s)		4.4			9.7			9.3			16.1	
Confl. Peds. (#/hr)	11								10			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	564	0	0	0	0	0	670	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	19.4	19.4						19.0				
Total Split (s)	40.0	40.0						50.0				
Total Split (%)	44.4%	44.4%						55.6%				
Yellow Time (s)	4.0	4.0						3.7				
All-Red Time (s)	1.4	1.4						1.3				
Lost Time Adjust (s)	-0.4	-0.4						0.0				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	35.0	35.0						45.0				
Actuated g/C Ratio	0.39	0.39						0.50				
v/c Ratio	0.16	0.45						0.30				
Control Delay	18.9	21.8						18.7				
Queue Delay	0.0	0.0						0.0				
Total Delay	18.9	21.8						18.7				
LOS	B	C						B				
Approach Delay		21.4						18.7				
Approach LOS		C						B				
Queue Length 50th (ft)	36	122						101				
Queue Length 95th (ft)	70	169						126				
Internal Link Dist (ft)		148			419			399			511	
Turn Bay Length (ft)												
Base Capacity (vph)	612	1251						2236				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.16	0.45						0.30				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 70 (78%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 100			

Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)

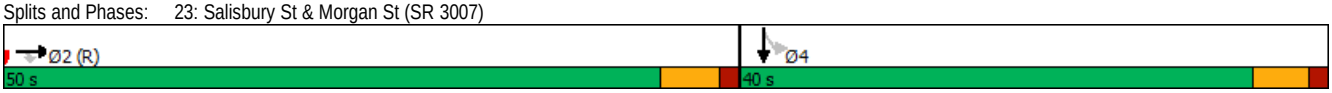




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	522	121	0	0	0	0	0	0	133	381	0
Future Volume (vph)	0	522	121	0	0	0	0	0	0	133	381	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		100	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1242	0	0	0	0	0	0	0	3175	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3185	1206	0	0	0	0	0	0	0	3158	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			9							12		
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%	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	134	0	0	0	0	0	0	0	571	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		19.4	19.4							20.2	20.2	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		4.0	4.0							3.8	3.8	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)		-0.4	-0.4								-0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0								35.0	
Actuated g/C Ratio		0.50	0.50								0.39	
v/c Ratio		0.36	0.22								0.46	
Control Delay		3.8	3.9								23.1	
Queue Delay		0.0	0.0								0.0	
Total Delay		3.8	3.9								23.1	
LOS		A	A								C	
Approach Delay		3.8									23.1	
Approach LOS		A									C	
Queue Length 50th (ft)		24	10								133	
Queue Length 95th (ft)		29	m14								191	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1592	603								1228	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.36	0.22								0.46	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	533	0	0	0	0	0	2009	106	0	0	0
Future Volume (vph)	63	533	0	0	0	0	0	2009	106	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	150			25			25			25		
Satd. Flow (prot)	1457	3063	0	0	0	0	0	4554	1166	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1342	3061	0	0	0	0	0	4554	1098	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									63			
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	38								21			
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%	2%	2%	2%	2%	2%	2%	2%	24%	2%	2%	2%
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	64	598	0	0	0	0	0	2232	118	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	18.0	18.0						17.1	17.1			
Total Split (s)	30.0	30.0						60.0	60.0			
Total Split (%)	33.3%	33.3%						66.7%	66.7%			
Yellow Time (s)	3.2	3.2						3.8	3.8			
All-Red Time (s)	1.8	1.8						1.3	1.3			
Lost Time Adjust (s)	0.0	0.0						-0.1	-0.1			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0						55.0	55.0			
Actuated g/C Ratio	0.28	0.28						0.61	0.61			
v/c Ratio	0.17	0.70						0.80	0.17			
Control Delay	30.9	37.8						4.6	0.8			
Queue Delay	0.0	0.0						0.3	0.0			
Total Delay	30.9	37.8						5.0	0.8			
LOS	C	D						A	A			
Approach Delay		37.1						4.7				
Approach LOS		D						A				
Queue Length 50th (ft)	32	174						53	0			
Queue Length 95th (ft)	m42	m195						72	m0			
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)									100			
Base Capacity (vph)	372	850						2783	695			
Starvation Cap Reductn	0	0						151	0			
Spillback Cap Reductn	0	0						79	0			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.17	0.70						0.85	0.17			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 129.2%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)





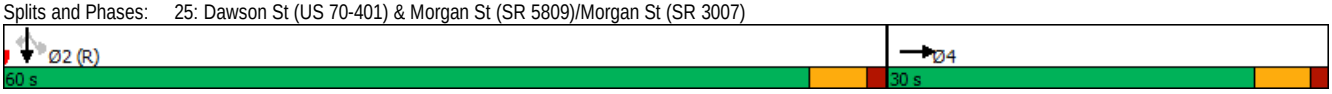
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	280	155	0	0	0	0	0	0	300	2431	79
Future Volume (vph)	0	280	155	0	0	0	0	0	0	300	2431	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	2956	0	0	0	0	0	0	0	0	4577	1107
Flt Permitted											0.995	
Satd. Flow (perm)	0	2956	0	0	0	0	0	0	0	0	4547	964
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												40
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			14							28		32
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	32%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	483	0	0	0	0	0	0	0	0	3034	88
Turn Type		NA								Perm	NA	Perm
Protected Phases		4									2	
Permitted Phases										2		2
Minimum Split (s)		17.1								18.3	18.3	18.3
Total Split (s)		30.0								60.0	60.0	60.0
Total Split (%)		33.3%								66.7%	66.7%	66.7%
Yellow Time (s)		3.8								3.9	3.9	3.9
All-Red Time (s)		1.3								1.4	1.4	1.4
Lost Time Adjust (s)		-0.1									-0.3	0.0
Total Lost Time (s)		5.0									5.0	5.3
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0									55.0	54.7
Actuated g/C Ratio		0.28									0.61	0.61
v/c Ratio		0.59									1.09	0.15
Control Delay		31.5									49.2	0.2
Queue Delay		0.0									3.4	0.0
Total Delay		31.5									52.6	0.2
LOS		C									D	A
Approach Delay		31.5									51.2	
Approach LOS		C									D	
Queue Length 50th (ft)		124									~704	0
Queue Length 95th (ft)		176									m44	m0
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												100
Base Capacity (vph)		821									2778	601
Starvation Cap Reductn		0									21	0
Spillback Cap Reductn		0									82	0
Storage Cap Reductn		0									0	0
Reduced v/c Ratio		0.59									1.13	0.15

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 22 (24%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 48.5		Intersection LOS: D	
Intersection Capacity Utilization 81.9%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0096			

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

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

Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)

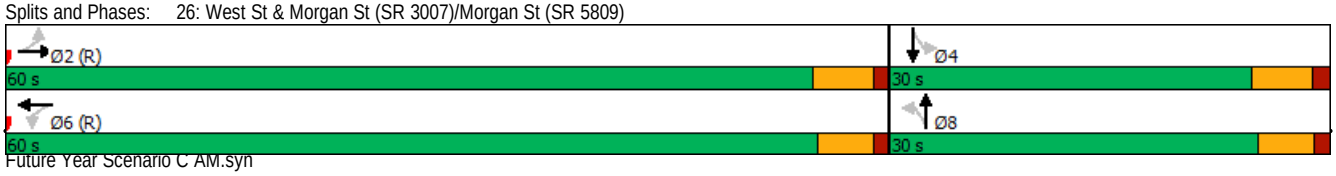


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	383	22	13	41	4	10	8	15	20	21	4
Future Volume (vph)	9	383	22	13	41	4	10	8	15	20	21	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Satd. Flow (prot)	0	3216	0	0	1632	0	0	1529	0	0	1643	0
Flt Permitted		0.951			0.903			0.939			0.894	
Satd. Flow (perm)	0	3060	0	0	1490	0	0	1456	0	0	1498	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4			17			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			487			193	
Travel Time (s)		10.3			5.4			9.5			3.8	
Confl. Peds. (#/hr)	7		1	1		7	1		3	3		1
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	460	0	0	64	0	0	37	0	0	49	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	17.2	17.2		18.9	18.9		19.4	19.4		21.4	21.4	
Total Split (s)	60.0	60.0		60.0	60.0		30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Yellow Time (s)	4.1	4.1		3.8	3.8		3.8	3.8		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.2	1.2		1.3	1.3	
Lost Time Adjust (s)		-0.2			0.1			0.0			-0.4	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		55.0			55.0			25.0			25.0	
Actuated g/C Ratio		0.61			0.61			0.28			0.28	
v/c Ratio		0.25			0.07			0.09			0.12	
Control Delay		6.6			7.0			16.4			23.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.6			7.0			16.4			23.7	
LOS		A			A			B			C	
Approach Delay		6.6			7.0			16.4			23.7	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		55			13			8			19	
Queue Length 95th (ft)		77			28			31			47	
Internal Link Dist (ft)		448			197			407			113	
Turn Bay Length (ft)												
Base Capacity (vph)		1874			912			416			419	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.07			0.09			0.12	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 76 (84%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 37.1% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0014

Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	263	61	24	179	48
Future Volume (vph)	66	263	61	24	179	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3090	1604	0	3044	0
Flt Permitted		0.881			0.962	
Satd. Flow (perm)	0	2744	1604	0	2990	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			26		40	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	4			4	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	365	95	0	252	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Minimum Split (s)	12.6	15.6	16.5		19.6	
Total Split (s)	17.0	57.0	40.0		33.0	
Total Split (%)	18.9%	63.3%	44.4%		36.7%	
Yellow Time (s)	3.0	3.6	3.9		3.0	
All-Red Time (s)	2.6	2.0	1.6		2.6	
Lost Time Adjust (s)		-0.6	-0.5		-0.6	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)		52.0	35.0		28.0	
Actuated g/C Ratio		0.58	0.39		0.31	
v/c Ratio		0.22	0.15		0.26	
Control Delay		9.5	12.0		11.6	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.5	12.0		11.6	
LOS		A	B		B	
Approach Delay		9.5	12.0		11.6	
Approach LOS		A	B		B	
Queue Length 50th (ft)		48	18		15	
Queue Length 95th (ft)		71	42		32	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1631	639		974	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.22	0.15		0.26	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 29.2% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0120

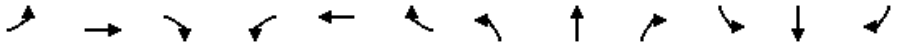
Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	127	37	88	159	45	55	19	60	40	35	40
Future Volume (vph)	88	127	37	88	159	45	55	19	60	40	35	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1419	0	0	1402	0	0	1429	0	0	1571	0
Flt Permitted		0.983			0.985			0.980			0.983	
Satd. Flow (perm)	0	1419	0	0	1402	0	0	1429	0	0	1571	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		306			754			487			487	
Travel Time (s)		6.0			14.7			9.5			9.5	
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%	30%	2%	14%	24%	2%	2%	2%	20%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	0	0	325	0	0	149	0	0	127	0
Sign Control		Stop			Stop			Stop			Stop	

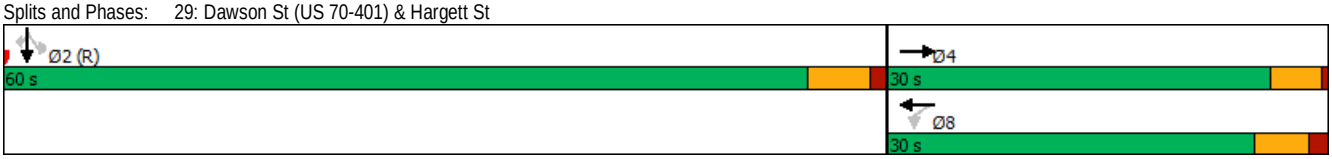
Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

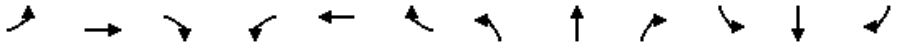


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	120	74	64	179	0	0	0	0	132	2318	130
Future Volume (vph)	0	120	74	64	179	0	0	0	0	132	2318	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1278	0	1577	1485	0	0	0	0	0	4677	1080
Flt Permitted				0.507							0.997	
Satd. Flow (perm)	0	1278	0	832	1485	0	0	0	0	0	4662	925
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3										73
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		754			484			490			482	
Travel Time (s)		14.7			9.4			9.5			9.4	
Confl. Peds. (#/hr)			8	8		64				13		28
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%	21%	34%	2%	14%	2%	2%	2%	2%	2%	2%	38%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	71	199	0	0	0	0	0	2723	144
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		20.0		17.1	17.1					15.4	15.4	15.4
Total Split (s)		30.0		30.0	30.0					60.0	60.0	60.0
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	66.7%
Yellow Time (s)		3.5		3.7	3.7					4.2	4.2	4.2
All-Red Time (s)		0.5		1.4	1.4					1.2	1.2	1.2
Lost Time Adjust (s)		0.0		-0.1	0.0						-0.4	0.0
Total Lost Time (s)		4.0		5.0	5.1						5.0	5.4
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0		25.0	24.9						55.0	54.6
Actuated g/C Ratio		0.29		0.28	0.28						0.61	0.61
v/c Ratio		0.58		0.31	0.49						0.96	0.24
Control Delay		34.3		31.5	33.3						7.3	1.0
Queue Delay		0.0		0.0	0.0						9.7	0.0
Total Delay		34.3		31.5	33.3						16.9	1.0
LOS		C		C	C						B	A
Approach Delay		34.3			32.8						16.1	
Approach LOS		C			C						B	
Queue Length 50th (ft)		103		36	103						84	0
Queue Length 95th (ft)		178		m61	m145						m78	m0
Internal Link Dist (ft)		674			404			410			402	
Turn Bay Length (ft)				175								100
Base Capacity (vph)		371		231	410						2849	589
Starvation Cap Reductn		0		0	0						163	0
Spillback Cap Reductn		0		0	0						101	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.58		0.31	0.49						1.01	0.24

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 27 (30%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0095			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St

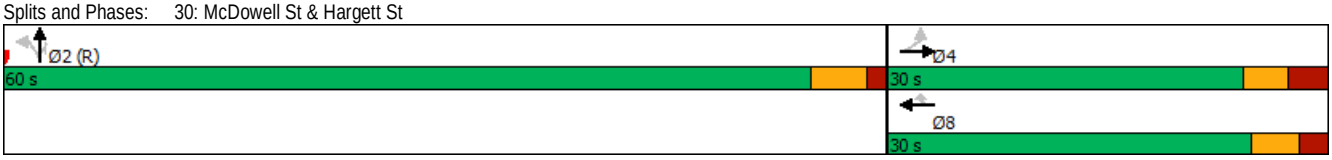




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	177	0	0	98	89	99	2125	71	0	0	0
Future Volume (vph)	76	177	0	0	98	89	99	2125	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1209	1660	0	0	1685	1432	0	4500	1071	0	0	0
Flt Permitted	0.687							0.998				
Satd. Flow (perm)	830	1660	0	0	1685	1332	0	4475	1011	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)									45			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	24					24	30		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 (%)	33%	2%	2%	2%	2%	2%	25%	2%	35%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	197	0	0	109	99	0	2471	79	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	18.9	18.9			16.3	16.3	16.2	16.2	16.2			
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0	60.0			
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%	66.7%			
Yellow Time (s)	3.1	3.1			3.2	3.2	3.8	3.8	3.8			
All-Red Time (s)	2.8	2.8			2.1	2.1	1.4	1.4	1.4			
Lost Time Adjust (s)	-0.9	-0.9			-0.3	-0.3		-0.2	0.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.2			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0	54.8			
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61	0.61			
v/c Ratio	0.37	0.43			0.23	0.27		0.90	0.12			
Control Delay	33.0	32.1			37.8	39.0		9.0	0.9			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	33.0	32.1			37.8	39.0		9.0	0.9			
LOS	C	C			D	D		A	A			
Approach Delay		32.4			38.4			8.8				
Approach LOS		C			D			A				
Queue Length 50th (ft)	40	96			58	54		64	0			
Queue Length 95th (ft)	m58	m129			107	103		83	m0			
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125			100			
Base Capacity (vph)	230	461			468	370		2734	633			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.37	0.43			0.23	0.27		0.90	0.12			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0088			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 30: McDowell St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	159	31	23	139	0	0	0	0	56	368	78
Future Volume (vph)	0	159	31	23	139	0	0	0	0	56	368	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1620	0	0	1656	0	0	0	0	0	3040	0
Flt Permitted					0.940						0.994	
Satd. Flow (perm)	0	1620	0	0	1563	0	0	0	0	0	3032	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12									35	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			17	17						7		39
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	0	0	180	0	0	0	0	0	558	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		19.1		19.1	19.1					19.3	19.3	
Total Split (s)		38.0		38.0	38.0					52.0	52.0	
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		3.8		3.8	3.8					3.9	3.9	
All-Red Time (s)		1.3		1.3	1.3					1.4	1.4	
Lost Time Adjust (s)		-0.1			-0.1						-0.3	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	
Actuated g/C Ratio		0.37			0.37						0.52	
v/c Ratio		0.35			0.31						0.35	
Control Delay		15.7			22.3						6.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		15.7			22.3						6.3	
LOS		B			C						A	
Approach Delay		15.7			22.3						6.3	
Approach LOS		B			C						A	
Queue Length 50th (ft)		110			72						38	
Queue Length 95th (ft)		179			125						51	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		601			573						1600	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.35			0.31						0.35	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 11.4 Intersection LOS: B
Intersection Capacity Utilization 50.1% ICU Level of Service A
Analysis Period (min) 15
Description: 081

Splits and Phases: 31: Salisbury St & Hargett St

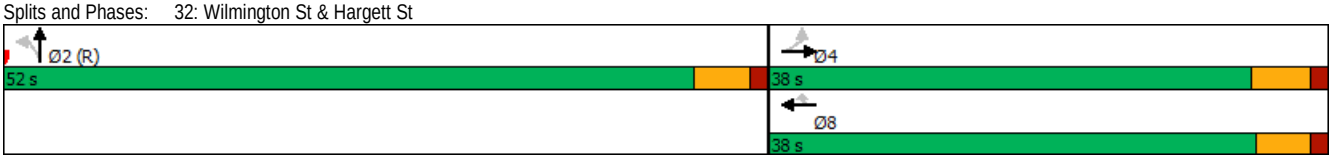


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	65	0	0	138	203	50	610	26	0	0	0
Future Volume (vph)	133	65	0	0	138	203	50	610	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1637	0	0	1651	1404	0	3113	0	0	0	0
Flt Permitted		0.700						0.996				
Satd. Flow (perm)	0	1082	0	0	1651	1164	0	3075	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117		7				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	84					84	52		101			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	153	226	0	763	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.3	18.3			19.0	19.0	19.1	19.1				
Total Split (s)	38.0	38.0			38.0	38.0	52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%	42.2%	57.8%	57.8%				
Yellow Time (s)	4.0	4.0			3.7	3.7	3.8	3.8				
All-Red Time (s)	1.3	1.3			1.3	1.3	1.3	1.3				
Lost Time Adjust (s)		-0.3			0.0	0.0		-0.1				
Total Lost Time (s)		5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0	33.0		47.0				
Actuated g/C Ratio		0.37			0.37	0.37		0.52				
v/c Ratio		0.56			0.25	0.45		0.47				
Control Delay		29.2			23.6	15.9		7.2				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		29.2			23.6	15.9		7.2				
LOS		C			C	B		A				
Approach Delay		29.2			19.0			7.2				
Approach LOS		C			B			A				
Queue Length 50th (ft)		98			58	39		48				
Queue Length 95th (ft)		173			m101	m102		63				
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150						
Base Capacity (vph)		396			605	500		1609				
Starvation Cap Reductn		0			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.56			0.25	0.45		0.47				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 26 (29%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 101			

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

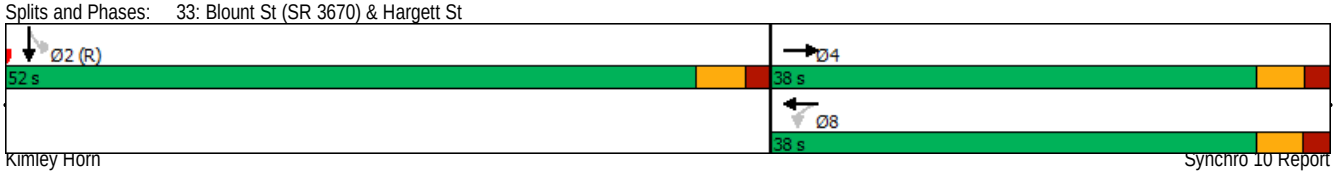
Splits and Phases: 32: Wilmington St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	66	42	66	233	0	0	0	0	38	926	153
Future Volume (vph)	0	66	42	66	233	0	0	0	0	38	926	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Satd. Flow (prot)	0	1603	0	0	1650	0	0	0	0	0	3143	0
Flt Permitted					0.905						0.998	
Satd. Flow (perm)	0	1603	0	0	1510	0	0	0	0	0	3122	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41									29	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										54		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	332	0	0	0	0	0	1241	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		17.1		18.1	18.1					17.1	17.1	
Total Split (s)		38.0		38.0	38.0					52.0	52.0	
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		3.3		3.1	3.1					3.3	3.3	
All-Red Time (s)		1.8		2.0	2.0					1.8	1.8	
Lost Time Adjust (s)		-0.1			-0.1						-0.1	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	
Actuated g/C Ratio		0.37			0.37						0.52	
v/c Ratio		0.20			0.60						0.75	
Control Delay		7.5			30.6						11.8	
Queue Delay		0.0			0.0						1.3	
Total Delay		7.5			30.6						13.1	
LOS		A			C						B	
Approach Delay		7.5			30.6						13.1	
Approach LOS		A			C						B	
Queue Length 50th (ft)		11			172						92	
Queue Length 95th (ft)		29			m254						114	
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												
Base Capacity (vph)		613			553						1644	
Starvation Cap Reductn		0			0						210	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.20			0.60						0.87	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 40 (44%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1350			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 33: Blount St (SR 3670) & Hargett St

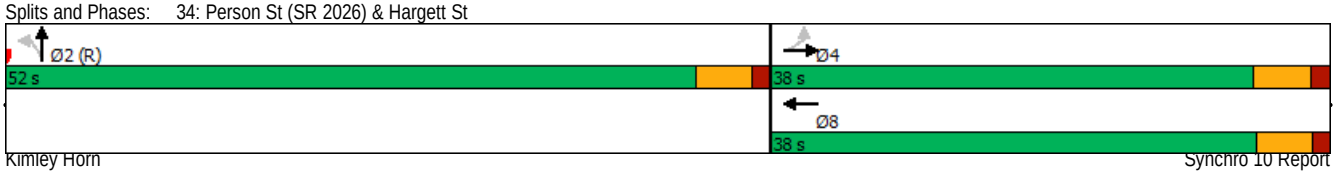


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Future Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1360	0	0	3141	0	0	0	0
Flt Permitted		0.901						0.996				
Satd. Flow (perm)	0	1412	0	0	1360	0	0	3122	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					55			5				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	121					121	20					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	133	0	0	1257	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.3	17.3			17.1		17.1	17.1				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.9	3.9			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.3		1.3	1.3				
Lost Time Adjust (s)		-0.3			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.25			0.77				
Control Delay		16.3			13.3			4.8				
Queue Delay		0.0			0.0			0.1				
Total Delay		16.3			13.3			4.9				
LOS		B			B			A				
Approach Delay		16.3			13.3			4.9				
Approach LOS		B			B			A				
Queue Length 50th (ft)		27			29			29				
Queue Length 95th (ft)		m51			71			34				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		517			533			1632				
Starvation Cap Reductn		0			0			17				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.25			0.78				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15
Description: 05-1355
m Volume for 95th percentile queue is metered by upstream signal.

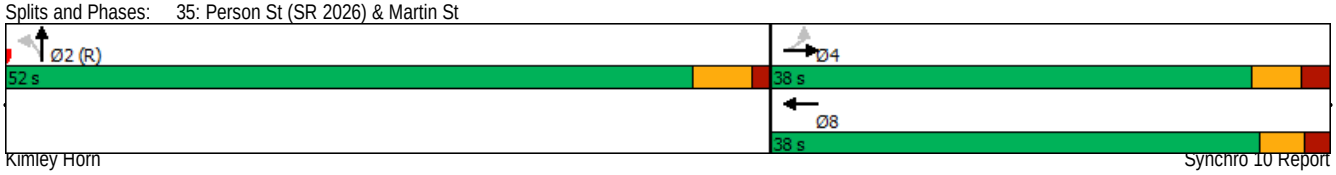
Splits and Phases: 34: Person St (SR 2026) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Future Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1568	0	0	3216	0	0	0	0
Flt Permitted		0.912						0.998				
Satd. Flow (perm)	0	1494	0	0	1568	0	0	3216	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	54					54			20			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	65	0	0	1321	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.4	17.4			17.9		17.4	17.4				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.3	3.3			3.1		4.1	4.1				
All-Red Time (s)	2.1	2.1			1.8		1.3	1.3				
Lost Time Adjust (s)		-0.4			0.1			-0.4				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.11			0.79				
Control Delay		22.1			16.4			21.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		22.1			16.4			21.7				
LOS		C			B			C				
Approach Delay		22.1			16.4			21.7				
Approach LOS		C			B			C				
Queue Length 50th (ft)		37			19			302				
Queue Length 95th (ft)		m71			47			394				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		547			583			1680				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.11			0.79				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 24 (27%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1354			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 35: Person St (SR 2026) & Martin St

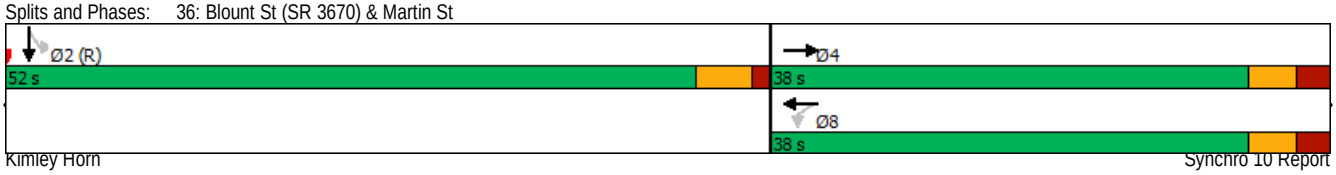


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	58	25	81	0	0	0	0	42	723	64
Future Volume (vph)	0	41	58	25	81	0	0	0	0	42	723	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Satd. Flow (prot)	0	1559	0	0	1665	0	0	0	0	0	3153	0
Flt Permitted					0.925						0.997	
Satd. Flow (perm)	0	1559	0	0	1558	0	0	0	0	0	3127	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64									14	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			479			495	
Travel Time (s)		13.5			13.1			10.9			11.3	
Confl. Peds. (#/hr)										44		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	118	0	0	0	0	0	921	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		18.7		18.6	18.6					17.2	17.2	
Total Split (s)		38.0		38.0	38.0					52.0	52.0	
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		3.3		3.2	3.2					3.9	3.9	
All-Red Time (s)		2.4		2.4	2.4					1.3	1.3	
Lost Time Adjust (s)		-0.7			-0.6						-0.2	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	
Actuated g/C Ratio		0.37			0.37						0.52	
v/c Ratio		0.18			0.21						0.56	
Control Delay		6.7			25.2						4.2	
Queue Delay		0.0			0.0						0.0	
Total Delay		6.7			25.2						4.2	
LOS		A			C						A	
Approach Delay		6.7			25.2						4.2	
Approach LOS		A			C						A	
Queue Length 50th (ft)		25			59						33	
Queue Length 95th (ft)		42			m93						51	
Internal Link Dist (ft)		416			401			399			415	
Turn Bay Length (ft)												
Base Capacity (vph)		612			571						1639	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.18			0.21						0.56	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 46 (51%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 47.1% ICU Level of Service A
Analysis Period (min) 15
Description: 05-1349
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: Blount St (SR 3670) & Martin St

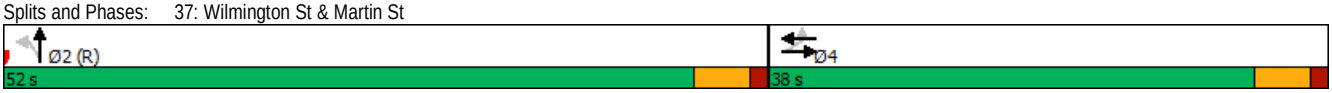


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	106	0	0	36	68	59	659	52	0	0	0
Future Volume (vph)	104	106	0	0	36	68	59	659	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-4%			2%			0%	
Satd. Flow (prot)	0	1636	0	0	1399	0	0	3103	0	0	0	0
Flt Permitted		0.791						0.996				
Satd. Flow (perm)	0	1243	0	0	1399	0	0	3063	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					76			12				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		170			496			477			494	
Travel Time (s)		3.3			9.7			9.3			9.6	
Confl. Peds. (#/hr)	77					77	56		3			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	0	0	116	0	0	856	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	19.1	19.1			19.1		20.1	20.1				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7				
All-Red Time (s)	1.3	1.3			1.3		1.4	1.4				
Lost Time Adjust (s)		-0.1			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.51			0.21			0.53				
Control Delay		27.2			19.5			7.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		27.2			19.5			7.1				
LOS		C			B			A				
Approach Delay		27.2			19.5			7.1				
Approach LOS		C			B			A				
Queue Length 50th (ft)		102			12			40				
Queue Length 95th (ft)		175			64			52				
Internal Link Dist (ft)		90			416			397			414	
Turn Bay Length (ft)												
Base Capacity (vph)		455			561			1605				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.51			0.21			0.53				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 18 (20%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 51.6% ICU Level of Service A
Analysis Period (min) 15
Description: 102

Splits and Phases: 37: Wilmington St & Martin St



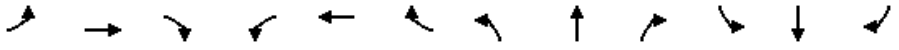
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	175	140	47	111	0	0	0	0	53	303	33
Future Volume (vph)	0	175	140	47	111	0	0	0	0	53	303	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1418	0	0	1668	0	0	0	0	0	3094	0
Flt Permitted					0.777						0.993	
Satd. Flow (perm)	0	1418	0	0	1289	0	0	0	0	0	3010	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		51									16	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			85	85						62		63
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	350	0	0	175	0	0	0	0	0	433	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		19.3		19.3	19.3					19.3	19.3	
Total Split (s)		38.0		38.0	38.0					52.0	52.0	
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.3		1.3	1.3					1.3	1.3	
Lost Time Adjust (s)		-0.3			-0.3						-0.3	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	
Actuated g/C Ratio		0.37			0.37						0.52	
v/c Ratio		0.63			0.37						0.27	
Control Delay		26.7			23.8						4.4	
Queue Delay		0.0			0.0						0.0	
Total Delay		26.7			23.8						4.4	
LOS		C			C						A	
Approach Delay		26.7			23.8						4.4	
Approach LOS		C			C						A	
Queue Length 50th (ft)		171			72						20	
Queue Length 95th (ft)		264			128						26	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		552			472						1579	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.63			0.37						0.27	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 16.1 Intersection LOS: B
Intersection Capacity Utilization 56.6% ICU Level of Service B
Analysis Period (min) 15
Description: 082

Splits and Phases: 38: Salisbury St & Martin St

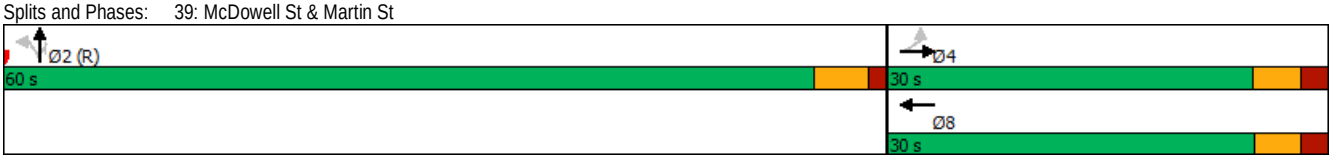


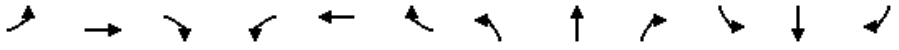


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	195	0	0	59	40	86	1931	91	0	0	0
Future Volume (vph)	37	195	0	0	59	40	86	1931	91	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		100	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1407	1685	0	0	1478	0	0	4490	1127	0	0	0
Flt Permitted	0.686							0.998				
Satd. Flow (perm)	897	1685	0	0	1478	0	0	4490	919	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7				63			
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	66					66			41			
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 (%)	16%	2%	2%	2%	2%	2%	7%	2%	27%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	217	0	0	110	0	0	2242	101	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Minimum Split (s)	15.2	15.2			18.1		16.0	16.0	16.0			
Total Split (s)	30.0	30.0			30.0		60.0	60.0	60.0			
Total Split (%)	33.3%	33.3%			33.3%		66.7%	66.7%	66.7%			
Yellow Time (s)	3.2	3.2			3.1		3.7	3.7	3.7			
All-Red Time (s)	2.0	2.0			2.0		1.3	1.3	1.3			
Lost Time Adjust (s)	-0.2	-0.2			-0.1			0.0	0.0			
Total Lost Time (s)	5.0	5.0			5.0			5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0			55.0	55.0			
Actuated g/C Ratio	0.28	0.28			0.28			0.61	0.61			
v/c Ratio	0.16	0.46			0.27			0.82	0.17			
Control Delay	27.0	29.1			35.2			4.1	0.5			
Queue Delay	0.0	0.0			0.0			0.2	0.0			
Total Delay	27.0	29.1			35.2			4.3	0.5			
LOS	C	C			D			A	A			
Approach Delay		28.8			35.2			4.1				
Approach LOS		C			D			A				
Queue Length 50th (ft)	14	84			51			45	0			
Queue Length 95th (ft)	m18	m99			103			50	m0			
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)	100								100			
Base Capacity (vph)	249	468			415			2743	586			
Starvation Cap Reductn	0	0			0			59	0			
Spillback Cap Reductn	0	0			0			92	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.16	0.46			0.27			0.85	0.17			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0089			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 39: McDowell St & Martin St





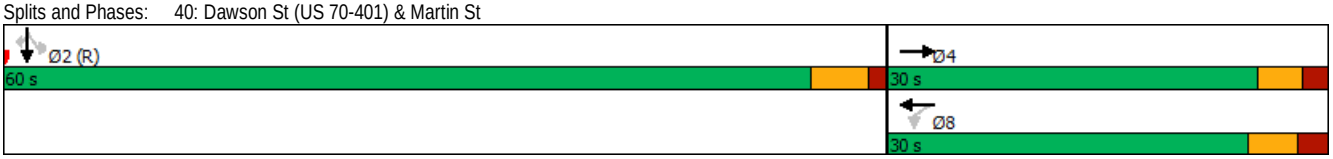
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	38	34	27	64	0	0	0	0	203	2209	67
Future Volume (vph)	0	38	34	27	64	0	0	0	0	203	2209	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		100
Storage Lanes	0		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1345	0	1617	1592	0	0	0	0	0	4581	1001
Flt Permitted				0.705							0.996	
Satd. Flow (perm)	0	1345	0	1184	1592	0	0	0	0	0	4575	936
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4										39
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			7	7						5		14
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%	16%	18%	2%	9%	2%	2%	2%	2%	2%	2%	46%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	30	71	0	0	0	0	0	2680	74
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		17.9		21.5	21.5					19.2	19.2	19.2
Total Split (s)		30.0		30.0	30.0					60.0	60.0	60.0
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	66.7%
Yellow Time (s)		3.1		3.3	3.3					3.9	3.9	3.9
All-Red Time (s)		1.8		2.2	2.2					1.3	1.3	1.3
Lost Time Adjust (s)		0.1		-0.5	-0.5						-0.2	0.0
Total Lost Time (s)		5.0		5.0	5.0						5.0	5.2
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0		25.0	25.0						55.0	54.8
Actuated g/C Ratio		0.28		0.28	0.28						0.61	0.61
v/c Ratio		0.21		0.09	0.16						0.96	0.13
Control Delay		25.6		27.1	27.5						10.9	1.2
Queue Delay		0.0		0.0	0.0						1.6	0.0
Total Delay		25.6		27.1	27.5						12.5	1.2
LOS		C		C	C						B	A
Approach Delay		25.6			27.4						12.2	
Approach LOS		C			C						B	
Queue Length 50th (ft)		33		13	31						80	0
Queue Length 95th (ft)		70		m25	m50						m#90	m0
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												100
Base Capacity (vph)		376		328	442						2795	585
Starvation Cap Reductn		0		0	0						48	0
Spillback Cap Reductn		0		0	0						22	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.21		0.09	0.16						0.98	0.13

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32 (36%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1047			

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

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

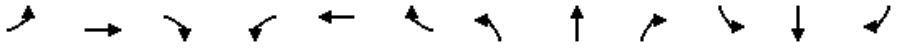
Splits and Phases: 40: Dawson St (US 70-401) & Martin St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	22	125	4	28	28	74	6	22
Future Volume (vph)	0	0	0	6	22	125	4	28	28	74	6	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	1399	0	0	1566	0	0	1429	0
Flt Permitted					0.998			0.997			0.965	
Satd. Flow (perm)	0	0	0	0	1399	0	0	1566	0	0	1429	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			487	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	2%	2%	10%	2%	2%	2%	16%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	170	0	0	66	0	0	113	0
Sign Control		Stop			Stop			Stop			Stop	

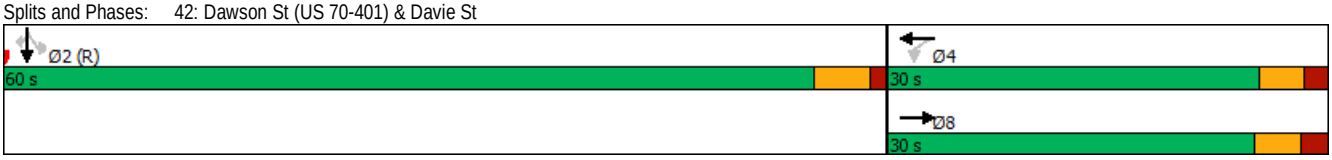
Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	17	66	24	0	0	0	0	254	1914	40
Future Volume (vph)	0	12	17	66	24	0	0	0	0	254	1914	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		100
Storage Lanes	0		0	0		1	0		0	0		1
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1519	0	1577	1660	0	0	0	0	0	4527	887
Flt Permitted				0.736							0.994	
Satd. Flow (perm)	0	1519	0	1222	1660	0	0	0	0	0	4501	887
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9										26
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										13		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	63%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	73	27	0	0	0	0	0	2409	44
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		8			4						2	
Permitted Phases				4						2		2
Minimum Split (s)		18.1		17.8	17.8					17.0	17.0	17.0
Total Split (s)		30.0		30.0	30.0					60.0	60.0	60.0
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	66.7%
Yellow Time (s)		3.1		3.1	3.1					3.8	3.8	3.8
All-Red Time (s)		2.0		1.7	1.7					1.2	1.2	1.2
Lost Time Adjust (s)		-0.1		0.2	0.2						0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0		25.0	25.0						55.0	55.0
Actuated g/C Ratio		0.28		0.28	0.28						0.61	0.61
v/c Ratio		0.07		0.22	0.06						0.88	0.08
Control Delay		19.6		32.8	29.7						5.1	0.9
Queue Delay		0.0		0.0	0.0						0.5	0.0
Total Delay		19.6		32.8	29.7						5.6	0.9
LOS		B		C	C						A	A
Approach Delay		19.6			31.9						5.6	
Approach LOS		B			C						A	
Queue Length 50th (ft)		10		37	13						52	0
Queue Length 95th (ft)		31		m69	m31						m60	m0
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								100
Base Capacity (vph)		428		339	461						2750	552
Starvation Cap Reductn		0		0	0						90	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.07		0.22	0.06						0.91	0.08

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 37 (41%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1045			
m Volume for 95th percentile queue is metered by upstream signal.			

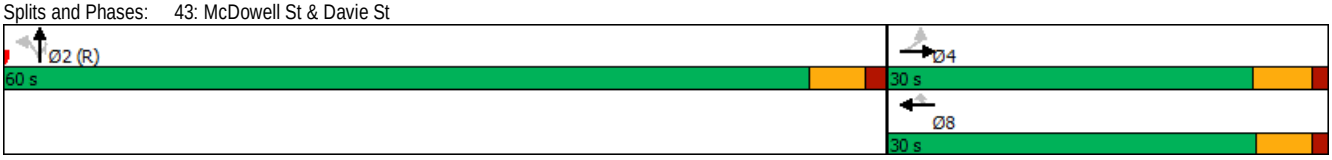
Splits and Phases: 42: Dawson St (US 70-401) & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	279	0	0	147	87	68	2013	55	0	0	0
Future Volume (vph)	37	279	0	0	147	87	68	2013	55	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		100	0		0
Storage Lanes	1		1	0		1	0		1	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4545	997	0	0	0
Flt Permitted	0.615							0.998				
Satd. Flow (perm)	790	1693	0	0	1676	954	0	4545	474	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						28			37			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	173					173			154			
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%	2%	2%	2%	2%	2%	2%	2%	45%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	310	0	0	163	97	0	2313	61	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	17.2	17.2			16.0	16.0	17.3	17.3	17.3			
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0	60.0			
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%	66.7%			
Yellow Time (s)	4.0	4.0			3.8	3.8	3.8	3.8	3.8			
All-Red Time (s)	1.2	1.2			1.2	1.2	1.5	1.5	1.5			
Lost Time Adjust (s)	-0.2	-0.2			0.0	0.0		-0.3	0.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0	54.7			
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61	0.61			
v/c Ratio	0.19	0.66			0.35	0.34		0.83	0.20			
Control Delay	30.5	36.7			27.8	22.3		17.3	5.8			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	30.5	36.7			27.8	22.3		17.3	5.8			
LOS	C	D			C	C		B	A			
Approach Delay		36.0			25.8			17.1				
Approach LOS		D			C			B				
Queue Length 50th (ft)	16	127			78	34		347	5			
Queue Length 95th (ft)	m22	m169			143	m71		422	23			
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125			100			
Base Capacity (vph)	219	470			465	285		2777	302			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.19	0.66			0.35	0.34		0.83	0.20			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 74 (82%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0090			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 43: McDowell St & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	181	0	0	47	48	8	2490	159	0	0	0
Future Volume (vph)	174	181	0	0	47	48	8	2490	159	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	0		125	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	0	4394	1203	0	0	0
Flt Permitted	0.723											
Satd. Flow (perm)	1192	1651	0	0	1744	1462	0	4394	1177	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						29			107			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	1					1			1			
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%	2%	2%	2%	2%	2%	2%	2%	16%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	201	0	0	52	53	0	2776	177	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	24.5	24.5			21.8	21.8	28.4	28.4	28.4			
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0	60.0			
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%	66.7%			
Yellow Time (s)	3.1	3.1			3.7	3.7	3.4	3.4	3.4			
All-Red Time (s)	2.4	2.4			2.1	2.1	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.8	-0.8		-0.4	-0.4			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0	55.0			
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61	0.61			
v/c Ratio	0.58	0.44			0.11	0.12		1.03	0.23			
Control Delay	35.4	32.0			25.0	14.6		45.7	4.1			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	35.4	32.0			25.0	14.6		45.7	4.1			
LOS	D	C			C	B		D	A			
Approach Delay		33.7			19.8			43.3				
Approach LOS		C			B			D				
Queue Length 50th (ft)	66	69			22	10		~627	15			
Queue Length 95th (ft)	m96	m99			50	38		#721	42			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225								125			
Base Capacity (vph)	331	458			484	427		2685	760			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.58	0.44			0.11	0.12		1.03	0.23			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 41.4		Intersection LOS: D	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0941			

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

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

Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St

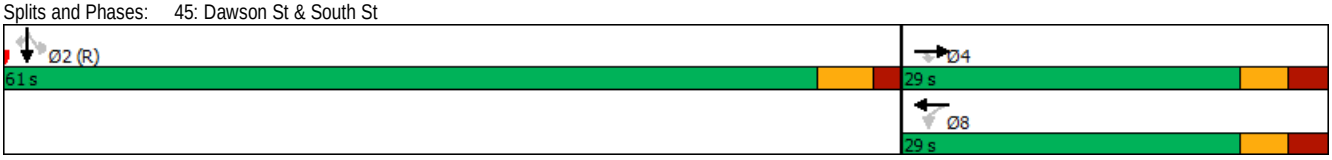


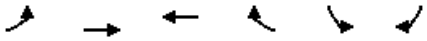
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	340	14	10	44	0	0	0	0	64	1322	142
Future Volume (vph)	0	340	14	10	44	0	0	0	0	64	1322	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		125	200		0	0		0	100		100
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	1446	1609	1693	0	0	0	0	0	4568	1232
Flt Permitted				0.256							0.998	
Satd. Flow (perm)	0	1702	1446	433	1693	0	0	0	0	0	4568	1232
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34									145
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	18%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	378	16	11	49	0	0	0	0	0	1540	158
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases			4	8						2		2
Minimum Split (s)		28.1	28.1	25.1	25.1					28.8	28.8	28.8
Total Split (s)		29.0	29.0	29.0	29.0					61.0	61.0	61.0
Total Split (%)		32.2%	32.2%	32.2%	32.2%					67.8%	67.8%	67.8%
Yellow Time (s)		3.3	3.3	3.3	3.3					3.8	3.8	3.8
All-Red Time (s)		2.8	2.8	2.8	2.8					2.0	2.0	2.0
Lost Time Adjust (s)		-1.1	-1.1	-1.1	-1.1						-0.8	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.8
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		24.0	24.0	24.0	24.0						56.0	55.2
Actuated g/C Ratio		0.27	0.27	0.27	0.27						0.62	0.61
v/c Ratio		0.83	0.04	0.10	0.11						0.54	0.19
Control Delay		49.0	3.7	14.5	13.0						10.6	2.2
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		49.0	3.7	14.5	13.0						10.6	2.2
LOS		D	A	B	B						B	A
Approach Delay		47.1			13.3						9.8	
Approach LOS		D			B						A	
Queue Length 50th (ft)		203	0	2	8						165	3
Queue Length 95th (ft)		#353	8	m6	m17						202	25
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			125	200								100
Base Capacity (vph)		453	410	115	451						2842	811
Starvation Cap Reductn		0	0	0	0						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.83	0.04	0.10	0.11						0.54	0.19

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54 (60%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0942			

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

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	300	125	25	50	25
Future Volume (vph)	25	300	125	25	50	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1638	0	1550	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1593	1676	1638	0	1550	0
Link Speed (mph)		25	25		35	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		5.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	333	167	0	84	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.0%		ICU Level of Service A	
Analysis Period (min) 15			

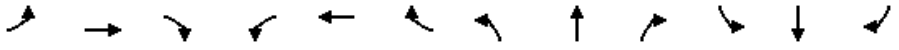
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	300	125	25	50	25
Future Vol, veh/h	25	300	125	25	50	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	333	139	28	56	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	542	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1411	-	-	-	501	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1411	-	-	-	491	893
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1411	-	-	-	578
HCM Lane V/C Ratio	0.02	-	-	-	0.144
HCM Control Delay (s)	7.6	-	-	-	12.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5



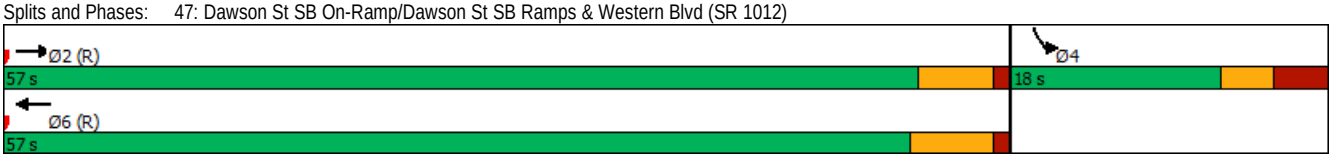
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	691	175	0	1666	25	0	0	0	87	0	325
Future Volume (vph)	0	691	175	0	1666	25	0	0	0	87	0	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	4531	1262	0	3217	1439	0	0	0	3043	0	1326
Flt Permitted										0.950		
Satd. Flow (perm)	0	4531	1262	0	3217	1439	0	0	0	3043	0	1326
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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%	2%	14%	2%	2%	2%	2%	2%	2%	2%	2%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	768	194	0	1851	28	0	0	0	97	0	361
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Detector Phase		2			6					4		
Switch Phase												
Minimum Initial (s)		12.0			12.0					7.0		
Minimum Split (s)		17.3			17.7					13.2		
Total Split (s)		57.0			57.0					18.0		
Total Split (%)		76.0%			76.0%					24.0%		
Yellow Time (s)		4.3			4.7					3.0		
All-Red Time (s)		1.0			1.0					3.2		
Lost Time Adjust (s)		-0.3			-0.7					-1.2		
Total Lost Time (s)		5.0			5.0					5.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max					None		
Act Effct Green (s)		60.2	75.0		60.2	75.0				8.4		75.0
Actuated g/C Ratio		0.80	1.00		0.80	1.00				0.11		1.00
v/c Ratio		0.21	0.15		0.72	0.02				0.29		0.27
Control Delay		2.6	0.3		3.6	0.0				32.8		0.5
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		2.6	0.3		3.6	0.0				32.8		0.5
LOS		A	A		A	A				C		A
Approach Delay		2.1			3.5						7.4	
Approach LOS		A			A						A	
Queue Length 50th (ft)		28	0		144	0				21		0
Queue Length 95th (ft)		41	0		m150	m0				42		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		3639	1262		2584	1439				527		1326
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.21	0.15		0.72	0.02				0.18		0.27

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 71 (95%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 3.6		Intersection LOS: A	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

Description: 05-1759

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

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	647	155	0	1168	441	125
Future Volume (vph)	647	155	0	1168	441	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	1259	0	3122	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	1259	0	3122	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	16%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	719	172	0	1298	490	139
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	12.0			12.0	7.0	7.0
Minimum Split (s)	17.6			17.2	13.4	13.4
Total Split (s)	47.0			47.0	28.0	28.0
Total Split (%)	62.7%			62.7%	37.3%	37.3%
Yellow Time (s)	4.6			4.2	3.0	3.0
All-Red Time (s)	1.0			1.0	3.4	3.4
Lost Time Adjust (s)	-0.6			-0.2	-1.4	-1.4
Total Lost Time (s)	5.0			5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max			C-Max	None	None
Act Effct Green (s)	42.0	75.0		42.0	23.0	23.0
Actuated g/C Ratio	0.56	1.00		0.56	0.31	0.31
v/c Ratio	0.40	0.14		0.74	1.03	0.32
Control Delay	8.8	0.2		18.0	76.6	22.7
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	8.8	0.2		18.0	76.6	22.7
LOS	A	A		B	E	C
Approach Delay	7.1			18.0	64.7	
Approach LOS	A			B	E	
Queue Length 50th (ft)	65	0		514	~236	49
Queue Length 95th (ft)	84	0		575	#423	95
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	1792	1259		1748	478	428
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.40	0.14		0.74	1.03	0.32

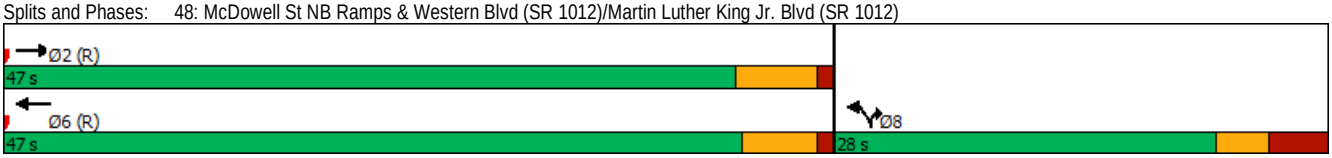
Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 74 (99%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Description: 05-1758

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

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

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)



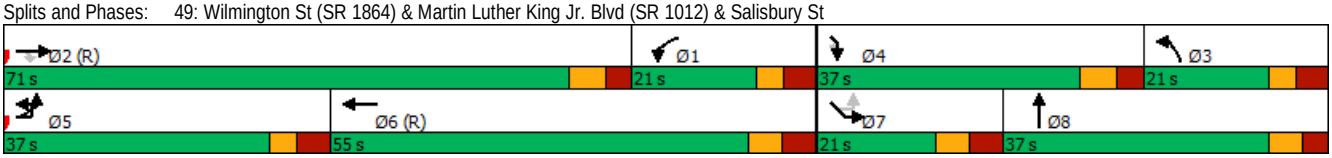
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	241	457	73	106	1037	204	289	718	107	10	58	73	19
Future Volume (vph)	10	241	457	73	106	1037	204	289	718	107	10	58	73	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		100	100					0		450	125	
Storage Lanes		1		1	1					0		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	3122	1063	1593	4462	0	1601	3108	0	0	1624	3314	1454
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	3122	1063	1593	4462	0	1601	3108	0	0	1414	3314	1454
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)				192		185			10					187
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										46		46		
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	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	34%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	279	508	81	118	1379	0	321	917	0	0	75	81	21
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Prot	NA		Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases				2							7			4
Detector Phase	5	5	2	2	1	6		3	8		7	7	4	4
Switch Phase														
Minimum Initial (s)	7.0	7.0	12.0	12.0	7.0	12.0		7.0	7.0		7.0	7.0	7.0	7.0
Minimum Split (s)	13.9	13.9	40.1	40.1	13.9	22.8		13.8	36.9		14.5	14.5	36.2	36.2
Total Split (s)	37.0	37.0	71.0	71.0	21.0	55.0		21.0	37.0		21.0	21.0	37.0	37.0
Total Split (%)	24.7%	24.7%	47.3%	47.3%	14.0%	36.7%		14.0%	24.7%		14.0%	14.0%	24.7%	24.7%
Yellow Time (s)	3.0	3.0	4.2	4.2	3.2	3.9		3.0	3.9		3.8	3.8	4.1	4.1
All-Red Time (s)	3.9	3.9	2.9	2.9	3.7	3.9		3.8	3.0		3.7	3.7	3.1	3.1
Lost Time Adjust (s)		-1.9	-2.1	3.0	-1.9	-2.8		-1.8	-1.9			-2.5	-2.2	3.0
Total Lost Time (s)		5.0	5.0	10.1	5.0	5.0		5.0	5.0			5.0	5.0	10.2
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max		None	None		None	None	None	None
Act Effct Green (s)		29.8	66.0	60.9	16.0	52.2		38.0	34.6			13.4	10.0	4.8
Actuated g/C Ratio		0.20	0.44	0.41	0.11	0.35		0.25	0.23			0.09	0.07	0.03
v/c Ratio		0.90	0.37	0.15	0.70	0.82		0.79	1.27			0.60	0.37	0.09
Control Delay		79.1	27.7	2.4	70.3	31.2		67.7	176.3			84.5	71.5	0.8
Queue Delay		0.0	0.0	0.0	0.0	1.3		0.0	0.0			0.0	0.0	0.0
Total Delay		79.1	27.7	2.4	70.3	32.5		67.7	176.3			84.5	71.5	0.8
LOS		E	C	A	E	C		E	F			F	E	A
Approach Delay			41.8			35.5			148.1			68.6		
Approach LOS			D			D			F			E		
Queue Length 50th (ft)		206	149	4	114	189		294	~597			72	34	0
Queue Length 95th (ft)		#411	189	16	m169	417		#460	#758			128	58	0
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325		100	100			75				450	125	125
Base Capacity (vph)		333	1373	545	169	1674		405	724			150	706	413
Starvation Cap Reductn		0	0	0	0	131		0	0			0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0			0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0			0	0	0
Reduced v/c Ratio		0.84	0.37	0.15	0.70	0.89		0.79	1.27			0.50	0.11	0.05

Intersection Summary

Area Type: CBD
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 75.4 Intersection LOS: E
Intersection Capacity Utilization 91.6% ICU Level of Service F

Analysis Period (min) 15
Description: 05-0065
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St

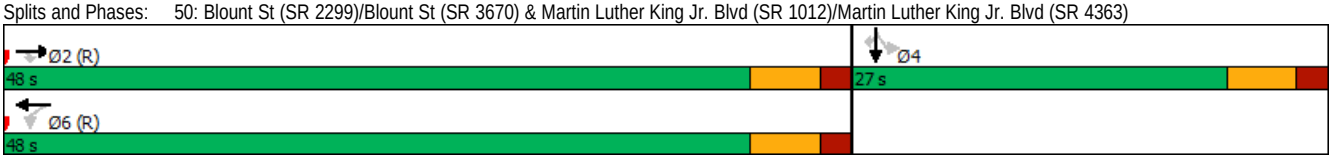


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Future Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3166	1432
Flt Permitted				0.390							0.989	
Satd. Flow (perm)	0	3217	1418	660	3217	0	0	0	0	0	3165	1412
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			60									47
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			2	2						1		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	633	60	29	1341	0	0	0	0	0	362	192
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	19.8	19.8					24.8	24.8	24.8
Total Split (s)		48.0	48.0	48.0	48.0					27.0	27.0	27.0
Total Split (%)		64.0%	64.0%	64.0%	64.0%					36.0%	36.0%	36.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		43.0	43.0	43.0	43.0						22.0	22.0
Actuated g/C Ratio		0.57	0.57	0.57	0.57						0.29	0.29
v/c Ratio		0.34	0.07	0.08	0.73						0.39	0.43
Control Delay		12.5	3.8	7.2	10.8						22.7	19.5
Queue Delay		0.0	0.0	0.0	0.4						0.0	0.0
Total Delay		12.5	3.8	7.2	11.2						22.7	19.5
LOS		B	A	A	B						C	B
Approach Delay		11.7			11.1						21.6	
Approach LOS		B			B						C	
Queue Length 50th (ft)		226	12	5	174						70	53
Queue Length 95th (ft)		m265	m28	m10	m244						107	110
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								
Base Capacity (vph)		1844	838	378	1844						928	447
Starvation Cap Reductn		0	0	0	148						0	0
Spillback Cap Reductn		0	0	0	32						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.34	0.07	0.08	0.79						0.39	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 33 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			
Description: 05-1346			

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

Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)

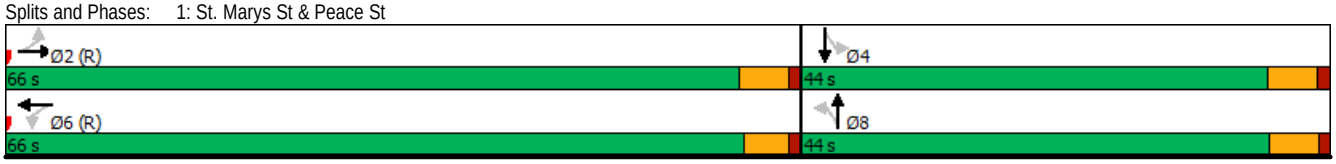


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Future Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1678	0	0	1623	0	0	1647	0	0	1664	0
Flt Permitted		0.971			0.768			0.795			0.669	
Satd. Flow (perm)	0	1631	0	0	1253	0	0	1321	0	0	1128	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			10			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	3		5	5		3	10		5	5		10
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	985	0	0	732	0	0	467	0	0	417	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	66.0	66.0		66.0	66.0		44.0	44.0		44.0	44.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s)		61.0			61.0			39.0			39.0	
Actuated g/C Ratio		0.55			0.55			0.35			0.35	
v/c Ratio		1.08			1.05			0.99			1.04	
Control Delay		81.0			73.6			73.5			90.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		81.0			73.6			73.5			90.6	
LOS		F			E			E			F	
Approach Delay		81.0			73.6			73.5			90.6	
Approach LOS		F			E			E			F	
Queue Length 50th (ft)		~781			~563			319			~316	
Queue Length 95th (ft)		#1032			#797			#537			#513	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)												
Base Capacity (vph)		908			697			474			402	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		1.08			1.05			0.99			1.04	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 26 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 79.1		Intersection LOS: E	
Intersection Capacity Utilization 117.1%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 027			

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

Splits and Phases: 1: St. Marys St & Peace St

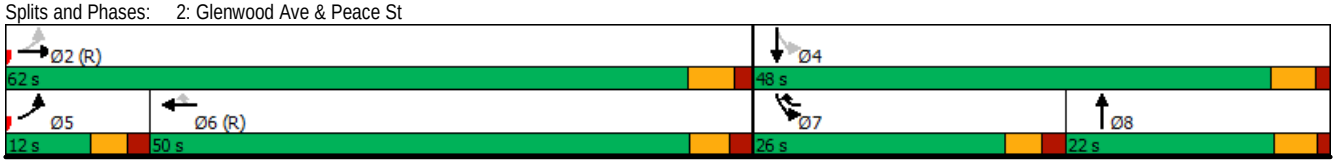


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Future Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	0	1646	0	0	1609	1368	0	3028	0	1593	3013	0
Flt Permitted		0.280								0.177		
Satd. Flow (perm)	0	464	0	0	1609	1311	0	3028	0	294	3013	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		7				188		16				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			248			514	
Travel Time (s)		9.4			10.7			4.8			10.0	
Confl. Peds. (#/hr)	22		18			22			17	17		29
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	803	0	0	687	378	0	482	0	291	666	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Total Split (s)	12.0	62.0			50.0	26.0		22.0		26.0	48.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0	5.0	
Act Effct Green (s)		57.0			45.0	64.2		18.8		43.0	43.0	
Actuated g/C Ratio		0.52			0.41	0.58		0.17		0.39	0.39	
v/c Ratio		2.52			1.04	0.44		0.91		0.85	0.57	
Control Delay		709.5			73.9	3.9		66.5		50.9	28.5	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		709.5			73.9	3.9		66.5		50.9	28.5	
LOS		F			E	A		E		D	C	
Approach Delay		709.5			49.1			66.5			35.3	
Approach LOS		F			D			E			D	
Queue Length 50th (ft)		~959			~531	26		~176		151	190	
Queue Length 95th (ft)		#1199			#763	42		#290		#289	250	
Internal Link Dist (ft)		400			467			168			434	
Turn Bay Length (ft)										200		
Base Capacity (vph)		319			658	872		530		362	1177	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		2.52			1.04	0.43		0.91		0.80	0.57	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 16 (15%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.52			
Intersection Signal Delay: 208.0		Intersection LOS: F	
Intersection Capacity Utilization 126.2%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 039			

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

Splits and Phases: 2: Glenwood Ave & Peace St

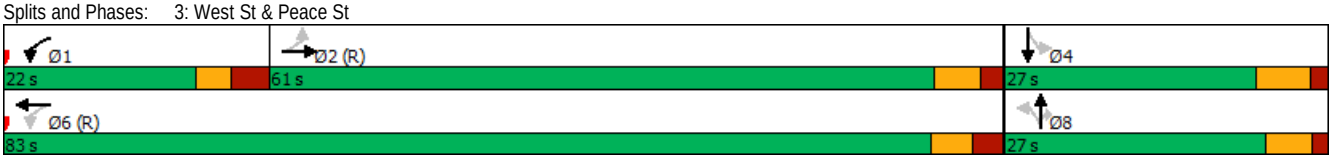


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	864	33	190	966	13	115	11	221	87	30	27
Future Volume (vph)	5	864	33	190	966	13	115	11	221	87	30	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1593	3166	0	1545	3084	0	0	1603	1425	1656	1620	0
Flt Permitted	0.263			0.213				0.699		0.556		
Satd. Flow (perm)	441	3166	0	346	3084	0	0	1172	1425	969	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3				246		30	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			373			509	
Travel Time (s)		10.7			7.5			7.3			9.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	997	0	211	1087	0	0	140	246	97	63	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Total Split (s)	61.0	61.0		22.0	83.0		27.0	27.0	27.0	27.0	27.0	
Total Lost Time (s)	5.0	5.0		6.0	5.0			5.0	5.0	5.0	5.0	
Act Effct Green (s)	67.0	67.0		82.0	83.0			17.0	17.0	17.0	17.0	
Actuated g/C Ratio	0.61	0.61		0.75	0.75			0.15	0.15	0.15	0.15	
v/c Ratio	0.02	0.52		0.58	0.47			0.77	0.57	0.65	0.23	
Control Delay	10.6	12.1		11.3	6.4			70.8	10.6	62.6	24.8	
Queue Delay	0.0	0.4		0.0	1.1			0.0	0.0	0.0	0.0	
Total Delay	10.6	12.5		11.3	7.5			70.8	10.6	62.6	24.8	
LOS	B	B		B	A			E	B	E	C	
Approach Delay		12.5			8.1			32.4			47.7	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	2	198		39	133			95	0	65	20	
Queue Length 95th (ft)	m1	m151		74	201			160	69	118	57	
Internal Link Dist (ft)		467			303			293			429	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	268	1930		432	2326			234	481	193	348	
Starvation Cap Reductn	0	406		0	922			0	0	0	0	
Spillback Cap Reductn	0	0		0	207			0	0	0	1	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.02	0.65		0.49	0.77			0.60	0.51	0.50	0.18	

Intersection Summary

Area Type: CBD
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 29 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15
Description: 046
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: West St & Peace St



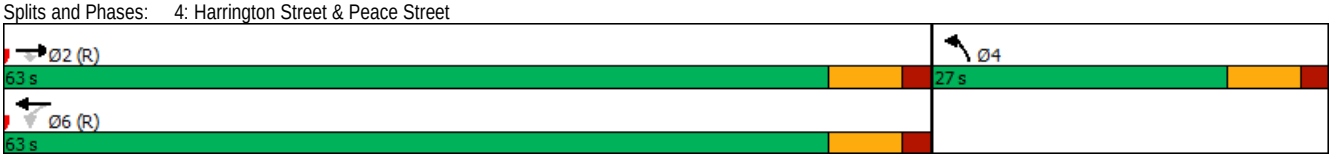
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1100	50	50	850	300	200
Future Volume (vph)	1100	50	50	850	300	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1863	1583	1770	3539	3298	0
Flt Permitted			0.067		0.971	
Satd. Flow (perm)	1863	1583	125	3539	3298	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1222	56	56	944	555	0
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases		2	6			
Total Split (s)	63.0	63.0	63.0	63.0	27.0	
Total Lost Time (s)	5.0	8.0	5.0	5.0	5.0	
Act Effct Green (s)	59.3	56.3	59.3	59.3	20.7	
Actuated g/C Ratio	0.66	0.63	0.66	0.66	0.23	
v/c Ratio	1.00	0.06	0.68	0.40	0.73	
Control Delay	42.2	7.2	53.9	3.9	38.3	
Queue Delay	37.1	0.0	0.0	0.2	0.0	
Total Delay	79.3	7.2	53.9	4.1	38.3	
LOS	E	A	D	A	D	
Approach Delay	76.1			6.9	38.3	
Approach LOS	E			A	D	
Queue Length 50th (ft)	~676	12	17	25	147	
Queue Length 95th (ft)	#988	26	m#100	31	204	
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	
Base Capacity (vph)	1227	990	82	2332	806	
Starvation Cap Reductn	211	0	0	549	0	
Spillback Cap Reductn	8	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	1.20	0.06	0.68	0.53	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 44.3 Intersection LOS: D
Intersection Capacity Utilization 81.1% ICU Level of Service D
Analysis Period (min) 15

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

Splits and Phases: 4: Harrington Street & Peace Street

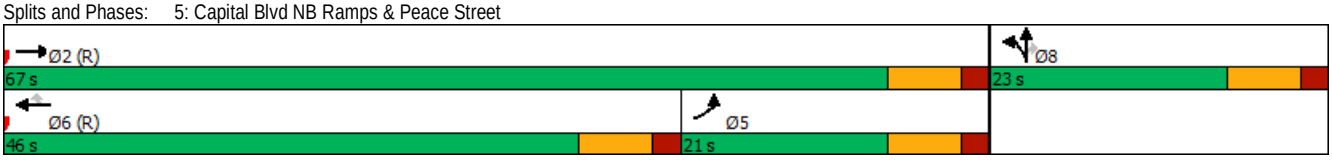


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	950	0	0	825	700	75	4	50	0	0	0
Future Volume (vph)	350	950	0	0	825	700	75	4	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		100	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	125			100			100			25		
Satd. Flow (prot)	3433	1863	0	0	3539	1583	0	1777	1583	0	0	0
Flt Permitted	0.950							0.954				
Satd. Flow (perm)	3433	1863	0	0	3539	1583	0	1777	1583	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						592						
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			1263			279			422	
Travel Time (s)		6.7			24.6			6.3			9.6	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	389	1056	0	0	917	778	0	87	56	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Total Split (s)	21.0	67.0			46.0	46.0	23.0	23.0	23.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Act Effct Green (s)	16.0	71.9			49.9	49.9		11.9	11.9			
Actuated g/C Ratio	0.18	0.80			0.55	0.55		0.13	0.13			
v/c Ratio	0.64	0.71			0.47	0.68		0.37	0.27			
Control Delay	29.8	4.0			18.7	11.9		39.4	37.4			
Queue Delay	0.0	1.7			0.0	0.0		0.0	0.0			
Total Delay	29.8	5.8			18.7	11.9		39.4	37.4			
LOS	C	A			B	B		D	D			
Approach Delay		12.3			15.6			38.6				
Approach LOS		B			B			D				
Queue Length 50th (ft)	100	141			222	174		46	29			
Queue Length 95th (ft)	m107	m152			m269	m137		87	62			
Internal Link Dist (ft)		263			1183			199			342	
Turn Bay Length (ft)	150					100			100			
Base Capacity (vph)	610	1487			1960	1140		355	316			
Starvation Cap Reductn	0	261			0	0		0	0			
Spillback Cap Reductn	0	0			31	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.64	0.86			0.48	0.68		0.25	0.18			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 89 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	785	93	17	563	42	522	68	77	68	35	163
Future Volume (vph)	52	785	93	17	563	42	522	68	77	68	35	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-2%			-2%			-3%	
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	75			50			100			100		
Satd. Flow (prot)	1569	1621	0	1609	1671	0	1528	1549	1439	0	1647	1446
Flt Permitted	0.151			0.101			0.950	0.963			0.968	
Satd. Flow (perm)	248	1621	0	171	1671	0	1515	1539	1387	0	1636	1414
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4				104			109
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1263			774			268			259	
Travel Time (s)		34.4			21.1			7.3			7.1	
Confl. Peds. (#/hr)	14		12	12		14	8		9	9		8
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
Shared Lane Traffic (%)							44%					
Lane Group Flow (vph)	58	975	0	19	673	0	325	331	86	0	115	181
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6					4			3
Total Split (s)	32.0	32.0		32.0	32.0		31.0	31.0	31.0	27.0	27.0	27.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Act Effct Green (s)	39.7	39.7		39.7	39.7		23.9	23.9	23.9		11.4	11.4
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.27	0.27	0.27		0.13	0.13
v/c Ratio	0.53	1.36		0.25	0.91		0.80	0.81	0.19		0.55	0.66
Control Delay	37.8	189.9		31.8	40.7		45.5	45.7	4.3		46.1	27.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	37.8	189.9		31.8	40.7		45.5	45.7	4.3		46.1	27.4
LOS	D	F		C	D		D	D	A		D	C
Approach Delay		181.4			40.4			40.8			34.7	
Approach LOS		F			D			D			C	
Queue Length 50th (ft)	19	~733		5	199		180	184	0		63	39
Queue Length 95th (ft)	m#56	#1113		m14	#712		256	260	23		108	100
Internal Link Dist (ft)		1183			694			188			179	
Turn Bay Length (ft)	50			50								
Base Capacity (vph)	109	718		75	739		463	469	492		402	428
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.53	1.36		0.25	0.91		0.70	0.71	0.17		0.29	0.42

Intersection Summary

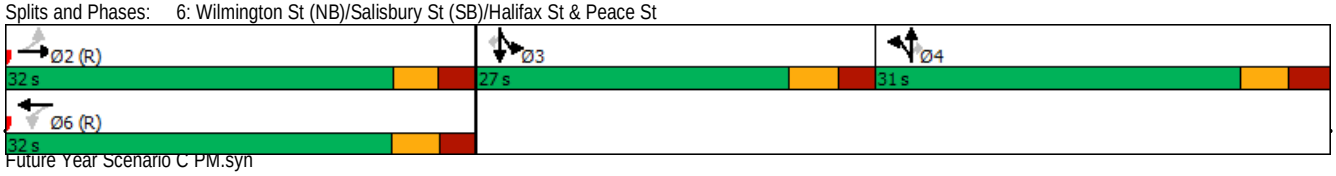
Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay: 92.6 Intersection LOS: F
Intersection Capacity Utilization 85.4% ICU Level of Service E
Analysis Period (min) 15
Description: 421

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

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

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

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St

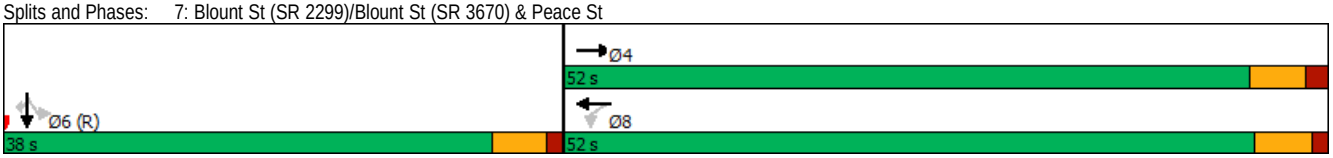


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	433	289	13	429	0	0	0	0	27	428	211
Future Volume (vph)	0	433	289	13	429	0	0	0	0	27	428	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1563	0	0	1683	0	0	0	0	0	3128	1404
Flt Permitted					0.884						0.997	
Satd. Flow (perm)	0	1563	0	0	1489	0	0	0	0	0	3122	1324
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		56										234
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			5	5						9		10
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	802	0	0	491	0	0	0	0	0	506	234
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Total Split (s)		52.0		52.0	52.0					38.0	38.0	38.0
Total Lost Time (s)		5.0			5.0						5.0	5.0
Act Effct Green (s)		47.0			47.0						33.0	33.0
Actuated g/C Ratio		0.52			0.52						0.37	0.37
v/c Ratio		0.95			0.63						0.44	0.37
Control Delay		24.9			6.0						23.1	4.6
Queue Delay		2.4			0.4						0.1	0.0
Total Delay		27.3			6.4						23.2	4.6
LOS		C			A						C	A
Approach Delay		27.3			6.4						17.3	
Approach LOS		C			A						B	
Queue Length 50th (ft)		179			30						112	0
Queue Length 95th (ft)		m223			m38						157	47
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)												250
Base Capacity (vph)		842			777						1144	633
Starvation Cap Reductn		0			56						0	0
Spillback Cap Reductn		15			0						90	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.97			0.68						0.48	0.37

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 6:SBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1041			

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

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	434	0	347	895	0	0
Future Volume (vph)	434	0	347	895	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	1601	0	0	3125	0	0
Flt Permitted	0.950			0.986		
Satd. Flow (perm)	1598	0	0	3109	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	0	0	1380	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Total Split (s)	37.0		53.0	53.0		
Total Lost Time (s)	5.0			5.0		
Act Effct Green (s)	32.0			48.0		
Actuated g/C Ratio	0.36			0.53		
v/c Ratio	0.85			0.83		
Control Delay	30.9			23.3		
Queue Delay	0.0			0.0		
Total Delay	30.9			23.3		
LOS	C			C		
Approach Delay	30.9			23.3		
Approach LOS	C			C		
Queue Length 50th (ft)	287			326		
Queue Length 95th (ft)	m310			428		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	569			1658		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.85			0.83		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0078			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Person St (SR 2026) & Peace St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	38
Future Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1471	3007	0	0	0	0	0	4531	867
Flt Permitted				0.950	0.971							
Satd. Flow (perm)	0	0	0	1471	3007	0	0	0	0	0	4531	867
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												29
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	66%
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	172	258	0	0	0	0	0	3000	42
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Total Split (s)				25.0	25.0						75.0	75.0
Total Lost Time (s)				5.0	5.0						5.0	4.0
Act Effct Green (s)				20.0	20.0						70.0	71.0
Actuated g/C Ratio				0.20	0.20						0.70	0.71
v/c Ratio				0.59	0.43						0.95	0.07
Control Delay				45.4	37.6						21.6	2.4
Queue Delay				0.0	0.0						19.9	0.0
Total Delay				45.4	37.6						41.6	2.4
LOS				D	D						D	A
Approach Delay					40.7						41.0	
Approach LOS					D						D	
Queue Length 50th (ft)				109	79						542	2
Queue Length 95th (ft)				187	120						#669	11
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												100
Base Capacity (vph)				294	601						3171	623
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						291	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.59	0.43						1.04	0.07

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 53 (53%), Referenced to phase 2:SBT, Start of 1st Green
Control Type: Pretimed
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 41.0 Intersection LOS: D
Intersection Capacity Utilization 75.3% ICU Level of Service D
Analysis Period (min) 15
Description: 05-1046
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Dawson St (US 70-401) & Lane St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Future Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	0	4504	0
Flt Permitted											0.999	
Satd. Flow (perm)	0	3201	1359	0	0	0	0	0	0	0	4499	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			20									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			16							12		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	72	0	0	0	0	0	0	0	3195	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Total Split (s)		25.0	25.0							75.0	75.0	
Total Lost Time (s)		5.0	5.0								5.0	
Act Effct Green (s)		20.0	20.0								70.0	
Actuated g/C Ratio		0.20	0.20								0.70	
v/c Ratio		0.22	0.25								1.01	
Control Delay		34.6	28.0								22.7	
Queue Delay		0.0	0.0								34.3	
Total Delay		34.6	28.0								57.0	
LOS		C	C								E	
Approach Delay		32.4									57.0	
Approach LOS		C									E	
Queue Length 50th (ft)		40	28								~546	
Queue Length 95th (ft)		68	68								#874	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		640	287								3149	
Starvation Cap Reductn		0	0								46	
Spillback Cap Reductn		0	1								386	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.22	0.25								1.16	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:SBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 55.5		Intersection LOS: E	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0099			

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

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

Splits and Phases: 10: Dawson St (US 70-401) & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	129	0	0	0	0	0	2600	105	0	0	0
Future Volume (vph)	157	129	0	0	0	0	0	2600	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3024	0	0	0	0	0	4623	1184	0	0	0
Flt Permitted	0.950	0.991										
Satd. Flow (perm)	1256	2954	0	0	0	0	0	4623	1093	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)									66			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	71								31			
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%	2%	2%	2%	2%	2%	2%	2%	24%	2%	2%	2%
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	144	173	0	0	0	0	0	2889	117	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Total Split (s)	25.0	25.0						75.0	75.0			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Act Effct Green (s)	20.0	20.0						70.0	70.0			
Actuated g/C Ratio	0.20	0.20						0.70	0.70			
v/c Ratio	0.57	0.29						0.89	0.15			
Control Delay	43.8	33.3						6.4	0.1			
Queue Delay	0.0	0.0						45.9	0.0			
Total Delay	43.8	33.3						52.3	0.1			
LOS	D	C						D	A			
Approach Delay		38.1						50.2				
Approach LOS		D						D				
Queue Length 50th (ft)	98	57						699	0			
Queue Length 95th (ft)	m150	m82						m56	m0			
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100								100			
Base Capacity (vph)	251	590						3236	784			
Starvation Cap Reductn	0	0						710	0			
Spillback Cap Reductn	0	0						0	0			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.57	0.29						1.14	0.15			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 2:NBT, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 49.1		Intersection LOS: D	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0084			
m Volume for 95th percentile queue is metered by upstream signal.			

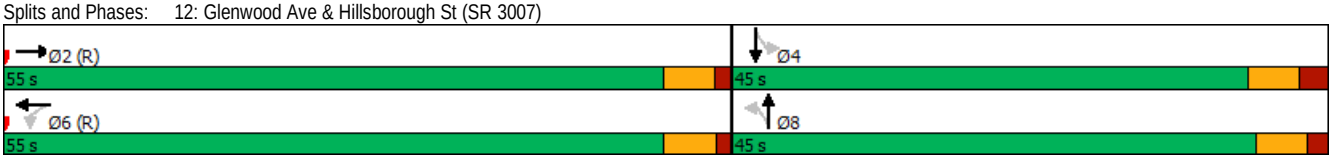
Splits and Phases: 11: McDowell St & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	5	8	643	143	4	78	4	86	164	48
Future Volume (vph)	0	286	5	8	643	143	4	78	4	86	164	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	0	3041	0	0	1657	0	0	3071	0
Flt Permitted					0.951			0.987			0.831	
Satd. Flow (perm)	0	1679	0	0	2895	0	0	1638	0	0	2545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			38			3			26	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			7	7		28	5		24	24		5
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	882	0	0	95	0	0	331	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Total Split (s)		55.0		55.0	55.0		45.0	45.0		45.0	45.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s)		50.0			50.0			40.0			40.0	
Actuated g/C Ratio		0.50			0.50			0.40			0.40	
v/c Ratio		0.39			0.60			0.14			0.32	
Control Delay		17.2			15.7			27.3			20.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.2			15.7			27.3			20.0	
LOS		B			B			C			B	
Approach Delay		17.2			15.7			27.3			20.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		122			207			37			68	
Queue Length 95th (ft)		188			272			70			103	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1466			657			1033	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.60			0.14			0.32	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-0041			

Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)

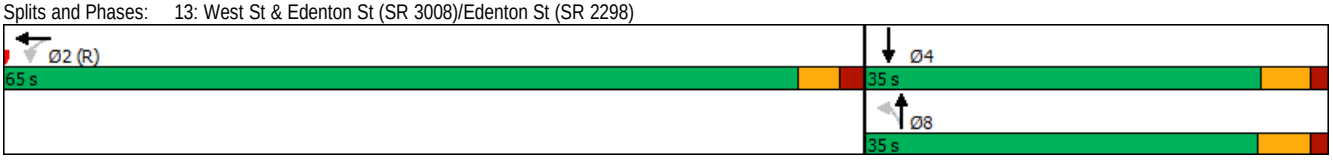


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	55
Future Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4363	0	0	1683	0	0	1567	0
Flt Permitted					0.999			0.944				
Satd. Flow (perm)	0	0	0	0	4363	0	0	1594	0	0	1567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					61						27	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		25	16					16
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	680	0	0	241	0	0	177	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			8			4	
Permitted Phases				2			8					
Total Split (s)				65.0	65.0		35.0	35.0			35.0	
Total Lost Time (s)					5.0			5.0			5.0	
Act Effct Green (s)					60.0			30.0			30.0	
Actuated g/C Ratio					0.60			0.30			0.30	
v/c Ratio					0.26			0.50			0.36	
Control Delay					8.8			33.3			25.7	
Queue Delay					0.0			0.0			0.0	
Total Delay					8.8			33.3			25.7	
LOS					A			C			C	
Approach Delay					8.8			33.3			25.7	
Approach LOS					A			C			C	
Queue Length 50th (ft)					62			126			74	
Queue Length 95th (ft)					82			203			134	
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)												
Base Capacity (vph)					2642			478			489	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.26			0.50			0.36	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 46 (46%), Referenced to phase 2:WBTL, Start of 1st Green
Control Type: Pretimed
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 16.9 Intersection LOS: B
Intersection Capacity Utilization 52.4% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0298

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	202	432	0	0	0	0	0	2726	132
Future Volume (vph)	0	0	0	202	432	0	0	0	0	0	2726	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1443	3169	0	0	0	0	0	4508	1203
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1440	3169	0	0	0	0	0	4508	1176
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												63
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		376			487			588			488	
Travel Time (s)		7.3			9.5			11.5			9.5	
Confl. Peds. (#/hr)				1								4
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%	2%	2%	12%	2%	2%	2%	2%	2%	2%	2%	19%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	224	480	0	0	0	0	0	3029	147
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						2	
Permitted Phases				8								2
Total Split (s)				33.0	33.0						67.0	67.0
Total Lost Time (s)				4.0	5.0						5.0	5.0
Act Effct Green (s)				29.0	28.0						62.0	62.0
Actuated g/C Ratio				0.29	0.28						0.62	0.62
v/c Ratio				0.54	0.54						1.08	0.20
Control Delay				38.2	37.3						51.3	2.4
Queue Delay				0.0	0.0						7.1	0.0
Total Delay				38.2	37.3						58.4	2.4
LOS				D	D						E	A
Approach Delay					37.6						55.8	
Approach LOS					D						E	
Queue Length 50th (ft)				99	112						~787	5
Queue Length 95th (ft)				m139	m144						m#769	m5
Internal Link Dist (ft)		296			407			508			408	
Turn Bay Length (ft)												100
Base Capacity (vph)				417	887						2794	753
Starvation Cap Reductn				0	0						77	0
Spillback Cap Reductn				0	0						354	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.54	0.54						1.24	0.20

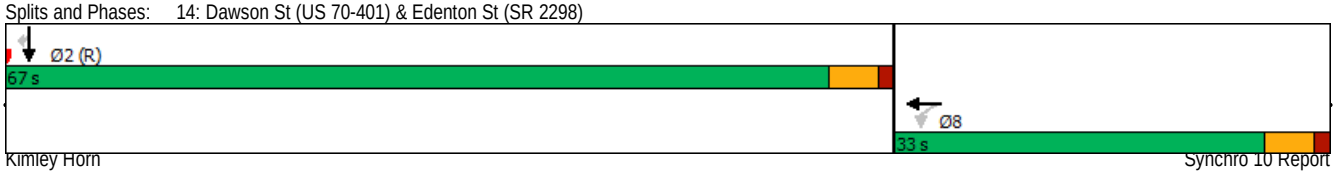
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:SBT, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 52.5		Intersection LOS: D	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0098			

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

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

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

Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)

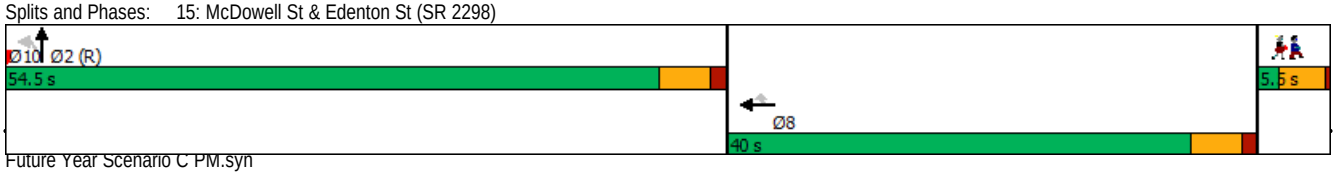


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	532	353	89	2333	0	0	0	0	
Future Volume (vph)	0	0	0	0	532	353	89	2333	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			0%			-1%			0%		
Storage Length (ft)	0		0	0		100	0		0	0		0	
Storage Lanes	0		0	0		1	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	3185	1358	0	4590	0	0	0	0	
Flt Permitted								0.998					
Satd. Flow (perm)	0	0	0	0	3185	1179	0	4590	0	0	0	0	
Right Turn on Red			Yes			No	No		Yes			Yes	
Satd. Flow (RTOR)													
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		487			488			589			488		
Travel Time (s)		9.5			9.5			11.5			9.5		
Confl. Peds. (#/hr)						49							
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%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	591	392	0	2691	0	0	0	0	
Turn Type					NA	Perm	Perm	NA					
Protected Phases					8			2					10
Permitted Phases						8	2						
Total Split (s)					40.0	40.0	54.5	54.5					5.5
Total Lost Time (s)					5.0	5.0		5.0					
Act Effct Green (s)					35.0	35.0		49.5					
Actuated g/C Ratio					0.35	0.35		0.50					
v/c Ratio					0.53	0.95		1.18					
Control Delay					20.0	57.8		102.8					
Queue Delay					0.0	0.0		0.3					
Total Delay					20.0	57.8		103.2					
LOS					C	E		F					
Approach Delay					35.1			103.2					
Approach LOS					D			F					
Queue Length 50th (ft)					78	128		~759					
Queue Length 95th (ft)					137	#409		#845					
Internal Link Dist (ft)		407			408			509			408		
Turn Bay Length (ft)						100							
Base Capacity (vph)					1114	412		2272					
Starvation Cap Reductn					0	0		0					
Spillback Cap Reductn					0	0		281					
Storage Cap Reductn					0	0		0					
Reduced v/c Ratio					0.53	0.95		1.35					

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 2:NBTL, Start of 1st Green
Control Type: Pretimed
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 85.0 Intersection LOS: F
Intersection Capacity Utilization 88.6% ICU Level of Service E
Analysis Period (min) 15
Description: 05-0085
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

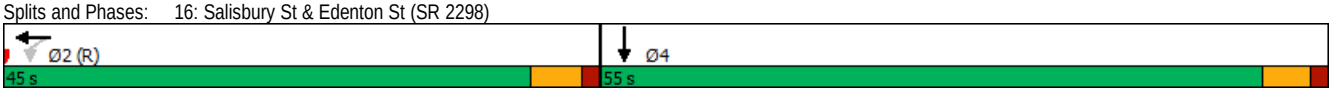
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Future Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	198	703	0	0	0	0	0	626	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Total Split (s)				45.0	45.0						55.0	
Total Lost Time (s)				5.0	5.0						5.0	
Act Effct Green (s)				40.0	40.0						50.0	
Actuated g/C Ratio				0.40	0.40						0.50	
v/c Ratio				0.31	0.55						0.40	
Control Delay				15.3	18.1						16.0	
Queue Delay				0.9	0.8						0.0	
Total Delay				16.3	18.9						16.0	
LOS				B	B						B	
Approach Delay					18.3						16.0	
Approach LOS					B						B	
Queue Length 50th (ft)				49	103						121	
Queue Length 95th (ft)				55	142						164	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				640	1280						1559	
Starvation Cap Reductn				241	284						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.50	0.71						0.40	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 2:WBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)

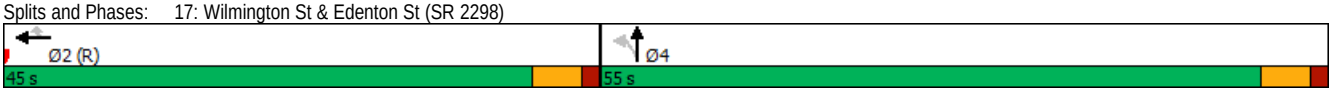


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	510	75	337	650	0	0	0	0
Future Volume (vph)	0	0	0	0	510	75	337	650	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	3169	1087	1585	3169	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	3169	1087	1585	3169	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)						83						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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%	2%	2%	2%	2%	33%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	567	83	374	722	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					2			4				
Permitted Phases						2	4					
Total Split (s)					45.0	45.0	55.0	55.0				
Total Lost Time (s)					5.0	5.0	5.0	5.0				
Act Effct Green (s)					40.0	40.0	50.0	50.0				
Actuated g/C Ratio					0.40	0.40	0.50	0.50				
v/c Ratio					0.45	0.17	0.47	0.46				
Control Delay					35.8	19.6	16.8	15.3				
Queue Delay					0.0	0.0	0.0	0.0				
Total Delay					35.8	19.6	16.8	15.3				
LOS					D	B	B	B				
Approach Delay					33.7			15.8				
Approach LOS					C			B				
Queue Length 50th (ft)					193	30	219	221				
Queue Length 95th (ft)					m242	m67	312	280				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)						100						
Base Capacity (vph)					1267	484	792	1584				
Starvation Cap Reductn					0	0	0	0				
Spillback Cap Reductn					0	0	0	0				
Storage Cap Reductn					0	0	0	0				
Reduced v/c Ratio					0.45	0.17	0.47	0.46				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 45 (45%), Referenced to phase 2:WBT, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 44.7%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2288			

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

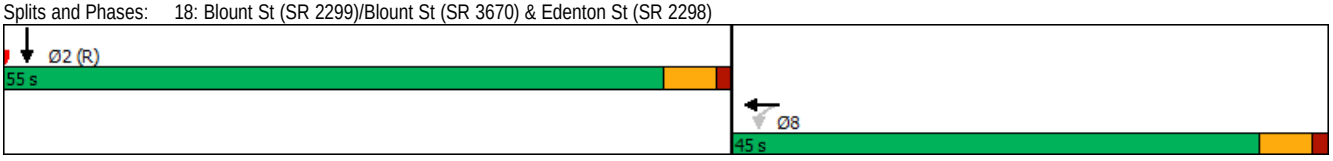
Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	220	621	0	0	0	0	0	1404	80
Future Volume (vph)	0	0	0	220	621	0	0	0	0	0	1404	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Satd. Flow (prot)	0	0	0	1609	3217	0	0	0	0	0	3166	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1516	3217	0	0	0	0	0	3166	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											8	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				23								18
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	244	690	0	0	0	0	0	1649	0
Turn Type				Perm	NA						NA	
Protected Phases					8						2	
Permitted Phases				8								
Total Split (s)				45.0	45.0						55.0	
Total Lost Time (s)				4.0	5.0						5.0	
Act Effct Green (s)				41.0	40.0						50.0	
Actuated g/C Ratio				0.41	0.40						0.50	
v/c Ratio				0.39	0.54						1.04	
Control Delay				32.7	34.3						59.2	
Queue Delay				0.0	0.0						7.4	
Total Delay				32.7	34.3						66.6	
LOS				C	C						E	
Approach Delay					33.9						66.6	
Approach LOS					C						E	
Queue Length 50th (ft)				131	205						~600	
Queue Length 95th (ft)				m201	262						#740	
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)												
Base Capacity (vph)				621	1286						1587	
Starvation Cap Reductn				0	0						0	
Spillback Cap Reductn				0	0						29	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.39	0.54						1.06	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 40 (40%), Referenced to phase 2:SBT, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 54.8		Intersection LOS: D	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1038			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)

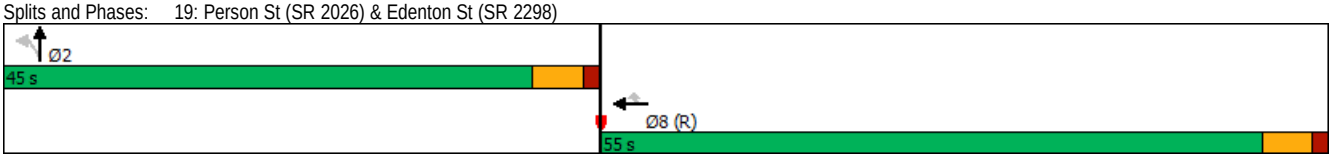


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	472	156	110	711	0	0	0	0
Future Volume (vph)	0	0	0	0	472	156	110	711	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	3185	1253	0	3179	0	0	0	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	0	0	0	3185	1227	0	3176	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)						79						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		476			578			309			274	
Travel Time (s)		9.3			11.3			6.0			5.3	
Confl. Peds. (#/hr)						4	3					
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%	2%	2%	2%	2%	16%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	524	173	0	912	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Total Split (s)					55.0	55.0	45.0	45.0				
Total Lost Time (s)					5.0	5.1		5.0				
Act Effct Green (s)					50.0	49.9		40.0				
Actuated g/C Ratio					0.50	0.50		0.40				
v/c Ratio					0.33	0.27		0.72				
Control Delay					15.7	8.9		49.1				
Queue Delay					0.0	0.0		50.8				
Total Delay					15.7	8.9		99.9				
LOS					B	A		F				
Approach Delay					14.0			99.9				
Approach LOS					B			F				
Queue Length 50th (ft)					101	31		324				
Queue Length 95th (ft)					137	72		389				
Internal Link Dist (ft)		396			498			229			194	
Turn Bay Length (ft)						100						
Base Capacity (vph)					1592	651		1270				
Starvation Cap Reductn					0	0		518				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.33	0.27		1.21				

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 35 (35%), Referenced to phase 8:WBT, Start of 1st Green
Control Type: Pretimed
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 62.7 Intersection LOS: E
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15
Description: 05-0074

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)

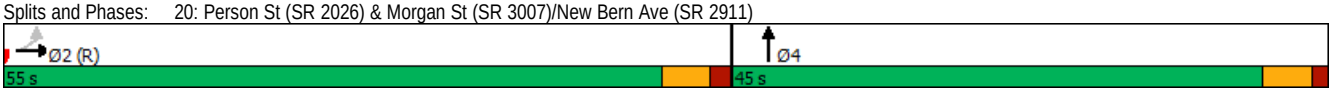


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Future Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1585	3169	0	0	0	0	0	3033	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1569	3169	0	0	0	0	0	3033	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								41				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	6								8			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	1142	0	0	0	0	0	903	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Total Split (s)	55.0	55.0						45.0				
Total Lost Time (s)	5.0	5.0						5.0				
Act Effct Green (s)	50.0	50.0						40.0				
Actuated g/C Ratio	0.50	0.50						0.40				
v/c Ratio	0.16	0.72						0.73				
Control Delay	7.6	11.9						15.9				
Queue Delay	1.5	0.7						38.1				
Total Delay	9.1	12.6						54.0				
LOS	A	B						D				
Approach Delay		12.2						54.0				
Approach LOS		B						D				
Queue Length 50th (ft)	21	107						85				
Queue Length 95th (ft)	m27	m125						104				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	784	1584						1237				
Starvation Cap Reductn	0	166						0				
Spillback Cap Reductn	508	0						393				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.46	0.81						1.07				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 72 (72%), Referenced to phase 2:EBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 129.3%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0073			

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

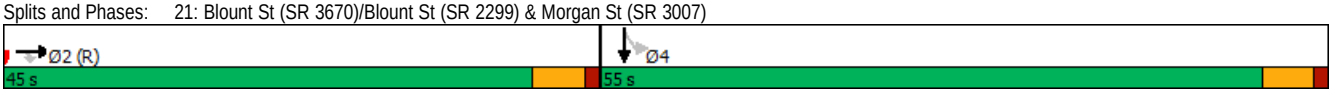
Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	884	233	0	0	0	0	0	0	309	909	0
Future Volume (vph)	0	884	233	0	0	0	0	0	0	309	909	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1316	0	0	0	0	0	0	0	3160	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3201	1255	0	0	0	0	0	0	0	3136	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			74									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)			14							12		
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%	2%	11%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	982	259	0	0	0	0	0	0	0	1353	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Total Split (s)		45.0	45.0							55.0	55.0	
Total Lost Time (s)		5.0	5.0								5.0	
Act Effct Green (s)		40.0	40.0								50.0	
Actuated g/C Ratio		0.40	0.40								0.50	
v/c Ratio		0.77	0.47								0.86	
Control Delay		35.5	24.1								39.2	
Queue Delay		0.7	0.0								3.0	
Total Delay		36.2	24.1								42.2	
LOS		D	C								D	
Approach Delay		33.7									42.2	
Approach LOS		C									D	
Queue Length 50th (ft)		336	118								428	
Queue Length 95th (ft)		401	m193								m421	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1280	546								1568	
Starvation Cap Reductn		93	0								35	
Spillback Cap Reductn		13	2								132	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.83	0.48								0.94	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 66 (66%), Referenced to phase 2:EBT, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 38.1		Intersection LOS: D	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1037			
m Volume for 95th percentile queue is metered by upstream signal.			

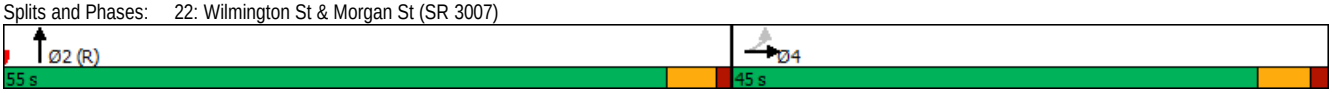
Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	814	0	0	0	0	0	837	272	0	0	0
Future Volume (vph)	70	814	0	0	0	0	0	837	272	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			2%			0%	
Satd. Flow (prot)	1609	3217	0	0	0	0	0	4306	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1557	3217	0	0	0	0	0	4306	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								53				
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		228			499			479			591	
Travel Time (s)		4.4			9.7			9.3			16.1	
Confl. Peds. (#/hr)	15								20			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	904	0	0	0	0	0	1232	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Total Split (s)	45.0	45.0						55.0				
Total Lost Time (s)	5.0	5.0						5.0				
Act Effct Green (s)	40.0	40.0						50.0				
Actuated g/C Ratio	0.40	0.40						0.50				
v/c Ratio	0.13	0.70						0.57				
Control Delay	19.7	28.7						24.7				
Queue Delay	0.0	0.0						0.0				
Total Delay	19.7	28.7						24.8				
LOS	B	C						C				
Approach Delay		28.0						24.8				
Approach LOS		C						C				
Queue Length 50th (ft)	31	248						252				
Queue Length 95th (ft)	62	321						297				
Internal Link Dist (ft)		148			419			399			511	
Turn Bay Length (ft)												
Base Capacity (vph)	622	1286						2179				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						38				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.13	0.70						0.58				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:NBT, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 100			

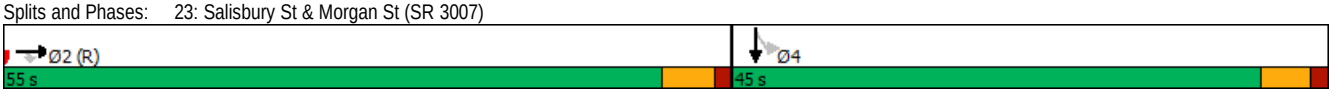
Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	586	83	0	0	0	0	0	0	327	478	0
Future Volume (vph)	0	586	83	0	0	0	0	0	0	327	478	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		100	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1118	0	0	0	0	0	0	0	3153	0
Flt Permitted											0.980	
Satd. Flow (perm)	0	3185	1027	0	0	0	0	0	0	0	3084	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			33							27		
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%	2%	30%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	92	0	0	0	0	0	0	0	894	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Total Split (s)		55.0	55.0							45.0	45.0	
Total Lost Time (s)		5.0	5.0								5.0	
Act Effct Green (s)		50.0	50.0								40.0	
Actuated g/C Ratio		0.50	0.50								0.40	
v/c Ratio		0.41	0.18								0.73	
Control Delay		6.2	5.7								25.5	
Queue Delay		0.0	0.0								0.0	
Total Delay		6.2	5.7								25.5	
LOS		A	A								C	
Approach Delay		6.1									25.5	
Approach LOS		A									C	
Queue Length 50th (ft)		38	10								271	
Queue Length 95th (ft)		50	m16								344	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1592	513								1233	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.41	0.18								0.73	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	535	0	0	0	0	0	2128	200	0	0	0
Future Volume (vph)	204	535	0	0	0	0	0	2128	200	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	150			25			25			25		
Satd. Flow (prot)	1457	3060	0	0	0	0	0	4554	1280	0	0	0
Flt Permitted	0.950	0.998										
Satd. Flow (perm)	1336	3052	0	0	0	0	0	4554	1123	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									64			
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	36								45			
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%	2%	2%	2%	2%	2%	2%	2%	13%	2%	2%	2%
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	207	614	0	0	0	0	0	2364	222	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Total Split (s)	33.0	33.0						67.0	67.0			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Act Effct Green (s)	28.0	28.0						62.0	62.0			
Actuated g/C Ratio	0.28	0.28						0.62	0.62			
v/c Ratio	0.55	0.72						0.84	0.31			
Control Delay	25.0	24.6						10.4	2.6			
Queue Delay	0.0	0.0						30.0	0.0			
Total Delay	25.0	24.6						40.4	2.6			
LOS	C	C						D	A			
Approach Delay		24.7						37.2				
Approach LOS		C						D				
Queue Length 50th (ft)	69	104						241	9			
Queue Length 95th (ft)	m68	m101						239	m16			
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)									100			
Base Capacity (vph)	374	854						2823	720			
Starvation Cap Reductn	0	0						135	0			
Spillback Cap Reductn	0	0						594	0			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.55	0.72						1.06	0.31			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 79 (79%), Referenced to phase 2:NBT, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 34.2		Intersection LOS: C	
Intersection Capacity Utilization 145.0%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	588	197	0	0	0	0	0	0	101	2723	161
Future Volume (vph)	0	588	197	0	0	0	0	0	0	101	2723	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	2987	0	0	0	0	0	0	0	0	4590	1259
Flt Permitted											0.998	
Satd. Flow (perm)	0	2987	0	0	0	0	0	0	0	0	4586	1082
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												73
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			28							11		32
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	16%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	872	0	0	0	0	0	0	0	0	3138	179
Turn Type		NA								Perm	NA	Perm
Protected Phases		4									2	
Permitted Phases										2		2
Total Split (s)		33.0								67.0	67.0	67.0
Total Lost Time (s)		5.0									5.0	5.3
Act Effct Green (s)		28.0									62.0	61.7
Actuated g/C Ratio		0.28									0.62	0.62
v/c Ratio		1.04									1.10	0.26
Control Delay		79.1									57.2	0.9
Queue Delay		0.0									0.0	0.0
Total Delay		79.1									57.2	0.9
LOS		E									E	A
Approach Delay		79.1									54.2	
Approach LOS		E									D	
Queue Length 50th (ft)		~318									~827	1
Queue Length 95th (ft)		#441									m#724	m0
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												100
Base Capacity (vph)		836									2843	695
Starvation Cap Reductn		0									39	0
Spillback Cap Reductn		0									0	0
Storage Cap Reductn		0									0	0
Reduced v/c Ratio		1.04									1.12	0.26

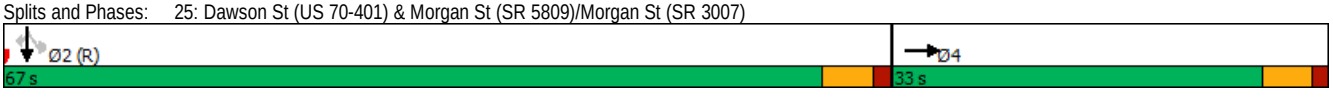
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 59.4		Intersection LOS: E	
Intersection Capacity Utilization 94.8%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0096			

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

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

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

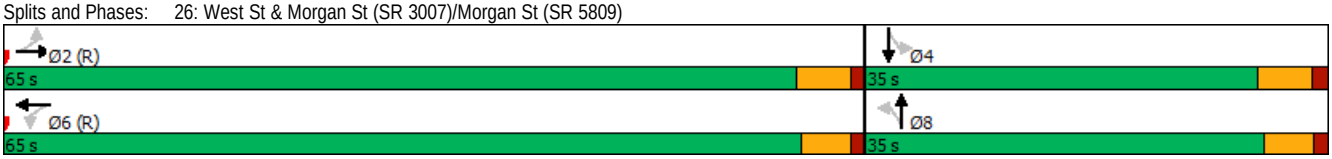
Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	545	27	10	64	12	33	42	35	27	27	7
Future Volume (vph)	16	545	27	10	64	12	33	42	35	27	27	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Satd. Flow (prot)	0	3217	0	0	1617	0	0	1559	0	0	1632	0
Flt Permitted		0.948			0.929			0.906			0.858	
Satd. Flow (perm)	0	3050	0	0	1510	0	0	1430	0	0	1425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			13			24			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			485			193	
Travel Time (s)		10.3			5.4			9.4			3.8	
Confl. Peds. (#/hr)	9		5	5		9	3		7	7		3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	654	0	0	95	0	0	123	0	0	68	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	65.0	65.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s)		60.0			60.0			30.0			30.0	
Actuated g/C Ratio		0.60			0.60			0.30			0.30	
v/c Ratio		0.36			0.10			0.28			0.16	
Control Delay		9.0			7.7			23.3			24.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.0			7.7			23.3			24.4	
LOS		A			A			C			C	
Approach Delay		9.0			7.7			23.3			24.4	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		74			20			47			28	
Queue Length 95th (ft)		95			42			95			62	
Internal Link Dist (ft)		448			197			405			113	
Turn Bay Length (ft)												
Base Capacity (vph)		1833			911			445			432	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.10			0.28			0.16	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 33 (33%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0014			

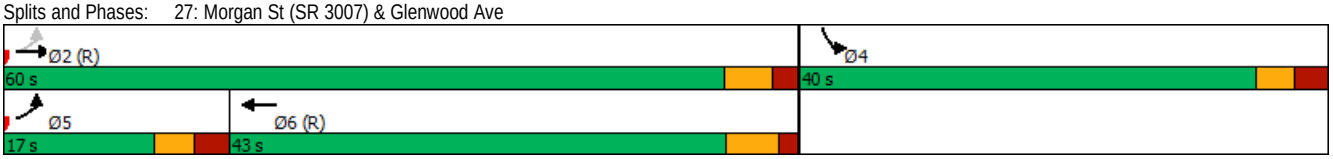
Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	435	79	42	225	58
Future Volume (vph)	75	435	79	42	225	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3100	1580	0	3047	0
Flt Permitted		0.884			0.962	
Satd. Flow (perm)	0	2752	1580	0	2986	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			31		36	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	6			6	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	566	135	0	314	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Total Split (s)	17.0	60.0	43.0		40.0	
Total Lost Time (s)		5.0	5.0		5.0	
Act Effct Green (s)		55.0	38.0		35.0	
Actuated g/C Ratio		0.55	0.38		0.35	
v/c Ratio		0.36	0.22		0.29	
Control Delay		13.2	16.6		22.7	
Queue Delay		0.0	0.0		0.0	
Total Delay		13.2	16.6		22.7	
LOS		B	B		C	
Approach Delay		13.2	16.6		22.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)		98	37		51	
Queue Length 95th (ft)		134	99		93	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1555	619		1089	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.36	0.22		0.29	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0120			

Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	149	58	72	140	23	34	45	112	84	30	53
Future Volume (vph)	35	149	58	72	140	23	34	45	112	84	30	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1563	0	0	1521	0	0	1617	0	0	1738	0
Flt Permitted		0.993			0.985			0.991			0.975	
Satd. Flow (perm)	0	1563	0	0	1521	0	0	1617	0	0	1738	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		298			763			489			485	
Travel Time (s)		5.8			14.9			9.5			9.4	
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%	26%	2%	17%	27%	2%	2%	2%	11%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	262	0	0	212	0	0	185	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	120	94	159	156	0	0	0	0	66	2718	107
Future Volume (vph)	0	120	94	159	156	0	0	0	0	66	2718	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1236	0	1577	1459	0	0	0	0	0	4686	1013
Flt Permitted				0.422							0.999	
Satd. Flow (perm)	0	1236	0	668	1459	0	0	0	0	0	4656	874
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2										58
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		763			484			490			482	
Travel Time (s)		14.9			9.4			9.5			9.4	
Confl. Peds. (#/hr)			44	44						56		24
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%	21%	27%	2%	16%	2%	2%	2%	2%	2%	2%	47%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	177	173	0	0	0	0	0	3093	119
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Total Split (s)		27.0		27.0	27.0					73.0	73.0	73.0
Total Lost Time (s)		5.0		5.0	5.0						5.0	5.4
Act Effct Green (s)		22.0		22.0	22.0						68.0	67.6
Actuated g/C Ratio		0.22		0.22	0.22						0.68	0.68
v/c Ratio		0.87		1.21	0.54						0.98	0.20
Control Delay		68.1		161.6	25.2						6.6	0.6
Queue Delay		0.0		0.0	0.0						17.0	0.0
Total Delay		68.1		161.6	25.2						23.6	0.6
LOS		E		F	C						C	A
Approach Delay		68.1			94.2						22.8	
Approach LOS		E			F						C	
Queue Length 50th (ft)		145		~142	52						87	0
Queue Length 95th (ft)		#286		m#236	m84						m78	m0
Internal Link Dist (ft)		683			404			410			402	
Turn Bay Length (ft)				175								100
Base Capacity (vph)		273		146	320						3166	609
Starvation Cap Reductn		0		0	0						135	0
Spillback Cap Reductn		0		0	0						192	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.87		1.21	0.54						1.04	0.20

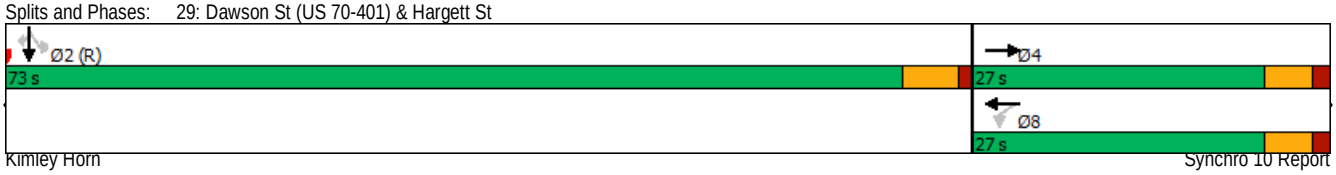
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 32.2		Intersection LOS: C	
Intersection Capacity Utilization 97.1%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0095			

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

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

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

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	147	0	0	181	153	125	1962	83	0	0	0
Future Volume (vph)	86	147	0	0	181	153	125	1962	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1247	1660	0	0	1685	1432	0	4493	1112	0	0	0
Flt Permitted	0.494							0.997				
Satd. Flow (perm)	562	1660	0	0	1685	1097	0	4488	907	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)									61			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	83					83	4		37			
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 (%)	29%	2%	2%	2%	2%	2%	20%	2%	30%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	163	0	0	201	170	0	2319	92	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Total Split (s)	27.0	27.0			27.0	27.0	73.0	73.0	73.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.2			
Act Effct Green (s)	22.0	22.0			22.0	22.0		68.0	67.8			
Actuated g/C Ratio	0.22	0.22			0.22	0.22		0.68	0.68			
v/c Ratio	0.78	0.45			0.54	0.71		0.76	0.15			
Control Delay	75.1	45.7			42.9	55.4		6.9	0.7			
Queue Delay	0.0	0.0			0.0	0.0		0.2	0.0			
Total Delay	75.1	45.7			42.9	55.4		7.1	0.7			
LOS	E	D			D	E		A	A			
Approach Delay		56.6			48.6			6.9				
Approach LOS		E			D			A				
Queue Length 50th (ft)	55	89			124	109		94	0			
Queue Length 95th (ft)	m73	m111			195	#200		m101	m2			
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125			100			
Base Capacity (vph)	123	365			370	241		3051	634			
Starvation Cap Reductn	0	0			0	0		57	0			
Spillback Cap Reductn	0	0			0	0		177	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.78	0.45			0.54	0.71		0.81	0.15			

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 71 (71%), Referenced to phase 2:NBTL, Start of 1st Green
Control Type: Pretimed
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 97.1% ICU Level of Service F
Analysis Period (min) 15
Description: 05-0088
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: McDowell St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	38	33	166	0	0	0	0	47	523	61
Future Volume (vph)	0	122	38	33	166	0	0	0	0	47	523	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1579	0	0	1655	0	0	0	0	0	3073	0
Flt Permitted					0.928						0.996	
Satd. Flow (perm)	0	1579	0	0	1532	0	0	0	0	0	3058	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17									18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			39	39						18		58
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	221	0	0	0	0	0	701	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Total Split (s)		40.0		40.0	40.0					60.0	60.0	
Total Lost Time (s)		5.0			5.0						5.0	
Act Effct Green (s)		35.0			35.0						55.0	
Actuated g/C Ratio		0.35			0.35						0.55	
v/c Ratio		0.32			0.41						0.41	
Control Delay		22.1			27.6						4.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		22.1			27.6						4.3	
LOS		C			C						A	
Approach Delay		22.1			27.6						4.3	
Approach LOS		C			C						A	
Queue Length 50th (ft)		92			106						25	
Queue Length 95th (ft)		157			173						34	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		563			536						1690	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.32			0.41						0.41	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 20 (20%), Referenced to phase 2:SBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 081			

Splits and Phases: 31: Salisbury St & Hargett St

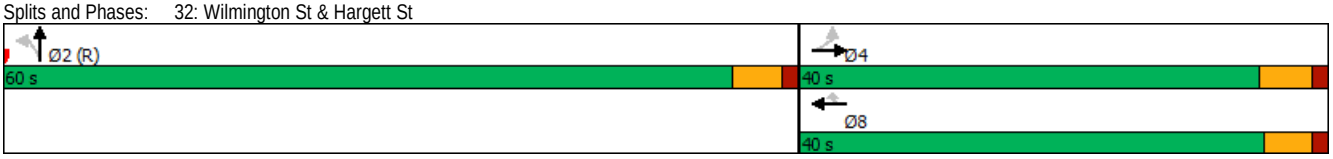


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	105	0	0	101	65	104	629	110	0	0	0
Future Volume (vph)	39	105	0	0	101	65	104	629	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1671	0	0	1651	1404	0	2953	0	0	0	0
Flt Permitted		0.902						0.994				
Satd. Flow (perm)	0	1421	0	0	1651	971	0	2772	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						72		26				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	145					145	139		100			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	112	72	0	937	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Total Split (s)	40.0	40.0			40.0	40.0	60.0	60.0				
Total Lost Time (s)		5.0			5.0	5.0		5.0				
Act Effct Green (s)		35.0			35.0	35.0		55.0				
Actuated g/C Ratio		0.35			0.35	0.35		0.55				
v/c Ratio		0.32			0.19	0.19		0.61				
Control Delay		26.1			15.0	3.2		8.5				
Queue Delay		0.0			0.0	0.0		0.1				
Total Delay		26.1			15.0	3.2		8.6				
LOS		C			B	A		A				
Approach Delay		26.1			10.4			8.6				
Approach LOS		C			B			A				
Queue Length 50th (ft)		74			35	1		62				
Queue Length 95th (ft)		129			m57	m8		78				
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150						
Base Capacity (vph)		497			577	386		1536				
Starvation Cap Reductn		0			0	0		61				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.32			0.19	0.19		0.64				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 13 (13%), Referenced to phase 2:NBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 101			

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

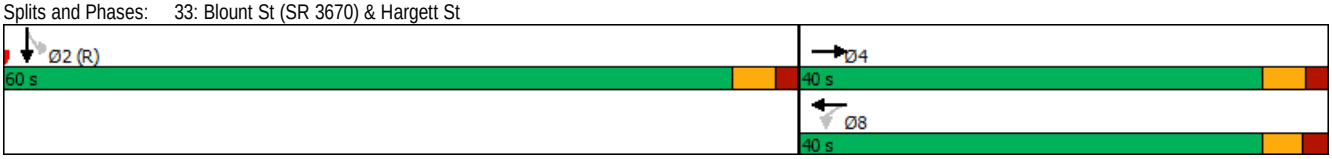
Splits and Phases: 32: Wilmington St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	97	73	36	87	0	0	0	0	21	1105	76
Future Volume (vph)	0	97	73	36	87	0	0	0	0	21	1105	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Satd. Flow (prot)	0	1595	0	0	1645	0	0	0	0	0	3185	0
Flt Permitted					0.877						0.999	
Satd. Flow (perm)	0	1595	0	0	1463	0	0	0	0	0	3170	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42									11	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										65		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	137	0	0	0	0	0	1335	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Total Split (s)		40.0		40.0	40.0					60.0	60.0	
Total Lost Time (s)		5.0			5.0						5.0	
Act Effct Green (s)		35.0			35.0						55.0	
Actuated g/C Ratio		0.35			0.35						0.55	
v/c Ratio		0.32			0.27						0.76	
Control Delay		19.8			20.4						11.9	
Queue Delay		0.0			0.0						4.0	
Total Delay		19.8			20.4						15.9	
LOS		B			C						B	
Approach Delay		19.8			20.4						15.9	
Approach LOS		B			C						B	
Queue Length 50th (ft)		50			45						263	
Queue Length 95th (ft)		87			71						351	
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												
Base Capacity (vph)		585			512						1748	
Starvation Cap Reductn		0			0						328	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.32			0.27						0.94	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1350			

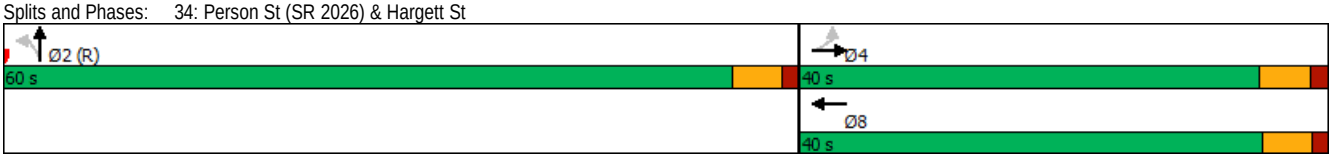
Splits and Phases: 33: Blount St (SR 3670) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Future Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1433	0	0	3144	0	0	0	0
Flt Permitted		0.869						0.996				
Satd. Flow (perm)	0	1360	0	0	1433	0	0	3086	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	147					147	52					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	168	0	0	865	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Lost Time (s)		5.0			5.0			5.0				
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.33			0.32			0.51				
Control Delay		14.1			22.1			6.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.1			22.1			6.5				
LOS		B			C			A				
Approach Delay		14.1			22.1			6.5				
Approach LOS		B			C			A				
Queue Length 50th (ft)		40			65			51				
Queue Length 95th (ft)		m58			119			64				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		476			518			1699				
Starvation Cap Reductn		0			0			71				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.33			0.32			0.53				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 17 (17%), Referenced to phase 2:NBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1355			
m Volume for 95th percentile queue is metered by upstream signal.			

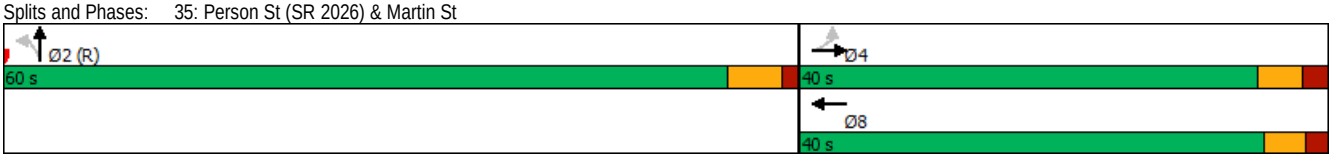
Splits and Phases: 34: Person St (SR 2026) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Future Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1449	0	0	3198	0	0	0	0
Flt Permitted		0.875						0.995				
Satd. Flow (perm)	0	1401	0	0	1449	0	0	3198	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32			3				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	86					86			31			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	114	0	0	826	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Lost Time (s)		5.0			5.0			5.0				
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.36			0.22			0.47				
Control Delay		38.3			17.6			14.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		38.3			17.6			14.7				
LOS		D			B			B				
Approach Delay		38.3			17.6			14.7				
Approach LOS		D			B			B				
Queue Length 50th (ft)		100			36			158				
Queue Length 95th (ft)		m149			77			206				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		490			527			1760				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.36			0.22			0.47				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 12 (12%), Referenced to phase 2:NBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1354			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 35: Person St (SR 2026) & Martin St

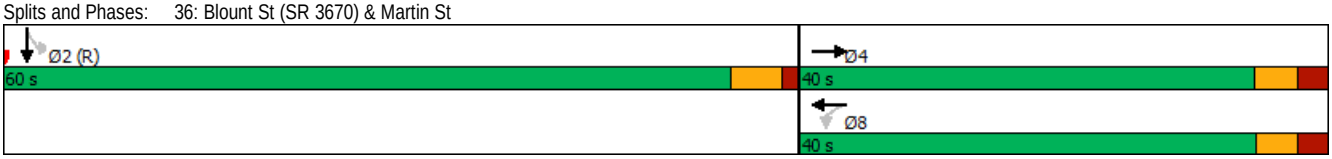


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	96	49	64	0	0	0	0	76	1055	72
Future Volume (vph)	0	122	96	49	64	0	0	0	0	76	1055	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Satd. Flow (prot)	0	1593	0	0	1649	0	0	0	0	0	3163	0
Flt Permitted					0.795						0.997	
Satd. Flow (perm)	0	1593	0	0	1339	0	0	0	0	0	3107	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44									10	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			475			495	
Travel Time (s)		13.5			13.1			10.8			11.3	
Confl. Peds. (#/hr)										68		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	243	0	0	125	0	0	0	0	0	1336	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Total Split (s)		40.0		40.0	40.0					60.0	60.0	
Total Lost Time (s)		5.0			5.0						5.0	
Act Effct Green (s)		35.0			35.0						55.0	
Actuated g/C Ratio		0.35			0.35						0.55	
v/c Ratio		0.41			0.27						0.78	
Control Delay		20.7			31.6						7.3	
Queue Delay		0.0			0.0						0.1	
Total Delay		20.7			31.6						7.4	
LOS		C			C						A	
Approach Delay		20.7			31.6						7.4	
Approach LOS		C			C						A	
Queue Length 50th (ft)		111			71						63	
Queue Length 95th (ft)		189			126						65	
Internal Link Dist (ft)		416			401			395			415	
Turn Bay Length (ft)												
Base Capacity (vph)		586			468						1713	
Starvation Cap Reductn		0			0						37	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.41			0.27						0.80	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:SBTL, Start of 1st Green
Control Type: Pretimed
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 70.3% ICU Level of Service C
Analysis Period (min) 15
Description: 05-1349

Splits and Phases: 36: Blount St (SR 3670) & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	113	0	0	62	54	131	611	77	0	0	0
Future Volume (vph)	40	113	0	0	62	54	131	611	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-4%			2%			0%	
Satd. Flow (prot)	0	1655	0	0	1406	0	0	3057	0	0	0	0
Flt Permitted		0.900						0.992				
Satd. Flow (perm)	0	1425	0	0	1406	0	0	2869	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					48			18				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		170			496			477			494	
Travel Time (s)		3.3			9.7			9.3			9.6	
Confl. Peds. (#/hr)	120					120	115		23			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	129	0	0	911	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4						2					
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Lost Time (s)		5.0			5.0			5.0				
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.34			0.25			0.57				
Control Delay		26.4			24.7			11.0				
Queue Delay		0.0			0.0			0.1				
Total Delay		26.4			24.7			11.1				
LOS		C			C			B				
Approach Delay		26.4			24.7			11.1				
Approach LOS		C			C			B				
Queue Length 50th (ft)		79			46			78				
Queue Length 95th (ft)		136			m74			208				
Internal Link Dist (ft)		90			416			397			414	
Turn Bay Length (ft)												
Base Capacity (vph)		498			523			1586				
Starvation Cap Reductn		0			0			108				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.34			0.25			0.62				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 102			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 37: Wilmington St & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	107	80	39	191	0	0	0	0	60	571	31
Future Volume (vph)	0	107	80	39	191	0	0	0	0	60	571	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1488	0	0	1680	0	0	0	0	0	3157	0
Flt Permitted					0.918						0.995	
Satd. Flow (perm)	0	1488	0	0	1543	0	0	0	0	0	3123	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41									8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			32	32						33		36
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	255	0	0	0	0	0	735	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Total Split (s)		40.0		40.0	40.0					60.0	60.0	
Total Lost Time (s)		5.0			5.0						5.0	
Act Effct Green (s)		35.0			35.0						55.0	
Actuated g/C Ratio		0.35			0.35						0.55	
v/c Ratio		0.38			0.47						0.43	
Control Delay		28.3			28.9						5.9	
Queue Delay		0.0			0.0						0.0	
Total Delay		28.3			28.9						5.9	
LOS		C			C						A	
Approach Delay		28.3			28.9						5.9	
Approach LOS		C			C						A	
Queue Length 50th (ft)		100			125						43	
Queue Length 95th (ft)		154			201						53	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		547			540						1721	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.38			0.47						0.43	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green
Control Type: Pretimed
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 59.7% ICU Level of Service B
Analysis Period (min) 15
Description: 082

Splits and Phases: 38: Salisbury St & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	139	0	0	106	165	82	1777	89	0	0	0
Future Volume (vph)	81	139	0	0	106	165	82	1777	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		100	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1526	1685	0	0	1295	0	0	4489	1119	0	0	0
Flt Permitted	0.297							0.998				
Satd. Flow (perm)	433	1685	0	0	1295	0	0	4489	912	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18				74			
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	104					104			37			
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 (%)	7%	2%	2%	2%	2%	2%	7%	2%	28%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	154	0	0	301	0	0	2065	99	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Total Split (s)	27.0	27.0			27.0		73.0	73.0	73.0			
Total Lost Time (s)	5.0	5.0			5.0			5.0	5.0			
Act Effct Green (s)	22.0	22.0			22.0			68.0	68.0			
Actuated g/C Ratio	0.22	0.22			0.22			0.68	0.68			
v/c Ratio	0.95	0.42			1.01			0.68	0.15			
Control Delay	115.6	44.0			91.4			4.7	0.6			
Queue Delay	0.0	0.0			0.0			0.1	0.0			
Total Delay	115.6	44.0			91.4			4.7	0.6			
LOS	F	D			F			A	A			
Approach Delay		70.4			91.4			4.5				
Approach LOS		E			F			A				
Queue Length 50th (ft)	58	90			~195			93	0			
Queue Length 95th (ft)	m#114	m122			#369			102	m1			
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)	100								100			
Base Capacity (vph)	95	370			298			3052	643			
Starvation Cap Reductn	0	0			0			129	0			
Spillback Cap Reductn	0	0			0			119	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.95	0.42			1.01			0.71	0.15			

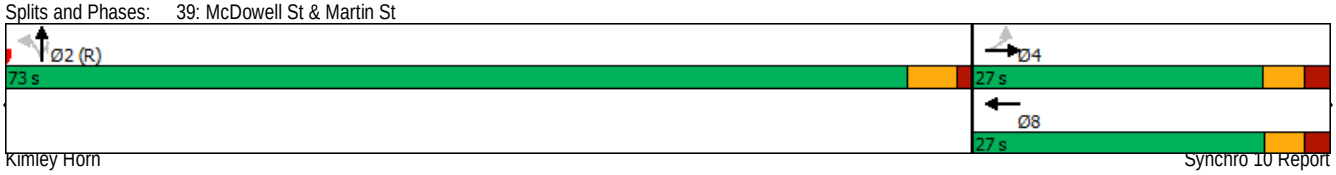
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 65 (65%), Referenced to phase 2:NBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0089			

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

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

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

Splits and Phases: 39: McDowell St & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	81	76	121	74	0	0	0	0	99	2720	62
Future Volume (vph)	0	81	76	121	74	0	0	0	0	99	2720	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		100
Storage Lanes	0		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1451	0	1617	1607	0	0	0	0	0	4590	974
Flt Permitted				0.549							0.998	
Satd. Flow (perm)	0	1451	0	915	1607	0	0	0	0	0	4582	924
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2										34
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			13	13						15		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%	7%	8%	2%	8%	2%	2%	2%	2%	2%	2%	50%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	134	82	0	0	0	0	0	3132	69
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Total Split (s)		27.0		27.0	27.0					73.0	73.0	73.0
Total Lost Time (s)		5.0		5.0	5.0						5.0	5.2
Act Effct Green (s)		22.0		22.0	22.0						68.0	67.8
Actuated g/C Ratio		0.22		0.22	0.22						0.68	0.68
v/c Ratio		0.54		0.67	0.23						1.01	0.11
Control Delay		41.5		34.7	23.1						17.5	1.6
Queue Delay		0.0		0.0	0.0						9.9	0.0
Total Delay		41.5		34.7	23.1						27.4	1.6
LOS		D		C	C						C	A
Approach Delay		41.5			30.3						26.9	
Approach LOS		D			C						C	
Queue Length 50th (ft)		98		47	27						~143	0
Queue Length 95th (ft)		168		m64	m33						m#308	m0
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												100
Base Capacity (vph)		320		201	353						3115	637
Starvation Cap Reductn		0		0	0						81	0
Spillback Cap Reductn		0		0	0						90	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.54		0.67	0.23						1.04	0.11

Intersection Summary

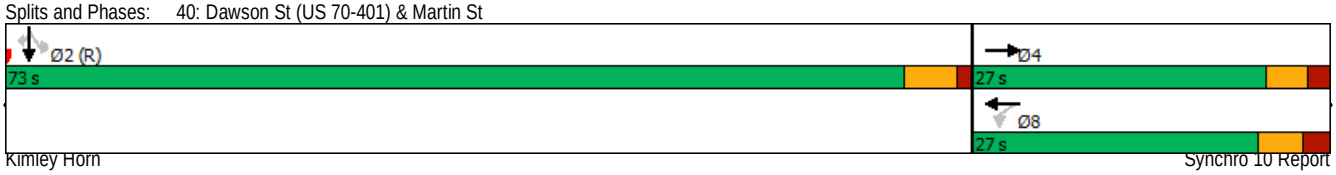
Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:SBTL, Start of 1st Green
Control Type: Pretimed
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 27.8 Intersection LOS: C
Intersection Capacity Utilization 91.4% ICU Level of Service F
Analysis Period (min) 15
Description: 05-1047

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

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

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

Splits and Phases: 40: Dawson St (US 70-401) & Martin St





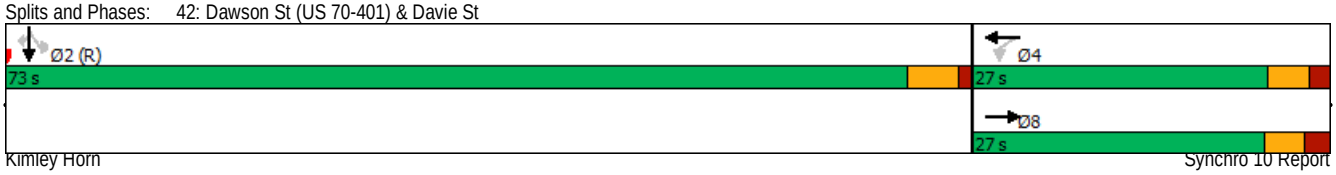
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	24	87	0	30	30	146	6	24
Future Volume (vph)	0	0	0	6	24	87	0	30	30	146	6	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	1538	0	0	1736	0	0	1673	0
Flt Permitted					0.997						0.960	
Satd. Flow (perm)	0	0	0	0	1538	0	0	1736	0	0	1673	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			489	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	2%	2%	14%	2%	2%	2%	8%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	131	0	0	66	0	0	196	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	88	204	52	0	0	0	0	86	2561	51
Future Volume (vph)	0	41	88	204	52	0	0	0	0	86	2561	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		100
Storage Lanes	0		0	0		1	0		0	0		1
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1499	0	1577	1660	0	0	0	0	0	4545	971
Flt Permitted				0.611							0.998	
Satd. Flow (perm)	0	1499	0	1014	1660	0	0	0	0	0	4536	971
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3										30
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										14		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	49%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	227	58	0	0	0	0	0	2942	57
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		8			4						2	
Permitted Phases				4						2		2
Total Split (s)		27.0		27.0	27.0					73.0	73.0	73.0
Total Lost Time (s)		5.0		5.0	5.0						5.0	5.0
Act Effct Green (s)		22.0		22.0	22.0						68.0	68.0
Actuated g/C Ratio		0.22		0.22	0.22						0.68	0.68
v/c Ratio		0.43		1.02	0.16						0.95	0.09
Control Delay		37.7		86.1	14.7						9.2	1.4
Queue Delay		0.0		0.0	0.0						6.9	0.0
Total Delay		37.7		86.1	14.7						16.1	1.4
LOS		D		F	B						B	A
Approach Delay		37.7			71.6						15.8	
Approach LOS		D			E						B	
Queue Length 50th (ft)		78		~161	16						116	0
Queue Length 95th (ft)		138		m#315	m26						m116	m0
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								100
Base Capacity (vph)		332		223	365						3084	669
Starvation Cap Reductn		0		0	0						154	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.43		1.02	0.16						1.00	0.09

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 81 (81%), Referenced to phase 2:SBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 90.4%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-1045			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 42: Dawson St (US 70-401) & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	186	0	0	209	208	60	1728	50	0	0	0
Future Volume (vph)	88	186	0	0	209	208	60	1728	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		100	0		0
Storage Lanes	1		1	0		1	0		1	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4545	964	0	0	0
Flt Permitted	0.464							0.998				
Satd. Flow (perm)	657	1693	0	0	1676	972	0	4545	383	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						25			39			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	132					132			233			
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%	2%	2%	2%	2%	2%	2%	2%	50%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	207	0	0	232	231	0	1987	56	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Total Split (s)	30.0	30.0			30.0	30.0	70.0	70.0	70.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.3			
Act Effct Green (s)	25.0	25.0			25.0	25.0		65.0	64.7			
Actuated g/C Ratio	0.25	0.25			0.25	0.25		0.65	0.65			
v/c Ratio	0.60	0.49			0.55	0.89		0.67	0.21			
Control Delay	50.5	37.4			33.9	62.0		12.3	5.4			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	50.5	37.4			33.9	62.0		12.3	5.4			
LOS	D	D			C	E		B	A			
Approach Delay		41.6			47.9			12.1				
Approach LOS		D			D			B				
Queue Length 50th (ft)	55	114			140	134		260	4			
Queue Length 95th (ft)	m96	m163			219	#276		310	21			
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125			100			
Base Capacity (vph)	164	423			419	261		2954	261			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.60	0.49			0.55	0.89		0.67	0.21			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 63 (63%), Referenced to phase 2:NBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 90.4%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0090			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

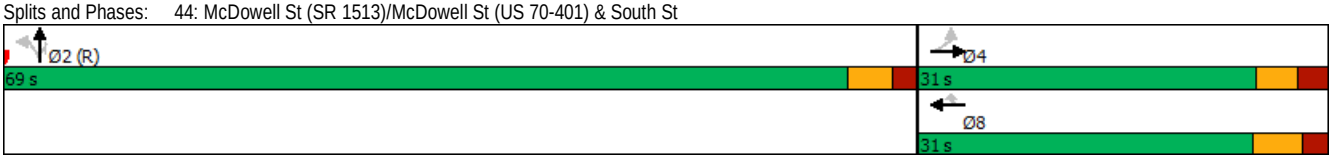
Splits and Phases: 43: McDowell St & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	262	0	0	93	69	6	1506	208	0	0	0
Future Volume (vph)	178	262	0	0	93	69	6	1506	208	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	0		100	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	0	4394	1246	0	0	0
Flt Permitted	0.690											
Satd. Flow (perm)	1132	1651	0	0	1744	1453	0	4393	1197	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						31			188			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	4					4	6		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%	2%	2%	2%	2%	2%	2%	2%	12%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	291	0	0	103	77	0	1680	231	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Total Split (s)	31.0	31.0			31.0	31.0	69.0	69.0	69.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Act Effct Green (s)	26.0	26.0			26.0	26.0		64.0	64.0			
Actuated g/C Ratio	0.26	0.26			0.26	0.26		0.64	0.64			
v/c Ratio	0.67	0.68			0.23	0.19		0.60	0.28			
Control Delay	44.0	40.9			30.8	20.0		11.6	2.7			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	44.0	40.9			30.8	20.0		11.6	2.7			
LOS	D	D			C	C		B	A			
Approach Delay		42.1			26.2			10.5				
Approach LOS		D			C			B				
Queue Length 50th (ft)	127	186			52	22		207	9			
Queue Length 95th (ft)	m180	m259			97	60		249	37			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225								100			
Base Capacity (vph)	294	429			453	400		2811	833			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.67	0.68			0.23	0.19		0.60	0.28			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 48 (48%), Referenced to phase 2:NBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 96.3%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0941			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St



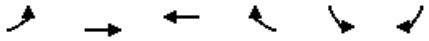
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	260	53	41	76	0	0	0	0	72	2703	133
Future Volume (vph)	0	260	53	41	76	0	0	0	0	72	2703	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		125	200		0	0		0	100		100
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	1446	1609	1693	0	0	0	0	0	4572	1221
Flt Permitted				0.351							0.999	
Satd. Flow (perm)	0	1702	1412	591	1693	0	0	0	0	0	4572	1194
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31									68
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
Confl. Peds. (#/hr)			9	9						1		1
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	19%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	289	59	46	84	0	0	0	0	0	3083	148
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases			4	8						2		2
Total Split (s)		29.0	29.0	29.0	29.0					71.0	71.0	71.0
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.8
Act Effct Green (s)		24.0	24.0	24.0	24.0						66.0	65.2
Actuated g/C Ratio		0.24	0.24	0.24	0.24						0.66	0.65
v/c Ratio		0.71	0.16	0.33	0.21						1.02	0.18
Control Delay		45.6	18.5	40.7	33.4						40.3	4.3
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		45.6	18.5	40.7	33.4						40.3	4.3
LOS		D	B	D	C						D	A
Approach Delay		41.0			36.0						38.6	
Approach LOS		D			D						D	
Queue Length 50th (ft)		169	14	30	55						~769	17
Queue Length 95th (ft)		#266	47	m68	m102						#859	41
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			125	200								100
Base Capacity (vph)		408	362	141	406						3017	802
Starvation Cap Reductn		0	0	0	0						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.71	0.16	0.33	0.21						1.02	0.18

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 97 (97%), Referenced to phase 2:SBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 38.8		Intersection LOS: D	
Intersection Capacity Utilization 96.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	275	125	50	50	50
Future Volume (vph)	50	275	125	50	50	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1611	0	1525	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1593	1676	1611	0	1525	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	306	195	0	112	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	275	125	50	50	50
Future Vol, veh/h	50	275	125	50	50	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	306	139	56	56	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	585	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1378	-	-	-	473	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	454	877
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	664	-

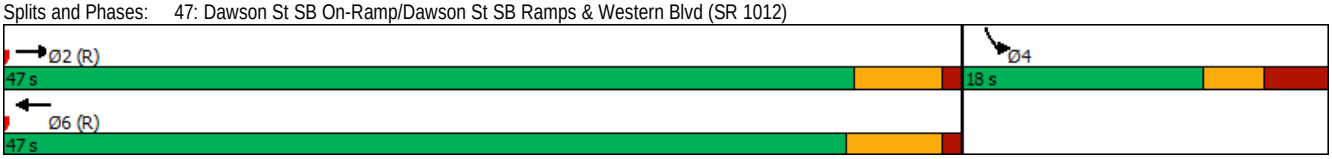
Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	598
HCM Lane V/C Ratio	0.04	-	-	-	0.186
HCM Control Delay (s)	7.7	-	-	-	12.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1061	375	0	748	250	0	0	0	111	0	325
Future Volume (vph)	0	1061	375	0	748	250	0	0	0	111	0	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	4531	1345	0	3217	1439	0	0	0	3043	0	1326
Flt Permitted										0.950		
Satd. Flow (perm)	0	4531	1345	0	3217	1439	0	0	0	3043	0	1326
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1179	417	0	831	278	0	0	0	123	0	361
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Total Split (s)		47.0			47.0					18.0		
Total Lost Time (s)		5.0			5.0					5.0		
Act Effct Green (s)		50.2	65.0		50.2	65.0				8.5		65.0
Actuated g/C Ratio		0.77	1.00		0.77	1.00				0.13		1.00
v/c Ratio		0.34	0.31		0.33	0.19				0.31		0.27
Control Delay		3.5	0.6		2.1	0.3				27.8		0.5
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		3.5	0.6		2.1	0.3				27.8		0.5
LOS		A	A		A	A				C		A
Approach Delay		2.7			1.6						7.4	
Approach LOS		A			A						A	
Queue Length 50th (ft)		49	0		23	0				23		0
Queue Length 95th (ft)		73	0		83	0				44		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		3496	1345		2482	1439				608		1326
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.34	0.31		0.33	0.19				0.20		0.27

Intersection Summary			
Area Type:	CBD		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 3.1		Intersection LOS: A	
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1759			

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)

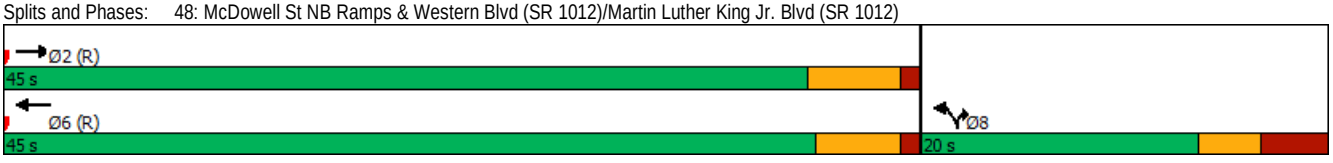


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1165	50	0	783	213	64
Future Volume (vph)	1165	50	0	783	213	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	974	0	3122	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	974	0	3122	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	50%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1294	56	0	870	237	71
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Total Split (s)	45.0			45.0	20.0	20.0
Total Lost Time (s)	5.0			5.0	5.0	5.0
Act Effct Green (s)	41.7	65.0		41.7	13.3	13.3
Actuated g/C Ratio	0.64	1.00		0.64	0.20	0.20
v/c Ratio	0.63	0.06		0.43	0.75	0.25
Control Delay	7.5	0.1		6.5	39.5	23.2
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.5	0.1		6.5	39.5	23.2
LOS	A	A		A	D	C
Approach Delay	7.2			6.5	35.7	
Approach LOS	A			A	D	
Queue Length 50th (ft)	173	0		60	86	23
Queue Length 95th (ft)	238	0		66	#172	54
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	2055	974		2005	360	322
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.63	0.06		0.43	0.66	0.22

Intersection Summary

Area Type: CBD
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 5 (8%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 57.2% ICU Level of Service B
Analysis Period (min) 15
Description: 05-1758
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)

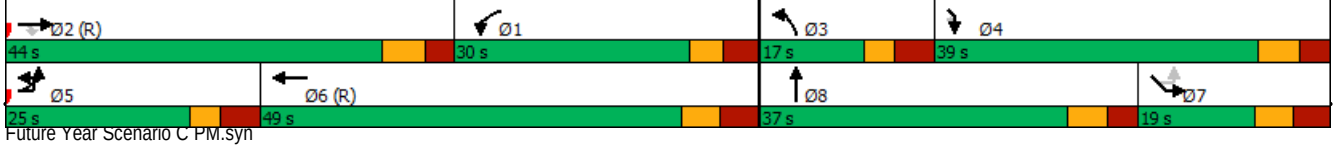


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	148	927	171	292	665	109	65	153	110	10	233	400	136
Future Volume (vph)	10	148	927	171	292	665	109	65	153	110	10	233	400	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		100	100					0		450	125	
Storage Lanes		1		1	1					0		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	3122	1239	1593	4481	0	1601	2970	0	0	1624	3314	1454
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	3122	1239	1593	4481	0	1601	2970	0	0	1584	3314	1454
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)				218		211			122					215
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										9		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	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	15%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	175	1030	190	324	860	0	72	292	0	0	270	444	151
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Prot	NA		Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases				2							7			4
Total Split (s)	25.0	25.0	44.0	44.0	30.0	49.0		17.0	37.0		19.0	19.0	39.0	39.0
Total Lost Time (s)		5.0	5.0	10.1	5.0	5.0		5.0	5.0			5.0	5.0	10.2
Act Effct Green (s)		18.1	39.0	33.9	25.0	45.9		10.7	13.4			32.6	38.1	32.9
Actuated g/C Ratio		0.14	0.30	0.26	0.19	0.35		0.08	0.10			0.25	0.29	0.25
v/c Ratio		0.81	1.10	0.39	1.06	0.50		0.55	0.70			0.68	0.46	0.29
Control Delay		72.2	96.1	8.5	103.3	14.7		73.2	41.5			54.8	40.6	2.4
Queue Delay		0.0	0.9	0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0
Total Delay		72.2	97.0	8.5	103.3	14.7		73.2	41.5			54.8	40.6	2.4
LOS		E	F	A	F	B		E	D			D	D	A
Approach Delay			81.9			38.9			47.8			38.3		
Approach LOS			F			D			D			D		
Queue Length 50th (ft)		115	~521	23	~302	133		59	73			206	139	0
Queue Length 95th (ft)		#242	#658	58	#496	156		111	118			#356	185	11
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325		100	100			75				450	125	125
Base Capacity (vph)		240	936	484	306	1718		147	823			397	971	528
Starvation Cap Reductn		0	0	0	0	0		0	0			0	0	0
Spillback Cap Reductn		0	145	0	0	0		0	4			0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0			0	0	0
Reduced v/c Ratio		0.73	1.30	0.39	1.06	0.50		0.49	0.36			0.68	0.46	0.29

Intersection Summary

Area Type: CBD
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 23 (18%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 55.4 Intersection LOS: E
Intersection Capacity Utilization 91.2% ICU Level of Service F
Analysis Period (min) 15
Description: 05-0065
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St

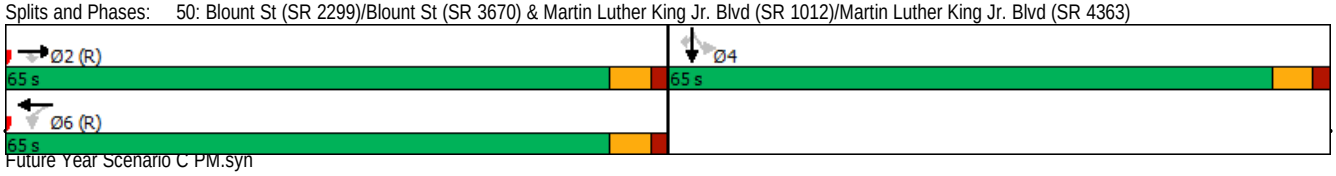


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Future Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3188	1432
Flt Permitted				0.067							0.996	
Satd. Flow (perm)	0	3217	1411	113	3217	0	0	0	0	0	3185	1403
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			23									71
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			3	3						6		4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1370	153	83	944	0	0	0	0	0	2079	416
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Total Split (s)		65.0	65.0	65.0	65.0					65.0	65.0	65.0
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Act Effct Green (s)		60.0	60.0	60.0	60.0						60.0	60.0
Actuated g/C Ratio		0.46	0.46	0.46	0.46						0.46	0.46
v/c Ratio		0.92	0.23	1.60	0.64						1.41	0.61
Control Delay		20.2	5.0	364.4	22.0						220.4	25.8
Queue Delay		45.6	0.0	0.0	0.4						0.0	0.0
Total Delay		65.8	5.0	364.4	22.4						220.4	25.8
LOS		E	A	F	C						F	C
Approach Delay		59.7			50.0						188.0	
Approach LOS		E			D						F	
Queue Length 50th (ft)		645	27	~100	198						~1238	214
Queue Length 95th (ft)		m463	m24	m#210	232						#1374	328
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								
Base Capacity (vph)		1484	663	52	1484						1470	685
Starvation Cap Reductn		297	0	0	176						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		1.15	0.23	1.60	0.72						1.41	0.61

Intersection Summary			
Area Type:	CBD		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 25 (19%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 121.2		Intersection LOS: F	
Intersection Capacity Utilization 119.8%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-1346			

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

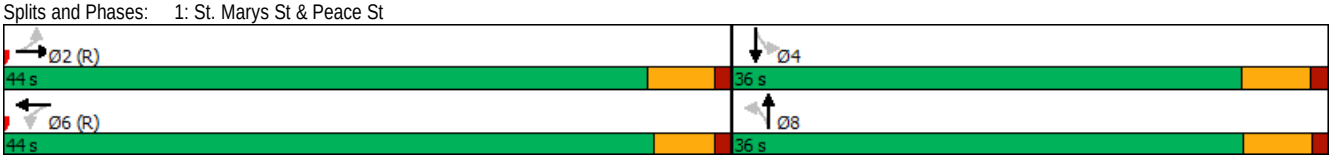
Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)

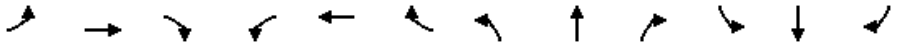


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Future Volume (vph)	12	415	55	80	291	48	38	201	64	76	223	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1676	0	0	1605	0	0	1643	0	0	1679	0
Flt Permitted		0.987			0.815			0.924			0.826	
Satd. Flow (perm)	0	1656	0	0	1319	0	0	1526	0	0	1403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			11			20			3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	8		5	5		8	3		1	1		3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	535	0	0	465	0	0	336	0	0	346	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.2	20.2		21.8	21.8		21.2	21.2		21.3	21.3	
Total Split (s)	44.0	44.0		44.0	44.0		36.0	36.0		36.0	36.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Yellow Time (s)	4.1	4.1		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.1	1.1		1.2	1.2	
Lost Time Adjust (s)		-0.2			0.2			-0.2			-0.3	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.0			39.0			31.0			31.0	
Actuated g/C Ratio		0.49			0.49			0.39			0.39	
v/c Ratio		0.66			0.72			0.56			0.63	
Control Delay		20.0			23.5			22.3			26.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.0			23.5			22.3			26.1	
LOS		B			C			C			C	
Approach Delay		20.0			23.5			22.3			26.1	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		188			169			120			136	
Queue Length 95th (ft)		297			290			202			228	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)												
Base Capacity (vph)		812			648			603			545	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			0.72			0.56			0.63	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 99.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 027			

Splits and Phases: 1: St. Marys St & Peace St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Future Volume (vph)	73	482	30	0	483	172	0	180	27	509	555	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	0	1661	0	0	1609	1368	0	3052	0	1593	3018	0
Flt Permitted		0.307								0.416		
Satd. Flow (perm)	0	513	0	0	1609	1335	0	3052	0	695	3018	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		2				191		8				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			156			514	
Travel Time (s)		9.4			10.7			3.0			10.0	
Confl. Peds. (#/hr)	6		4			6			2	2		15
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	537	191	0	230	0	566	787	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Detector Phase	5	2			6	7		8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	7.0		7.0		7.0	7.0	
Minimum Split (s)	11.9	23.4			29.3	12.1		20.8		12.1	20.1	
Total Split (s)	15.0	75.0			60.0	60.0		25.0		60.0	85.0	
Total Split (%)	9.4%	46.9%			37.5%	37.5%		15.6%		37.5%	53.1%	
Yellow Time (s)	3.0	3.9			3.4	3.0		3.6		3.0	3.8	
All-Red Time (s)	1.9	1.5			1.9	2.1		1.2		2.1	1.3	
Lost Time Adjust (s)		-0.4			-0.3	-0.1		0.2		-0.1	-0.1	
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead				Lag	Lead		Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	C-Max			C-Max	None		Max		None	Max	
Act Effct Green (s)		70.0			55.0	104.4		25.6		80.0	80.0	
Actuated g/C Ratio		0.44			0.34	0.65		0.16		0.50	0.50	
v/c Ratio		2.19			0.97	0.20		0.46		0.91	0.52	
Control Delay		568.5			79.8	0.7		64.0		51.0	28.6	
Queue Delay		0.0			5.7	0.0		0.0		0.0	0.0	
Total Delay		568.5			85.5	0.7		64.0		51.0	28.6	
LOS		F			F	A		E		D	C	
Approach Delay		568.5			63.3			64.0			38.0	
Approach LOS		F			E			E			D	
Queue Length 50th (ft)		~1095			562	0		115		451	287	
Queue Length 95th (ft)		#1345			#807	6		166		#636	350	
Internal Link Dist (ft)		400			467			76			434	
Turn Bay Length (ft)										200		
Base Capacity (vph)		297			553	988		495		656	1509	
Starvation Cap Reductn		0			15	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		2.19			1.00	0.19		0.46		0.86	0.52	

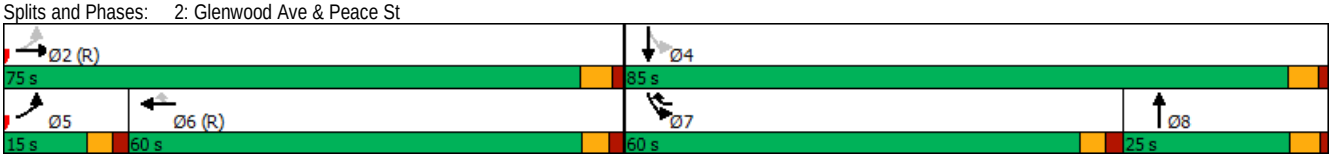
Intersection Summary			
Area Type:	CBD		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 40 (25%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.19			
Intersection Signal Delay: 162.7		Intersection LOS: F	
Intersection Capacity Utilization 124.3%		ICU Level of Service H	
Analysis Period (min) 15			

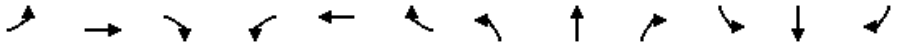
Description: 039

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

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

Splits and Phases: 2: Glenwood Ave & Peace St



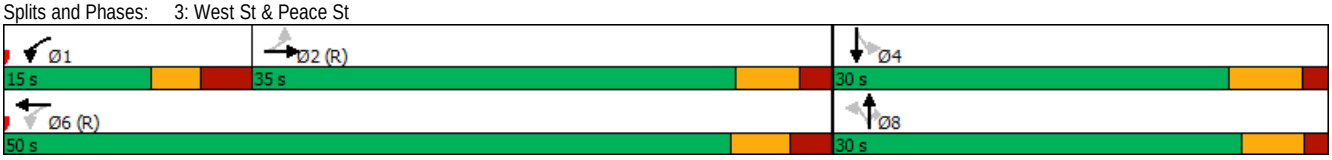


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	861	35	189	652	32	37	7	160	117	36	20
Future Volume (vph)	9	861	35	189	652	32	37	7	160	117	36	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			100			25			100		
Satd. Flow (prot)	1593	3166	0	1545	3068	0	0	1609	1425	1656	1651	0
Flt Permitted	0.363			0.171				0.739		0.725		
Satd. Flow (perm)	609	3166	0	278	3068	0	0	1239	1425	1264	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10				178		22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			372			510	
Travel Time (s)		10.7			7.5			7.2			9.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	996	0	210	760	0	0	49	178	130	62	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8		13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	35.0	35.0		15.0	50.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	43.8%	43.8%		18.8%	62.5%		37.5%	37.5%	37.5%	37.5%	37.5%	
Yellow Time (s)	3.8	3.8		3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0		3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-0.1	-1.1			-0.3	-0.3	-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		6.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	39.0	39.0		55.1	56.1			13.9	13.9	13.9	13.9	
Actuated g/C Ratio	0.49	0.49		0.69	0.70			0.17	0.17	0.17	0.17	
v/c Ratio	0.03	0.64		0.57	0.35			0.23	0.45	0.59	0.20	
Control Delay	12.3	14.8		13.2	5.8			29.0	8.3	40.7	20.1	
Queue Delay	0.0	0.0		0.0	0.3			0.0	0.0	0.0	0.0	
Total Delay	12.3	14.8		13.2	6.1			29.0	8.3	40.7	20.1	
LOS	B	B		B	A			C	A	D	C	
Approach Delay		14.8			7.6			12.8			34.0	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	2	194		32	64			21	0	61	17	
Queue Length 95th (ft)	m3	m176		91	120			47	47	106	45	
Internal Link Dist (ft)		467			303			292			430	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	296	1545		373	2154			387	567	395	531	
Starvation Cap Reductn	0	0		0	726			0	0	0	0	
Spillback Cap Reductn	0	0		0	283			0	0	0	1	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.03	0.64		0.56	0.53			0.13	0.31	0.33	0.12	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 66.5% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: West St & Peace St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1000	50	50	400	450	400
Future Volume (vph)	1000	50	50	400	450	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1863	1583	1770	3539	3270	0
Flt Permitted			0.084		0.974	
Satd. Flow (perm)	1863	1583	156	3539	3270	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1111	56	56	444	944	0
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases		2	6			
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	
Total Split (s)	50.0	50.0	50.0	50.0	40.0	
Total Split (%)	55.6%	55.6%	55.6%	55.6%	44.4%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	1.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	8.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	47.4	44.4	47.4	47.4	32.6	
Actuated g/C Ratio	0.53	0.49	0.53	0.53	0.36	
v/c Ratio	1.13	0.07	0.68	0.24	0.80	
Control Delay	96.0	13.4	55.4	4.8	31.4	
Queue Delay	1.0	0.0	0.0	0.0	0.0	
Total Delay	97.0	13.4	55.4	4.8	31.4	
LOS	F	B	E	A	C	
Approach Delay	92.9			10.5	31.4	
Approach LOS	F			B	C	
Queue Length 50th (ft)	~761	17	16	19	236	
Queue Length 95th (ft)	#1011	38	#98	38	306	
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	
Base Capacity (vph)	982	781	82	1865	1271	
Starvation Cap Reductn	165	0	0	0	0	
Spillback Cap Reductn	23	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	1.36	0.07	0.68	0.24	0.74	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 54.9		Intersection LOS: D	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

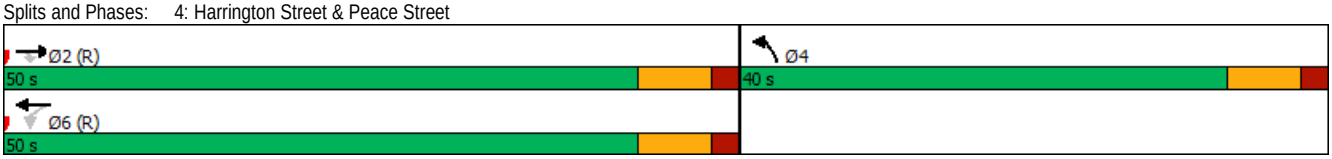
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Harrington Street & Peace Street

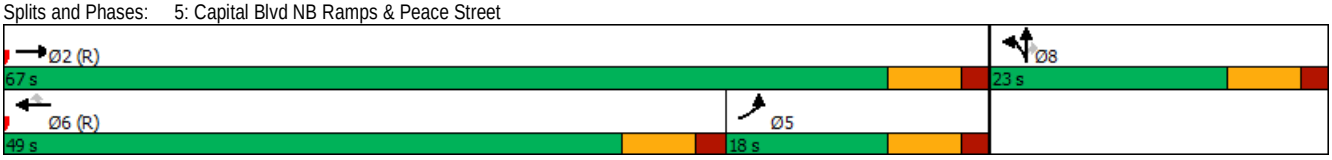


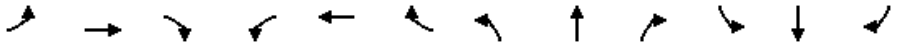
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1100	0	0	400	600	50	4	50	0	0	0
Future Volume (vph)	300	1100	0	0	400	600	50	4	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		100	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	125			100			100			25		
Satd. Flow (prot)	3433	1863	0	0	3539	1583	0	1779	1583	0	0	0
Flt Permitted	0.950							0.955				
Satd. Flow (perm)	3433	1863	0	0	3539	1583	0	1779	1583	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						650						
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			1263			279			422	
Travel Time (s)		6.7			24.6			6.3			9.6	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	333	1222	0	0	444	667	0	60	56	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	14.0	23.0			23.0	23.0	23.0	23.0	23.0			
Total Split (s)	18.0	67.0			49.0	49.0	23.0	23.0	23.0			
Total Split (%)	20.0%	74.4%			54.4%	54.4%	25.6%	25.6%	25.6%			
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0		-2.0	-2.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Act Effct Green (s)	13.0	72.9			53.9	53.9		10.9	10.9			
Actuated g/C Ratio	0.14	0.81			0.60	0.60		0.12	0.12			
v/c Ratio	0.67	0.81			0.21	0.55		0.28	0.29			
Control Delay	35.1	6.5			9.5	3.4		38.7	39.4			
Queue Delay	0.0	19.4			0.0	0.0		0.0	0.0			
Total Delay	35.1	25.9			9.5	3.4		38.7	39.4			
LOS	D	C			A	A		D	D			
Approach Delay		27.8			5.8			39.0				
Approach LOS		C			A			D				
Queue Length 50th (ft)	100	171			40	27		32	30			
Queue Length 95th (ft)	m103	m176			m70	85		67	64			
Internal Link Dist (ft)		263			1183			199			342	
Turn Bay Length (ft)	150					100			100			
Base Capacity (vph)	495	1509			2119	1208		355	316			
Starvation Cap Reductn	0	316			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.67	1.02			0.21	0.55		0.17	0.18			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	588	484	53	671	31	245	60	33	13	56	78
Future Volume (vph)	70	588	484	53	671	31	245	60	33	13	56	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-2%			-2%			-3%	
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	75			50			100			100		
Satd. Flow (prot)	1569	1527	0	1609	1680	0	1528	1562	1439	0	1686	1446
Flt Permitted	0.202			0.076			0.950	0.971			0.991	
Satd. Flow (perm)	333	1527	0	129	1680	0	1521	1558	1389	0	1683	1422
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			3				104			109
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1263			774			268			259	
Travel Time (s)		34.4			21.1			7.3			7.1	
Confl. Peds. (#/hr)	3		5	5		3	4		8	8		4
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
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	78	1191	0	59	780	0	169	170	37	0	76	87
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6					4			3
Detector Phase	2	2		6	6		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.7	15.7		15.8	15.8		30.2	30.2	30.2	26.8	26.8	26.8
Total Split (s)	32.0	32.0		32.0	32.0		31.0	31.0	31.0	27.0	27.0	27.0
Total Split (%)	35.6%	35.6%		35.6%	35.6%		34.4%	34.4%	34.4%	30.0%	30.0%	30.0%
Yellow Time (s)	3.1	3.1		3.3	3.3		3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.6		2.5	2.5		2.9	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-0.7	-0.7		-0.8	-0.8		-1.2	-1.2	-1.2		-0.8	-0.8
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effct Green (s)	53.6	53.6		53.6	53.6		14.7	14.7	14.7		9.3	9.3
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.16	0.16	0.16		0.10	0.10
v/c Ratio	0.39	1.28		0.78	0.78		0.68	0.67	0.12		0.43	0.36
Control Delay	26.0	158.1		76.5	25.2		48.6	47.6	0.8		45.3	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	26.0	158.1		76.5	25.2		48.6	47.6	0.8		45.3	9.1
LOS	C	F		E	C		D	D	A		D	A
Approach Delay		149.9			28.9			43.4			26.0	
Approach LOS		F			C			D			C	
Queue Length 50th (ft)	34	~869		21	281		96	96	0		42	0
Queue Length 95th (ft)	m53	#1221		m#81	#677		153	153	0		82	30
Internal Link Dist (ft)		1183			694			188			179	
Turn Bay Length (ft)	50			50								
Base Capacity (vph)	198	927		76	1001		441	451	475		412	429
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.39	1.28		0.78	0.78		0.38	0.38	0.08		0.18	0.20

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 10 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 88.8		Intersection LOS: F	
Intersection Capacity Utilization 96.4%		ICU Level of Service F	
Analysis Period (min) 15			

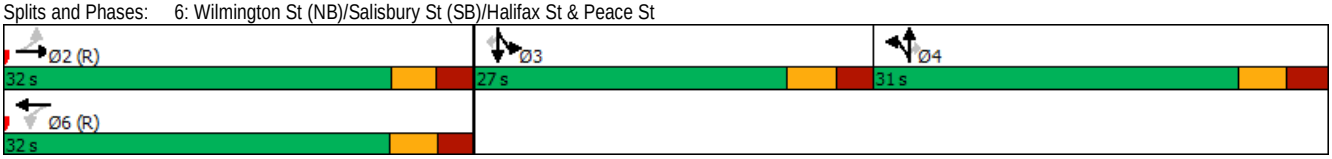
Description: 421

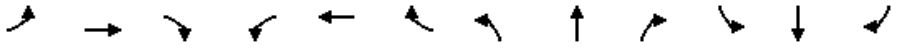
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St



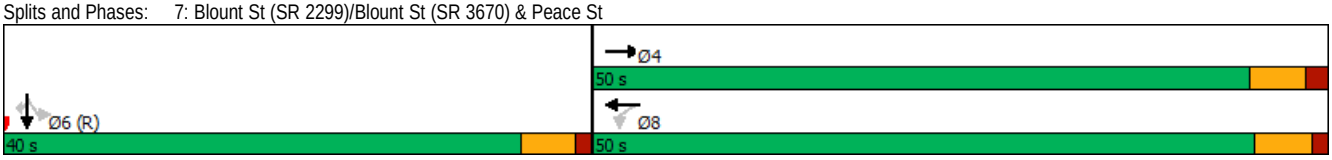


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	158	340	33	478	0	0	0	0	17	712	271
Future Volume (vph)	0	158	340	33	478	0	0	0	0	17	712	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1500	0	0	1680	0	0	0	0	0	3134	1404
Flt Permitted					0.939						0.999	
Satd. Flow (perm)	0	1500	0	0	1582	0	0	0	0	0	3134	1370
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		72										274
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			1	1						3		1
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	554	0	0	568	0	0	0	0	0	810	301
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		17.4		20.1	20.1					16.9	16.9	16.9
Total Split (s)		50.0		50.0	50.0					40.0	40.0	40.0
Total Split (%)		55.6%		55.6%	55.6%					44.4%	44.4%	44.4%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.6		1.2	1.2					1.2	1.2	1.2
Lost Time Adjust (s)		-0.4			-0.1						0.1	0.1
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0			45.0						35.0	35.0
Actuated g/C Ratio		0.50			0.50						0.39	0.39
v/c Ratio		0.70			0.72						0.67	0.43
Control Delay		6.7			37.8						25.9	5.5
Queue Delay		0.0			1.3						0.0	0.0
Total Delay		6.7			39.0						25.9	5.5
LOS		A			D						C	A
Approach Delay		6.7			39.0						20.4	
Approach LOS		A			D						C	
Queue Length 50th (ft)		2			289						195	9
Queue Length 95th (ft)		m15			390						261	63
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)												250
Base Capacity (vph)		786			791						1218	700
Starvation Cap Reductn		0			83						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.70			0.80						0.67	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 51 (57%), Referenced to phase 6:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-1041			

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

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	133	0	503	611	0	0
Future Volume (vph)	133	0	503	611	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	1601	0	0	3100	0	0
Flt Permitted	0.950			0.978		
Satd. Flow (perm)	1598	0	0	3083	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		4			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	1238	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Detector Phase	4		2	2		
Switch Phase						
Minimum Initial (s)	7.0		10.0	10.0		
Minimum Split (s)	20.4		20.0	20.0		
Total Split (s)	36.0		54.0	54.0		
Total Split (%)	40.0%		60.0%	60.0%		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	-0.4			0.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		C-Max	C-Max		
Act Effct Green (s)	31.0			49.0		
Actuated g/C Ratio	0.34			0.54		
v/c Ratio	0.27			0.74		
Control Delay	27.7			19.0		
Queue Delay	0.0			0.1		
Total Delay	27.7			19.1		
LOS	C			B		
Approach Delay	27.7			19.1		
Approach LOS	C			B		
Queue Length 50th (ft)	57			264		
Queue Length 95th (ft)	m95			347		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	551			1678		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			27		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.27			0.75		

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 20.0	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	
Description: 05-0078	

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

Splits and Phases: 8: Person St (SR 2026) & Peace St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	62
Future Volume (vph)	0	0	0	62	69	0	0	0	0	0	3200	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1471	3054	0	0	0	0	0	4531	1028
Flt Permitted				0.950	0.986							
Satd. Flow (perm)	0	0	0	1438	3034	0	0	0	0	0	4531	1028
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												33
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
Confl. Peds. (#/hr)				14								
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	40%
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	37	109	0	0	0	0	0	3556	69
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Minimum Split (s)				22.7	22.7						22.0	22.0
Total Split (s)				28.0	28.0						62.0	62.0
Total Split (%)				31.1%	31.1%						68.9%	68.9%
Yellow Time (s)				4.1	4.1						3.0	3.0
All-Red Time (s)				1.6	1.6						1.0	1.0
Lost Time Adjust (s)				-0.7	-0.7						1.0	0.0
Total Lost Time (s)				5.0	5.0						5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				23.0	23.0						57.0	58.0
Actuated g/C Ratio				0.26	0.26						0.63	0.64
v/c Ratio				0.10	0.14						1.24	0.10
Control Delay				26.6	26.5						131.0	4.1
Queue Delay				0.0	0.0						0.4	0.0
Total Delay				26.6	26.5						131.4	4.1
LOS				C	C						F	A
Approach Delay					26.5						129.0	
Approach LOS					C						F	
Queue Length 50th (ft)				17	26						~928	7
Queue Length 95th (ft)				45	48						#1017	22
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												100
Base Capacity (vph)				367	775						2869	674
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						497	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.10	0.14						1.50	0.10

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 1 (1%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 120			
Control Type: Pretimed			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 125.0		Intersection LOS: F	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-1046			

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

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

Splits and Phases: 9: Dawson St (US 70-401) & Lane St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Future Volume (vph)	0	117	35	0	0	0	0	0	0	350	2900	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	0	4486	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	3201	1402	0	0	0	0	0	0	0	4478	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			22									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			4							6		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	39	0	0	0	0	0	0	0	3611	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Minimum Split (s)		17.2	17.2							14.8	14.8	
Total Split (s)		28.0	28.0							62.0	62.0	
Total Split (%)		31.1%	31.1%							68.9%	68.9%	
Yellow Time (s)		3.9	3.9							3.7	3.7	
All-Red Time (s)		1.3	1.3							1.1	1.1	
Lost Time Adjust (s)		-0.2	-0.2								0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		23.0	23.0								57.0	
Actuated g/C Ratio		0.26	0.26								0.63	
v/c Ratio		0.16	0.10								1.27	
Control Delay		26.7	15.9								134.9	
Queue Delay		0.0	0.0								0.3	
Total Delay		26.7	15.9								135.2	
LOS		C	B								F	
Approach Delay		24.2									135.2	
Approach LOS		C									F	
Queue Length 50th (ft)		30	7								~948	
Queue Length 95th (ft)		53	32								m#70	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		818	374								2836	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	1								401	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.16	0.10								1.48	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 110			
Control Type: Pretimed			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 130.3		Intersection LOS: F	
Intersection Capacity Utilization 88.5%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0099			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Dawson St (US 70-401) & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	300	0	0	0	0	0	1916	153	0	0	0
Future Volume (vph)	123	300	0	0	0	0	0	1916	153	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3042	0	0	0	0	0	4623	1266	0	0	0
Flt Permitted	0.950	0.997										
Satd. Flow (perm)	1200	3008	0	0	0	0	0	4623	1064	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)									119			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	102								78			
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%	2%	2%	2%	2%	2%	2%	2%	16%	2%	2%	2%
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	114	356	0	0	0	0	0	2129	170	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	21.1	21.1						19.2	19.2			
Total Split (s)	28.0	28.0						62.0	62.0			
Total Split (%)	31.1%	31.1%						68.9%	68.9%			
Yellow Time (s)	3.8	3.8						4.0	4.0			
All-Red Time (s)	1.3	1.3						1.2	1.2			
Lost Time Adjust (s)	-0.1	-0.1						-0.2	-0.2			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	23.0	23.0						57.0	57.0			
Actuated g/C Ratio	0.26	0.26						0.63	0.63			
v/c Ratio	0.37	0.46						0.73	0.24			
Control Delay	28.8	28.7						4.0	0.6			
Queue Delay	0.0	0.0						0.0	0.0			
Total Delay	28.8	28.7						4.0	0.6			
LOS	C	C						A	A			
Approach Delay		28.7						3.8				
Approach LOS		C						A				
Queue Length 50th (ft)	59	92						53	0			
Queue Length 95th (ft)	m61	m86						67	m0			
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100								100			
Base Capacity (vph)	306	768						2927	717			
Starvation Cap Reductn	0	0						0	0			
Spillback Cap Reductn	0	0						0	0			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.37	0.46						0.73	0.24			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14 (16%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 88.5%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0084			
m Volume for 95th percentile queue is metered by upstream signal.			

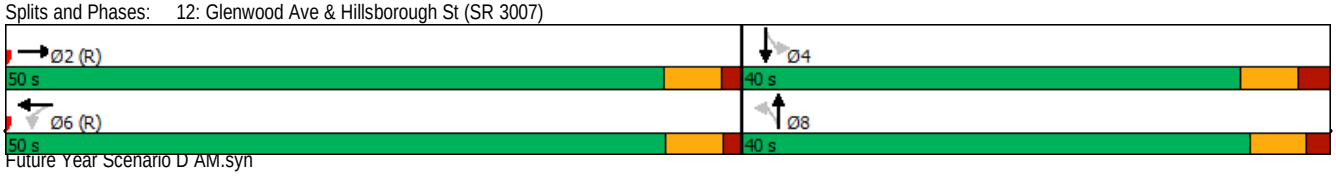
Splits and Phases: 11: McDowell St & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	285	6	6	553	75	4	29	2	126	207	40
Future Volume (vph)	0	285	6	6	553	75	4	29	2	126	207	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	0	3111	0	0	1652	0	0	3092	0
Flt Permitted					0.952			0.963			0.832	
Satd. Flow (perm)	0	1679	0	0	2962	0	0	1598	0	0	2587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			23			2			17	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			1	1		20	2		14	14		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	704	0	0	38	0	0	414	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Minimum Split (s)		19.0		19.0	19.0		24.0	24.0		24.2	24.2	
Total Split (s)		50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)		55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)		3.9		3.9	3.9		3.8	3.8		3.9	3.9	
All-Red Time (s)		1.4		1.3	1.3		1.7	1.7		2.3	2.3	
Lost Time Adjust (s)		-0.3			-0.2			-0.5			-1.2	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0			45.0			35.0			35.0	
Actuated g/C Ratio		0.50			0.50			0.39			0.39	
v/c Ratio		0.39			0.47			0.06			0.41	
Control Delay		15.6			10.8			27.2			20.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.6			10.8			27.2			20.6	
LOS		B			B			C			C	
Approach Delay		15.6			10.8			27.2			20.6	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		108			72			16			84	
Queue Length 95th (ft)		171			93			45			124	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1492			622			1016	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.47			0.06			0.41	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 85 (94%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0041			

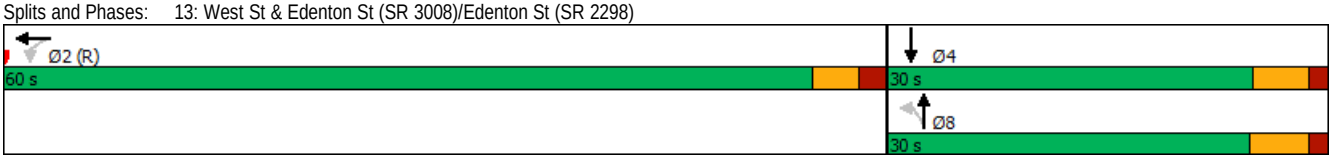
Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	33
Future Volume (vph)	0	0	0	29	648	96	6	97	0	0	88	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4369	0	0	1688	0	0	1581	0
Flt Permitted					0.998			0.984				
Satd. Flow (perm)	0	0	0	0	4368	0	0	1662	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					53						21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		37	28					28
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	859	0	0	115	0	0	135	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			8			4	
Permitted Phases				2			8					
Minimum Split (s)				21.1	21.1		21.4	21.4			21.2	
Total Split (s)				60.0	60.0		30.0	30.0			30.0	
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	
Yellow Time (s)				3.1	3.1		4.0	4.0			3.8	
All-Red Time (s)				2.0	2.0		1.4	1.4			1.4	
Lost Time Adjust (s)					-0.1			-0.4			-0.2	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					55.0			25.0			25.0	
Actuated g/C Ratio					0.61			0.28			0.28	
v/c Ratio					0.32			0.25			0.30	
Control Delay					8.2			27.0			23.6	
Queue Delay					0.0			0.0			0.0	
Total Delay					8.2			27.0			23.6	
LOS					A			C			C	
Approach Delay					8.2			27.0			23.6	
Approach LOS					A			C			C	
Queue Length 50th (ft)					73			51			50	
Queue Length 95th (ft)					95			95			99	
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)												
Base Capacity (vph)					2689			461			454	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.32			0.25			0.30	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0298			

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)



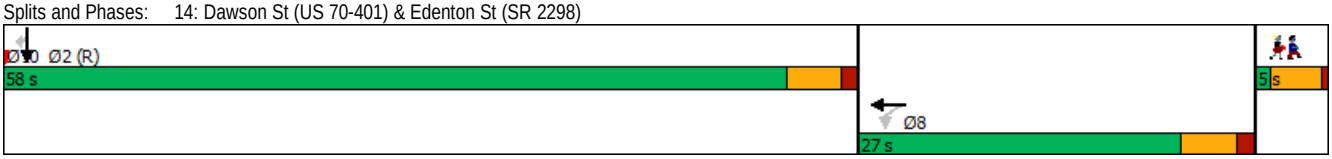
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	106	564	0	0	0	0	0	2735	167	
Future Volume (vph)	0	0	0	106	564	0	0	0	0	0	2735	167	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			1%			0%			3%		
Storage Length (ft)	0		0	0		0	0		0	275		100	
Storage Lanes	0		0	0		0	0		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	4517	0	0	0	0	0	4508	1245	
Flt Permitted					0.992								
Satd. Flow (perm)	0	0	0	0	4513	0	0	0	0	0	4508	1185	
Right Turn on Red			Yes	No		Yes			Yes			Yes	
Satd. Flow (RTOR)												80	
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		376			487			588			488		
Travel Time (s)		7.3			9.5			11.5			9.5		
Confl. Peds. (#/hr)				3								15	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	15%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	745	0	0	0	0	0	3039	186	
Turn Type				Perm	NA						NA	Perm	
Protected Phases					8						2		10
Permitted Phases				8								2	
Minimum Split (s)				17.1	17.1						15.9	15.9	5.0
Total Split (s)				27.0	27.0						58.0	58.0	5.0
Total Split (%)				30.0%	30.0%						64.4%	64.4%	6%
Yellow Time (s)				3.8	3.8						3.7	3.7	3.5
All-Red Time (s)				1.3	1.3						1.2	1.2	0.5
Lost Time Adjust (s)					-0.1						0.1	0.1	
Total Lost Time (s)					5.0						5.0	5.0	
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)					22.0						53.0	53.0	
Actuated g/C Ratio					0.24						0.59	0.59	
v/c Ratio					0.68						1.15	0.25	
Control Delay					21.2						77.1	1.4	
Queue Delay					0.0						0.1	0.0	
Total Delay					21.2						77.2	1.4	
LOS					C						E	A	
Approach Delay					21.2						72.9		
Approach LOS					C						E		
Queue Length 50th (ft)					57						~735	1	
Queue Length 95th (ft)					m91						m67	m1	
Internal Link Dist (ft)		296			407			508			408		
Turn Bay Length (ft)												100	
Base Capacity (vph)					1103						2654	730	
Starvation Cap Reductn					0						125	0	
Spillback Cap Reductn					0						0	0	
Storage Cap Reductn					0						0	0	
Reduced v/c Ratio					0.68						1.20	0.25	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 14 (16%), Referenced to phase 2:SBT, Start of 1st Green
Natural Cycle: 100
Control Type: Pretimed
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 63.2 Intersection LOS: E
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15
Description: 05-0098
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

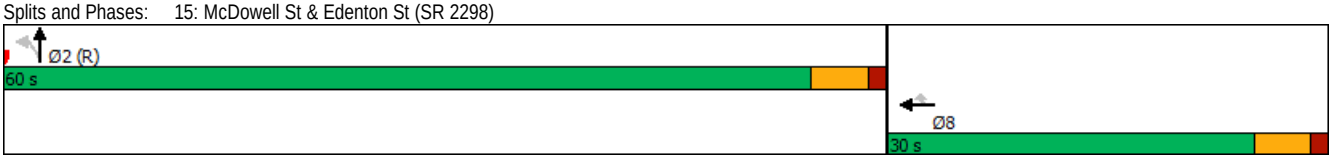
Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	608	213	76	2037	0	0	0	0
Future Volume (vph)	0	0	0	0	608	213	76	2037	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	3021	1181	0	5784	0	0	0	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	3021	1128	0	5784	0	0	0	0
Right Turn on Red			Yes			No	No		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		487			488			589			488	
Travel Time (s)		9.5			9.5			11.5			9.5	
Confl. Peds. (#/hr)						15						
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%	2%	2%	2%	2%	12%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	0	700	213	0	2347	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.1	17.1	17.2	17.2				
Total Split (s)					30.0	30.0	60.0	60.0				
Total Split (%)					33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)					3.8	3.8	3.9	3.9				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)					-0.1	-0.1		-0.2				
Total Lost Time (s)					5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					25.0	25.0		55.0				
Actuated g/C Ratio					0.28	0.28		0.61				
v/c Ratio					0.83	0.68		0.66				
Control Delay					24.7	26.4		3.4				
Queue Delay					0.0	0.0		0.0				
Total Delay					24.7	26.4		3.4				
LOS					C	C		A				
Approach Delay					25.1			3.4				
Approach LOS					C			A				
Queue Length 50th (ft)					97	47		33				
Queue Length 95th (ft)					#289	#217		50				
Internal Link Dist (ft)		407			408			509			408	
Turn Bay Length (ft)												
Base Capacity (vph)					839	313		3534				
Starvation Cap Reductn					0	0		0				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.83	0.68		0.66				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 9 (10%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-0085			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

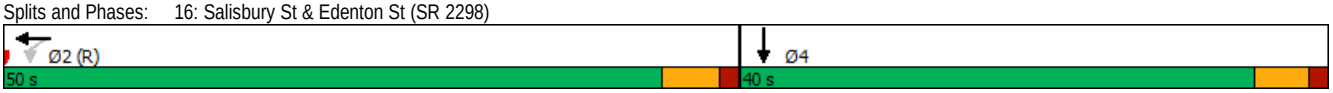
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Future Volume (vph)	0	0	0	207	817	0	0	0	0	0	194	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	2933	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											98	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	230	908	0	0	0	0	0	405	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Minimum Split (s)				18.3	18.3						19.1	
Total Split (s)				50.0	50.0						40.0	
Total Split (%)				55.6%	55.6%						44.4%	
Yellow Time (s)				3.9	3.9						3.7	
All-Red Time (s)				1.4	1.4						1.4	
Lost Time Adjust (s)				-0.3	-0.3						-0.1	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				45.0	45.0						35.0	
Actuated g/C Ratio				0.50	0.50						0.39	
v/c Ratio				0.29	0.57						0.34	
Control Delay				3.0	3.6						15.3	
Queue Delay				0.6	0.2						0.0	
Total Delay				3.5	3.8						15.3	
LOS				A	A						B	
Approach Delay					3.8						15.3	
Approach LOS					A						B	
Queue Length 50th (ft)				10	20						61	
Queue Length 95th (ft)				12	20						97	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				800	1600						1200	
Starvation Cap Reductn				284	168						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.45	0.63						0.34	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

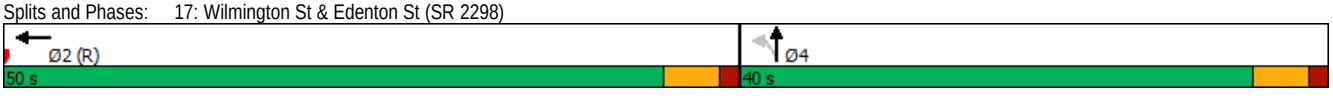
Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)

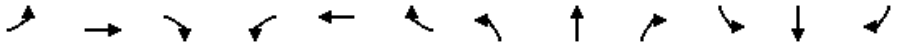


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	980	242	149	557	0	0	0	0
Future Volume (vph)	0	0	0	0	980	242	149	557	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Satd. Flow (prot)	0	0	0	0	4417	0	0	3043	0	0	0	0
Flt Permitted								0.990				
Satd. Flow (perm)	0	0	0	0	4417	0	0	3043	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					94							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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%	2%	2%	2%	2%	2%	17%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1358	0	0	785	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Minimum Split (s)					17.2		18.2	18.2				
Total Split (s)					50.0		40.0	40.0				
Total Split (%)					55.6%		44.4%	44.4%				
Yellow Time (s)					3.8		3.8	3.8				
All-Red Time (s)					1.4		1.4	1.4				
Lost Time Adjust (s)					-0.2			-0.2				
Total Lost Time (s)					5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					45.0			35.0				
Actuated g/C Ratio					0.50			0.39				
v/c Ratio					0.60			0.66				
Control Delay					32.8			21.7				
Queue Delay					0.0			0.0				
Total Delay					32.8			21.7				
LOS					C			C				
Approach Delay					32.8			21.7				
Approach LOS					C			C				
Queue Length 50th (ft)					285			225				
Queue Length 95th (ft)					m321			280				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)												
Base Capacity (vph)					2255			1183				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.60			0.66				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 50 (56%), Referenced to phase 2:WBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 28.8		Intersection LOS: C	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-2288			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)



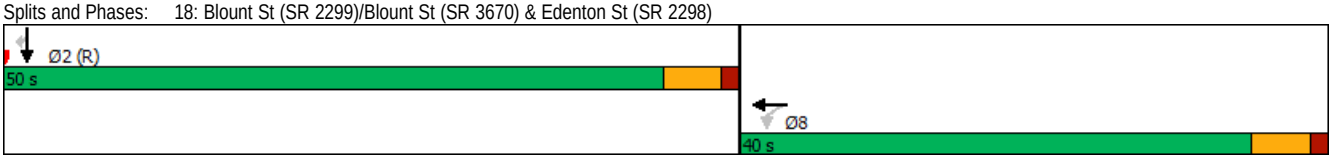


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	335	1016	0	0	0	0	0	867	77
Future Volume (vph)	0	0	0	335	1016	0	0	0	0	0	867	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Satd. Flow (prot)	0	0	0	1533	3217	0	0	0	0	0	3201	1432
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1520	3217	0	0	0	0	0	3201	1409
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												28
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				4								2
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%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	372	1129	0	0	0	0	0	963	86
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						2	
Permitted Phases				8								2
Minimum Split (s)				17.3	17.3						17.2	17.2
Total Split (s)				40.0	40.0						50.0	50.0
Total Split (%)				44.4%	44.4%						55.6%	55.6%
Yellow Time (s)				4.0	4.0						3.9	3.9
All-Red Time (s)				1.3	1.3						1.3	1.3
Lost Time Adjust (s)				-1.3	-0.3						-0.2	0.0
Total Lost Time (s)				4.0	5.0						5.0	5.2
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				36.0	35.0						45.0	44.8
Actuated g/C Ratio				0.40	0.39						0.50	0.50
v/c Ratio				0.61	0.90						0.60	0.12
Control Delay				38.8	47.8						18.1	9.1
Queue Delay				0.0	1.6						0.0	0.0
Total Delay				38.8	49.4						18.1	9.1
LOS				D	D						B	A
Approach Delay					46.8						17.3	
Approach LOS					D						B	
Queue Length 50th (ft)				212	364						196	16
Queue Length 95th (ft)				m256	m#435						258	41
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)												
Base Capacity (vph)				608	1251						1600	715
Starvation Cap Reductn				0	41						0	0
Spillback Cap Reductn				0	0						0	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.61	0.93						0.60	0.12

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 41 (46%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 34.7		Intersection LOS: C	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1038			

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

Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)



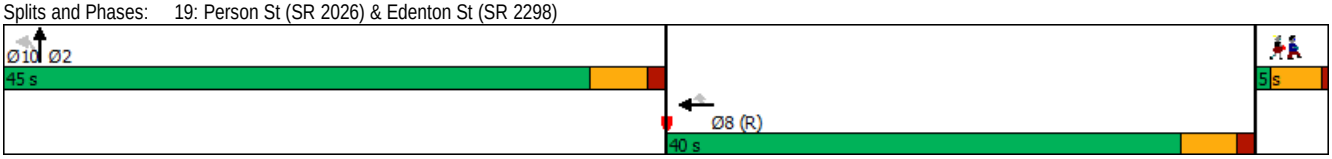
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	981	234	173	768	0	0	0	0	
Future Volume (vph)	0	0	0	0	981	234	173	768	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			0%			-1%			0%		
Storage Length (ft)	0		0	0		100	0		0	0		0	
Storage Lanes	0		0	0		1	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	3185	1309	0	3172	0	0	0	0	
Flt Permitted								0.991					
Satd. Flow (perm)	0	0	0	0	3185	1286	0	3169	0	0	0	0	
Right Turn on Red			Yes			Yes	No		Yes			Yes	
Satd. Flow (RTOR)						110							
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		476			578			309			274		
Travel Time (s)		9.3			11.3			6.0			5.3		
Confl. Peds. (#/hr)						3	3						
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%	2%	2%	2%	2%	11%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	1090	260	0	1045	0	0	0	0	
Turn Type					NA	Perm	Perm	NA					
Protected Phases					8			2					10
Permitted Phases						8	2						
Minimum Split (s)					19.1	19.1	18.2	18.2					5.0
Total Split (s)					40.0	40.0	45.0	45.0					5.0
Total Split (%)					44.4%	44.4%	50.0%	50.0%					6%
Yellow Time (s)					3.8	3.8	3.9	3.9					3.5
All-Red Time (s)					1.3	1.3	1.3	1.3					0.5
Lost Time Adjust (s)					-0.1	0.0		-0.2					
Total Lost Time (s)					5.0	5.1		5.0					
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)					35.0	34.9		40.0					
Actuated g/C Ratio					0.39	0.39		0.44					
v/c Ratio					0.88	0.46		0.74					
Control Delay					35.5	14.5		25.1					
Queue Delay					0.0	0.0		50.7					
Total Delay					35.5	14.5		75.8					
LOS					D	B		E					
Approach Delay					31.5			75.8					
Approach LOS					C			E					
Queue Length 50th (ft)					296	58		342					
Queue Length 95th (ft)					#422	128		m354					
Internal Link Dist (ft)		396			498			229			194		
Turn Bay Length (ft)						100							
Base Capacity (vph)					1238	566		1408					
Starvation Cap Reductn					0	0		648					
Spillback Cap Reductn					0	0		164					
Storage Cap Reductn					0	0		0					
Reduced v/c Ratio					0.88	0.46		1.38					

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 33 (37%), Referenced to phase 8:WBT, Start of 1st Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 50.8 Intersection LOS: D
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15
Description: 05-0074
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)



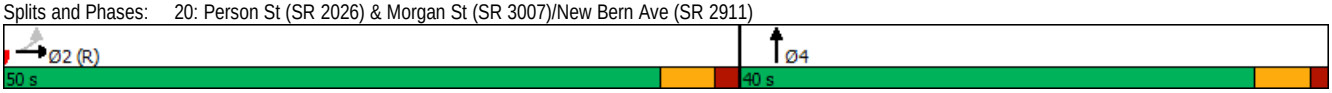


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Future Volume (vph)	52	396	0	0	0	0	0	975	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1585	3169	0	0	0	0	0	3112	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1561	3169	0	0	0	0	0	3112	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								12				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	10								2			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	440	0	0	0	0	0	1177	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	50.0	50.0						40.0				
Total Split (%)	55.6%	55.6%						44.4%				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	45.0	45.0						35.0				
Actuated g/C Ratio	0.50	0.50						0.39				
v/c Ratio	0.07	0.28						0.97				
Control Delay	6.0	8.4						29.2				
Queue Delay	0.0	0.0						43.1				
Total Delay	6.1	8.4						72.3				
LOS	A	A						E				
Approach Delay		8.1						72.3				
Approach LOS		A						E				
Queue Length 50th (ft)	9	34						91				
Queue Length 95th (ft)	m17	m46						#470				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	780	1584						1217				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	111	0						412				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.09	0.28						1.46				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:EBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 53.2		Intersection LOS: D	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0073			

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

Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)

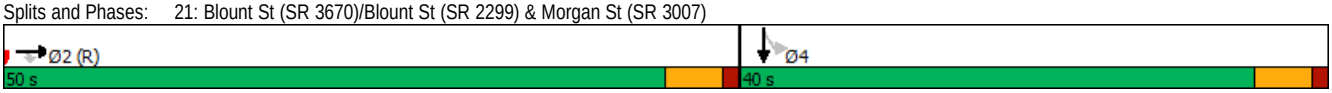




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	324	296	0	0	0	0	0	0	94	807	0
Future Volume (vph)	0	324	296	0	0	0	0	0	0	94	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1353	0	0	0	0	0	0	0	3185	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	3201	1353	0	0	0	0	0	0	0	3184	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			49									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)										2		
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%	2%	8%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	360	329	0	0	0	0	0	0	0	1001	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		17.1	17.1							17.1	17.1	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		3.9	3.9							3.9	3.9	
All-Red Time (s)		1.2	1.2							1.2	1.2	
Lost Time Adjust (s)		-0.1	-0.1								-0.1	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0								35.0	
Actuated g/C Ratio		0.50	0.50								0.39	
v/c Ratio		0.23	0.47								0.81	
Control Delay		30.7	35.3								26.5	
Queue Delay		0.0	0.0								0.0	
Total Delay		30.7	35.3								26.5	
LOS		C	D								C	
Approach Delay		32.9									26.5	
Approach LOS		C									C	
Queue Length 50th (ft)		106	181								192	
Queue Length 95th (ft)		147	263								265	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1600	701								1238	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.23	0.47								0.81	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 75 (83%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1037			

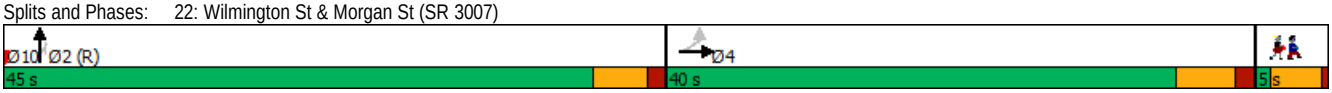
Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	89	508	0	0	0	0	0	531	97	0	0	0	
Future Volume (vph)	89	508	0	0	0	0	0	531	97	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		-2%			0%			2%			0%		
Storage Length (ft)	0		0	0		0	0		100	0		0	
Storage Lanes	1		0	0		0	0		1	0		0	
Taper Length (ft)	100			25			25			25			
Satd. Flow (prot)	1609	3217	0	0	0	0	0	3153	1142	0	0	0	
Flt Permitted	0.950												
Satd. Flow (perm)	1574	3217	0	0	0	0	0	3153	1107	0	0	0	
Right Turn on Red	No		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)									108				
Link Speed (mph)		35			35			35			25		
Link Distance (ft)		228			499			479			591		
Travel Time (s)		4.4			9.7			9.3			16.1		
Confl. Peds. (#/hr)	11								10				
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%	2%	2%	2%	2%	2%	2%	2%	26%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	99	564	0	0	0	0	0	590	108	0	0	0	
Turn Type	Perm	NA						NA	Perm				
Protected Phases		4						2					10
Permitted Phases	4								2				
Minimum Split (s)	19.4	19.4						19.0	19.0				5.0
Total Split (s)	40.0	40.0						45.0	45.0				5.0
Total Split (%)	44.4%	44.4%						50.0%	50.0%				6%
Yellow Time (s)	4.0	4.0						3.7	3.7				3.5
All-Red Time (s)	1.4	1.4						1.3	1.3				0.5
Lost Time Adjust (s)	-0.4	-0.4						0.0	0.0				
Total Lost Time (s)	5.0	5.0						5.0	5.0				
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)	35.0	35.0						40.0	40.0				
Actuated g/C Ratio	0.39	0.39						0.44	0.44				
v/c Ratio	0.16	0.45						0.42	0.20				
Control Delay	18.9	21.8						23.9	9.3				
Queue Delay	0.0	0.0						0.0	0.0				
Total Delay	18.9	21.8						23.9	9.3				
LOS	B	C						C	A				
Approach Delay		21.4						21.6					
Approach LOS		C						C					
Queue Length 50th (ft)	36	122						146	18				
Queue Length 95th (ft)	70	169						186	48				
Internal Link Dist (ft)		148			419			399			511		
Turn Bay Length (ft)									100				
Base Capacity (vph)	612	1251						1401	552				
Starvation Cap Reductn	0	0						0	0				
Spillback Cap Reductn	0	0						0	0				
Storage Cap Reductn	0	0						0	0				
Reduced v/c Ratio	0.16	0.45						0.42	0.20				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 70 (78%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 40.2%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 100			

Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)

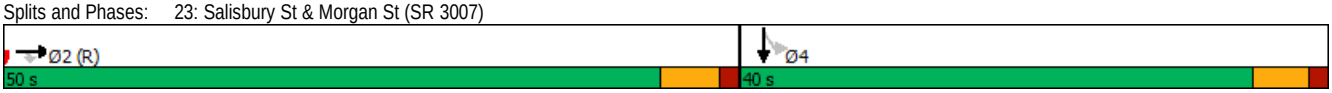




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	522	146	0	0	0	0	0	0	133	381	0
Future Volume (vph)	0	522	146	0	0	0	0	0	0	133	381	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		100	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1242	0	0	0	0	0	0	0	3175	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3185	1206	0	0	0	0	0	0	0	3158	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			9							12		
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%	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	162	0	0	0	0	0	0	0	571	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		19.4	19.4							20.2	20.2	
Total Split (s)		50.0	50.0							40.0	40.0	
Total Split (%)		55.6%	55.6%							44.4%	44.4%	
Yellow Time (s)		4.0	4.0							3.8	3.8	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)		-0.4	-0.4								-0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		45.0	45.0								35.0	
Actuated g/C Ratio		0.50	0.50								0.39	
v/c Ratio		0.36	0.27								0.46	
Control Delay		3.8	4.1								24.1	
Queue Delay		0.0	0.0								0.0	
Total Delay		3.8	4.1								24.1	
LOS		A	A								C	
Approach Delay		3.9									24.1	
Approach LOS		A									C	
Queue Length 50th (ft)		24	13								133	
Queue Length 95th (ft)		30	m18								191	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1592	603								1228	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.36	0.27								0.46	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 65 (72%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	533	0	0	0	0	0	2009	81	0	0	0
Future Volume (vph)	63	533	0	0	0	0	0	2009	81	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Satd. Flow (prot)	1457	3063	0	0	0	0	0	5691	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1342	3061	0	0	0	0	0	5691	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								16				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	38								21			
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
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	64	598	0	0	0	0	0	2322	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	18.0	18.0						17.1				
Total Split (s)	30.0	30.0						60.0				
Total Split (%)	33.3%	33.3%						66.7%				
Yellow Time (s)	3.2	3.2						3.8				
All-Red Time (s)	1.8	1.8						1.3				
Lost Time Adjust (s)	0.0	0.0						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0						55.0				
Actuated g/C Ratio	0.28	0.28						0.61				
v/c Ratio	0.17	0.70						0.67				
Control Delay	30.8	39.1						3.6				
Queue Delay	0.0	0.0						0.1				
Total Delay	30.8	39.1						3.8				
LOS	C	D						A				
Approach Delay		38.3						3.8				
Approach LOS		D						A				
Queue Length 50th (ft)	31	173						43				
Queue Length 95th (ft)	m62	235						58				
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)												
Base Capacity (vph)	372	850						3484				
Starvation Cap Reductn	0	0						264				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.17	0.70						0.72				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBT, Start of 1st Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.4 Intersection LOS: B
Intersection Capacity Utilization 114.6% ICU Level of Service H
Analysis Period (min) 15
Description: 05-0082
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)



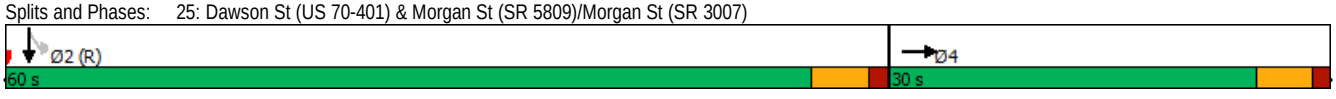
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	280	155	0	0	0	0	0	0	325	2431	54
Future Volume (vph)	0	280	155	0	0	0	0	0	0	325	2431	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Satd. Flow (prot)	0	2956	0	0	0	0	0	0	0	1512	4573	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	2956	0	0	0	0	0	0	0	1424	4573	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)											6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			14							28		32
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%	2%	2%	2%	2%	2%	2%	2%	2%	8%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	483	0	0	0	0	0	0	0	361	2761	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.1								18.3	18.3	
Total Split (s)		30.0								60.0	60.0	
Total Split (%)		33.3%								66.7%	66.7%	
Yellow Time (s)		3.8								3.9	3.9	
All-Red Time (s)		1.3								1.4	1.4	
Lost Time Adjust (s)		-0.1								-1.3	-0.3	
Total Lost Time (s)		5.0								4.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0								56.0	55.0	
Actuated g/C Ratio		0.28								0.62	0.61	
v/c Ratio		0.59								0.41	0.99	
Control Delay		31.5								1.1	6.9	
Queue Delay		0.0								0.0	4.3	
Total Delay		31.5								1.1	11.2	
LOS		C								A	B	
Approach Delay		31.5									10.0	
Approach LOS		C									B	
Queue Length 50th (ft)		124								10	31	
Queue Length 95th (ft)		176								m9	m33	
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												
Base Capacity (vph)		821								886	2796	
Starvation Cap Reductn		0								0	54	
Spillback Cap Reductn		0								0	0	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.59								0.41	1.01	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 22 (24%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 75
Control Type: Pretimed
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 76.5% ICU Level of Service D
Analysis Period (min) 15
Description: 05-0096

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

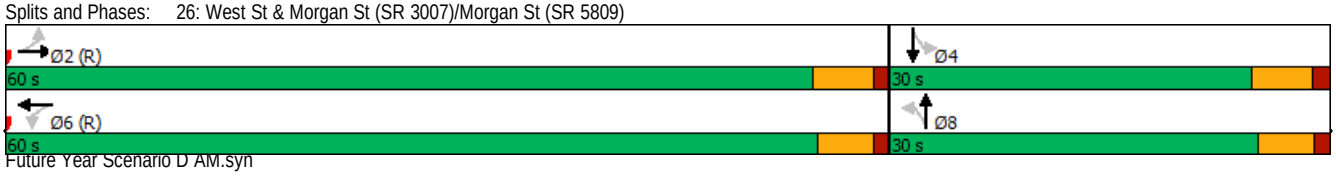
Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	383	22	13	41	4	10	8	15	20	21	4
Future Volume (vph)	9	383	22	13	41	4	10	8	15	20	21	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Satd. Flow (prot)	0	3216	0	0	1632	0	0	1529	0	0	1643	0
Flt Permitted		0.951			0.903			0.939			0.894	
Satd. Flow (perm)	0	3060	0	0	1490	0	0	1456	0	0	1498	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4			17			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			487			193	
Travel Time (s)		10.3			5.4			9.5			3.8	
Confl. Peds. (#/hr)	7		1	1		7	1		3	3		1
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	460	0	0	64	0	0	37	0	0	49	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	17.2	17.2		18.9	18.9		19.4	19.4		21.4	21.4	
Total Split (s)	60.0	60.0		60.0	60.0		30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Yellow Time (s)	4.1	4.1		3.8	3.8		3.8	3.8		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.2	1.2		1.3	1.3	
Lost Time Adjust (s)		-0.2			0.1			0.0			-0.4	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		55.0			55.0			25.0			25.0	
Actuated g/C Ratio		0.61			0.61			0.28			0.28	
v/c Ratio		0.25			0.07			0.09			0.12	
Control Delay		6.6			7.0			16.4			23.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.6			7.0			16.4			23.7	
LOS		A			A			B			C	
Approach Delay		6.6			7.0			16.4			23.7	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		55			13			8			19	
Queue Length 95th (ft)		77			28			31			47	
Internal Link Dist (ft)		448			197			407			113	
Turn Bay Length (ft)												
Base Capacity (vph)		1874			912			416			419	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.07			0.09			0.12	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 76 (84%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0014			

Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	263	61	24	179	48
Future Volume (vph)	66	263	61	24	179	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3090	1604	0	3044	0
Flt Permitted		0.881			0.962	
Satd. Flow (perm)	0	2744	1604	0	2990	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			26		40	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	4			4	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	365	95	0	252	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Minimum Split (s)	12.6	15.6	16.5		19.6	
Total Split (s)	17.0	57.0	40.0		33.0	
Total Split (%)	18.9%	63.3%	44.4%		36.7%	
Yellow Time (s)	3.0	3.6	3.9		3.0	
All-Red Time (s)	2.6	2.0	1.6		2.6	
Lost Time Adjust (s)		-0.6	-0.5		-0.6	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)		52.0	35.0		28.0	
Actuated g/C Ratio		0.58	0.39		0.31	
v/c Ratio		0.22	0.15		0.26	
Control Delay		9.5	12.0		11.6	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.5	12.0		11.6	
LOS		A	B		B	
Approach Delay		9.5	12.0		11.6	
Approach LOS		A	B		B	
Queue Length 50th (ft)		48	18		15	
Queue Length 95th (ft)		71	42		32	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1631	639		974	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.22	0.15		0.26	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 29.2% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0120

Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	127	37	88	159	45	55	19	60	40	35	40
Future Volume (vph)	88	127	37	88	159	45	55	19	60	40	35	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1419	0	0	1402	0	0	1429	0	0	1571	0
Flt Permitted		0.983			0.985			0.980			0.983	
Satd. Flow (perm)	0	1419	0	0	1402	0	0	1429	0	0	1571	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		306			754			487			487	
Travel Time (s)		6.0			14.7			9.5			9.5	
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%	30%	2%	14%	24%	2%	2%	2%	20%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	0	0	325	0	0	149	0	0	127	0
Sign Control		Stop			Stop			Stop			Stop	

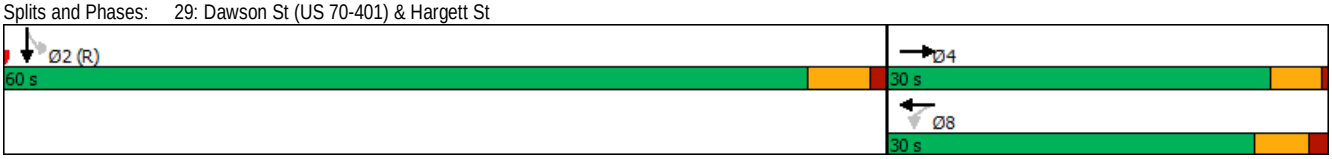
Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

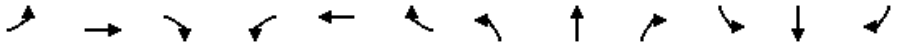


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	120	74	64	179	0	0	0	0	132	2318	105
Future Volume (vph)	0	120	74	64	179	0	0	0	0	132	2318	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1278	0	1577	1485	0	0	0	0	0	5772	0
Flt Permitted				0.507							0.997	
Satd. Flow (perm)	0	1278	0	832	1485	0	0	0	0	0	5755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		754			484			490			482	
Travel Time (s)		14.7			9.4			9.5			9.4	
Confl. Peds. (#/hr)			8	8		64				13		28
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%	21%	34%	2%	14%	2%	2%	2%	2%	2%	2%	24%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	71	199	0	0	0	0	0	2840	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		20.0		17.1	17.1					15.4	15.4	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.5		3.7	3.7					4.2	4.2	
All-Red Time (s)		0.5		1.4	1.4					1.2	1.2	
Lost Time Adjust (s)		0.0		-0.1	0.0						-0.4	
Total Lost Time (s)		4.0		5.0	5.1						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0		25.0	24.9						55.0	
Actuated g/C Ratio		0.29		0.28	0.28						0.61	
v/c Ratio		0.58		0.31	0.49						0.81	
Control Delay		34.3		30.9	32.9						4.6	
Queue Delay		0.0		0.0	0.0						0.4	
Total Delay		34.3		30.9	32.9						5.0	
LOS		C		C	C						A	
Approach Delay		34.3			32.4						5.0	
Approach LOS		C			C						A	
Queue Length 50th (ft)		103		35	101						68	
Queue Length 95th (ft)		178		73	172						m70	
Internal Link Dist (ft)		674			404			410			402	
Turn Bay Length (ft)				175								
Base Capacity (vph)		371		231	410						3523	
Starvation Cap Reductn		0		0	0						223	
Spillback Cap Reductn		0		0	0						60	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.58		0.31	0.49						0.86	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 27 (30%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0095			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St

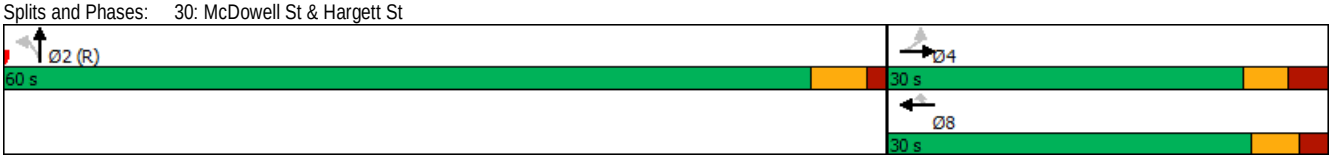




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	177	0	0	98	89	99	2125	46	0	0	0
Future Volume (vph)	76	177	0	0	98	89	99	2125	46	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1209	1660	0	0	1685	1432	1293	4535	0	0	0	0
Flt Permitted	0.687						0.950					
Satd. Flow (perm)	830	1660	0	0	1685	1332	1134	4535	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								6				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	24					24	30		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 (%)	33%	2%	2%	2%	2%	2%	25%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	197	0	0	109	99	110	2412	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.9	18.9			16.3	16.3	16.2	16.2				
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)	3.1	3.1			3.2	3.2	3.8	3.8				
All-Red Time (s)	2.8	2.8			2.1	2.1	1.4	1.4				
Lost Time Adjust (s)	-0.9	-0.9			-0.3	-0.3	-0.2	-0.2				
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0	55.0	55.0				
Actuated g/C Ratio	0.28	0.28			0.28	0.28	0.61	0.61				
v/c Ratio	0.37	0.43			0.23	0.27	0.16	0.87				
Control Delay	33.4	32.4			38.0	39.2	3.2	6.7				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.2				
Total Delay	33.4	32.4			38.0	39.2	3.2	6.9				
LOS	C	C			D	D	A	A				
Approach Delay		32.7			38.6			6.7				
Approach LOS		C			D			A				
Queue Length 50th (ft)	41	98			59	54	7	60				
Queue Length 95th (ft)	m64	m143			108	104	m11	79				
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125	100					
Base Capacity (vph)	230	461			468	370	693	2773				
Starvation Cap Reductn	0	0			0	0	0	55				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.37	0.43			0.23	0.27	0.16	0.89				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 86 (96%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0088			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 30: McDowell St & Hargett St

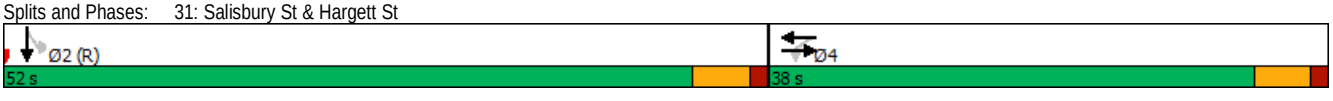


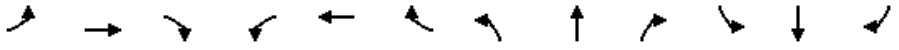
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	159	31	23	139	0	0	0	0	56	368	78
Future Volume (vph)	0	159	31	23	139	0	0	0	0	56	368	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1620	0	0	1656	0	0	0	0	0	3040	0
Flt Permitted					0.940						0.994	
Satd. Flow (perm)	0	1620	0	0	1563	0	0	0	0	0	3032	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12									35	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			17	17						7		39
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	0	0	180	0	0	0	0	0	558	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		19.1		19.1	19.1					19.3	19.3	
Total Split (s)		38.0		38.0	38.0					52.0	52.0	
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		3.8		3.8	3.8					3.9	3.9	
All-Red Time (s)		1.3		1.3	1.3					1.4	1.4	
Lost Time Adjust (s)		-0.1			-0.1						-0.3	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	
Actuated g/C Ratio		0.37			0.37						0.52	
v/c Ratio		0.35			0.31						0.35	
Control Delay		13.9			22.3						7.2	
Queue Delay		0.0			0.0						0.0	
Total Delay		13.9			22.3						7.2	
LOS		B			C						A	
Approach Delay		13.9			22.3						7.2	
Approach LOS		B			C						A	
Queue Length 50th (ft)		109			72						44	
Queue Length 95th (ft)		m171			125						59	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		601			573						1600	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.35			0.31						0.35	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 50.1% ICU Level of Service A
Analysis Period (min) 15
Description: 081
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: Salisbury St & Hargett St

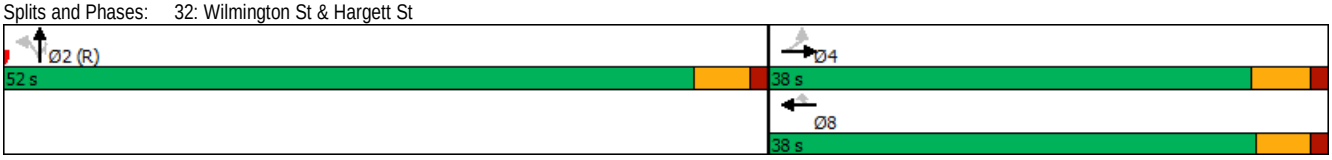




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	65	0	0	138	203	50	610	51	0	0	0
Future Volume (vph)	133	65	0	0	138	203	50	610	51	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		100	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1637	0	0	1651	1404	0	3173	976	0	0	0
Flt Permitted		0.700						0.996				
Satd. Flow (perm)	0	1082	0	0	1651	1164	0	3132	646	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117			57			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	84					84	52		101			
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%	2%	2%	2%	2%	2%	2%	2%	49%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	153	226	0	734	57	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	18.3	18.3			19.0	19.0	19.1	19.1	19.1			
Total Split (s)	38.0	38.0			38.0	38.0	52.0	52.0	52.0			
Total Split (%)	42.2%	42.2%			42.2%	42.2%	57.8%	57.8%	57.8%			
Yellow Time (s)	4.0	4.0			3.7	3.7	3.8	3.8	3.8			
All-Red Time (s)	1.3	1.3			1.3	1.3	1.3	1.3	1.3			
Lost Time Adjust (s)		-0.3			0.0	0.0		-0.1	-0.1			
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0	33.0		47.0	47.0			
Actuated g/C Ratio		0.37			0.37	0.37		0.52	0.52			
v/c Ratio		0.56			0.25	0.45		0.45	0.16			
Control Delay		29.2			23.7	16.3		6.9	1.4			
Queue Delay		0.0			0.0	0.0		0.0	0.0			
Total Delay		29.2			23.7	16.3		6.9	1.4			
LOS		C			C	B		A	A			
Approach Delay		29.2			19.3			6.5				
Approach LOS		C			B			A				
Queue Length 50th (ft)		98			53	32		46	0			
Queue Length 95th (ft)		173			111	112		61	m3			
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150			100			
Base Capacity (vph)		396			605	500		1635	364			
Starvation Cap Reductn		0			0	0		0	0			
Spillback Cap Reductn		0			0	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.56			0.25	0.45		0.45	0.16			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 26 (29%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 101			
m Volume for 95th percentile queue is metered by upstream signal.			

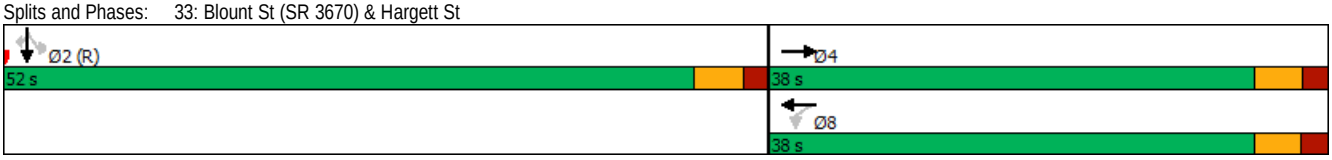
Splits and Phases: 32: Wilmington St & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	66	42	66	233	0	0	0	0	38	926	178
Future Volume (vph)	0	66	42	66	233	0	0	0	0	38	926	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1603	0	0	1650	0	0	0	0	0	3211	1288
Flt Permitted					0.905						0.998	
Satd. Flow (perm)	0	1603	0	0	1510	0	0	0	0	0	3185	1288
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41										147
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										54		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	332	0	0	0	0	0	1071	198
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		17.1		18.1	18.1					17.1	17.1	17.1
Total Split (s)		38.0		38.0	38.0					52.0	52.0	52.0
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	57.8%
Yellow Time (s)		3.3		3.1	3.1					3.3	3.3	3.3
All-Red Time (s)		1.8		2.0	2.0					1.8	1.8	1.8
Lost Time Adjust (s)		-0.1			-0.1						-0.1	0.0
Total Lost Time (s)		5.0			5.0						5.0	5.1
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	46.9
Actuated g/C Ratio		0.37			0.37						0.52	0.52
v/c Ratio		0.20			0.60						0.64	0.27
Control Delay		9.0			30.6						10.2	2.0
Queue Delay		0.0			0.0						0.6	0.0
Total Delay		9.0			30.6						10.8	2.0
LOS		A			C						B	A
Approach Delay		9.0			30.6						9.5	
Approach LOS		A			C						A	
Queue Length 50th (ft)		14			172						85	7
Queue Length 95th (ft)		33			m254						106	m9
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												100
Base Capacity (vph)		613			553						1663	741
Starvation Cap Reductn		0			0						255	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.20			0.60						0.76	0.27

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 40 (44%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1350			
m Volume for 95th percentile queue is metered by upstream signal.			

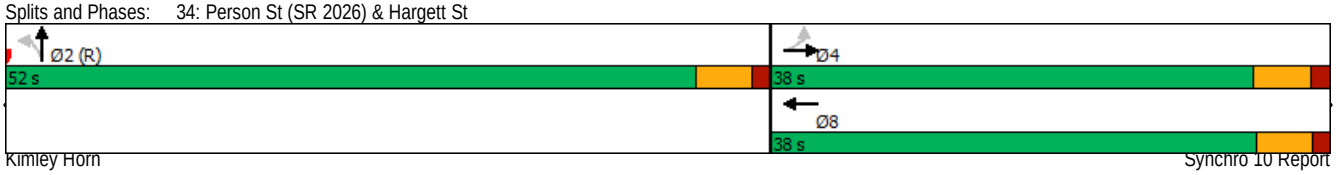
Splits and Phases: 33: Blount St (SR 3670) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Future Volume (vph)	25	57	0	0	64	56	93	1003	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1360	0	0	3141	0	0	0	0
Flt Permitted		0.901						0.996				
Satd. Flow (perm)	0	1412	0	0	1360	0	0	3122	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					55			5				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	121					121	20					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	133	0	0	1257	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.3	17.3			17.1		17.1	17.1				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.9	3.9			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.3		1.3	1.3				
Lost Time Adjust (s)		-0.3			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.25			0.77				
Control Delay		16.0			13.3			4.8				
Queue Delay		0.0			0.0			0.1				
Total Delay		16.0			13.3			4.9				
LOS		B			B			A				
Approach Delay		16.0			13.3			4.9				
Approach LOS		B			B			A				
Queue Length 50th (ft)		25			29			29				
Queue Length 95th (ft)		m55			71			34				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		517			533			1632				
Starvation Cap Reductn		0			0			17				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.25			0.78				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1355			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 34: Person St (SR 2026) & Hargett St

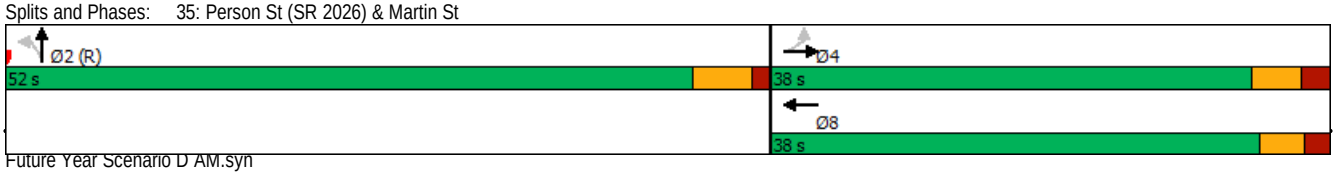


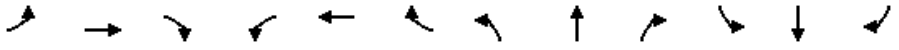
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Future Volume (vph)	28	60	0	0	47	12	51	1121	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1568	0	0	3216	0	0	0	0
Flt Permitted		0.912						0.998				
Satd. Flow (perm)	0	1494	0	0	1568	0	0	3216	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	54					54			20			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	65	0	0	1321	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.4	17.4			17.9		17.4	17.4				
Total Split (s)	38.0	38.0			38.0		52.0	52.0				
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%				
Yellow Time (s)	3.3	3.3			3.1		4.1	4.1				
All-Red Time (s)	2.1	2.1			1.8		1.3	1.3				
Lost Time Adjust (s)		-0.4			0.1			-0.4				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0				
Actuated g/C Ratio		0.37			0.37			0.52				
v/c Ratio		0.18			0.11			0.79				
Control Delay		21.6			16.4			21.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		21.6			16.4			21.7				
LOS		C			B			C				
Approach Delay		21.6			16.4			21.7				
Approach LOS		C			B			C				
Queue Length 50th (ft)		37			19			302				
Queue Length 95th (ft)		73			47			394				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		547			583			1680				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.11			0.79				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 24 (27%), Referenced to phase 2:NBTL, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 21.4 Intersection LOS: C
Intersection Capacity Utilization 56.9% ICU Level of Service B
Analysis Period (min) 15
Description: 05-1354

Splits and Phases: 35: Person St (SR 2026) & Martin St

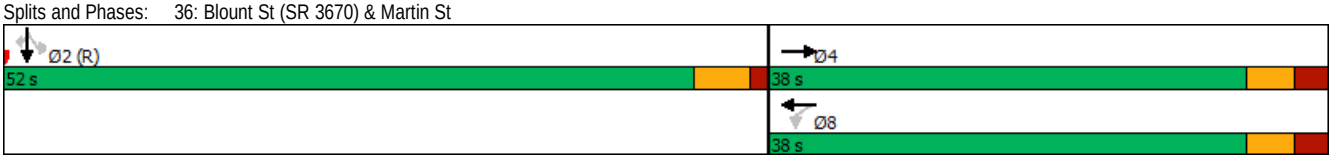




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	58	25	81	0	0	0	0	42	723	89
Future Volume (vph)	0	41	58	25	81	0	0	0	0	42	723	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1559	0	0	1665	0	0	0	0	0	3192	1141
Flt Permitted					0.925						0.997	
Satd. Flow (perm)	0	1559	0	0	1558	0	0	0	0	0	3162	1141
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64										93
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			479			495	
Travel Time (s)		13.5			13.1			10.9			11.3	
Confl. Peds. (#/hr)										44		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	28%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	118	0	0	0	0	0	850	99
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		18.7		18.6	18.6					17.2	17.2	17.2
Total Split (s)		38.0		38.0	38.0					52.0	52.0	52.0
Total Split (%)		42.2%		42.2%	42.2%					57.8%	57.8%	57.8%
Yellow Time (s)		3.3		3.2	3.2					3.9	3.9	3.9
All-Red Time (s)		2.4		2.4	2.4					1.3	1.3	1.3
Lost Time Adjust (s)		-0.7			-0.6						-0.2	-0.2
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0						47.0	47.0
Actuated g/C Ratio		0.37			0.37						0.52	0.52
v/c Ratio		0.18			0.21						0.51	0.15
Control Delay		7.0			25.2						3.9	0.4
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		7.0			25.2						3.9	0.4
LOS		A			C						A	A
Approach Delay		7.0			25.2						3.5	
Approach LOS		A			C						A	
Queue Length 50th (ft)		23			59						31	0
Queue Length 95th (ft)		45			m93						37	m0
Internal Link Dist (ft)		416			401			399			415	
Turn Bay Length (ft)												100
Base Capacity (vph)		612			571						1651	640
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.18			0.21						0.51	0.15

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 46 (51%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1349			
m Volume for 95th percentile queue is metered by upstream signal.			

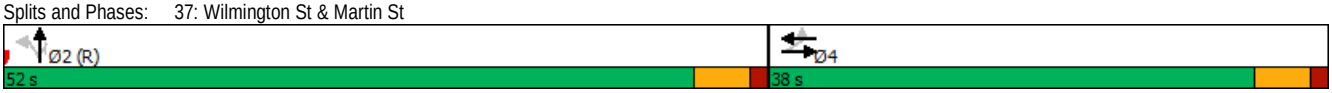
Splits and Phases: 36: Blount St (SR 3670) & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	106	0	0	36	68	59	659	77	0	0	0
Future Volume (vph)	104	106	0	0	36	68	59	659	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-4%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1636	0	0	1399	0	0	3141	1090	0	0	0
Flt Permitted		0.791						0.996				
Satd. Flow (perm)	0	1243	0	0	1399	0	0	3097	1059	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					76				86			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		170			496			477			494	
Travel Time (s)		3.3			9.7			9.3			9.6	
Confl. Peds. (#/hr)	77					77	56		3			
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%	2%	2%	2%	2%	2%	2%	2%	32%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	0	0	116	0	0	798	86	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Minimum Split (s)	19.1	19.1			19.1		20.1	20.1	20.1			
Total Split (s)	38.0	38.0			38.0		52.0	52.0	52.0			
Total Split (%)	42.2%	42.2%			42.2%		57.8%	57.8%	57.8%			
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7	3.7			
All-Red Time (s)	1.3	1.3			1.3		1.4	1.4	1.4			
Lost Time Adjust (s)		-0.1			-0.1			-0.1	-0.1			
Total Lost Time (s)		5.0			5.0			5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0			33.0			47.0	47.0			
Actuated g/C Ratio		0.37			0.37			0.52	0.52			
v/c Ratio		0.51			0.21			0.49	0.14			
Control Delay		27.2			16.6			6.7	0.8			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		27.2			16.6			6.7	0.8			
LOS		C			B			A	A			
Approach Delay		27.2			16.6			6.1				
Approach LOS		C			B			A				
Queue Length 50th (ft)		102			9			39	0			
Queue Length 95th (ft)		175			54			51	3			
Internal Link Dist (ft)		90			416			397			414	
Turn Bay Length (ft)									100			
Base Capacity (vph)		455			561			1617	594			
Starvation Cap Reductn		0			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.51			0.21			0.49	0.14			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 18 (20%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 102			

Splits and Phases: 37: Wilmington St & Martin St

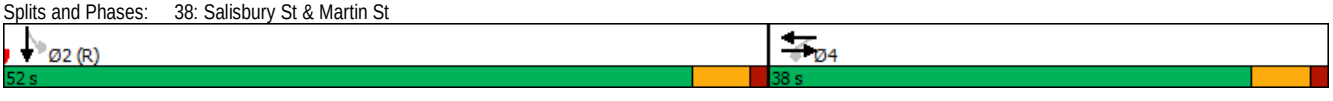


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	175	140	47	111	0	0	0	0	53	303	33
Future Volume (vph)	0	175	140	47	111	0	0	0	0	53	303	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1635	1389	0	1668	0	0	0	0	0	3094	0
Flt Permitted					0.866						0.993	
Satd. Flow (perm)	0	1635	1149	0	1415	0	0	0	0	0	3010	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156								16	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			85	85						62		63
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	156	0	175	0	0	0	0	0	433	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Minimum Split (s)		19.3	19.3	19.3	19.3					19.3	19.3	
Total Split (s)		38.0	38.0	38.0	38.0					52.0	52.0	
Total Split (%)		42.2%	42.2%	42.2%	42.2%					57.8%	57.8%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.3	1.3	1.3	1.3					1.3	1.3	
Lost Time Adjust (s)		-0.3	-0.3		-0.3						-0.3	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		33.0	33.0		33.0						47.0	
Actuated g/C Ratio		0.37	0.37		0.37						0.52	
v/c Ratio		0.32	0.30		0.34						0.27	
Control Delay		20.8	8.2		22.9						4.4	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		20.8	8.2		22.9						4.4	
LOS		C	A		C						A	
Approach Delay		15.2			22.9						4.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		101	33		71						19	
Queue Length 95th (ft)		m155	m77		125						26	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		599	520		518						1579	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.32	0.30		0.34						0.27	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 49.6% ICU Level of Service A
Analysis Period (min) 15
Description: 082
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Salisbury St & Martin St

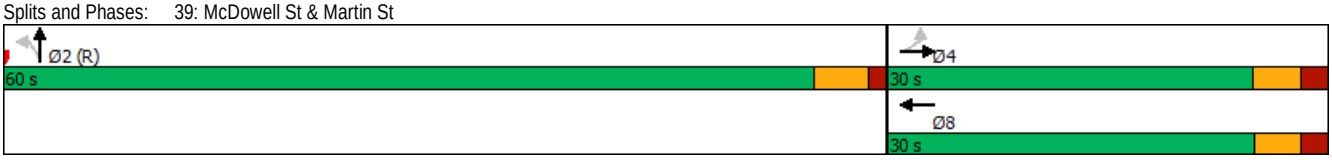




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	195	0	0	59	40	86	1931	66	0	0	0
Future Volume (vph)	37	195	0	0	59	40	86	1931	66	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	0	1636	0	0	1478	0	0	4452	0	0	0	0
Flt Permitted		0.937						0.998				
Satd. Flow (perm)	0	1516	0	0	1478	0	0	4452	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			10				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	66					66			41			
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 (%)	16%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	0	0	110	0	0	2315	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	15.2	15.2			18.1		16.0	16.0				
Total Split (s)	30.0	30.0			30.0		60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%		66.7%	66.7%				
Yellow Time (s)	3.2	3.2			3.1		3.7	3.7				
All-Red Time (s)	2.0	2.0			2.0		1.3	1.3				
Lost Time Adjust (s)		-0.2			-0.1			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0			25.0			55.0				
Actuated g/C Ratio		0.28			0.28			0.61				
v/c Ratio		0.61			0.27			0.85				
Control Delay		34.2			35.6			4.7				
Queue Delay		0.0			0.0			0.2				
Total Delay		34.2			35.6			4.9				
LOS		C			D			A				
Approach Delay		34.2			35.6			4.9				
Approach LOS		C			D			A				
Queue Length 50th (ft)		113			51			45				
Queue Length 95th (ft)		193			104			61				
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		421			415			2724				
Starvation Cap Reductn		0			0			45				
Spillback Cap Reductn		0			0			32				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.61			0.27			0.86				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0089			

Splits and Phases: 39: McDowell St & Martin St

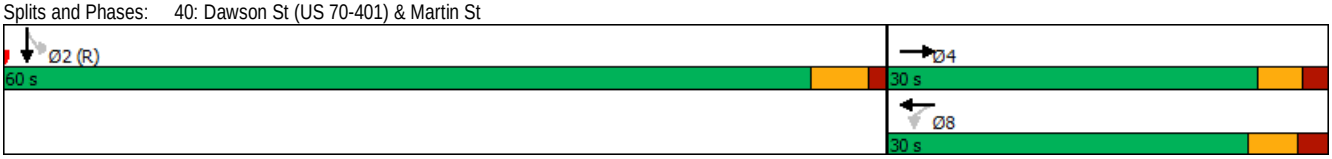




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	38	34	27	64	0	0	0	0	203	2209	42
Future Volume (vph)	0	38	34	27	64	0	0	0	0	203	2209	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1345	0	0	1599	0	0	0	0	1601	4570	0
Flt Permitted					0.907					0.950		
Satd. Flow (perm)	0	1345	0	0	1467	0	0	0	0	1575	4570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4									6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			7	7						5		14
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%	16%	18%	2%	9%	2%	2%	2%	2%	2%	2%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	101	0	0	0	0	226	2501	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		17.9		21.5	21.5					19.2	19.2	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.1		3.3	3.3					3.9	3.9	
All-Red Time (s)		1.8		2.2	2.2					1.3	1.3	
Lost Time Adjust (s)		0.1			-0.5					-0.2	-0.2	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0			25.0					55.0	55.0	
Actuated g/C Ratio		0.28			0.28					0.61	0.61	
v/c Ratio		0.21			0.25					0.23	0.89	
Control Delay		25.6			29.1					3.9	8.3	
Queue Delay		0.0			0.0					0.0	0.2	
Total Delay		25.6			29.1					3.9	8.5	
LOS		C			C					A	A	
Approach Delay		25.6			29.1						8.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		33			44					18	74	
Queue Length 95th (ft)		70			m67					m22	80	
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												
Base Capacity (vph)		376			407					962	2795	
Starvation Cap Reductn		0			0					0	0	
Spillback Cap Reductn		0			0					0	25	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.21			0.25					0.23	0.90	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32 (36%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 9.3		Intersection LOS: A	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1047			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 40: Dawson St (US 70-401) & Martin St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	22	125	0	28	28	74	6	22
Future Volume (vph)	0	0	0	6	22	125	0	28	28	74	6	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	1399	0	0	1562	0	0	1429	0
Flt Permitted					0.998						0.965	
Satd. Flow (perm)	0	0	0	0	1399	0	0	1562	0	0	1429	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			487	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	2%	2%	10%	2%	2%	2%	16%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	170	0	0	62	0	0	113	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			

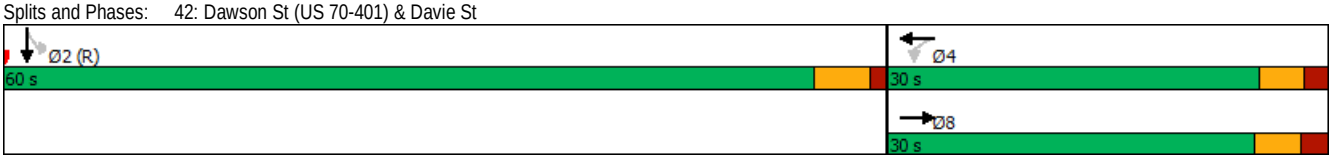


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	17	66	24	0	0	0	0	254	1914	15
Future Volume (vph)	0	12	17	66	24	0	0	0	0	254	1914	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1519	0	1577	1660	0	0	0	0	0	4522	0
Flt Permitted				0.736							0.994	
Satd. Flow (perm)	0	1519	0	1222	1660	0	0	0	0	0	4496	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9									2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										13		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	73	27	0	0	0	0	0	2426	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Minimum Split (s)		18.1		17.8	17.8					17.0	17.0	
Total Split (s)		30.0		30.0	30.0					60.0	60.0	
Total Split (%)		33.3%		33.3%	33.3%					66.7%	66.7%	
Yellow Time (s)		3.1		3.1	3.1					3.8	3.8	
All-Red Time (s)		2.0		1.7	1.7					1.2	1.2	
Lost Time Adjust (s)		-0.1		0.2	0.2						0.0	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0		25.0	25.0						55.0	
Actuated g/C Ratio		0.28		0.28	0.28						0.61	
v/c Ratio		0.07		0.22	0.06						0.88	
Control Delay		19.6		32.9	30.1						5.8	
Queue Delay		0.0		0.0	0.0						0.2	
Total Delay		19.6		32.9	30.1						5.9	
LOS		B		C	C						A	
Approach Delay		19.6			32.1						5.9	
Approach LOS		B			C						A	
Queue Length 50th (ft)		10		37	14						53	
Queue Length 95th (ft)		31		m69	m31						63	
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								
Base Capacity (vph)		428		339	461						2748	
Starvation Cap Reductn		0		0	0						33	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.07		0.22	0.06						0.89	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 37 (41%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1045			

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

Splits and Phases: 42: Dawson St (US 70-401) & Davie St



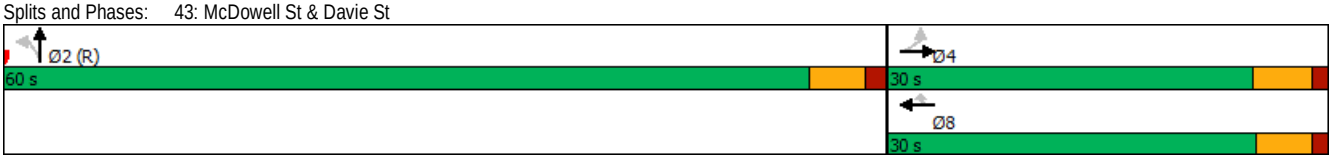


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	279	0	0	147	87	68	2013	30	0	0	0
Future Volume (vph)	37	279	0	0	147	87	68	2013	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4502	0	0	0	0
Flt Permitted	0.615							0.998				
Satd. Flow (perm)	790	1693	0	0	1676	954	0	4502	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						28		4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	173					173			154			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	310	0	0	163	97	0	2346	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	17.2	17.2			16.0	16.0	17.3	17.3				
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0				
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%				
Yellow Time (s)	4.0	4.0			3.8	3.8	3.8	3.8				
All-Red Time (s)	1.2	1.2			1.2	1.2	1.5	1.5				
Lost Time Adjust (s)	-0.2	-0.2			0.0	0.0		-0.3				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0				
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61				
v/c Ratio	0.19	0.66			0.35	0.34		0.85				
Control Delay	30.2	36.5			28.4	22.7		18.2				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay	30.2	36.5			28.4	22.7		18.2				
LOS	C	D			C	C		B				
Approach Delay		35.8			26.3			18.2				
Approach LOS		D			C			B				
Queue Length 50th (ft)	15	121			79	35		361				
Queue Length 95th (ft)	m22	m167			145	m72		439				
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125						
Base Capacity (vph)	219	470			465	285		2752				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		8				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.19	0.66			0.35	0.34		0.85				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 74 (82%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0090			

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

Splits and Phases: 43: McDowell St & Davie St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	181	0	0	47	48	8	2490	134	0	0	0
Future Volume (vph)	174	181	0	0	47	48	8	2490	134	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	0		125	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	0	4394	1368	0	0	0
Flt Permitted	0.723											
Satd. Flow (perm)	1192	1651	0	0	1744	1462	0	4394	1338	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						29			90			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	1					1			1			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	201	0	0	52	53	0	2776	149	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	24.5	24.5			21.8	21.8	28.4	28.4	28.4			
Total Split (s)	30.0	30.0			30.0	30.0	60.0	60.0	60.0			
Total Split (%)	33.3%	33.3%			33.3%	33.3%	66.7%	66.7%	66.7%			
Yellow Time (s)	3.1	3.1			3.7	3.7	3.4	3.4	3.4			
All-Red Time (s)	2.4	2.4			2.1	2.1	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.8	-0.8		-0.4	-0.4			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		55.0	55.0			
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.61	0.61			
v/c Ratio	0.58	0.44			0.11	0.12		1.03	0.17			
Control Delay	36.3	32.5			25.0	14.6		45.7	3.8			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	36.3	32.5			25.0	14.6		45.7	3.8			
LOS	D	C			C	B		D	A			
Approach Delay		34.4			19.8			43.6				
Approach LOS		C			B			D				
Queue Length 50th (ft)	66	69			22	10		~627	12			
Queue Length 95th (ft)	m96	m99			50	38		#721	36			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225								125			
Base Capacity (vph)	331	458			484	427		2685	852			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.58	0.44			0.11	0.12		1.03	0.17			

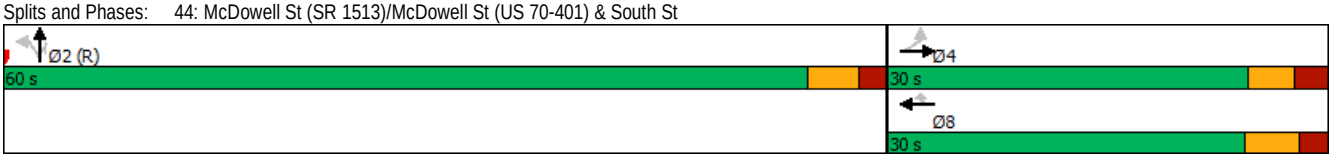
Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 56 (62%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0941			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St

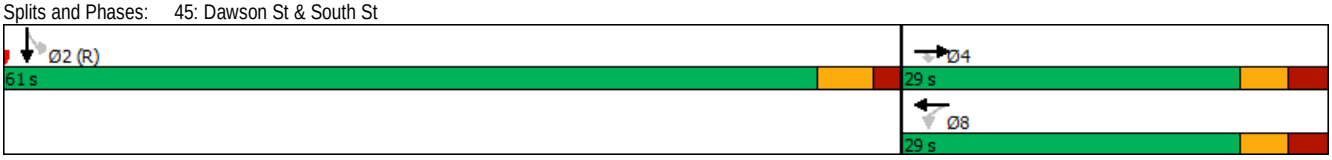


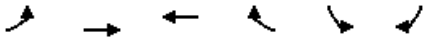
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	340	14	10	44	0	0	0	0	64	1322	117
Future Volume (vph)	0	340	14	10	44	0	0	0	0	64	1322	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		125	200		0	0		0	100		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	1446	1609	1693	0	0	0	0	1593	4522	0
Flt Permitted				0.256						0.950		
Satd. Flow (perm)	0	1702	1446	433	1693	0	0	0	0	1593	4522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34								30	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	378	16	11	49	0	0	0	0	71	1599	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Minimum Split (s)		28.1	28.1	25.1	25.1					28.8	28.8	
Total Split (s)		29.0	29.0	29.0	29.0					61.0	61.0	
Total Split (%)		32.2%	32.2%	32.2%	32.2%					67.8%	67.8%	
Yellow Time (s)		3.3	3.3	3.3	3.3					3.8	3.8	
All-Red Time (s)		2.8	2.8	2.8	2.8					2.0	2.0	
Lost Time Adjust (s)		-1.1	-1.1	-1.1	-1.1					-0.8	-0.8	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		24.0	24.0	24.0	24.0					56.0	56.0	
Actuated g/C Ratio		0.27	0.27	0.27	0.27					0.62	0.62	
v/c Ratio		0.83	0.04	0.10	0.11					0.07	0.57	
Control Delay		49.0	3.7	14.5	13.0					7.0	10.7	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		49.0	3.7	14.5	13.0					7.0	10.7	
LOS		D	A	B	B					A	B	
Approach Delay		47.1			13.3						10.5	
Approach LOS		D			B						B	
Queue Length 50th (ft)		203	0	2	8					14	172	
Queue Length 95th (ft)		#353	8	m6	m17					31	211	
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			125	200						100		
Base Capacity (vph)		453	410	115	451					991	2825	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.83	0.04	0.10	0.11					0.07	0.57	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 54 (60%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 90.2% ICU Level of Service E
Analysis Period (min) 15
Description: 05-0942
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	300	125	25	50	25
Future Volume (vph)	25	300	125	25	50	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1638	0	1550	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1593	1676	1638	0	1550	0
Link Speed (mph)		25	25		35	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		5.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	333	167	0	84	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.0%		ICU Level of Service A	
Analysis Period (min) 15			

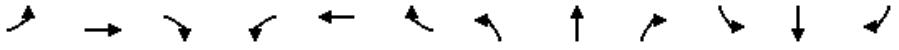
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	300	125	25	50	25
Future Vol, veh/h	25	300	125	25	50	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	333	139	28	56	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	542	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1411	-	-	-	501	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1411	-	-	-	491	893
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1411	-	-	-	578
HCM Lane V/C Ratio	0.02	-	-	-	0.144
HCM Control Delay (s)	7.6	-	-	-	12.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

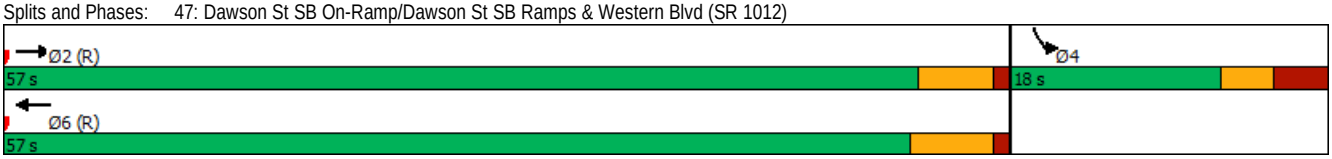


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	691	150	0	1666	25	0	0	0	87	0	300
Future Volume (vph)	0	691	150	0	1666	25	0	0	0	87	0	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	4531	1411	0	3217	1439	0	0	0	3043	0	1404
Flt Permitted										0.950		
Satd. Flow (perm)	0	4531	1411	0	3217	1439	0	0	0	3043	0	1404
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	768	167	0	1851	28	0	0	0	97	0	333
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Detector Phase		2			6					4		
Switch Phase												
Minimum Initial (s)		12.0			12.0					7.0		
Minimum Split (s)		17.3			17.7					13.2		
Total Split (s)		57.0			57.0					18.0		
Total Split (%)		76.0%			76.0%					24.0%		
Yellow Time (s)		4.3			4.7					3.0		
All-Red Time (s)		1.0			1.0					3.2		
Lost Time Adjust (s)		-0.3			-0.7					-1.2		
Total Lost Time (s)		5.0			5.0					5.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max					None		
Act Effct Green (s)		60.2	75.0		60.2	75.0				8.4		75.0
Actuated g/C Ratio		0.80	1.00		0.80	1.00				0.11		1.00
v/c Ratio		0.21	0.12		0.72	0.02				0.29		0.24
Control Delay		2.6	0.2		3.6	0.0				32.8		0.4
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		2.6	0.2		3.6	0.0				32.8		0.4
LOS		A	A		A	A				C		A
Approach Delay		2.1			3.5						7.7	
Approach LOS		A			A						A	
Queue Length 50th (ft)		28	0		144	0				21		0
Queue Length 95th (ft)		41	0		m150	m0				42		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		3639	1411		2584	1439				527		1404
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.21	0.12		0.72	0.02				0.18		0.24

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 71 (95%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 3.7		Intersection LOS: A	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1759			

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

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)

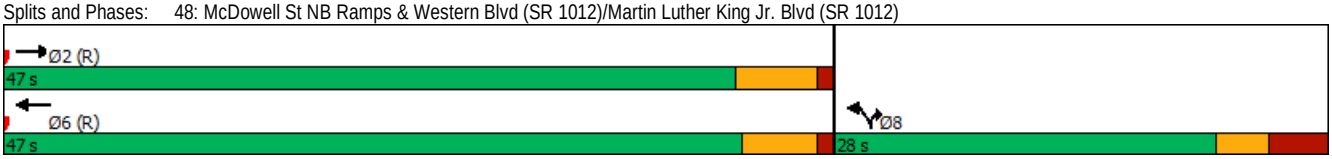


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	647	130	0	1168	441	125
Future Volume (vph)	647	130	0	1168	441	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	1432	0	3122	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	1432	0	3122	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	719	144	0	1298	490	139
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	12.0			12.0	7.0	7.0
Minimum Split (s)	17.6			17.2	13.4	13.4
Total Split (s)	47.0			47.0	28.0	28.0
Total Split (%)	62.7%			62.7%	37.3%	37.3%
Yellow Time (s)	4.6			4.2	3.0	3.0
All-Red Time (s)	1.0			1.0	3.4	3.4
Lost Time Adjust (s)	-0.6			-0.2	-1.4	-1.4
Total Lost Time (s)	5.0			5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max			C-Max	None	None
Act Effct Green (s)	42.0	75.0		42.0	23.0	23.0
Actuated g/C Ratio	0.56	1.00		0.56	0.31	0.31
v/c Ratio	0.40	0.10		0.74	1.03	0.32
Control Delay	8.7	0.1		17.7	76.6	22.7
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	8.7	0.1		17.7	76.6	22.7
LOS	A	A		B	E	C
Approach Delay	7.3			17.7	64.7	
Approach LOS	A			B	E	
Queue Length 50th (ft)	65	0		511	~236	49
Queue Length 95th (ft)	83	0		571	#423	95
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	1792	1432		1748	478	428
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.40	0.10		0.74	1.03	0.32

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 74 (99%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1758			

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

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)



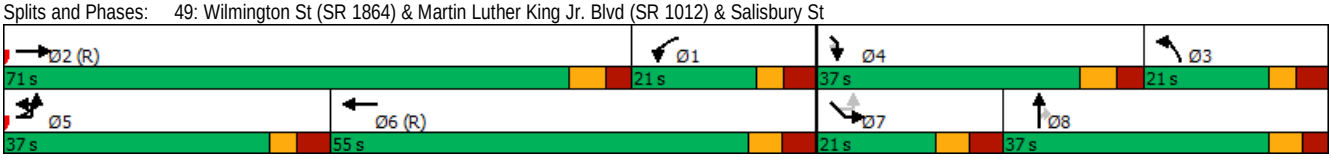
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	241	457	48	106	1037	204	289	718	132	10	58	73	44
Future Volume (vph)	10	241	457	48	106	1037	204	289	718	132	10	58	73	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		0	100					100		450	125	
Storage Lanes		1		0	1					1		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	3078	0	1593	4462	0	1601	3201	1228	0	1624	2558	944
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	3078	0	1593	4462	0	1601	3201	1130	0	1414	2558	944
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)			9			185				191				187
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										46		46		
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	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	19%	2%	2%	2%	57%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	279	561	0	118	1379	0	321	798	147	0	75	81	49
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases										8	7			4
Detector Phase	5	5	2		1	6		3	8	8	7	7	4	4
Switch Phase														
Minimum Initial (s)	7.0	7.0	12.0		7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.9	13.9	40.1		13.9	22.8		13.8	36.9	36.9	14.5	14.5	36.2	36.2
Total Split (s)	37.0	37.0	71.0		21.0	55.0		21.0	37.0	37.0	21.0	21.0	37.0	37.0
Total Split (%)	24.7%	24.7%	47.3%		14.0%	36.7%		14.0%	24.7%	24.7%	14.0%	14.0%	24.7%	24.7%
Yellow Time (s)	3.0	3.0	4.2		3.2	3.9		3.0	3.9	3.9	3.8	3.8	4.1	4.1
All-Red Time (s)	3.9	3.9	2.9		3.7	3.9		3.8	3.0	3.0	3.7	3.7	3.1	3.1
Lost Time Adjust (s)		-1.9	-2.1		-1.9	-2.8		-1.8	-1.9	-1.9		-2.5	-2.2	3.0
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0	10.2
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None	None	None
Act Effct Green (s)		29.8	66.0		16.0	52.2		37.1	34.6	34.6		13.4	10.9	5.7
Actuated g/C Ratio		0.20	0.44		0.11	0.35		0.25	0.23	0.23		0.09	0.07	0.04
v/c Ratio		0.90	0.41		0.70	0.82		0.81	1.08	0.36		0.60	0.44	0.23
Control Delay		78.9	27.9		70.3	31.2		70.1	110.5	4.6		84.5	73.6	2.5
Queue Delay		0.0	0.0		0.0	1.3		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		78.9	27.9		70.3	32.5		70.1	110.5	4.6		84.5	73.6	2.5
LOS		E	C		E	C		E	F	A		F	E	A
Approach Delay			44.8			35.5			88.0			60.6		
Approach LOS			D			D			F			E		
Queue Length 50th (ft)		206	162		114	189		297	~464	0		72	44	0
Queue Length 95th (ft)		#412	204		m169	417		#480	#621	24		128	75	0
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325			100			75		100		450	125	125
Base Capacity (vph)		333	1359		169	1674		396	737	407		150	545	322
Starvation Cap Reductn		0	0		0	131		0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.84	0.41		0.70	0.89		0.81	1.08	0.36		0.50	0.15	0.15

Intersection Summary

Area Type: CBD
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 56.3 Intersection LOS: E
Intersection Capacity Utilization 89.6% ICU Level of Service E

Analysis Period (min) 15
Description: 05-0065
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St

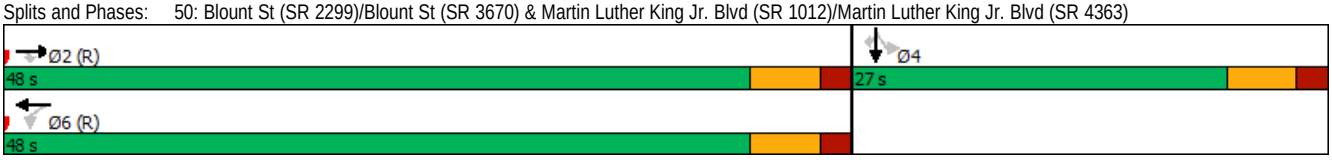


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Future Volume (vph)	0	570	54	26	1207	0	0	0	0	71	255	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3166	1432
Flt Permitted				0.390							0.989	
Satd. Flow (perm)	0	3217	1418	660	3217	0	0	0	0	0	3165	1412
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			60									47
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			2	2						1		2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	633	60	29	1341	0	0	0	0	0	362	192
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	19.8	19.8					24.8	24.8	24.8
Total Split (s)		48.0	48.0	48.0	48.0					27.0	27.0	27.0
Total Split (%)		64.0%	64.0%	64.0%	64.0%					36.0%	36.0%	36.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		43.0	43.0	43.0	43.0						22.0	22.0
Actuated g/C Ratio		0.57	0.57	0.57	0.57						0.29	0.29
v/c Ratio		0.34	0.07	0.08	0.73						0.39	0.43
Control Delay		11.8	3.4	7.2	10.8						22.7	19.5
Queue Delay		0.0	0.0	0.0	0.4						0.0	0.0
Total Delay		11.8	3.4	7.2	11.2						22.7	19.5
LOS		B	A	A	B						C	B
Approach Delay		11.1			11.1						21.6	
Approach LOS		B			B						C	
Queue Length 50th (ft)		220	12	5	174						70	53
Queue Length 95th (ft)		274	29	m10	m244						107	110
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								
Base Capacity (vph)		1844	838	378	1844						928	447
Starvation Cap Reductn		0	0	0	148						0	0
Spillback Cap Reductn		0	0	0	32						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.34	0.07	0.08	0.79						0.39	0.43

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 33 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			
Description: 05-1346			

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

Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)





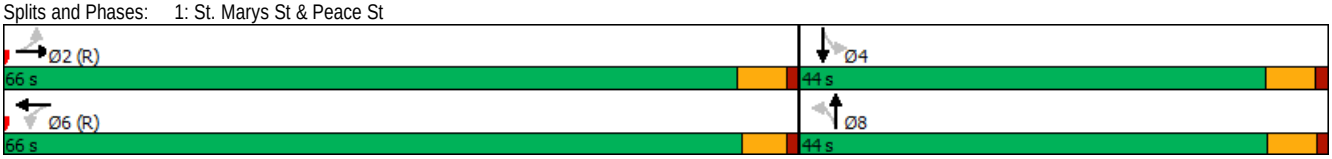
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Future Volume (vph)	23	772	91	72	538	49	77	274	69	95	253	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			3%			-4%			-4%	
Storage Length (ft)	100		0	150		0	450		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1678	0	0	1623	0	0	1647	0	0	1664	0
Flt Permitted		0.971			0.768			0.795			0.669	
Satd. Flow (perm)	0	1631	0	0	1253	0	0	1321	0	0	1128	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			10			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1214			394			1320			859	
Travel Time (s)		23.6			7.7			25.7			16.7	
Confl. Peds. (#/hr)	3		5	5		3	10		5	5		10
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	985	0	0	732	0	0	467	0	0	417	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.2	20.2		21.8	21.8		21.2	21.2		21.3	21.3	
Total Split (s)	66.0	66.0		66.0	66.0		44.0	44.0		44.0	44.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.1	4.1		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.1	1.1		1.2	1.2	
Lost Time Adjust (s)		-0.2			0.2			-0.2			-0.3	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		61.0			61.0			39.0			39.0	
Actuated g/C Ratio		0.55			0.55			0.35			0.35	
v/c Ratio		1.08			1.05			0.99			1.04	
Control Delay		81.0			73.6			73.5			90.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		81.0			73.6			73.5			90.6	
LOS		F			E			E			F	
Approach Delay		81.0			73.6			73.5			90.6	
Approach LOS		F			E			E			F	
Queue Length 50th (ft)		~781			~563			319			~316	
Queue Length 95th (ft)		#1032			#797			#537			#513	
Internal Link Dist (ft)		1134			314			1240			779	
Turn Bay Length (ft)												
Base Capacity (vph)		908			697			474			402	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		1.08			1.05			0.99			1.04	

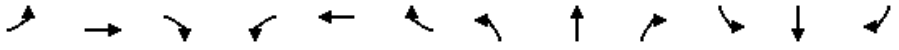
Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 26 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 79.1		Intersection LOS: E	
Intersection Capacity Utilization 117.1%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 027			

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: St. Marys St & Peace St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Future Volume (vph)	85	569	69	0	618	340	0	367	67	262	479	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			8%			4%			0%	
Storage Length (ft)	75		0	0		0	0		75	200		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	100			150			100			225		
Satd. Flow (prot)	0	1646	0	0	1609	1368	0	3028	0	1593	3013	0
Flt Permitted		0.280								0.177		
Satd. Flow (perm)	0	464	0	0	1609	1311	0	3028	0	294	3013	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		7				188		16				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		480			547			248			514	
Travel Time (s)		9.4			10.7			4.8			10.0	
Confl. Peds. (#/hr)	22		18			22			17	17		29
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	803	0	0	687	378	0	482	0	291	666	0
Turn Type	pm+pt	NA			NA	pm+ov		NA		pm+pt	NA	
Protected Phases	5	2			6	7		8		7	4	
Permitted Phases	2					6				4		
Detector Phase	5	2			6	7		8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	7.0		7.0		7.0	7.0	
Minimum Split (s)	11.9	23.4			29.3	12.1		20.8		12.1	20.1	
Total Split (s)	12.0	62.0			50.0	26.0		22.0		26.0	48.0	
Total Split (%)	10.9%	56.4%			45.5%	23.6%		20.0%		23.6%	43.6%	
Yellow Time (s)	3.0	3.9			3.4	3.0		3.6		3.0	3.8	
All-Red Time (s)	1.9	1.5			1.9	2.1		1.2		2.1	1.3	
Lost Time Adjust (s)		-0.4			-0.3	-0.1		0.2		-0.1	-0.1	
Total Lost Time (s)		5.0			5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead				Lag	Lead		Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	C-Max			C-Max	None		Max		None	Max	
Act Effct Green (s)		57.0			45.0	64.2		18.8		43.0	43.0	
Actuated g/C Ratio		0.52			0.41	0.58		0.17		0.39	0.39	
v/c Ratio		2.52			1.04	0.44		0.91		0.85	0.57	
Control Delay		709.5			73.9	3.9		66.5		50.9	28.5	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		709.5			73.9	3.9		66.5		50.9	28.5	
LOS		F			E	A		E		D	C	
Approach Delay		709.5			49.1			66.5			35.3	
Approach LOS		F			D			E			D	
Queue Length 50th (ft)		~959			~531	26		~176		151	190	
Queue Length 95th (ft)		#1199			#763	42		#290		#289	250	
Internal Link Dist (ft)		400			467			168			434	
Turn Bay Length (ft)										200		
Base Capacity (vph)		319			658	872		530		362	1177	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		2.52			1.04	0.43		0.91		0.80	0.57	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 16 (15%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.52			
Intersection Signal Delay: 208.0		Intersection LOS: F	
Intersection Capacity Utilization 126.2%		ICU Level of Service H	
Analysis Period (min) 15			

Description: 039

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

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

Splits and Phases: 2: Glenwood Ave & Peace St



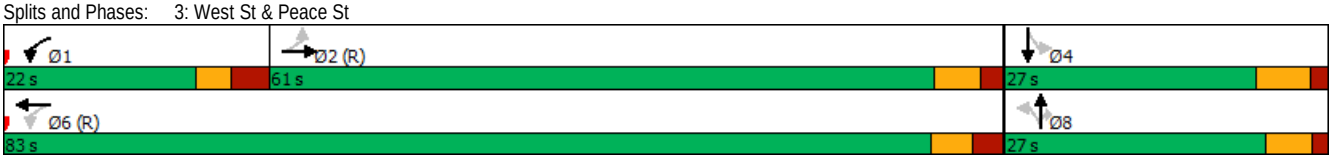
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	864	33	190	966	13	115	11	221	87	30	27
Future Volume (vph)	5	864	33	190	966	13	115	11	221	87	30	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	25		0	100		0	0		150	75		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1593	3166	0	1545	3084	0	0	1603	1425	1656	1620	0
Flt Permitted	0.263			0.213				0.699		0.556		
Satd. Flow (perm)	441	3166	0	346	3084	0	0	1172	1425	969	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3				246		30	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		547			383			373			509	
Travel Time (s)		10.7			7.5			7.3			9.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	997	0	211	1087	0	0	140	246	97	63	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8		13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	61.0	61.0		22.0	83.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	55.5%	55.5%		20.0%	75.5%		24.5%	24.5%	24.5%	24.5%	24.5%	
Yellow Time (s)	3.8	3.8		3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0		3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-0.1	-1.1			-0.3	-0.3	-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		6.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	67.0	67.0		82.0	83.0			17.0	17.0	17.0	17.0	
Actuated g/C Ratio	0.61	0.61		0.75	0.75			0.15	0.15	0.15	0.15	
v/c Ratio	0.02	0.52		0.58	0.47			0.77	0.57	0.65	0.23	
Control Delay	10.6	12.1		11.3	6.4			70.8	10.6	62.6	24.8	
Queue Delay	0.0	0.4		0.0	1.1			0.0	0.0	0.0	0.0	
Total Delay	10.6	12.5		11.3	7.5			70.8	10.6	62.6	24.8	
LOS	B	B		B	A			E	B	E	C	
Approach Delay		12.5			8.1			32.4			47.7	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	2	198		39	133			95	0	65	20	
Queue Length 95th (ft)	m1	m151		74	201			160	69	118	57	
Internal Link Dist (ft)		467			303			293			429	
Turn Bay Length (ft)	25			100					150	75		
Base Capacity (vph)	268	1930		432	2326			234	481	193	348	
Starvation Cap Reductn	0	406		0	922			0	0	0	0	
Spillback Cap Reductn	0	0		0	207			0	0	0	1	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.02	0.65		0.49	0.77			0.60	0.51	0.50	0.18	

Intersection Summary

Area Type: CBD
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 29 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15
Description: 046

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

Splits and Phases: 3: West St & Peace St



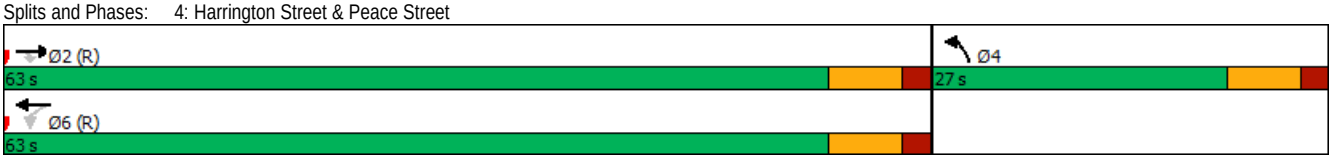
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1100	50	50	850	300	200
Future Volume (vph)	1100	50	50	850	300	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	50		150	200
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1863	1583	1770	3539	3298	0
Flt Permitted			0.067		0.971	
Satd. Flow (perm)	1863	1583	125	3539	3298	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	383			343	424	
Travel Time (s)	7.5			6.7	8.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1222	56	56	944	555	0
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases		2	6			
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	7.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	
Total Split (s)	63.0	63.0	63.0	63.0	27.0	
Total Split (%)	70.0%	70.0%	70.0%	70.0%	30.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	1.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	8.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	59.3	56.3	59.3	59.3	20.7	
Actuated g/C Ratio	0.66	0.63	0.66	0.66	0.23	
v/c Ratio	1.00	0.06	0.68	0.40	0.73	
Control Delay	42.2	7.2	53.9	3.9	38.3	
Queue Delay	37.1	0.0	0.0	0.2	0.0	
Total Delay	79.3	7.2	53.9	4.1	38.3	
LOS	E	A	D	A	D	
Approach Delay	76.1			6.9	38.3	
Approach LOS	E			A	D	
Queue Length 50th (ft)	~676	12	17	25	147	
Queue Length 95th (ft)	#988	26	m#100	31	204	
Internal Link Dist (ft)	303			263	344	
Turn Bay Length (ft)			50		150	
Base Capacity (vph)	1227	990	82	2332	806	
Starvation Cap Reductn	211	0	0	549	0	
Spillback Cap Reductn	8	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	1.20	0.06	0.68	0.53	0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 44.3		Intersection LOS: D	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

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

Splits and Phases: 4: Harrington Street & Peace Street

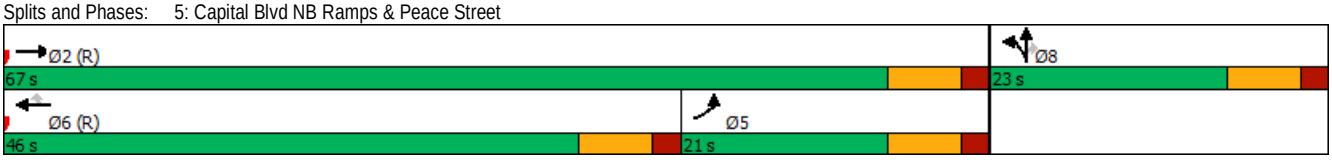


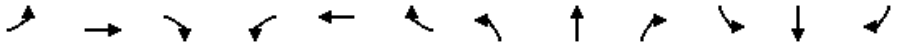
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	950	0	0	825	700	75	4	50	0	0	0
Future Volume (vph)	350	950	0	0	825	700	75	4	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		100	0		100	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	125			100			100			25		
Satd. Flow (prot)	3433	1863	0	0	3539	1583	0	1777	1583	0	0	0
Flt Permitted	0.950							0.954				
Satd. Flow (perm)	3433	1863	0	0	3539	1583	0	1777	1583	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						592						
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			1263			279			422	
Travel Time (s)		6.7			24.6			6.3			9.6	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	389	1056	0	0	917	778	0	87	56	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	14.0	23.0			23.0	23.0	23.0	23.0	23.0			
Total Split (s)	21.0	67.0			46.0	46.0	23.0	23.0	23.0			
Total Split (%)	23.3%	74.4%			51.1%	51.1%	25.6%	25.6%	25.6%			
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0		-2.0	-2.0			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Act Effct Green (s)	16.0	71.9			49.9	49.9		11.9	11.9			
Actuated g/C Ratio	0.18	0.80			0.55	0.55		0.13	0.13			
v/c Ratio	0.64	0.71			0.47	0.68		0.37	0.27			
Control Delay	29.8	4.0			18.7	11.9		39.4	37.4			
Queue Delay	0.0	1.7			0.0	0.0		0.0	0.0			
Total Delay	29.8	5.8			18.7	11.9		39.4	37.4			
LOS	C	A			B	B		D	D			
Approach Delay		12.3			15.6			38.6				
Approach LOS		B			B			D				
Queue Length 50th (ft)	100	141			222	174		46	29			
Queue Length 95th (ft)	m107	m152			m269	m137		87	62			
Internal Link Dist (ft)		263			1183			199			342	
Turn Bay Length (ft)	150					100			100			
Base Capacity (vph)	610	1487			1960	1140		355	316			
Starvation Cap Reductn	0	261			0	0		0	0			
Spillback Cap Reductn	0	0			31	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.64	0.86			0.48	0.68		0.25	0.18			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Capital Blvd NB Ramps & Peace Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	785	93	17	563	42	522	68	77	68	35	163
Future Volume (vph)	52	785	93	17	563	42	522	68	77	68	35	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-2%			-2%			-3%	
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	75			50			100			100		
Satd. Flow (prot)	1569	1621	0	1609	1671	0	1528	1549	1439	0	1647	1446
Flt Permitted	0.151			0.101			0.950	0.963			0.968	
Satd. Flow (perm)	248	1621	0	171	1671	0	1515	1539	1387	0	1636	1414
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4				104			109
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1263			774			268			259	
Travel Time (s)		34.4			21.1			7.3			7.1	
Confl. Peds. (#/hr)	14		12	12		14	8		9	9		8
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
Shared Lane Traffic (%)							44%					
Lane Group Flow (vph)	58	975	0	19	673	0	325	331	86	0	115	181
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6					4			3
Detector Phase	2	2		6	6		4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.7	15.7		15.8	15.8		30.2	30.2	30.2	26.8	26.8	26.8
Total Split (s)	32.0	32.0		32.0	32.0		31.0	31.0	31.0	27.0	27.0	27.0
Total Split (%)	35.6%	35.6%		35.6%	35.6%		34.4%	34.4%	34.4%	30.0%	30.0%	30.0%
Yellow Time (s)	3.1	3.1		3.3	3.3		3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.6		2.5	2.5		2.9	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-0.7	-0.7		-0.8	-0.8		-1.2	-1.2	-1.2		-0.8	-0.8
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effct Green (s)	39.7	39.7		39.7	39.7		23.9	23.9	23.9		11.4	11.4
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.27	0.27	0.27		0.13	0.13
v/c Ratio	0.53	1.36		0.25	0.91		0.80	0.81	0.19		0.55	0.66
Control Delay	37.8	189.9		31.8	40.7		45.5	45.7	4.3		46.1	27.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	37.8	189.9		31.8	40.7		45.5	45.7	4.3		46.1	27.4
LOS	D	F		C	D		D	D	A		D	C
Approach Delay		181.4			40.4			40.8			34.7	
Approach LOS		F			D			D			C	
Queue Length 50th (ft)	19	~733		5	199		180	184	0		63	39
Queue Length 95th (ft)	m#56	#1113		m14	#712		256	260	23		108	100
Internal Link Dist (ft)		1183			694			188			179	
Turn Bay Length (ft)	50			50								
Base Capacity (vph)	109	718		75	739		463	469	492		402	428
Starvation Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.53	1.36		0.25	0.91		0.70	0.71	0.17		0.29	0.42

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 92.6		Intersection LOS: F	
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			

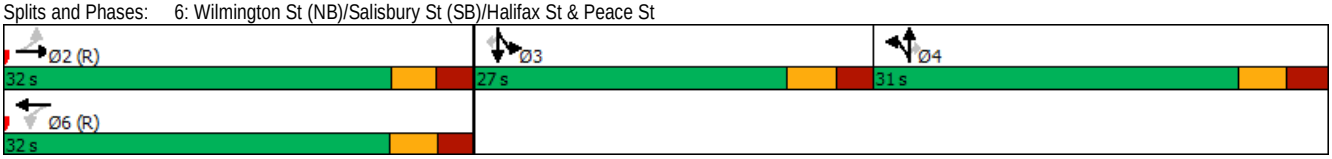
Description: 421

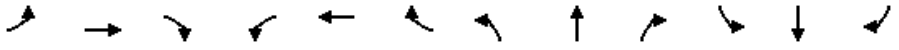
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 6: Wilmington St (NB)/Salisbury St (SB)/Halifax St & Peace St



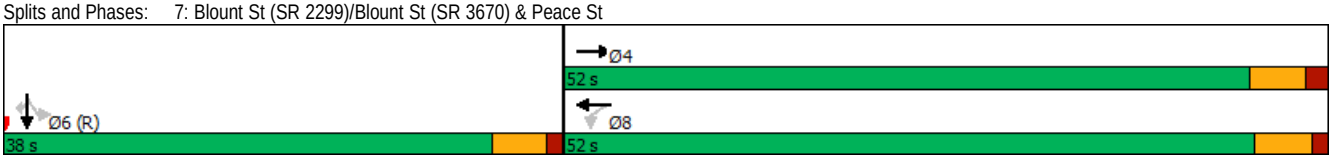


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	433	289	13	429	0	0	0	0	27	428	211
Future Volume (vph)	0	433	289	13	429	0	0	0	0	27	428	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%			3%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	1563	0	0	1683	0	0	0	0	0	3128	1404
Flt Permitted					0.884						0.997	
Satd. Flow (perm)	0	1563	0	0	1489	0	0	0	0	0	3122	1324
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		56										234
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		774			477			640			476	
Travel Time (s)		15.1			9.3			14.5			10.8	
Confl. Peds. (#/hr)			5	5						9		10
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	802	0	0	491	0	0	0	0	0	506	234
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		17.4		20.1	20.1					16.9	16.9	16.9
Total Split (s)		52.0		52.0	52.0					38.0	38.0	38.0
Total Split (%)		57.8%		57.8%	57.8%					42.2%	42.2%	42.2%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.6		1.2	1.2					1.2	1.2	1.2
Lost Time Adjust (s)		-0.4			-0.1						0.1	0.1
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		47.0			47.0						33.0	33.0
Actuated g/C Ratio		0.52			0.52						0.37	0.37
v/c Ratio		0.95			0.63						0.44	0.37
Control Delay		24.9			6.0						23.1	4.6
Queue Delay		2.4			0.4						0.1	0.0
Total Delay		27.3			6.4						23.2	4.6
LOS		C			A						C	A
Approach Delay		27.3			6.4						17.3	
Approach LOS		C			A						B	
Queue Length 50th (ft)		179			30						112	0
Queue Length 95th (ft)		m223			m38						157	47
Internal Link Dist (ft)		694			397			560			396	
Turn Bay Length (ft)												250
Base Capacity (vph)		842			777						1144	633
Starvation Cap Reductn		0			56						0	0
Spillback Cap Reductn		15			0						90	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.97			0.68						0.48	0.37

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 6:SBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1041			

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

Splits and Phases: 7: Blount St (SR 2299)/Blount St (SR 3670) & Peace St





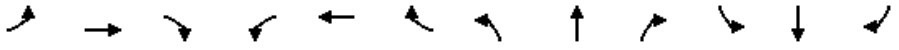
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	434	0	347	895	0	0
Future Volume (vph)	434	0	347	895	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			1%	0%	
Satd. Flow (prot)	1601	0	0	3125	0	0
Flt Permitted	0.950			0.986		
Satd. Flow (perm)	1598	0	0	3109	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	477			609	487	
Travel Time (s)	9.3			13.8	11.1	
Confl. Peds. (#/hr)	1		6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	0	0	1380	0	0
Turn Type	Prot		Perm	NA		
Protected Phases	4			2		
Permitted Phases			2			
Detector Phase	4		2	2		
Switch Phase						
Minimum Initial (s)	7.0		10.0	10.0		
Minimum Split (s)	20.4		20.0	20.0		
Total Split (s)	37.0		53.0	53.0		
Total Split (%)	41.1%		58.9%	58.9%		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	-0.4			0.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		C-Max	C-Max		
Act Effct Green (s)	32.0			48.0		
Actuated g/C Ratio	0.36			0.53		
v/c Ratio	0.85			0.83		
Control Delay	30.9			23.3		
Queue Delay	0.0			0.0		
Total Delay	30.9			23.3		
LOS	C			C		
Approach Delay	30.9			23.3		
Approach LOS	C			C		
Queue Length 50th (ft)	287			326		
Queue Length 95th (ft)	m310			428		
Internal Link Dist (ft)	397			529	407	
Turn Bay Length (ft)						
Base Capacity (vph)	569			1658		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.85			0.83		

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 30 (33%), Referenced to phase 2:NBTL, Start of 1st Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	
Description: 05-0078	

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

Splits and Phases: 8: Person St (SR 2026) & Peace St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	38
Future Volume (vph)	0	0	0	292	95	0	0	0	0	0	2700	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-3%			0%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	1471	3007	0	0	0	0	0	4531	867
Flt Permitted				0.950	0.971							
Satd. Flow (perm)	0	0	0	1471	3007	0	0	0	0	0	4531	867
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												29
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		401			272			483			393	
Travel Time (s)		7.8			5.3			9.4			7.7	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	66%
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	172	258	0	0	0	0	0	3000	42
Turn Type				Perm	NA						NA	Perm
Protected Phases					4						2	
Permitted Phases				4								2
Minimum Split (s)				22.7	22.7						22.0	22.0
Total Split (s)				25.0	25.0						75.0	75.0
Total Split (%)				25.0%	25.0%						75.0%	75.0%
Yellow Time (s)				4.1	4.1						3.0	3.0
All-Red Time (s)				1.6	1.6						1.0	1.0
Lost Time Adjust (s)				-0.7	-0.7						1.0	0.0
Total Lost Time (s)				5.0	5.0						5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				20.0	20.0						70.0	71.0
Actuated g/C Ratio				0.20	0.20						0.70	0.71
v/c Ratio				0.59	0.43						0.95	0.07
Control Delay				45.4	37.6						21.6	2.4
Queue Delay				0.0	0.0						19.9	0.0
Total Delay				45.4	37.6						41.6	2.4
LOS				D	D						D	A
Approach Delay					40.7						41.0	
Approach LOS					D						D	
Queue Length 50th (ft)				109	79						542	2
Queue Length 95th (ft)				187	120						#669	11
Internal Link Dist (ft)		321			192			403			313	
Turn Bay Length (ft)												100
Base Capacity (vph)				294	601						3171	623
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						291	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.59	0.43						1.04	0.07

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 53 (53%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 41.0		Intersection LOS: D	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1046			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Dawson St (US 70-401) & Lane St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Future Volume (vph)	0	129	65	0	0	0	0	0	0	76	2800	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			3%	
Satd. Flow (prot)	0	3201	1432	0	0	0	0	0	0	0	4504	0
Flt Permitted											0.999	
Satd. Flow (perm)	0	3201	1359	0	0	0	0	0	0	0	4499	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			20									
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		427			484			488			483	
Travel Time (s)		8.3			9.4			9.5			9.4	
Confl. Peds. (#/hr)			16							12		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	72	0	0	0	0	0	0	0	3195	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases			4							2		
Minimum Split (s)		17.2	17.2							14.8	14.8	
Total Split (s)		25.0	25.0							75.0	75.0	
Total Split (%)		25.0%	25.0%							75.0%	75.0%	
Yellow Time (s)		3.9	3.9							3.7	3.7	
All-Red Time (s)		1.3	1.3							1.1	1.1	
Lost Time Adjust (s)		-0.2	-0.2								0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0	20.0								70.0	
Actuated g/C Ratio		0.20	0.20								0.70	
v/c Ratio		0.22	0.25								1.01	
Control Delay		34.6	28.0								22.7	
Queue Delay		0.0	0.0								34.3	
Total Delay		34.6	28.0								57.0	
LOS		C	C								E	
Approach Delay		32.4									57.0	
Approach LOS		C									E	
Queue Length 50th (ft)		40	28								~546	
Queue Length 95th (ft)		68	68								#874	
Internal Link Dist (ft)		347			404			408			403	
Turn Bay Length (ft)												
Base Capacity (vph)		640	287								3149	
Starvation Cap Reductn		0	0								46	
Spillback Cap Reductn		0	1								386	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.22	0.25								1.16	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 55.5		Intersection LOS: E	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0099			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Dawson St (US 70-401) & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	129	0	0	0	0	0	2600	105	0	0	0
Future Volume (vph)	157	129	0	0	0	0	0	2600	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1449	3024	0	0	0	0	0	4623	1184	0	0	0
Flt Permitted	0.950	0.991										
Satd. Flow (perm)	1256	2954	0	0	0	0	0	4623	1093	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)									66			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		484			246			488			207	
Travel Time (s)		9.4			4.8			9.5			4.0	
Confl. Peds. (#/hr)	71								31			
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%	2%	2%	2%	2%	2%	2%	2%	24%	2%	2%	2%
Shared Lane Traffic (%)	17%											
Lane Group Flow (vph)	144	173	0	0	0	0	0	2889	117	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	21.1	21.1						19.2	19.2			
Total Split (s)	25.0	25.0						75.0	75.0			
Total Split (%)	25.0%	25.0%						75.0%	75.0%			
Yellow Time (s)	3.8	3.8						4.0	4.0			
All-Red Time (s)	1.3	1.3						1.2	1.2			
Lost Time Adjust (s)	-0.1	-0.1						-0.2	-0.2			
Total Lost Time (s)	5.0	5.0						5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	20.0	20.0						70.0	70.0			
Actuated g/C Ratio	0.20	0.20						0.70	0.70			
v/c Ratio	0.57	0.29						0.89	0.15			
Control Delay	43.8	33.3						9.9	0.3			
Queue Delay	0.0	0.0						20.3	0.0			
Total Delay	43.8	33.3						30.2	0.3			
LOS	D	C						C	A			
Approach Delay		38.1						29.0				
Approach LOS		D						C				
Queue Length 50th (ft)	98	57						684	0			
Queue Length 95th (ft)	m150	m82						762	m0			
Internal Link Dist (ft)		404			166			408			127	
Turn Bay Length (ft)	100								100			
Base Capacity (vph)	251	590						3236	784			
Starvation Cap Reductn	0	0						455	0			
Spillback Cap Reductn	0	0						0	0			
Storage Cap Reductn	0	0						0	0			
Reduced v/c Ratio	0.57	0.29						1.04	0.15			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 29.9		Intersection LOS: C	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0084			
m Volume for 95th percentile queue is metered by upstream signal.			

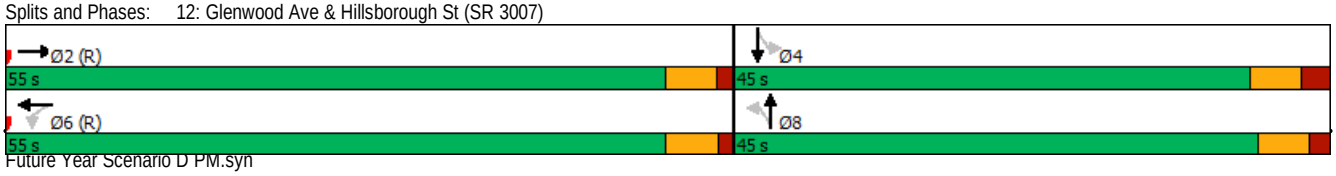
Splits and Phases: 11: McDowell St & Jones St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	5	8	643	143	4	78	4	86	163	48
Future Volume (vph)	0	286	5	8	643	143	4	78	4	86	163	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			0%			-1%	
Satd. Flow (prot)	0	1679	0	0	3041	0	0	1657	0	0	3071	0
Flt Permitted					0.951			0.987			0.831	
Satd. Flow (perm)	0	1679	0	0	2895	0	0	1638	0	0	2545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			38			3			26	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		239			254			313			380	
Travel Time (s)		6.5			6.9			6.1			7.4	
Confl. Peds. (#/hr)			7	7		28	5		24	24		5
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	882	0	0	95	0	0	330	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases				6			8			4		
Minimum Split (s)		19.0		19.0	19.0		24.0	24.0		24.2	24.2	
Total Split (s)		55.0		55.0	55.0		45.0	45.0		45.0	45.0	
Total Split (%)		55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Yellow Time (s)		3.9		3.9	3.9		3.8	3.8		3.9	3.9	
All-Red Time (s)		1.4		1.3	1.3		1.7	1.7		2.3	2.3	
Lost Time Adjust (s)		-0.3			-0.2			-0.5			-1.2	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		50.0			50.0			40.0			40.0	
Actuated g/C Ratio		0.50			0.50			0.40			0.40	
v/c Ratio		0.39			0.60			0.14			0.32	
Control Delay		17.2			15.7			27.3			20.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.2			15.7			27.3			20.0	
LOS		B			B			C			B	
Approach Delay		17.2			15.7			27.3			20.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		122			207			37			68	
Queue Length 95th (ft)		188			272			70			103	
Internal Link Dist (ft)		159			174			233			300	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1466			657			1033	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.60			0.14			0.32	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-0041			

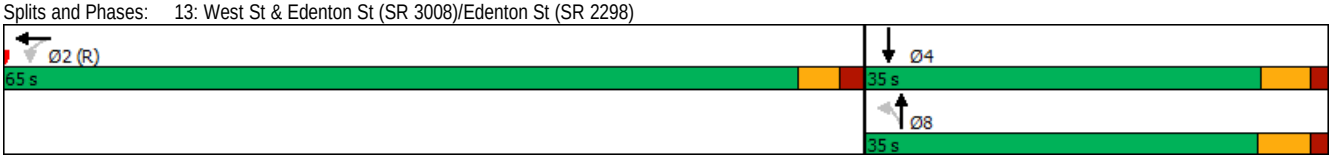
Splits and Phases: 12: Glenwood Ave & Hillsborough St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	55
Future Volume (vph)	0	0	0	9	512	91	28	189	0	0	104	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			-2%			1%	
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	4363	0	0	1683	0	0	1567	0
Flt Permitted					0.999			0.944				
Satd. Flow (perm)	0	0	0	0	4363	0	0	1594	0	0	1567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					61						27	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		355			267			167			244	
Travel Time (s)		6.9			5.2			3.3			4.8	
Confl. Peds. (#/hr)				1		25	16					16
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	680	0	0	241	0	0	177	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			8			4	
Permitted Phases				2			8					
Minimum Split (s)				21.1	21.1		21.4	21.4			21.2	
Total Split (s)				65.0	65.0		35.0	35.0			35.0	
Total Split (%)				65.0%	65.0%		35.0%	35.0%			35.0%	
Yellow Time (s)				3.1	3.1		4.0	4.0			3.8	
All-Red Time (s)				2.0	2.0		1.4	1.4			1.4	
Lost Time Adjust (s)					-0.1			-0.4			-0.2	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					60.0			30.0			30.0	
Actuated g/C Ratio					0.60			0.30			0.30	
v/c Ratio					0.26			0.50			0.36	
Control Delay					8.8			33.3			25.7	
Queue Delay					0.0			0.0			0.0	
Total Delay					8.8			33.3			25.7	
LOS					A			C			C	
Approach Delay					8.8			33.3			25.7	
Approach LOS					A			C			C	
Queue Length 50th (ft)					62			126			74	
Queue Length 95th (ft)					82			203			134	
Internal Link Dist (ft)		275			187			87			164	
Turn Bay Length (ft)												
Base Capacity (vph)					2642			478			489	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.26			0.50			0.36	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 46 (46%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-0298			

Splits and Phases: 13: West St & Edenton St (SR 3008)/Edenton St (SR 2298)

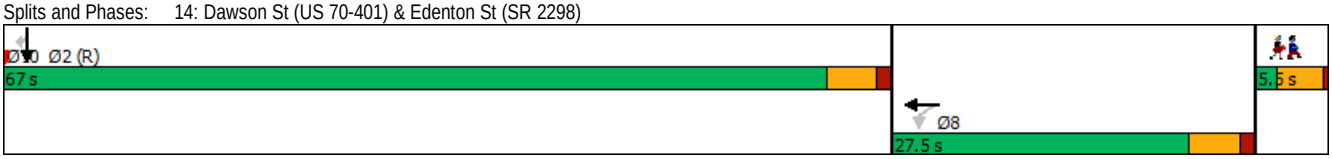


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	177	432	0	0	0	0	0	2726	132	
Future Volume (vph)	0	0	0	177	432	0	0	0	0	0	2726	132	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			1%			0%			3%		
Storage Length (ft)	0		0	0		0	0		0	0		100	
Storage Lanes	0		0	0		0	0		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	4490	0	0	0	0	0	4508	1203	
Flt Permitted					0.986								
Satd. Flow (perm)	0	0	0	0	4487	0	0	0	0	0	4508	1176	
Right Turn on Red			Yes	No		Yes			Yes			Yes	
Satd. Flow (RTOR)												67	
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		376			487			588			488		
Travel Time (s)		7.3			9.5			11.5			9.5		
Confl. Peds. (#/hr)				1								4	
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	19%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	677	0	0	0	0	0	3029	147	
Turn Type				Perm	NA						NA	Perm	
Protected Phases					8						2		10
Permitted Phases				8								2	
Minimum Split (s)				17.1	17.1						15.9	15.9	5.5
Total Split (s)				27.5	27.5						67.0	67.0	5.5
Total Split (%)				27.5%	27.5%						67.0%	67.0%	6%
Yellow Time (s)				3.8	3.8						3.7	3.7	3.5
All-Red Time (s)				1.3	1.3						1.2	1.2	0.5
Lost Time Adjust (s)					-0.1						0.1	0.1	
Total Lost Time (s)					5.0						5.0	5.0	
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)					22.5						62.0	62.0	
Actuated g/C Ratio					0.22						0.62	0.62	
v/c Ratio					0.67						1.08	0.19	
Control Delay					62.9						51.3	2.3	
Queue Delay					0.0						7.1	0.0	
Total Delay					62.9						58.4	2.3	
LOS					E						E	A	
Approach Delay					62.9						55.8		
Approach LOS					E						E		
Queue Length 50th (ft)					170						~787	5	
Queue Length 95th (ft)					m209						m#769	m5	
Internal Link Dist (ft)		296			407			508			408		
Turn Bay Length (ft)												100	
Base Capacity (vph)					1009						2794	754	
Starvation Cap Reductn					0						77	0	
Spillback Cap Reductn					0						291	0	
Storage Cap Reductn					0						0	0	
Reduced v/c Ratio					0.67						1.21	0.19	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 57.0		Intersection LOS: E	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-0098			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

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

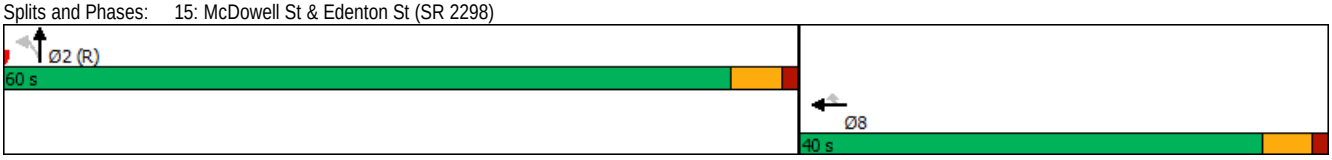
Splits and Phases: 14: Dawson St (US 70-401) & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	532	353	89	2333	0	0	0	0
Future Volume (vph)	0	0	0	0	532	353	89	2333	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			0%	
Satd. Flow (prot)	0	0	0	0	2990	1236	0	5784	0	0	0	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	2990	1073	0	5784	0	0	0	0
Right Turn on Red			Yes			No	No		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		487			488			589			488	
Travel Time (s)		9.5			9.5			11.5			9.5	
Confl. Peds. (#/hr)						49						
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%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	0	0	0	630	353	0	2691	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.1	17.1	17.2	17.2				
Total Split (s)					40.0	40.0	60.0	60.0				
Total Split (%)					40.0%	40.0%	60.0%	60.0%				
Yellow Time (s)					3.8	3.8	3.9	3.9				
All-Red Time (s)					1.3	1.3	1.3	1.3				
Lost Time Adjust (s)					-0.1	-0.1		-0.2				
Total Lost Time (s)					5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					35.0	35.0		55.0				
Actuated g/C Ratio					0.35	0.35		0.55				
v/c Ratio					0.60	0.94		0.85				
Control Delay					13.2	50.0		10.0				
Queue Delay					0.0	0.0		5.4				
Total Delay					13.2	50.0		15.4				
LOS					B	D		B				
Approach Delay					26.4			15.4				
Approach LOS					C			B				
Queue Length 50th (ft)					50	79		84				
Queue Length 95th (ft)					109	#409		108				
Internal Link Dist (ft)		407			408			509			408	
Turn Bay Length (ft)												
Base Capacity (vph)					1046	375		3181				
Starvation Cap Reductn					0	0		24				
Spillback Cap Reductn					0	0		445				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.60	0.94		0.98				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 89 (89%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0085			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

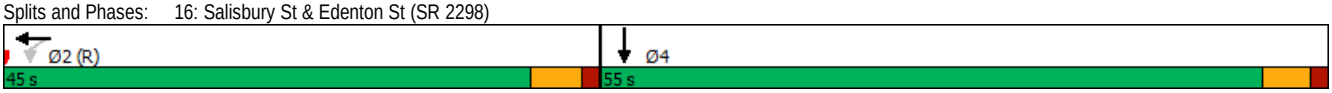
Splits and Phases: 15: McDowell St & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Future Volume (vph)	0	0	0	178	633	0	0	0	0	0	497	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-1%			0%			2%	
Satd. Flow (prot)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1601	3201	0	0	0	0	0	3097	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)											21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			279			596			260	
Travel Time (s)		9.5			5.4			11.6			5.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	198	703	0	0	0	0	0	626	0
Turn Type				Perm	NA						NA	
Protected Phases					2						4	
Permitted Phases				2								
Minimum Split (s)				18.3	18.3						19.1	
Total Split (s)				45.0	45.0						55.0	
Total Split (%)				45.0%	45.0%						55.0%	
Yellow Time (s)				3.9	3.9						3.7	
All-Red Time (s)				1.4	1.4						1.4	
Lost Time Adjust (s)				-0.3	-0.3						-0.1	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				40.0	40.0						50.0	
Actuated g/C Ratio				0.40	0.40						0.50	
v/c Ratio				0.31	0.55						0.40	
Control Delay				11.8	15.9						16.0	
Queue Delay				0.9	0.8						0.0	
Total Delay				12.8	16.6						16.0	
LOS				B	B						B	
Approach Delay					15.8						16.0	
Approach LOS					B						B	
Queue Length 50th (ft)				34	63						121	
Queue Length 95th (ft)				42	236						164	
Internal Link Dist (ft)		408			199			516			180	
Turn Bay Length (ft)												
Base Capacity (vph)				640	1280						1559	
Starvation Cap Reductn				241	284						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.50	0.71						0.40	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 2:WBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-2289			

Splits and Phases: 16: Salisbury St & Edenton St (SR 2298)

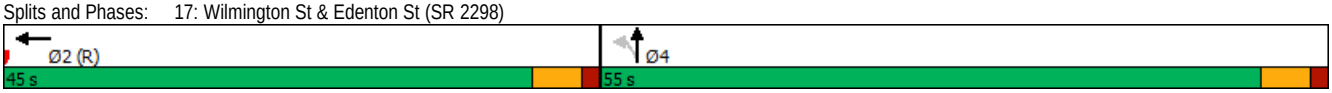


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	510	50	362	650	0	0	0	0
Future Volume (vph)	0	0	0	0	510	50	362	650	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			1%			0%	
Satd. Flow (prot)	0	0	0	0	4495	0	0	3059	0	0	0	0
Flt Permitted								0.982				
Satd. Flow (perm)	0	0	0	0	4495	0	0	3059	0	0	0	0
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					20							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		307			489			591			276	
Travel Time (s)		6.0			9.5			11.5			5.4	
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%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	623	0	0	1124	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Minimum Split (s)					17.2		18.2	18.2				
Total Split (s)					45.0		55.0	55.0				
Total Split (%)					45.0%		55.0%	55.0%				
Yellow Time (s)					3.8		3.8	3.8				
All-Red Time (s)					1.4		1.4	1.4				
Lost Time Adjust (s)					-0.2			-0.2				
Total Lost Time (s)					5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					40.0			50.0				
Actuated g/C Ratio					0.40			0.50				
v/c Ratio					0.34			0.74				
Control Delay					33.2			22.7				
Queue Delay					0.0			0.3				
Total Delay					33.2			23.0				
LOS					C			C				
Approach Delay					33.2			23.0				
Approach LOS					C			C				
Queue Length 50th (ft)					149			379				
Queue Length 95th (ft)					189			460				
Internal Link Dist (ft)		227			409			511			196	
Turn Bay Length (ft)												
Base Capacity (vph)					1810			1529				
Starvation Cap Reductn					0			75				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.34			0.77				

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 45 (45%), Referenced to phase 2:WBT, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 26.7 Intersection LOS: C
Intersection Capacity Utilization 52.2% ICU Level of Service A
Analysis Period (min) 15
Description: 05-2288

Splits and Phases: 17: Wilmington St & Edenton St (SR 2298)

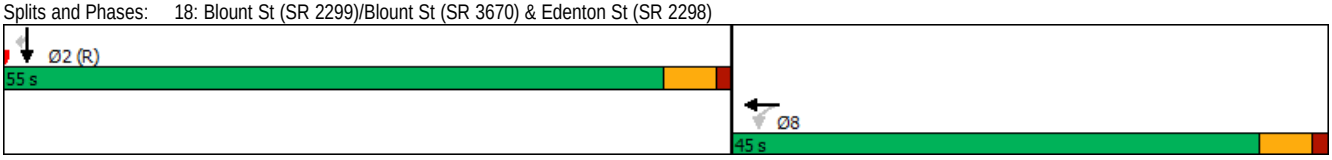


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	245	621	0	0	0	0	0	1404	80
Future Volume (vph)	0	0	0	245	621	0	0	0	0	0	1404	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			0%			-1%	
Satd. Flow (prot)	0	0	0	1492	3217	0	0	0	0	0	3201	1432
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1406	3217	0	0	0	0	0	3201	1352
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												86
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		489			476			592			275	
Travel Time (s)		9.5			9.3			13.5			6.3	
Confl. Peds. (#/hr)				23								18
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%	2%	2%	10%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	272	690	0	0	0	0	0	1560	89
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						2	
Permitted Phases				8								2
Minimum Split (s)				17.3	17.3						17.2	17.2
Total Split (s)				45.0	45.0						55.0	55.0
Total Split (%)				45.0%	45.0%						55.0%	55.0%
Yellow Time (s)				4.0	4.0						3.9	3.9
All-Red Time (s)				1.3	1.3						1.3	1.3
Lost Time Adjust (s)				-1.3	-0.3						-0.2	0.0
Total Lost Time (s)				4.0	5.0						5.0	5.2
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)				41.0	40.0						50.0	49.8
Actuated g/C Ratio				0.41	0.40						0.50	0.50
v/c Ratio				0.47	0.54						0.97	0.12
Control Delay				35.6	35.1						42.6	3.7
Queue Delay				0.0	0.0						3.5	0.0
Total Delay				35.6	35.1						46.1	3.7
LOS				D	D						D	A
Approach Delay					35.2						43.8	
Approach LOS					D						D	
Queue Length 50th (ft)				149	204						490	1
Queue Length 95th (ft)				m228	262						#670	25
Internal Link Dist (ft)		409			396			512			195	
Turn Bay Length (ft)												
Base Capacity (vph)				576	1286						1600	716
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						32	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.47	0.54						0.99	0.12

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 40 (40%), Referenced to phase 2:SBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 40.7		Intersection LOS: D	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1038			

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

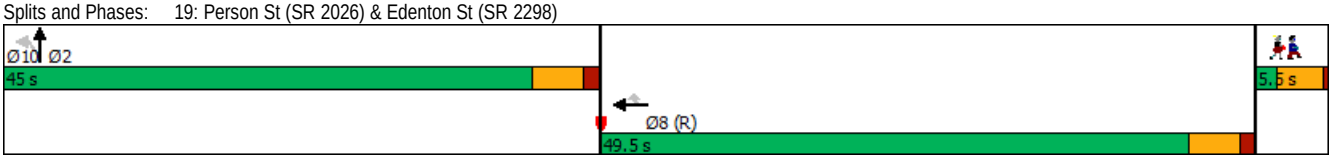
Splits and Phases: 18: Blount St (SR 2299)/Blount St (SR 3670) & Edenton St (SR 2298)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	472	156	110	711	0	0	0	0	
Future Volume (vph)	0	0	0	0	472	156	110	711	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			0%			-1%			0%		
Storage Length (ft)	0		0	0		100	0		0	0		0	
Storage Lanes	0		0	0		1	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	0	0	0	0	3185	1253	0	3179	0	0	0	0	
Flt Permitted								0.993					
Satd. Flow (perm)	0	0	0	0	3185	1227	0	3176	0	0	0	0	
Right Turn on Red			Yes			Yes	No		Yes			Yes	
Satd. Flow (RTOR)						115							
Link Speed (mph)		35			35			35			35		
Link Distance (ft)		476			578			309			274		
Travel Time (s)		9.3			11.3			6.0			5.3		
Confl. Peds. (#/hr)						4	3						
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%	2%	2%	2%	2%	16%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	524	173	0	912	0	0	0	0	
Turn Type					NA	Perm	Perm	NA					
Protected Phases					8			2					10
Permitted Phases						8	2						
Minimum Split (s)					19.1	19.1	18.2	18.2					5.5
Total Split (s)					49.5	49.5	45.0	45.0					5.5
Total Split (%)					49.5%	49.5%	45.0%	45.0%					6%
Yellow Time (s)					3.8	3.8	3.9	3.9					3.5
All-Red Time (s)					1.3	1.3	1.3	1.3					0.5
Lost Time Adjust (s)					-0.1	0.0		-0.2					
Total Lost Time (s)					5.0	5.1		5.0					
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)					44.5	44.4		40.0					
Actuated g/C Ratio					0.44	0.44		0.40					
v/c Ratio					0.37	0.28		0.72					
Control Delay					19.4	7.8		49.1					
Queue Delay					0.0	0.0		50.8					
Total Delay					19.4	7.8		99.9					
LOS					B	A		F					
Approach Delay					16.5			99.9					
Approach LOS					B			F					
Queue Length 50th (ft)					113	21		324					
Queue Length 95th (ft)					155	64		389					
Internal Link Dist (ft)		396			498			229			194		
Turn Bay Length (ft)						100							
Base Capacity (vph)					1417	608		1270					
Starvation Cap Reductn					0	0		518					
Spillback Cap Reductn					0	0		0					
Storage Cap Reductn					0	0		0					
Reduced v/c Ratio					0.37	0.28		1.21					

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 35 (35%), Referenced to phase 8:WBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 63.8		Intersection LOS: E	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-0074			

Splits and Phases: 19: Person St (SR 2026) & Edenton St (SR 2298)



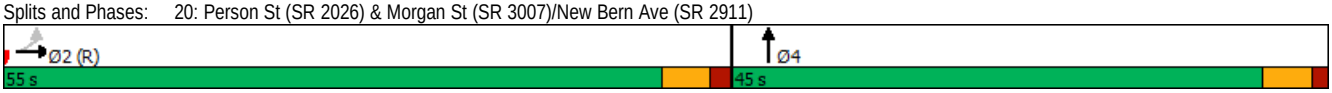


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Future Volume (vph)	114	1028	0	0	0	0	0	639	174	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	1585	3169	0	0	0	0	0	3033	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1569	3169	0	0	0	0	0	3033	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								41				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		563			546			761			309	
Travel Time (s)		11.0			10.6			14.8			6.0	
Confl. Peds. (#/hr)	6								8			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	1142	0	0	0	0	0	903	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	55.0	55.0						45.0				
Total Split (%)	55.0%	55.0%						45.0%				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	50.0	50.0						40.0				
Actuated g/C Ratio	0.50	0.50						0.40				
v/c Ratio	0.16	0.72						0.73				
Control Delay	7.5	11.9						15.9				
Queue Delay	1.5	0.7						38.1				
Total Delay	9.1	12.6						54.0				
LOS	A	B						D				
Approach Delay		12.2						54.0				
Approach LOS		B						D				
Queue Length 50th (ft)	21	107						85				
Queue Length 95th (ft)	m27	m125						104				
Internal Link Dist (ft)		483			466			681			229	
Turn Bay Length (ft)	125											
Base Capacity (vph)	784	1584						1237				
Starvation Cap Reductn	0	166						0				
Spillback Cap Reductn	508	0						393				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.46	0.81						1.07				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 72 (72%), Referenced to phase 2:EBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 129.3%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0073			

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

Splits and Phases: 20: Person St (SR 2026) & Morgan St (SR 3007)/New Bern Ave (SR 2911)

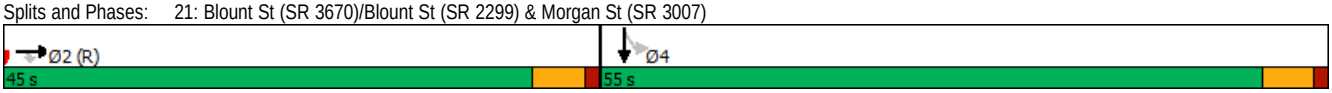




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	884	233	0	0	0	0	0	0	309	909	0
Future Volume (vph)	0	884	233	0	0	0	0	0	0	309	909	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			0%			-1%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3201	1316	0	0	0	0	0	0	0	3160	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3201	1255	0	0	0	0	0	0	0	3136	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			74									
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		499			563			477			592	
Travel Time (s)		9.7			11.0			10.8			13.5	
Confl. Peds. (#/hr)			14							12		
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%	2%	11%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	982	259	0	0	0	0	0	0	0	1353	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		17.1	17.1							17.1	17.1	
Total Split (s)		45.0	45.0							55.0	55.0	
Total Split (%)		45.0%	45.0%							55.0%	55.0%	
Yellow Time (s)		3.9	3.9							3.9	3.9	
All-Red Time (s)		1.2	1.2							1.2	1.2	
Lost Time Adjust (s)		-0.1	-0.1								-0.1	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		40.0	40.0								50.0	
Actuated g/C Ratio		0.40	0.40								0.50	
v/c Ratio		0.77	0.47								0.86	
Control Delay		40.3	28.1								39.4	
Queue Delay		0.7	0.0								0.6	
Total Delay		41.0	28.1								40.1	
LOS		D	C								D	
Approach Delay		38.3									40.1	
Approach LOS		D									D	
Queue Length 50th (ft)		350	117								427	
Queue Length 95th (ft)		404	m183								m447	
Internal Link Dist (ft)		419			483			397			512	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1280	546								1568	
Starvation Cap Reductn		89	0								31	
Spillback Cap Reductn		12	1								49	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.82	0.48								0.89	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 66 (66%), Referenced to phase 2:EBT, Start of 1st Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 39.2		Intersection LOS: D	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			
Description: 05-1037			
m Volume for 95th percentile queue is metered by upstream signal.			

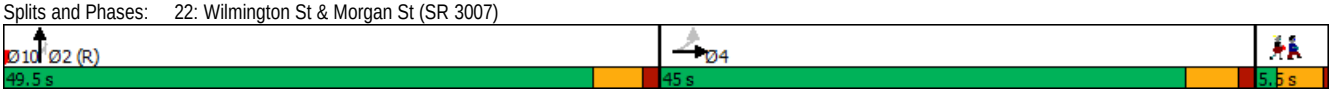
Splits and Phases: 21: Blount St (SR 3670)/Blount St (SR 2299) & Morgan St (SR 3007)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø10
Lane Configurations													
Traffic Volume (vph)	70	814	0	0	0	0	0	837	297	0	0	0	
Future Volume (vph)	70	814	0	0	0	0	0	837	297	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		-2%			0%			2%			0%		
Storage Length (ft)	0		0	0		0	0		100	0		0	
Storage Lanes	1		0	0		0	0		1	0		0	
Taper Length (ft)	100			25			25			25			
Satd. Flow (prot)	1609	3217	0	0	0	0	0	3153	1332	0	0	0	
Flt Permitted	0.950												
Satd. Flow (perm)	1557	3217	0	0	0	0	0	3153	1260	0	0	0	
Right Turn on Red	No		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)									91				
Link Speed (mph)		35			35			35			25		
Link Distance (ft)		228			499			479			591		
Travel Time (s)		4.4			9.7			9.3			16.1		
Confl. Peds. (#/hr)	15								20				
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%	2%	2%	2%	2%	2%	2%	2%	8%	2%	2%	2%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	78	904	0	0	0	0	0	930	330	0	0	0	
Turn Type	Perm	NA						NA	Perm				
Protected Phases		4						2					10
Permitted Phases	4								2				
Minimum Split (s)	19.4	19.4						19.0	19.0				5.5
Total Split (s)	45.0	45.0						49.5	49.5				5.5
Total Split (%)	45.0%	45.0%						49.5%	49.5%				6%
Yellow Time (s)	4.0	4.0						3.7	3.7				3.5
All-Red Time (s)	1.4	1.4						1.3	1.3				0.5
Lost Time Adjust (s)	-0.4	-0.4						0.0	0.0				
Total Lost Time (s)	5.0	5.0						5.0	5.0				
Lead/Lag													
Lead-Lag Optimize?													
Act Effct Green (s)	40.0	40.0						44.5	44.5				
Actuated g/C Ratio	0.40	0.40						0.44	0.44				
v/c Ratio	0.13	0.70						0.66	0.54				
Control Delay	19.7	28.7						31.1	23.7				
Queue Delay	0.0	0.0						1.1	0.2				
Total Delay	19.7	28.7						32.2	23.9				
LOS	B	C						C	C				
Approach Delay		28.0						30.0					
Approach LOS		C						C					
Queue Length 50th (ft)	31	248						296	151				
Queue Length 95th (ft)	62	321						367	243				
Internal Link Dist (ft)		148			419			399			511		
Turn Bay Length (ft)									100				
Base Capacity (vph)	622	1286						1403	611				
Starvation Cap Reductn	0	0						243	0				
Spillback Cap Reductn	0	0						0	35				
Storage Cap Reductn	0	0						0	0				
Reduced v/c Ratio	0.13	0.70						0.80	0.57				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 60 (60%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 100			

Splits and Phases: 22: Wilmington St & Morgan St (SR 3007)

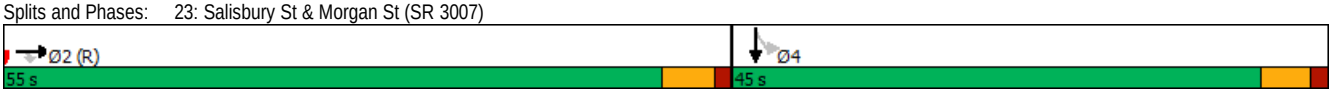




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	586	83	0	0	0	0	0	0	327	478	0
Future Volume (vph)	0	586	83	0	0	0	0	0	0	327	478	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	0		100	0		0	0		0	125		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	0	3185	1118	0	0	0	0	0	0	0	3153	0
Flt Permitted											0.980	
Satd. Flow (perm)	0	3185	1027	0	0	0	0	0	0	0	3084	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			186			477			596	
Travel Time (s)		9.5			3.6			9.3			11.6	
Confl. Peds. (#/hr)			33							27		
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%	2%	30%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	92	0	0	0	0	0	0	0	894	0
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Minimum Split (s)		19.4	19.4							20.2	20.2	
Total Split (s)		55.0	55.0							45.0	45.0	
Total Split (%)		55.0%	55.0%							45.0%	45.0%	
Yellow Time (s)		4.0	4.0							3.8	3.8	
All-Red Time (s)		1.4	1.4							1.4	1.4	
Lost Time Adjust (s)		-0.4	-0.4								-0.2	
Total Lost Time (s)		5.0	5.0								5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		50.0	50.0								40.0	
Actuated g/C Ratio		0.50	0.50								0.40	
v/c Ratio		0.41	0.18								0.73	
Control Delay		6.3	6.0								25.9	
Queue Delay		0.0	0.0								0.0	
Total Delay		6.3	6.0								25.9	
LOS		A	A								C	
Approach Delay		6.3									25.9	
Approach LOS		A									C	
Queue Length 50th (ft)		38	10								271	
Queue Length 95th (ft)		51	m15								343	
Internal Link Dist (ft)		410			106			397			516	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1592	513								1233	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.41	0.18								0.73	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:EBT and 6:, Start of 1st Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 80			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 23: Salisbury St & Morgan St (SR 3007)

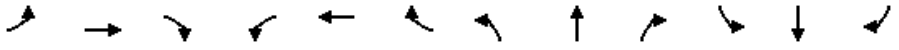


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	535	0	0	0	0	0	2128	175	0	0	0
Future Volume (vph)	204	535	0	0	0	0	0	2128	175	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			0%			1%			0%	
Satd. Flow (prot)	1457	3060	0	0	0	0	0	5622	0	0	0	0
Flt Permitted	0.950	0.998										
Satd. Flow (perm)	1336	3052	0	0	0	0	0	5622	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								33				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		485			490			481			589	
Travel Time (s)		13.2			9.5			9.4			11.5	
Confl. Peds. (#/hr)	36								45			
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
Shared Lane Traffic (%)	9%											
Lane Group Flow (vph)	207	614	0	0	0	0	0	2558	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	18.0	18.0						17.1				
Total Split (s)	33.0	33.0						67.0				
Total Split (%)	33.0%	33.0%						67.0%				
Yellow Time (s)	3.2	3.2						3.8				
All-Red Time (s)	1.8	1.8						1.3				
Lost Time Adjust (s)	0.0	0.0						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	28.0	28.0						62.0				
Actuated g/C Ratio	0.28	0.28						0.62				
v/c Ratio	0.55	0.72						0.73				
Control Delay	26.6	26.1						7.0				
Queue Delay	0.0	0.0						0.2				
Total Delay	26.6	26.1						7.2				
LOS	C	C						A				
Approach Delay		26.2						7.2				
Approach LOS		C						A				
Queue Length 50th (ft)	70	105						99				
Queue Length 95th (ft)	m75	m107						120				
Internal Link Dist (ft)		405			410			401			509	
Turn Bay Length (ft)												
Base Capacity (vph)	374	854						3498				
Starvation Cap Reductn	0	0						238				
Spillback Cap Reductn	0	0						37				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.55	0.72						0.78				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 79 (79%), Referenced to phase 2:NBT, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 138.3%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-0082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 24: McDowell St & Morgan St (SR 3007)



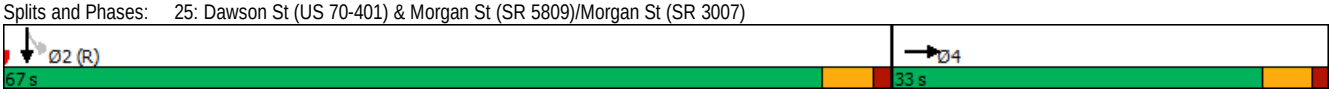


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	588	197	0	0	0	0	0	0	126	2723	136
Future Volume (vph)	0	588	197	0	0	0	0	0	0	126	2723	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			0%			-1%	
Satd. Flow (prot)	0	2987	0	0	0	0	0	0	0	1361	4537	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	2987	0	0	0	0	0	0	0	1326	4537	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)											14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		373			485			482			588	
Travel Time (s)		7.3			9.4			9.4			11.5	
Confl. Peds. (#/hr)			28							11		32
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%	2%	2%	2%	2%	2%	2%	2%	2%	20%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	872	0	0	0	0	0	0	0	140	3177	0
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		17.1								18.3	18.3	
Total Split (s)		33.0								67.0	67.0	
Total Split (%)		33.0%								67.0%	67.0%	
Yellow Time (s)		3.8								3.9	3.9	
All-Red Time (s)		1.3								1.4	1.4	
Lost Time Adjust (s)		-0.1								-1.3	-0.3	
Total Lost Time (s)		5.0								4.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		28.0								63.0	62.0	
Actuated g/C Ratio		0.28								0.63	0.62	
v/c Ratio		1.04								0.17	1.13	
Control Delay		79.1								2.8	68.2	
Queue Delay		0.0								0.0	0.0	
Total Delay		79.1								2.8	68.2	
LOS		E								A	E	
Approach Delay		79.1									65.5	
Approach LOS		E									E	
Queue Length 50th (ft)		~318								10	~850	
Queue Length 95th (ft)		#441								m10	m#747	
Internal Link Dist (ft)		293			405			402			508	
Turn Bay Length (ft)												
Base Capacity (vph)		836								835	2818	
Starvation Cap Reductn		0								0	19	
Spillback Cap Reductn		0								0	0	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		1.04								0.17	1.14	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 68.3		Intersection LOS: E	
Intersection Capacity Utilization 96.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0096			

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

Splits and Phases: 25: Dawson St (US 70-401) & Morgan St (SR 5809)/Morgan St (SR 3007)

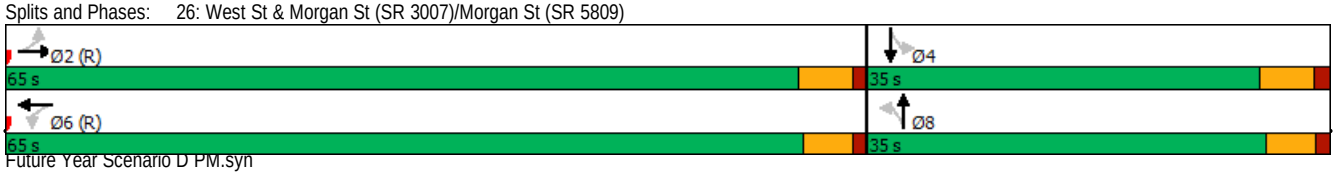


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	545	27	10	64	12	33	42	35	27	27	7
Future Volume (vph)	16	545	27	10	64	12	33	42	35	27	27	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			1%			1%			-3%	
Satd. Flow (prot)	0	3217	0	0	1617	0	0	1559	0	0	1632	0
Flt Permitted		0.948			0.929			0.906			0.858	
Satd. Flow (perm)	0	3050	0	0	1510	0	0	1430	0	0	1425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			13			24			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		528			277			485			193	
Travel Time (s)		10.3			5.4			9.4			3.8	
Confl. Peds. (#/hr)	9		5	5		9	3		7	7		3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	654	0	0	95	0	0	123	0	0	68	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	17.2	17.2		18.9	18.9		19.0	19.0		21.4	21.4	
Total Split (s)	65.0	65.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	65.0%	65.0%		65.0%	65.0%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	4.1	4.1		3.8	3.8		3.8	3.8		4.1	4.1	
All-Red Time (s)	1.1	1.1		1.1	1.1		1.2	1.2		1.3	1.3	
Lost Time Adjust (s)		-0.2			0.1			0.0			-0.4	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		60.0			60.0			30.0			30.0	
Actuated g/C Ratio		0.60			0.60			0.30			0.30	
v/c Ratio		0.36			0.10			0.28			0.16	
Control Delay		9.0			7.7			23.3			24.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.0			7.7			23.3			24.4	
LOS		A			A			C			C	
Approach Delay		9.0			7.7			23.3			24.4	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		74			20			47			28	
Queue Length 95th (ft)		95			42			95			62	
Internal Link Dist (ft)		448			197			405			113	
Turn Bay Length (ft)												
Base Capacity (vph)		1833			911			445			432	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.10			0.28			0.16	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 40.5% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0014

Splits and Phases: 26: West St & Morgan St (SR 3007)/Morgan St (SR 5809)

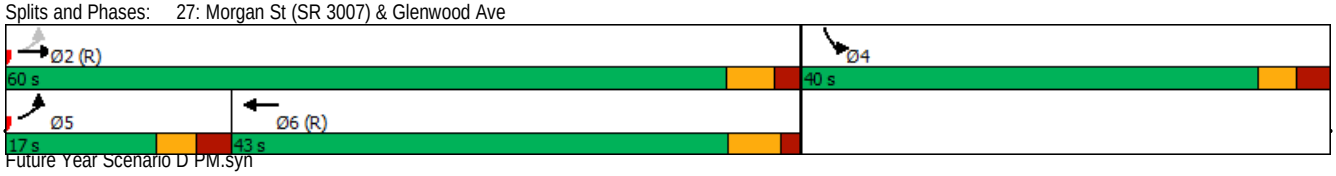


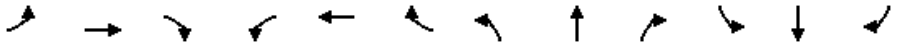
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	435	79	42	225	58
Future Volume (vph)	75	435	79	42	225	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-1%		-1%	
Satd. Flow (prot)	0	3100	1580	0	3047	0
Flt Permitted		0.884			0.962	
Satd. Flow (perm)	0	2752	1580	0	2986	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			31		36	
Link Speed (mph)		35	35		35	
Link Distance (ft)		200	528		313	
Travel Time (s)		3.9	10.3		6.1	
Confl. Peds. (#/hr)	6			6	7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	566	135	0	314	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Minimum Split (s)	12.6	15.6	16.5		19.6	
Total Split (s)	17.0	60.0	43.0		40.0	
Total Split (%)	17.0%	60.0%	43.0%		40.0%	
Yellow Time (s)	3.0	3.6	3.9		3.0	
All-Red Time (s)	2.6	2.0	1.6		2.6	
Lost Time Adjust (s)		-0.6	-0.5		-0.6	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)		55.0	38.0		35.0	
Actuated g/C Ratio		0.55	0.38		0.35	
v/c Ratio		0.36	0.22		0.29	
Control Delay		13.2	16.6		22.7	
Queue Delay		0.0	0.0		0.0	
Total Delay		13.2	16.6		22.7	
LOS		B	B		C	
Approach Delay		13.2	16.6		22.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)		98	37		51	
Queue Length 95th (ft)		134	99		92	
Internal Link Dist (ft)		120	448		233	
Turn Bay Length (ft)						
Base Capacity (vph)		1555	619		1089	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.36	0.22		0.29	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 46.6% ICU Level of Service A
Analysis Period (min) 15
Description: 05-0120

Splits and Phases: 27: Morgan St (SR 3007) & Glenwood Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	149	58	72	140	23	34	45	112	84	30	53
Future Volume (vph)	35	149	58	72	140	23	34	45	112	84	30	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1563	0	0	1521	0	0	1617	0	0	1738	0
Flt Permitted		0.993			0.985			0.991			0.975	
Satd. Flow (perm)	0	1563	0	0	1521	0	0	1617	0	0	1738	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		298			763			489			485	
Travel Time (s)		5.8			14.9			9.5			9.4	
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%	26%	2%	17%	27%	2%	2%	2%	11%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	262	0	0	212	0	0	185	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		



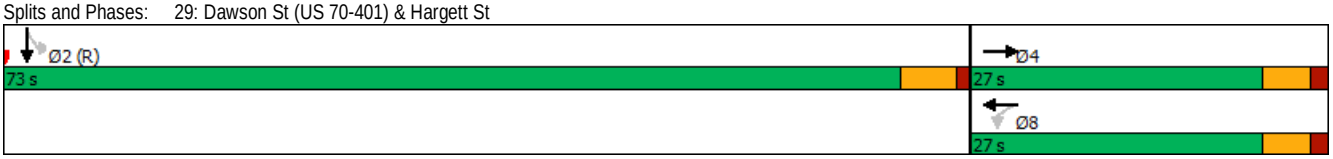
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	120	94	159	156	0	0	0	0	66	2718	82
Future Volume (vph)	0	120	94	159	156	0	0	0	0	66	2718	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			2%			0%			-5%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			200			25			25		
Satd. Flow (prot)	0	1236	0	1577	1459	0	0	0	0	0	5813	0
Flt Permitted				0.422							0.999	
Satd. Flow (perm)	0	1236	0	668	1459	0	0	0	0	0	5776	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		763			484			490			482	
Travel Time (s)		14.9			9.4			9.5			9.4	
Confl. Peds. (#/hr)			44	44						56		24
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%	21%	27%	2%	16%	2%	2%	2%	2%	2%	2%	30%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	177	173	0	0	0	0	0	3184	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		21.1		17.1	17.1					15.4	15.4	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.7		3.7	3.7					4.2	4.2	
All-Red Time (s)		1.4		1.4	1.4					1.2	1.2	
Lost Time Adjust (s)		-0.1		-0.1	-0.1						-0.4	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0		22.0	22.0						68.0	
Actuated g/C Ratio		0.22		0.22	0.22						0.68	
v/c Ratio		0.87		1.21	0.54						0.81	
Control Delay		68.1		168.0	27.2						2.7	
Queue Delay		0.0		0.0	0.0						0.9	
Total Delay		68.1		168.0	27.2						3.6	
LOS		E		F	C						A	
Approach Delay		68.1			98.4						3.6	
Approach LOS		E			F						A	
Queue Length 50th (ft)		145		~143	52						69	
Queue Length 95th (ft)		#286		#259	90						m60	
Internal Link Dist (ft)		683			404			410			402	
Turn Bay Length (ft)				175								
Base Capacity (vph)		273		146	320						3931	
Starvation Cap Reductn		0		0	0						431	
Spillback Cap Reductn		0		0	0						132	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.87		1.21	0.54						0.91	

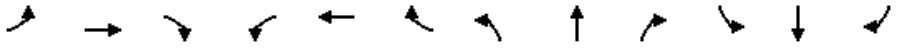
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 75 (75%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0095			

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

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

Splits and Phases: 29: Dawson St (US 70-401) & Hargett St



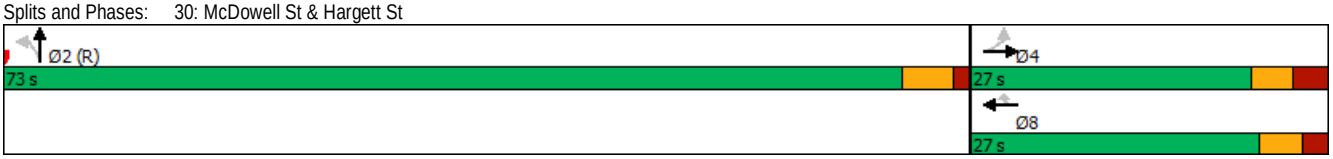


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	147	0	0	181	153	125	1962	58	0	0	0
Future Volume (vph)	86	147	0	0	181	153	125	1962	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-1%			1%			0%	
Storage Length (ft)	50		0	0		125	100		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	200			25			50			25		
Satd. Flow (prot)	1247	1660	0	0	1685	1432	1347	4512	0	0	0	0
Flt Permitted	0.494						0.950					
Satd. Flow (perm)	562	1660	0	0	1685	1097	1322	4512	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								9				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		484			488			491			481	
Travel Time (s)		13.2			13.3			9.6			9.4	
Confl. Peds. (#/hr)	83					83	4		37			
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 (%)	29%	2%	2%	2%	2%	2%	20%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	163	0	0	201	170	139	2244	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	18.9	18.9			16.3	16.3	16.2	16.2				
Total Split (s)	27.0	27.0			27.0	27.0	73.0	73.0				
Total Split (%)	27.0%	27.0%			27.0%	27.0%	73.0%	73.0%				
Yellow Time (s)	3.1	3.1			3.2	3.2	3.8	3.8				
All-Red Time (s)	2.8	2.8			2.1	2.1	1.4	1.4				
Lost Time Adjust (s)	-0.9	-0.9			-0.3	-0.3	-0.2	-0.2				
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	22.0	22.0			22.0	22.0	68.0	68.0				
Actuated g/C Ratio	0.22	0.22			0.22	0.22	0.68	0.68				
v/c Ratio	0.78	0.45			0.54	0.71	0.15	0.73				
Control Delay	76.8	45.9			42.9	55.4	2.9	5.6				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.1				
Total Delay	76.8	45.9			42.9	55.4	2.9	5.7				
LOS	E	D			D	E	A	A				
Approach Delay		57.3			48.6			5.6				
Approach LOS		E			D			A				
Queue Length 50th (ft)	55	89			124	109	13	89				
Queue Length 95th (ft)	m#77	m117			195	#200	m19	m95				
Internal Link Dist (ft)		404			408			411			401	
Turn Bay Length (ft)	50					125	100					
Base Capacity (vph)	123	365			370	241	898	3071				
Starvation Cap Reductn	0	0			0	0	0	147				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.78	0.45			0.54	0.71	0.15	0.77				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 71 (71%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 15.3		Intersection LOS: B	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0088			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 30: McDowell St & Hargett St

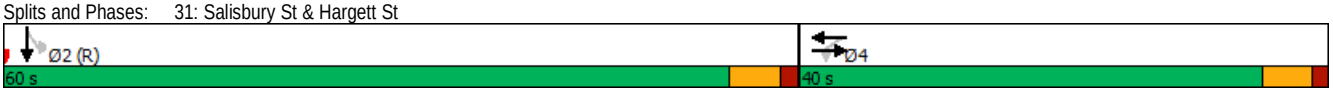


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	38	33	166	0	0	0	0	47	523	61
Future Volume (vph)	0	122	38	33	166	0	0	0	0	47	523	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			-1%	
Satd. Flow (prot)	0	1579	0	0	1655	0	0	0	0	0	3073	0
Flt Permitted					0.928						0.996	
Satd. Flow (perm)	0	1579	0	0	1532	0	0	0	0	0	3058	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17									18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			181			485			477	
Travel Time (s)		9.5			3.5			9.4			9.3	
Confl. Peds. (#/hr)			39	39						18		58
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	221	0	0	0	0	0	701	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		19.1		19.1	19.1					19.3	19.3	
Total Split (s)		40.0		40.0	40.0					60.0	60.0	
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8		3.8	3.8					3.9	3.9	
All-Red Time (s)		1.3		1.3	1.3					1.4	1.4	
Lost Time Adjust (s)		-0.1			-0.1						-0.3	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	
Actuated g/C Ratio		0.35			0.35						0.55	
v/c Ratio		0.32			0.41						0.41	
Control Delay		22.1			27.6						4.5	
Queue Delay		0.0			0.0						0.0	
Total Delay		22.1			27.6						4.5	
LOS		C			C						A	
Approach Delay		22.1			27.6						4.5	
Approach LOS		C			C						A	
Queue Length 50th (ft)		93			106						25	
Queue Length 95th (ft)		m151			173						34	
Internal Link Dist (ft)		408			101			405			397	
Turn Bay Length (ft)												
Base Capacity (vph)		563			536						1690	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.32			0.41						0.41	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 56.1% ICU Level of Service B
Analysis Period (min) 15
Description: 081
m Volume for 95th percentile queue is metered by upstream signal.

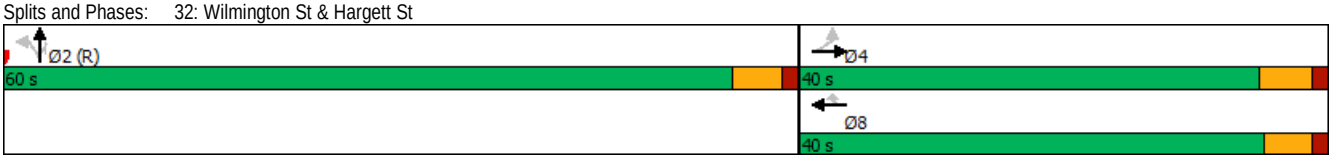
Splits and Phases: 31: Salisbury St & Hargett St

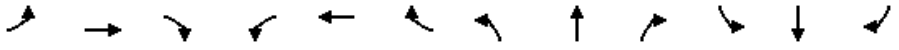


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	105	0	0	101	65	104	629	135	0	0	0
Future Volume (vph)	39	105	0	0	101	65	104	629	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			0%	
Storage Length (ft)	0		0	0		150	0		100	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1671	0	0	1651	1404	0	3163	1221	0	0	0
Flt Permitted		0.902						0.993				
Satd. Flow (perm)	0	1421	0	0	1651	971	0	2940	770	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						72			140			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			497			494			479	
Travel Time (s)		3.4			9.7			9.6			9.3	
Confl. Peds. (#/hr)	145					145	139		100			
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%	2%	2%	2%	2%	2%	2%	2%	19%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	112	72	0	815	150	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	18.3	18.3			19.0	19.0	19.1	19.1	19.1			
Total Split (s)	40.0	40.0			40.0	40.0	60.0	60.0	60.0			
Total Split (%)	40.0%	40.0%			40.0%	40.0%	60.0%	60.0%	60.0%			
Yellow Time (s)	4.0	4.0			3.7	3.7	3.8	3.8	3.8			
All-Red Time (s)	1.3	1.3			1.3	1.3	1.3	1.3	1.3			
Lost Time Adjust (s)		-0.3			0.0	0.0		-0.1	-0.1			
Total Lost Time (s)		5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0	35.0		55.0	55.0			
Actuated g/C Ratio		0.35			0.35	0.35		0.55	0.55			
v/c Ratio		0.32			0.19	0.19		0.50	0.31			
Control Delay		26.1			17.5	4.6		7.6	1.7			
Queue Delay		0.1			0.0	0.0		0.0	0.0			
Total Delay		26.1			17.5	4.6		7.6	1.7			
LOS		C			B	A		A	A			
Approach Delay		26.1			12.5			6.6				
Approach LOS		C			B			A				
Queue Length 50th (ft)		74			36	0		58	0			
Queue Length 95th (ft)		129			74	20		73	2			
Internal Link Dist (ft)		94			417			414			399	
Turn Bay Length (ft)						150			100			
Base Capacity (vph)		497			577	386		1617	486			
Starvation Cap Reductn		0			0	0		0	0			
Spillback Cap Reductn		22			0	15		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.34			0.19	0.19		0.50	0.31			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 13 (13%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 101			

Splits and Phases: 32: Wilmington St & Hargett St

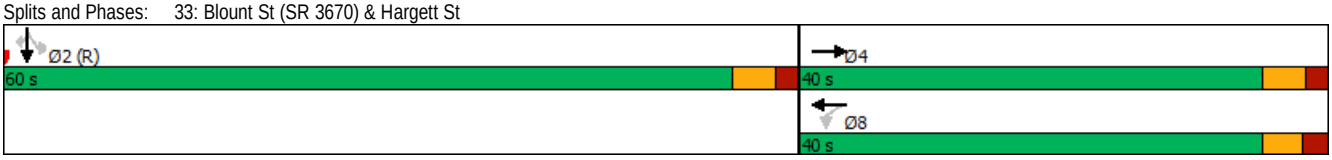




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	97	73	36	87	0	0	0	0	21	1105	101
Future Volume (vph)	0	97	73	36	87	0	0	0	0	21	1105	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			1%			0%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1595	0	0	1645	0	0	0	0	0	3214	1174
Flt Permitted					0.877						0.999	
Satd. Flow (perm)	0	1595	0	0	1463	0	0	0	0	0	3198	1174
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42										68
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		497			479			495			477	
Travel Time (s)		13.6			13.1			11.3			10.8	
Confl. Peds. (#/hr)										65		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	25%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	137	0	0	0	0	0	1251	112
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		17.1		18.1	18.1					17.1	17.1	17.1
Total Split (s)		40.0		40.0	40.0					60.0	60.0	60.0
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	60.0%
Yellow Time (s)		3.3		3.1	3.1					3.3	3.3	3.3
All-Red Time (s)		1.8		2.0	2.0					1.8	1.8	1.8
Lost Time Adjust (s)		-0.1			-0.1						-0.1	0.0
Total Lost Time (s)		5.0			5.0						5.0	5.1
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	54.9
Actuated g/C Ratio		0.35			0.35						0.55	0.55
v/c Ratio		0.32			0.27						0.71	0.17
Control Delay		16.9			20.4						10.7	1.5
Queue Delay		0.0			0.0						2.3	0.0
Total Delay		16.9			20.4						13.0	1.5
LOS		B			C						B	A
Approach Delay		16.9			20.4						12.0	
Approach LOS		B			C						B	
Queue Length 50th (ft)		44			45						206	1
Queue Length 95th (ft)		82			71						282	m3
Internal Link Dist (ft)		417			399			415			397	
Turn Bay Length (ft)												100
Base Capacity (vph)		585			512						1758	675
Starvation Cap Reductn		0			0						358	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.32			0.27						0.89	0.17

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1350			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 33: Blount St (SR 3670) & Hargett St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Future Volume (vph)	44	99	0	0	103	49	67	690	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%			0%	
Satd. Flow (prot)	0	1660	0	0	1433	0	0	3144	0	0	0	0
Flt Permitted		0.869						0.996				
Satd. Flow (perm)	0	1360	0	0	1433	0	0	3086	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		479			594			497			761	
Travel Time (s)		9.3			11.6			9.7			14.8	
Confl. Peds. (#/hr)	147					147	52					
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	168	0	0	865	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.3	17.3			17.1		17.1	17.1				
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%				
Yellow Time (s)	3.9	3.9			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.3		1.3	1.3				
Lost Time Adjust (s)		-0.3			-0.1			-0.1				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.33			0.32			0.51				
Control Delay		15.3			22.1			6.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		15.3			22.1			6.5				
LOS		B			C			A				
Approach Delay		15.3			22.1			6.5				
Approach LOS		B			C			A				
Queue Length 50th (ft)		41			65			51				
Queue Length 95th (ft)		m65			119			64				
Internal Link Dist (ft)		399			514			417			681	
Turn Bay Length (ft)												
Base Capacity (vph)		476			518			1699				
Starvation Cap Reductn		0			0			71				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.33			0.32			0.53				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 17 (17%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1355			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 34: Person St (SR 2026) & Hargett St

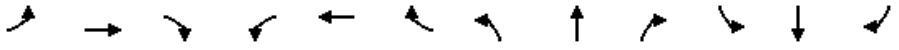


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Future Volume (vph)	51	109	0	0	65	38	75	654	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			-3%			0%	
Satd. Flow (prot)	0	1666	0	0	1449	0	0	3198	0	0	0	0
Flt Permitted		0.875						0.995				
Satd. Flow (perm)	0	1401	0	0	1449	0	0	3198	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32			3				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		481			647			220			497	
Travel Time (s)		13.1			17.6			4.3			9.7	
Confl. Peds. (#/hr)	86					86			31			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	114	0	0	826	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	17.4	17.4			17.9		17.4	17.4				
Total Split (s)	40.0	40.0			40.0		60.0	60.0				
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%				
Yellow Time (s)	3.3	3.3			3.1		4.1	4.1				
All-Red Time (s)	2.1	2.1			1.8		1.3	1.3				
Lost Time Adjust (s)		-0.4			0.1			-0.4				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0				
Actuated g/C Ratio		0.35			0.35			0.55				
v/c Ratio		0.36			0.22			0.47				
Control Delay		38.6			17.6			14.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		38.6			17.6			14.7				
LOS		D			B			B				
Approach Delay		38.6			17.6			14.7				
Approach LOS		D			B			B				
Queue Length 50th (ft)		102			36			158				
Queue Length 95th (ft)		m156			77			206				
Internal Link Dist (ft)		401			567			140			417	
Turn Bay Length (ft)												
Base Capacity (vph)		490			527			1760				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.36			0.22			0.47				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 12 (12%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1354			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 35: Person St (SR 2026) & Martin St

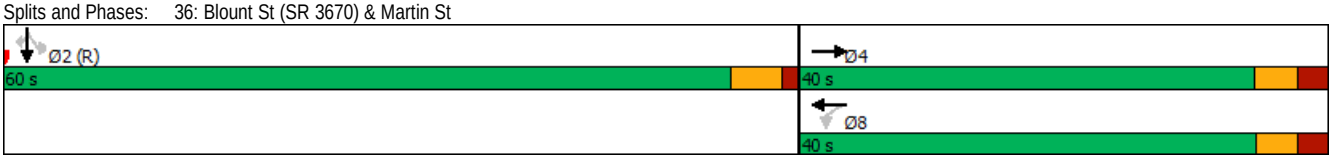


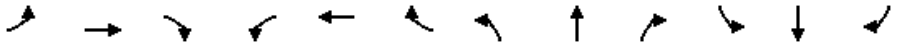


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	96	49	64	0	0	0	0	76	1055	97
Future Volume (vph)	0	122	96	49	64	0	0	0	0	76	1055	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-1%			0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1593	0	0	1649	0	0	0	0	0	3192	1159
Flt Permitted					0.795						0.997	
Satd. Flow (perm)	0	1593	0	0	1339	0	0	0	0	0	3131	1159
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44										65
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		496			481			475			495	
Travel Time (s)		13.5			13.1			10.8			11.3	
Confl. Peds. (#/hr)										68		
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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	26%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	243	0	0	125	0	0	0	0	0	1256	108
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						2	
Permitted Phases				8						2		2
Minimum Split (s)		18.7		18.6	18.6					17.2	17.2	17.2
Total Split (s)		40.0		40.0	40.0					60.0	60.0	60.0
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	60.0%
Yellow Time (s)		3.3		3.2	3.2					3.9	3.9	3.9
All-Red Time (s)		2.4		2.4	2.4					1.3	1.3	1.3
Lost Time Adjust (s)		-0.7			-0.6						-0.2	-0.2
Total Lost Time (s)		5.0			5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0						55.0	55.0
Actuated g/C Ratio		0.35			0.35						0.55	0.55
v/c Ratio		0.41			0.27						0.73	0.16
Control Delay		18.4			31.6						6.9	0.6
Queue Delay		0.0			0.0						0.1	0.0
Total Delay		18.4			31.6						7.0	0.6
LOS		B			C						A	A
Approach Delay		18.4			31.6						6.5	
Approach LOS		B			C						A	
Queue Length 50th (ft)		111			71						61	0
Queue Length 95th (ft)		185			126						64	m1
Internal Link Dist (ft)		416			401			395			415	
Turn Bay Length (ft)												100
Base Capacity (vph)		586			468						1722	666
Starvation Cap Reductn		0			0						39	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.41			0.27						0.75	0.16

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 33 (33%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			
Description: 05-1349			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 36: Blount St (SR 3670) & Martin St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	113	0	0	62	54	131	611	102	0	0	0
Future Volume (vph)	40	113	0	0	62	54	131	611	102	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-4%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1655	0	0	1406	0	0	3125	1151	0	0	0
Flt Permitted		0.900						0.991				
Satd. Flow (perm)	0	1425	0	0	1406	0	0	2913	1042	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					48				104			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		170			496			477			494	
Travel Time (s)		3.3			9.7			9.3			9.6	
Confl. Peds. (#/hr)	120					120	115		23			
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%	2%	2%	2%	2%	2%	2%	2%	25%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	129	0	0	825	113	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Minimum Split (s)	19.1	19.1			19.1		20.1	20.1	20.1			
Total Split (s)	40.0	40.0			40.0		60.0	60.0	60.0			
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%	60.0%			
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7	3.7			
All-Red Time (s)	1.3	1.3			1.3		1.4	1.4	1.4			
Lost Time Adjust (s)		-0.1			-0.1			-0.1	-0.1			
Total Lost Time (s)		5.0			5.0			5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0			35.0			55.0	55.0			
Actuated g/C Ratio		0.35			0.35			0.55	0.55			
v/c Ratio		0.34			0.25			0.51	0.18			
Control Delay		26.4			22.9			10.3	1.3			
Queue Delay		0.0			0.0			0.1	0.0			
Total Delay		26.4			22.9			10.5	1.3			
LOS		C			C			B	A			
Approach Delay		26.4			22.9			9.4				
Approach LOS		C			C			A				
Queue Length 50th (ft)		79			38			75	0			
Queue Length 95th (ft)		136			85			128	4			
Internal Link Dist (ft)		90			416			397			414	
Turn Bay Length (ft)									100			
Base Capacity (vph)		498			523			1602	619			
Starvation Cap Reductn		0			0			161	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.34			0.25			0.57	0.18			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 102			

Splits and Phases: 37: Wilmington St & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	107	80	39	191	0	0	0	0	60	571	31
Future Volume (vph)	0	107	80	39	191	0	0	0	0	60	571	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-2%			0%			-2%	
Satd. Flow (prot)	0	1635	1389	0	1680	0	0	0	0	0	3157	0
Flt Permitted					0.934						0.995	
Satd. Flow (perm)	0	1635	1279	0	1566	0	0	0	0	0	3123	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89								8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			182			482			485	
Travel Time (s)		9.5			3.5			9.4			9.4	
Confl. Peds. (#/hr)			32	32						33		36
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	89	0	255	0	0	0	0	0	735	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Minimum Split (s)		19.3	19.3	19.3	19.3					19.3	19.3	
Total Split (s)		40.0	40.0	40.0	40.0					60.0	60.0	
Total Split (%)		40.0%	40.0%	40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.3	1.3	1.3	1.3					1.3	1.3	
Lost Time Adjust (s)		-0.3	-0.3		-0.3						-0.3	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		35.0	35.0		35.0						55.0	
Actuated g/C Ratio		0.35	0.35		0.35						0.55	
v/c Ratio		0.21	0.18		0.47						0.43	
Control Delay		26.5	14.4		28.7						5.9	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		26.5	14.4		28.7						5.9	
LOS		C	B		C						A	
Approach Delay		21.3			28.7						5.9	
Approach LOS		C			C						A	
Queue Length 50th (ft)		68	25		125						43	
Queue Length 95th (ft)		m55	m18		200						53	
Internal Link Dist (ft)		409			102			402			405	
Turn Bay Length (ft)												
Base Capacity (vph)		572	505		548						1721	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.21	0.18		0.47						0.43	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 27 (27%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 082			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: Salisbury St & Martin St



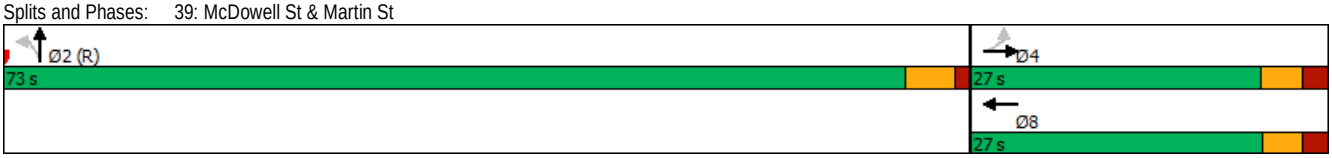


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	139	0	0	106	165	82	1777	64	0	0	0
Future Volume (vph)	81	139	0	0	106	165	82	1777	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			2%			3%			0%	
Storage Length (ft)	100		125	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Satd. Flow (prot)	0	1625	0	0	1295	0	0	4451	0	0	0	0
Flt Permitted		0.389						0.998				
Satd. Flow (perm)	0	622	0	0	1295	0	0	4451	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18			11				
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		479			489			481			491	
Travel Time (s)		13.1			9.5			9.4			9.6	
Confl. Peds. (#/hr)	104					104			37			
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 (%)	7%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	0	0	301	0	0	2136	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	15.2	15.2			18.1		16.0	16.0				
Total Split (s)	27.0	27.0			27.0		73.0	73.0				
Total Split (%)	27.0%	27.0%			27.0%		73.0%	73.0%				
Yellow Time (s)	3.2	3.2			3.1		3.7	3.7				
All-Red Time (s)	2.0	2.0			2.0		1.3	1.3				
Lost Time Adjust (s)		-0.2			-0.1			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0			22.0			68.0				
Actuated g/C Ratio		0.22			0.22			0.68				
v/c Ratio		1.79			1.01			0.70				
Control Delay		414.2			91.5			4.9				
Queue Delay		0.0			0.0			0.1				
Total Delay		414.2			91.5			4.9				
LOS		F			F			A				
Approach Delay		414.2			91.5			4.9				
Approach LOS		F			F			A				
Queue Length 50th (ft)		~241			~196			95				
Queue Length 95th (ft)		#397			#368			105				
Internal Link Dist (ft)		399			409			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		136			298			3030				
Starvation Cap Reductn		0			0			106				
Spillback Cap Reductn		0			0			29				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		1.79			1.01			0.73				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 65 (65%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 1.79			
Intersection Signal Delay: 51.9		Intersection LOS: D	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			
Description: 05-0089			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 39: McDowell St & Martin St



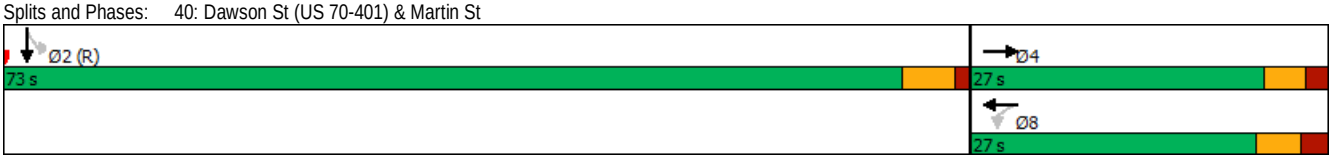
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	81	76	121	74	0	0	0	0	99	2720	37
Future Volume (vph)	0	81	76	121	74	0	0	0	0	99	2720	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%			-1%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1451	0	0	1615	0	0	0	0	1601	4579	0
Flt Permitted					0.603					0.950		
Satd. Flow (perm)	0	1451	0	0	991	0	0	0	0	1515	4579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2									4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		748			479			484			490	
Travel Time (s)		20.4			13.1			9.4			9.5	
Confl. Peds. (#/hr)			13	13						15		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%	7%	8%	2%	8%	2%	2%	2%	2%	2%	2%	16%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	216	0	0	0	0	110	3063	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases				8						2		
Minimum Split (s)		17.9		21.5	21.5					19.2	19.2	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.1		3.3	3.3					3.9	3.9	
All-Red Time (s)		1.8		2.2	2.2					1.3	1.3	
Lost Time Adjust (s)		0.1			-0.5					-0.2	-0.2	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0			22.0					68.0	68.0	
Actuated g/C Ratio		0.22			0.22					0.68	0.68	
v/c Ratio		0.54			0.99					0.11	0.98	
Control Delay		41.5			71.9					3.7	15.9	
Queue Delay		0.0			0.0					0.0	8.5	
Total Delay		41.5			71.9					3.7	24.5	
LOS		D			E					A	C	
Approach Delay		41.5			71.9						23.7	
Approach LOS		D			E						C	
Queue Length 50th (ft)		98			103					12	220	
Queue Length 95th (ft)		168			m#188					m14	m#797	
Internal Link Dist (ft)		668			399			404			410	
Turn Bay Length (ft)												
Base Capacity (vph)		320			218					1030	3115	
Starvation Cap Reductn		0			0					0	0	
Spillback Cap Reductn		0			0					0	109	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.54			0.99					0.11	1.02	

Intersection Summary

Area Type: CBD
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:SBTL, Start of 1st Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 27.5 Intersection LOS: C
Intersection Capacity Utilization 94.4% ICU Level of Service F
Analysis Period (min) 15
Description: 05-1047
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Splits and Phases: 40: Dawson St (US 70-401) & Martin St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	24	87	0	30	30	146	6	24
Future Volume (vph)	0	0	0	6	24	87	0	30	30	146	6	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	1538	0	0	1736	0	0	1673	0
Flt Permitted					0.997						0.960	
Satd. Flow (perm)	0	0	0	0	1538	0	0	1736	0	0	1673	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		283			748			351			489	
Travel Time (s)		7.7			20.4			6.8			9.5	
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%	2%	2%	2%	2%	14%	2%	2%	2%	8%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	131	0	0	66	0	0	196	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	88	204	52	0	0	0	0	86	2561	26
Future Volume (vph)	0	41	88	204	52	0	0	0	0	86	2561	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			2%			0%			1%	
Storage Length (ft)	0		0	100		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1499	0	1577	1660	0	0	0	0	0	4540	0
Flt Permitted				0.611							0.998	
Satd. Flow (perm)	0	1499	0	1014	1660	0	0	0	0	0	4532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		320			486			290			484	
Travel Time (s)		8.7			13.3			5.6			9.4	
Confl. Peds. (#/hr)										14		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	227	58	0	0	0	0	0	2971	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Minimum Split (s)		18.1		17.8	17.8					17.0	17.0	
Total Split (s)		27.0		27.0	27.0					73.0	73.0	
Total Split (%)		27.0%		27.0%	27.0%					73.0%	73.0%	
Yellow Time (s)		3.1		3.1	3.1					3.8	3.8	
All-Red Time (s)		2.0		1.7	1.7					1.2	1.2	
Lost Time Adjust (s)		-0.1		0.2	0.2						0.0	
Total Lost Time (s)		5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		22.0		22.0	22.0						68.0	
Actuated g/C Ratio		0.22		0.22	0.22						0.68	
v/c Ratio		0.43		1.02	0.16						0.96	
Control Delay		37.7		86.0	14.7						10.1	
Queue Delay		0.0		0.0	0.0						5.6	
Total Delay		37.7		86.0	14.7						15.7	
LOS		D		F	B						B	
Approach Delay		37.7			71.5						15.7	
Approach LOS		D			E						B	
Queue Length 50th (ft)		78		~161	16						112	
Queue Length 95th (ft)		138		m#312	m26						m119	
Internal Link Dist (ft)		240			406			210			404	
Turn Bay Length (ft)				100								
Base Capacity (vph)		332		223	365						3082	
Starvation Cap Reductn		0		0	0						115	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.43		1.02	0.16						1.00	

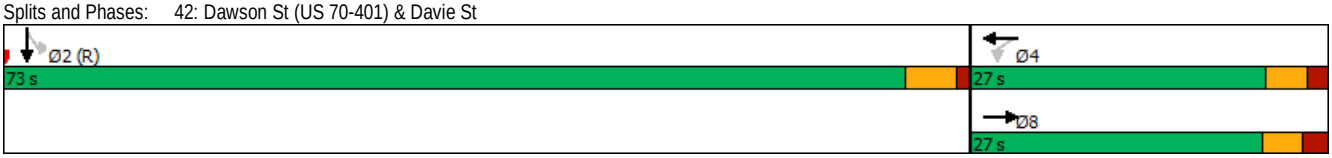
Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 81 (81%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 21.3		Intersection LOS: C	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-1045			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 42: Dawson St (US 70-401) & Davie St



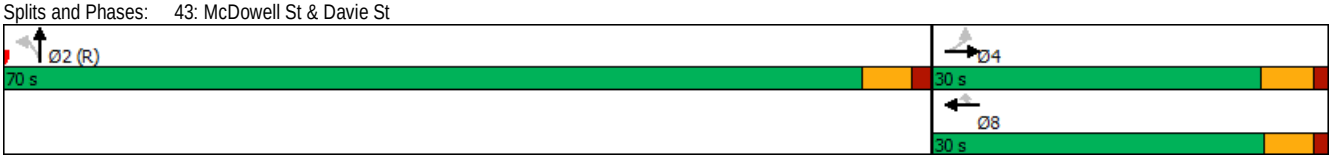


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	186	0	0	209	208	60	1728	25	0	0	0
Future Volume (vph)	88	186	0	0	209	208	60	1728	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			0%			1%			0%	
Storage Length (ft)	0		100	0		125	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	0			25			25			25		
Satd. Flow (prot)	1609	1693	0	0	1676	1425	0	4498	0	0	0	0
Flt Permitted	0.464							0.998				
Satd. Flow (perm)	657	1693	0	0	1676	972	0	4498	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						25		4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		486			489			302			481	
Travel Time (s)		9.5			9.5			5.9			9.4	
Confl. Peds. (#/hr)	132					132			233			
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	207	0	0	232	231	0	2015	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Minimum Split (s)	17.2	17.2			16.0	16.0	17.3	17.3				
Total Split (s)	30.0	30.0			30.0	30.0	70.0	70.0				
Total Split (%)	30.0%	30.0%			30.0%	30.0%	70.0%	70.0%				
Yellow Time (s)	4.0	4.0			3.8	3.8	3.8	3.8				
All-Red Time (s)	1.2	1.2			1.2	1.2	1.5	1.5				
Lost Time Adjust (s)	-0.2	-0.2			0.0	0.0		-0.3				
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	25.0	25.0			25.0	25.0		65.0				
Actuated g/C Ratio	0.25	0.25			0.25	0.25		0.65				
v/c Ratio	0.60	0.49			0.55	0.89		0.69				
Control Delay	50.5	37.4			34.2	62.2		12.6				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay	50.5	37.4			34.2	62.2		12.6				
LOS	D	D			C	E		B				
Approach Delay		41.6			48.2			12.6				
Approach LOS		D			D			B				
Queue Length 50th (ft)	55	115			141	134		268				
Queue Length 95th (ft)	m96	m163			220	#276		321				
Internal Link Dist (ft)		406			409			222			401	
Turn Bay Length (ft)						125						
Base Capacity (vph)	164	423			419	261		2925				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		0				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.60	0.49			0.55	0.89		0.69				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 63 (63%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0090			

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

Splits and Phases: 43: McDowell St & Davie St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	262	0	0	93	69	6	1506	183	0	0	0
Future Volume (vph)	178	262	0	0	93	69	6	1506	183	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-8%			8%			0%	
Storage Length (ft)	225		0	100		0	0		125	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Satd. Flow (prot)	1569	1651	0	0	1744	1482	0	4394	1368	0	0	0
Flt Permitted	0.690											
Satd. Flow (perm)	1132	1651	0	0	1744	1453	0	4393	1314	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						31			198			
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		571			276			781			166	
Travel Time (s)		15.6			7.5			15.2			3.2	
Confl. Peds. (#/hr)	4					4	6		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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	291	0	0	103	77	0	1680	203	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Minimum Split (s)	24.5	24.5			21.8	21.8	28.4	28.4	28.4			
Total Split (s)	31.0	31.0			31.0	31.0	69.0	69.0	69.0			
Total Split (%)	31.0%	31.0%			31.0%	31.0%	69.0%	69.0%	69.0%			
Yellow Time (s)	3.1	3.1			3.7	3.7	3.4	3.4	3.4			
All-Red Time (s)	2.4	2.4			2.1	2.1	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.8	-0.8		-0.4	-0.4			
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	26.0	26.0			26.0	26.0		64.0	64.0			
Actuated g/C Ratio	0.26	0.26			0.26	0.26		0.64	0.64			
v/c Ratio	0.67	0.68			0.23	0.19		0.60	0.22			
Control Delay	44.0	40.5			30.8	20.0		11.6	1.7			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	44.0	40.5			30.8	20.0		11.6	1.7			
LOS	D	D			C	C		B	A			
Approach Delay		41.9			26.2			10.5				
Approach LOS		D			C			B				
Queue Length 50th (ft)	129	189			52	22		207	1			
Queue Length 95th (ft)	m195	m277			97	60		249	26			
Internal Link Dist (ft)		491			196			701			86	
Turn Bay Length (ft)	225								125			
Base Capacity (vph)	294	429			453	400		2811	912			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.67	0.68			0.23	0.19		0.60	0.22			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 48 (48%), Referenced to phase 2:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			
Description: 05-0941			

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

Splits and Phases: 44: McDowell St (SR 1513)/McDowell St (US 70-401) & South St

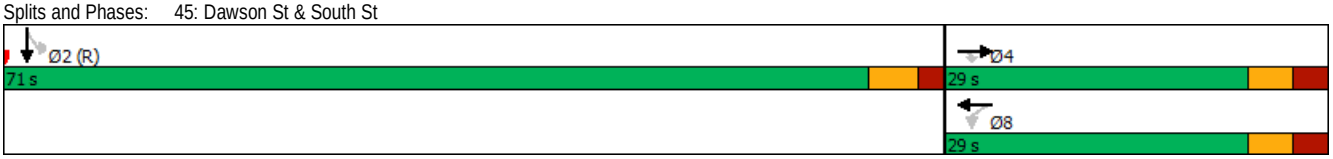


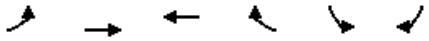
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	260	53	41	76	0	0	0	0	72	2703	108
Future Volume (vph)	0	260	53	41	76	0	0	0	0	72	2703	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-2%			0%			0%	
Storage Length (ft)	0		125	200		0	0		0	100		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			125			25			25		
Satd. Flow (prot)	0	1702	1446	1609	1693	0	0	0	0	1593	4549	0
Flt Permitted				0.351						0.950		
Satd. Flow (perm)	0	1702	1412	591	1693	0	0	0	0	1589	4549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31								12	
Link Speed (mph)		25			25			30			35	
Link Distance (ft)		650			571			337			536	
Travel Time (s)		17.7			15.6			7.7			10.4	
Confl. Peds. (#/hr)			9	9						1		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	289	59	46	84	0	0	0	0	80	3123	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						2	
Permitted Phases			4	8						2		
Minimum Split (s)		28.1	28.1	25.1	25.1					28.8	28.8	
Total Split (s)		29.0	29.0	29.0	29.0					71.0	71.0	
Total Split (%)		29.0%	29.0%	29.0%	29.0%					71.0%	71.0%	
Yellow Time (s)		3.3	3.3	3.3	3.3					3.8	3.8	
All-Red Time (s)		2.8	2.8	2.8	2.8					2.0	2.0	
Lost Time Adjust (s)		-1.1	-1.1	-1.1	-1.1					-0.8	-0.8	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		24.0	24.0	24.0	24.0					66.0	66.0	
Actuated g/C Ratio		0.24	0.24	0.24	0.24					0.66	0.66	
v/c Ratio		0.71	0.16	0.33	0.21					0.08	1.04	
Control Delay		45.6	18.5	40.7	33.4					6.3	45.9	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		45.6	18.5	40.7	33.4					6.3	45.9	
LOS		D	B	D	C					A	D	
Approach Delay		41.0			36.0						44.9	
Approach LOS		D			D						D	
Queue Length 50th (ft)		169	14	30	55					16	~791	
Queue Length 95th (ft)		#266	47	m68	m102					33	#883	
Internal Link Dist (ft)		570			491			257			456	
Turn Bay Length (ft)			125	200						100		
Base Capacity (vph)		408	362	141	406					1048	3006	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.71	0.16	0.33	0.21					0.08	1.04	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 97 (97%), Referenced to phase 2:SBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 44.2		Intersection LOS: D	
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 45: Dawson St & South St





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	275	125	50	50	50
Future Volume (vph)	50	275	125	50	50	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1593	1676	1611	0	1525	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1593	1676	1611	0	1525	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		481	650		285	
Travel Time (s)		13.1	17.7		6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	306	195	0	112	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	CBD		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	275	125	50	50	50
Future Vol, veh/h	50	275	125	50	50	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	306	139	56	56	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	585	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1378	-	-	-	473	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	454	877
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	12.4
HCM LOS			B

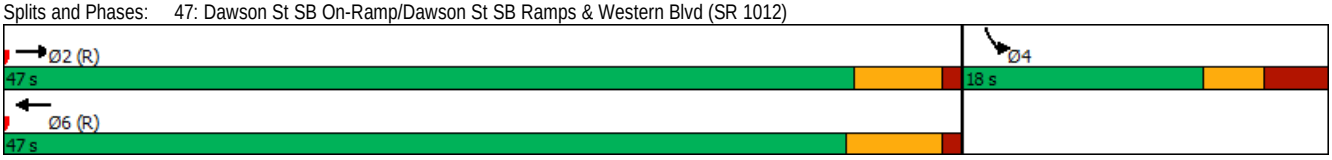
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	598
HCM Lane V/C Ratio	0.04	-	-	-	0.186
HCM Control Delay (s)	7.7	-	-	-	12.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1061	350	0	748	250	0	0	0	111	0	300
Future Volume (vph)	0	1061	350	0	748	250	0	0	0	111	0	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			0%			3%	
Storage Length (ft)	0		250	0		0	0		0	125		0
Storage Lanes	0		2	0		1	0		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	0	4531	1411	0	3217	1439	0	0	0	3043	0	1404
Flt Permitted										0.950		
Satd. Flow (perm)	0	4531	1411	0	3217	1439	0	0	0	3043	0	1404
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		848			752			502			326	
Travel Time (s)		12.8			11.4			13.7			8.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1179	389	0	831	278	0	0	0	123	0	333
Turn Type		NA	Free		NA	Free				Prot		Free
Protected Phases		2			6					4		
Permitted Phases			Free			Free						Free
Detector Phase		2			6					4		
Switch Phase												
Minimum Initial (s)		12.0			12.0					7.0		
Minimum Split (s)		17.3			17.7					13.2		
Total Split (s)		47.0			47.0					18.0		
Total Split (%)		72.3%			72.3%					27.7%		
Yellow Time (s)		4.3			4.7					3.0		
All-Red Time (s)		1.0			1.0					3.2		
Lost Time Adjust (s)		-0.3			-0.7					-1.2		
Total Lost Time (s)		5.0			5.0					5.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max			C-Max					None		
Act Effct Green (s)		50.2	65.0		50.2	65.0				8.5		65.0
Actuated g/C Ratio		0.77	1.00		0.77	1.00				0.13		1.00
v/c Ratio		0.34	0.28		0.33	0.19				0.31		0.24
Control Delay		3.5	0.5		2.0	0.3				27.8		0.4
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		3.5	0.5		2.0	0.3				27.8		0.4
LOS		A	A		A	A				C		A
Approach Delay		2.7			1.6						7.8	
Approach LOS		A			A						A	
Queue Length 50th (ft)		49	0		23	0				23		0
Queue Length 95th (ft)		73	0		75	0				44		0
Internal Link Dist (ft)		768			672			422			246	
Turn Bay Length (ft)			250							125		
Base Capacity (vph)		3496	1411		2482	1439				608		1404
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		0	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.34	0.28		0.33	0.19				0.20		0.24

Intersection Summary			
Area Type:	CBD		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 3.0		Intersection LOS: A	
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: 05-1759			

Splits and Phases: 47: Dawson St SB On-Ramp/Dawson St SB Ramps & Western Blvd (SR 1012)

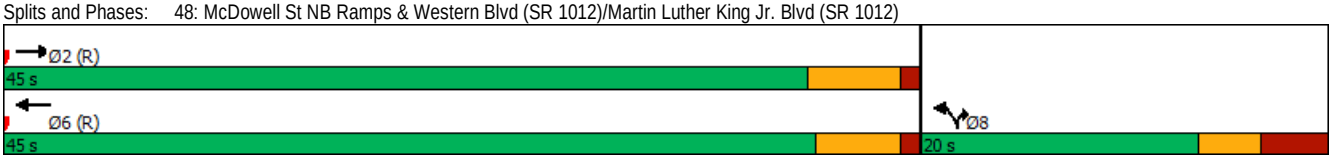


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1165	25	0	783	213	64
Future Volume (vph)	1165	25	0	783	213	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			4%	4%	
Storage Length (ft)		0	0		0	125
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Satd. Flow (prot)	3201	1432	0	3122	1561	1397
Flt Permitted					0.950	
Satd. Flow (perm)	3201	1432	0	3122	1561	1397
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	752			1386	446	
Travel Time (s)	11.4			21.0	12.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1294	28	0	870	237	71
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases		Free				
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	12.0			12.0	7.0	7.0
Minimum Split (s)	17.6			17.2	13.4	13.4
Total Split (s)	45.0			45.0	20.0	20.0
Total Split (%)	69.2%			69.2%	30.8%	30.8%
Yellow Time (s)	4.6			4.2	3.0	3.0
All-Red Time (s)	1.0			1.0	3.4	3.4
Lost Time Adjust (s)	-0.6			-0.2	-1.4	-1.4
Total Lost Time (s)	5.0			5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max			C-Max	None	None
Act Effct Green (s)	41.7	65.0		41.7	13.3	13.3
Actuated g/C Ratio	0.64	1.00		0.64	0.20	0.20
v/c Ratio	0.63	0.02		0.43	0.75	0.25
Control Delay	7.5	0.0		6.4	39.5	23.2
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	7.5	0.0		6.4	39.5	23.2
LOS	A	A		A	D	C
Approach Delay	7.3			6.4	35.7	
Approach LOS	A			A	D	
Queue Length 50th (ft)	174	0		61	86	23
Queue Length 95th (ft)	238	m0		65	#172	54
Internal Link Dist (ft)	672			1306	366	
Turn Bay Length (ft)						125
Base Capacity (vph)	2055	1432		2005	360	322
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.63	0.02		0.43	0.66	0.22

Intersection Summary			
Area Type:	CBD		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 5 (8%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			
Description: 05-1758			

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

Splits and Phases: 48: McDowell St NB Ramps & Western Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 1012)



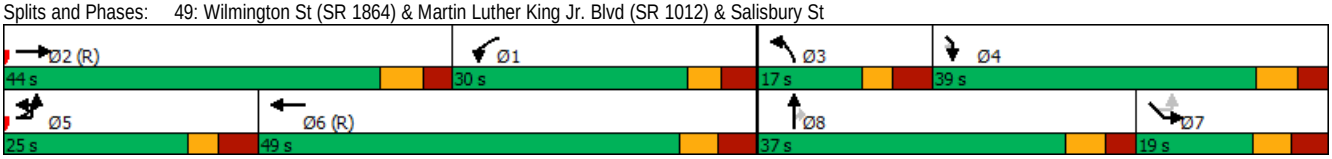
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL2	SEL	SER	SER2
Lane Configurations														
Traffic Volume (vph)	10	148	927	146	292	665	109	65	153	135	10	233	400	161
Future Volume (vph)	10	148	927	146	292	665	109	65	153	135	10	233	400	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			4%			0%			-1%			-4%		
Storage Length (ft)		325		0	100					100		450	125	
Storage Lanes		1		0	1					1		1	1	
Taper Length (ft)		75			100							50		
Satd. Flow (prot)	0	1561	3059	0	1593	4481	0	1601	3201	1228	0	1624	2558	1278
Flt Permitted		0.950			0.950			0.950				0.950		
Satd. Flow (perm)	0	1561	3059	0	1593	4481	0	1601	3201	1199	0	1584	2558	1278
Right Turn on Red				Yes			Yes			Yes				Yes
Satd. Flow (RTOR)			14			211				221				215
Link Speed (mph)			45			35			35			35		
Link Distance (ft)			1386			561			497			1154		
Travel Time (s)			21.0			10.9			9.7			22.5		
Confl. Peds. (#/hr)										9		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	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	19%	2%	2%	2%	16%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	175	1192	0	324	860	0	72	170	150	0	270	444	179
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Perm	Prot	Prot	Perm
Protected Phases	5	5	2		1	6		3	8			7	4	
Permitted Phases										8	7			4
Detector Phase	5	5	2		1	6		3	8	8	7	7	4	4
Switch Phase														
Minimum Initial (s)	7.0	7.0	12.0		7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.9	13.9	40.1		13.9	22.8		13.8	36.9	36.9	14.5	14.5	36.2	36.2
Total Split (s)	25.0	25.0	44.0		30.0	49.0		17.0	37.0	37.0	19.0	19.0	39.0	39.0
Total Split (%)	19.2%	19.2%	33.8%		23.1%	37.7%		13.1%	28.5%	28.5%	14.6%	14.6%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	4.2		3.2	3.9		3.0	3.9	3.9	3.8	3.8	4.1	4.1
All-Red Time (s)	3.9	3.9	2.9		3.7	3.9		3.8	3.0	3.0	3.7	3.7	3.1	3.1
Lost Time Adjust (s)		-1.9	-2.1		-1.9	-2.8		-1.8	-1.9	-1.9		-2.5	-2.2	3.0
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0	10.2
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None	None	None
Act Effct Green (s)		18.1	39.0		25.0	45.9		10.7	12.4	12.4		33.6	38.1	32.9
Actuated g/C Ratio		0.14	0.30		0.19	0.35		0.08	0.10	0.10		0.26	0.29	0.25
v/c Ratio		0.81	1.29		1.06	0.50		0.55	0.56	0.48		0.66	0.59	0.37
Control Delay		71.9	169.1		103.3	14.7		73.2	62.9	5.9		52.7	44.5	4.7
Queue Delay		0.0	0.9		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		71.9	170.0		103.3	14.7		73.2	62.9	6.0		52.7	44.5	4.7
LOS		E	F		F	B		E	E	A		D	D	A
Approach Delay			157.4			38.9			43.0			39.0		
Approach LOS			F			D			D			D		
Queue Length 50th (ft)		113	~659		~302	133		59	73	0		204	189	0
Queue Length 95th (ft)		#241	#815		#496	156		111	109	7		#322	256	35
Internal Link Dist (ft)			1306			481			417			1074		
Turn Bay Length (ft)		325			100			75		100		450	125	125
Base Capacity (vph)		240	927		306	1718		147	787	461		409	749	484
Starvation Cap Reductn		0	0		0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	135		0	0		0	0	9		0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.73	1.51		1.06	0.50		0.49	0.22	0.33		0.66	0.59	0.37

Intersection Summary

Area Type: CBD
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 23 (18%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 81.6 Intersection LOS: F
Intersection Capacity Utilization 94.0% ICU Level of Service F

Analysis Period (min) 15
Description: 05-0065
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 49: Wilmington St (SR 1864) & Martin Luther King Jr. Blvd (SR 1012) & Salisbury St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Future Volume (vph)	0	1233	138	75	850	0	0	0	0	165	1706	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			75			100			100		
Satd. Flow (prot)	0	3217	1439	1609	3217	0	0	0	0	0	3188	1432
Flt Permitted				0.067							0.996	
Satd. Flow (perm)	0	3217	1411	113	3217	0	0	0	0	0	3185	1403
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			23									71
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		561			486			371			637	
Travel Time (s)		10.9			9.5			7.2			12.4	
Confl. Peds. (#/hr)			3	3						6		4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1370	153	83	944	0	0	0	0	0	2079	416
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	19.8	19.8					24.8	24.8	24.8
Total Split (s)		65.0	65.0	65.0	65.0					65.0	65.0	65.0
Total Split (%)		50.0%	50.0%	50.0%	50.0%					50.0%	50.0%	50.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		60.0	60.0	60.0	60.0						60.0	60.0
Actuated g/C Ratio		0.46	0.46	0.46	0.46						0.46	0.46
v/c Ratio		0.92	0.23	1.60	0.64						1.41	0.61
Control Delay		14.7	3.7	364.4	22.0						220.4	25.8
Queue Delay		45.6	0.0	0.0	0.4						0.0	0.0
Total Delay		60.3	3.7	364.4	22.4						220.4	25.8
LOS		E	A	F	C						F	C
Approach Delay		54.7			50.0						188.0	
Approach LOS		D			D						F	
Queue Length 50th (ft)		642	23	~100	198						~1238	214
Queue Length 95th (ft)		m155	m20	m#210	232						#1374	328
Internal Link Dist (ft)		481			406			291			557	
Turn Bay Length (ft)				150								
Base Capacity (vph)		1484	663	52	1484						1470	685
Starvation Cap Reductn		300	0	0	176						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		1.16	0.23	1.60	0.72						1.41	0.61

Intersection Summary			
Area Type:	CBD		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 25 (19%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 119.7		Intersection LOS: F	
Intersection Capacity Utilization 119.8%		ICU Level of Service H	
Analysis Period (min) 15			
Description: 05-1346			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 50: Blount St (SR 2299)/Blount St (SR 3670) & Martin Luther King Jr. Blvd (SR 1012)/Martin Luther King Jr. Blvd (SR 4363)

