TRAFFIC IMPACT STUDY

For

Templeton Gap Development
Colorado Springs, Colorado

July 2023
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23-051899

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I. Introduction

Project Overview

This traffic impact study is provided as a planning document and addresses the capacity, geometric, and control requirements associated with the development entitled Templeton Gap Development.

This traffic impact study has been revised to include traffic volumes generated by adjacent schools.

This proposed residential development consists of a single-family attached and detached housing community. The development is located near the northeast corner of Austin Bluffs Parkway and Stetson Hills Boulevard in Colorado Springs, Colorado.

Study Area Boundaries

The study area to be examined in this analysis encompasses the Dublin Boulevard intersections with Templeton Gap Road and N Powers Boulevard, the Stetson Hills Boulevard intersections with N Powers Boulevard and Austin Bluffs Parkway, the Templeton Gap Road intersections with Austin Bluffs Parkway, Appaloosa Drive, and Corinth Drive, and includes the proposed site access drives.

Figure 1 illustrates location of the site and study intersections.

Site Description

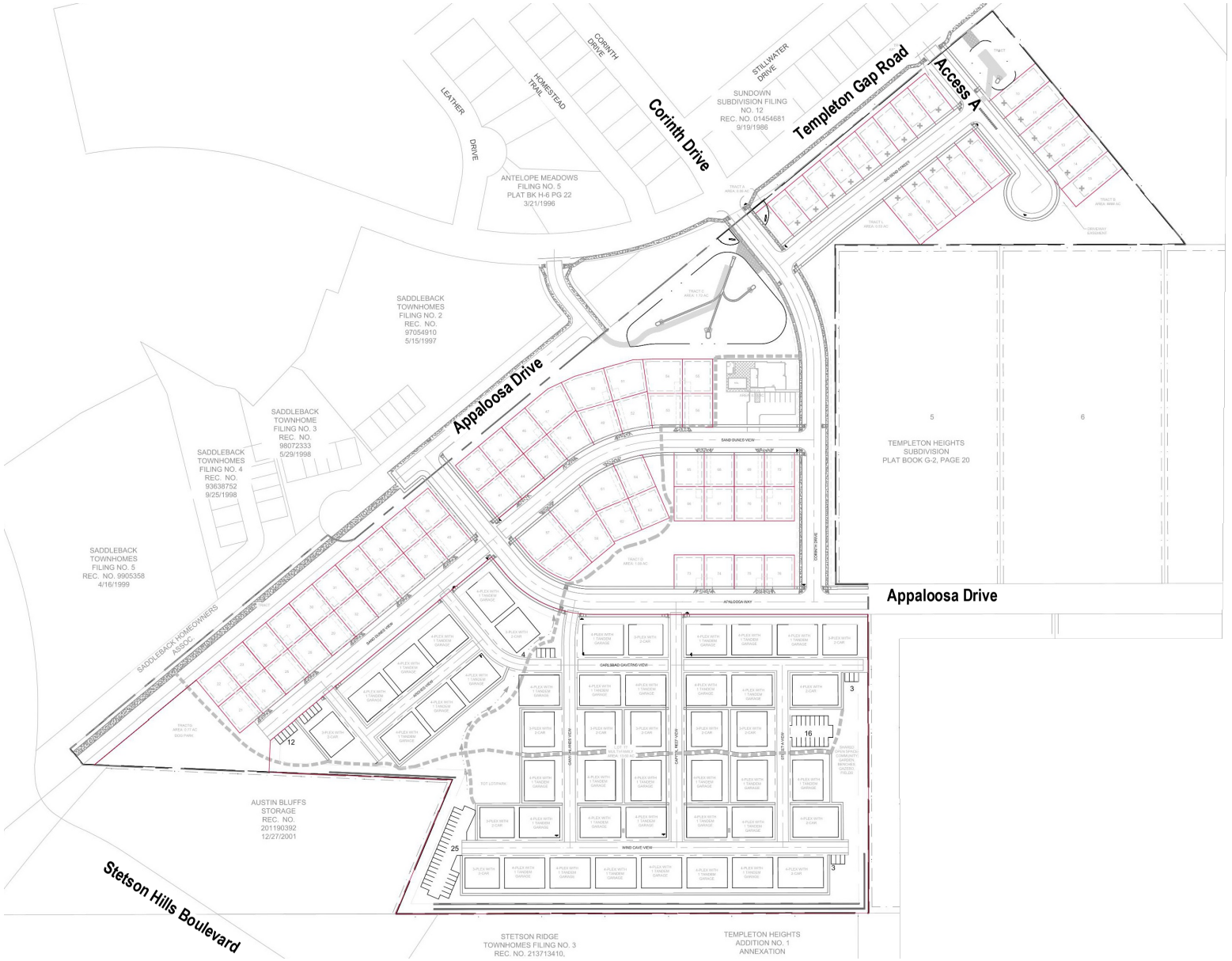
Land for the development is currently partially occupied by three single-family homes and is surrounded by a mix of industrial, residential, and commercial land uses.

The proposed development is understood to entail the new construction of 92 single-family detached housing lots and 91 single-family attached dwelling units.

Existing access to the overall development area is provided via one full-movement access onto Templeton Gap Road at the existing Appaloosa Drive. Additional access to the development is being proposed via two full-movement accesses onto Templeton Gap Road. One of these access drives is planned to align with Corinth Drive and serve as the fourth leg of the intersection. The other new access drive is located approximately 500 feet north of Corinth Drive and referred to as Access A. Access drives internal to the overall development site were excluded from analysis as internal intersections are expected to operate similar to or better than the above-described intersections.

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2025. General site and access locations are shown on Figure 1. A site plan, as prepared by HR Green, Inc., is shown on Figure 2. This plan is provided for illustrative purposes only.


North
Not to Scale
Dublin Boulevard
N Powers Boulevard (State Highway 21)
Templeton Gap Road
Comfort Drive
Austin Bluffs Parkway
Development Site
Appaloosa Drive
Stetson Hills Boulevard


North
Not to Scale
Corinth Drive
Templeton Gap Road
Access A
Appaloosa Drive
Appaloosa Drive
Stetson Hills Boulevard
LEATHER DRIVE
HOMESTEAD TRAIL
CORINTH DRIVE
STILLWATER DRIVE
SUNDOWN SUBDIVISION FILING NO. 12 REC. NO. 01454681 9/19/1986
ANTELOPE MEADOWS FILING NO. 5 PLAT BK H-6 PG 22 3/21/1996
SADDLEBACK TOWNHOMES FILING NO. 2 REC. NO. 97054910 5/15/1997
SADDLEBACK TOWNHOME FILING NO. 3 REC. NO. 98072333 5/29/1998
SADDLEBACK TOWNHOMES FILING NO. 4 REC. NO. 93638752 9/25/1998
SADDLEBACK TOWNHOMES FILING NO. 5 REC. NO. 9905358 4/16/1999
SADDLEBACK HOMEOWNERS ASSOC
TEMPLETON HEIGHTS SUBDIVISION PLAT BOOK G-2, PAGE 20
AUSTIN BLUFFS STORAGE REC. NO. 201190392 12/27/2001
STETSON RIDGE TOWNHOMES FILING NO. 3 REC. NO. 213713410,
TEMPLETON HEIGHTS ADDITION NO. 1 ANNEXATION

Existing and Committed Surface Transportation Network

Within the study area, Templeton Gap Road is the primary roadway that will accommodate traffic to and from the proposed development. The secondary roadways include Appaloosa Drive, Corinth Drive, Austin Bluffs Parkway, Stetson Hills Boulevard, N Powers Boulevard, and Dublin Boulevard. A brief description of each roadway, based on the City's Major Thoroughfare Plan (MTP)[1], and Traffic Criteria Manual[2], is provided below:

Templeton Gap Road is a generally east-west roadway having three lanes (one through lane in each direction with a center two-way left-turn lane) with a combination of shared and exclusive turn lanes at the intersections within the study area. Templeton Gap Road is unclassified in the City's MTP. However, per Section 16.0 of the City's Traffic Criteria Manual and the roadway's estimated right-of-way (ROW) width, Templeton Gap Road is assumed to be classified as a collector roadway and provides a posted speed limit of 35 MPH.

Appaloosa Drive is a generally east-west roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. Appaloosa Drive is unclassified in the City's MTP. However, per Section 16.0 of the City's Traffic Criteria Manual and the roadway's estimated ROW width, Appaloosa Drive is assumed to be classified as a minor residential roadway and provides a posted speed limit of 20 MPH.

Corinth Drive is a generally north-south roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. Corinth Drive is unclassified in the City's MTP. However, per Section 16.0 of the City's Traffic Criteria Manual, the roadway's estimated ROW width and cross-section, as well as allowance for residential driveway access, Corinth Drive is assumed to be classified as a residential (local) roadway and provides a posted speed limit of 25 MPH.

Austin Bluffs Parkway is a north-south principal arterial roadway north of Stetson Hills Boulevard and is classified as a parkway south of Stetson Hills Boulevard. Austin Bluffs Parkway has six through lanes (three lanes in each direction) with exclusive turn lanes at the intersections within the study area. Austin Bluffs Parkway provides a posted speed limit of 45 MPH.

Stetson Hills Boulevard is an east-west principal arterial roadway having six through lanes (three lanes in each direction) with exclusive turn lanes at the intersections within the study area. Stetson Hills Boulevard provides a posted speed limit of 40 MPH.

[1] City of Colorado Springs Major Thoroughfare Plan, City of Colorado Springs, Department of Public Works, June 2, 2022.

[2] Engineering Criteria Manual, Section III: Traffic Criteria Manual, City of Colorado Springs City Engineering, July 2010.

N Powers Boulevard is a north-south state roadway having six through lanes (three lanes in each direction) with exclusive turn lanes at the intersection within the study area. The Colorado Department of Transportation (CDOT) categorizes the adjacent segment of N Powers Boulevard (State Highway 21) as an Interstate System, Freeway Facility (F-W) and provides a posted speed limit of 55 MPH.

Dublin Boulevard is an east-west principal arterial roadway having four through lanes (two lanes in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. Dublin Boulevard provides a posted speed limit of 35 MPH.

The study intersections of Austin Bluffs Parkway with Templeton Gap Road and Stetson Hills Boulevard, the Stetson Hills Boulevard intersection with N Powers Boulevard, and the Dublin Boulevard intersections with N Powers Boulevard and Templeton Gap Road are signalized. All other study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

No regional or specific improvements for the above-described roadways are known to be planned or committed at this time. The study area roadways appear to be built to their ultimate cross-sections.

II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the Stetson Hills Boulevard intersections with N Powers Boulevard and Austin Bluffs Parkway, and the Templeton Gap Road intersections with Austin Bluffs Parkway and Appaloosa Drive. Average daily traffic (ADT) volumes were collected over a 24-hour period on Templeton Gap Road. Counts were collected on Tuesday, June 27, 2023, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m.

Peak hour traffic counts were also collected at the Dublin Boulevard intersections with N Powers Boulevard and Templeton Gap Road on Tuesday, May 7, 2024.

Peak hour turning movement traffic counts shown for the Templeton Gap Road and Corinth Drive intersection were estimated using standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition. ITE land use code 210 (Single-Family Detached Housing) was used for estimating trip generation because of its best fit to the existing Sunset Mesa neighborhood. Estimated trip generation for the existing land use is provided for reference in Appendix E.

Due to the fact that a majority of traffic count data was collected during the summer months, when schools typically are not in session, collected traffic counts may not accurately represent daily and peak hour traffic volumes under the most conservative 24-hour and peak traffic conditions. Therefore, a method was used in order to more conservatively represent existing traffic conditions. The methodology used included the collection of new 24-hour traffic data along Templeton Gap Road, specifically while schools are in session, in order to compare it to the 24-hour count previously collected on June 27, 2023. The new 24-hour traffic count was collected in October 22, 2024, and was witnessed to have a slightly higher 24-hour volume than that previously collected. Therefore, in effort to reflect existing traffic volumes under their most conservative conditions, all previously collected traffic count data was increased by a factor of 1.03 to match the newly collected 24-hour volume.

Traffic volumes and intersection geometry representing existing conditions are shown on Figure 3 and Figure 3a, respectively. Traffic count data is included for reference in Appendix A.

Existing signal timing parameters for the Dublin Boulevard intersections with N Powers Boulevard and Templeton Gap Road, the N Powers Boulevard intersection with Stetson Hills Boulevard, and the Austin Bluffs Parkway intersections with Stetson Hills Boulevard and Templeton Gap Road were obtained from the City and were used throughout this study to the best extent possible in order to remain consistent with existing signal coordination plans. City signal timing information received is included for reference in Appendix B.

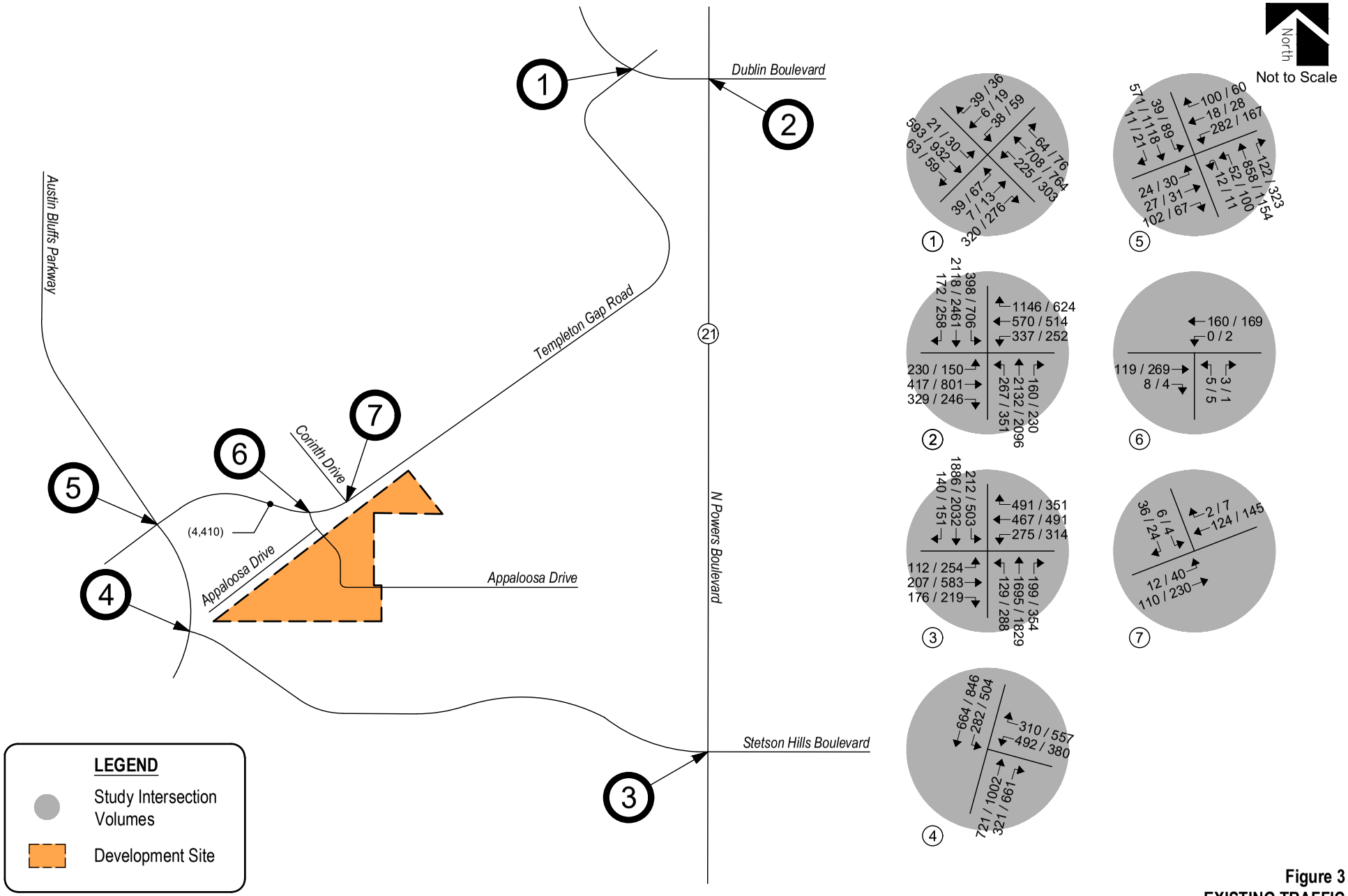
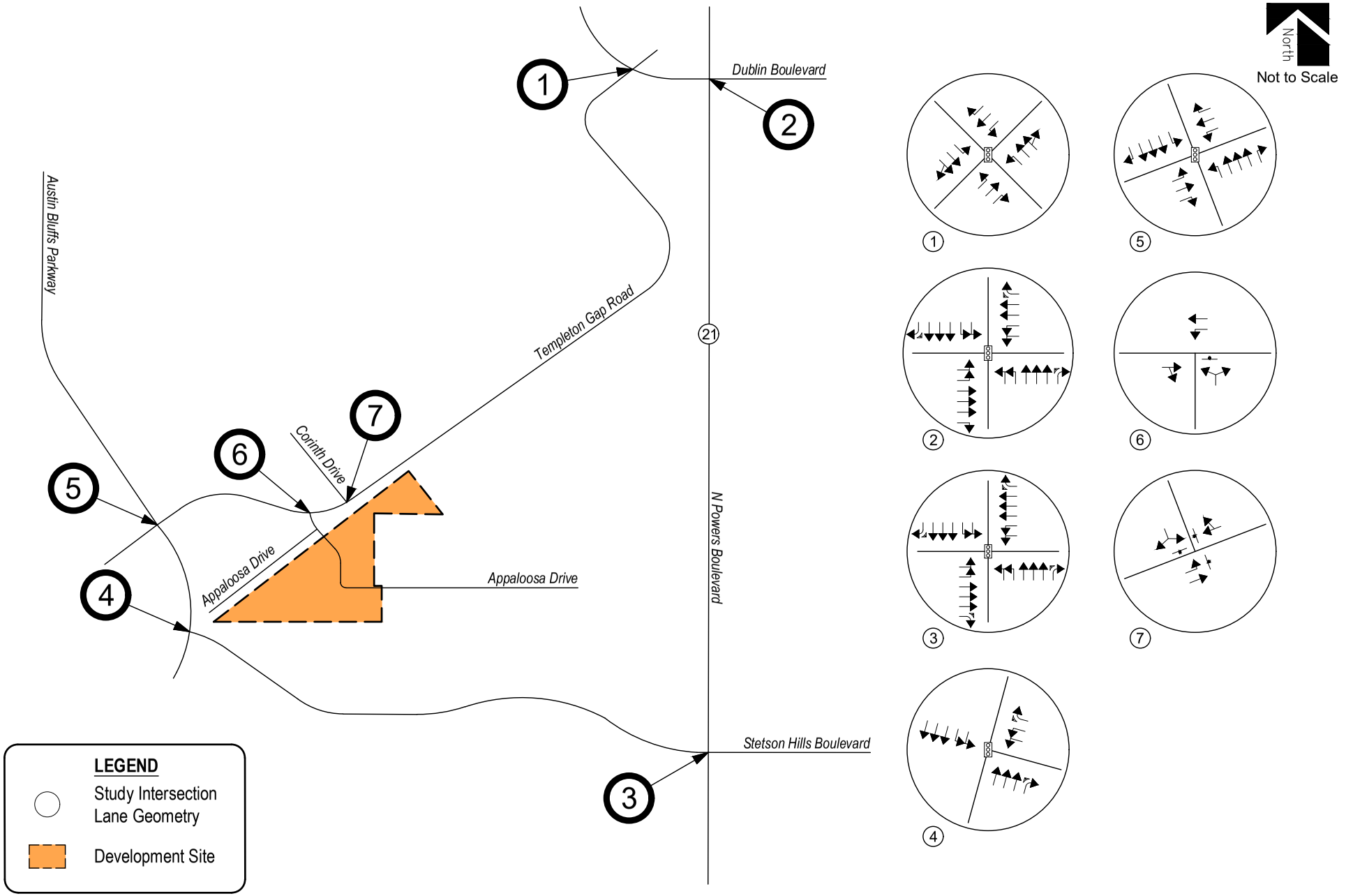


Figure 3
EXISTING TRAFFIC
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic


North
Not to Scale
Dublin Boulevard
Austin Bluffs Parkway
Templeton Gap Road
Corinth Drive
Appaloosa Drive
Appaloosa Drive
N Powers Boulevard
21
Stetson Hills Boulevard
1
2
3
4
5
6
7
LEGEND
Study Intersection
Lane Geometry
Development Site

Peak Hour Intersection Levels of Service – Existing Traffic

The Signalized and Unsignalized Intersection Analysis techniques, as published in the Highway Capacity Manual (HCM), 7th Edition, by the Transportation Research Board and as incorporated into the SYNCHRO computer program, were used to analyze the study intersections for existing and future traffic conditions. These nationally accepted techniques allow for the determination of intersection level of service (LOS) based on the congestion and delay of each traffic movement.

Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix C and have been used throughout this study.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix D.

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Dublin Boulevard / Templeton Gap Road (Signalized)	A (9.4)	B (17.9)
N Powers Boulevard / Dublin Boulevard (Signalized)	E (63.2)	F (103.6)
N Powers Boulevard / Stetson Hills Boulevard (Signalized)	C (32.7)	E (60.1)
Austin Bluffs Parkway / Stetson Hills Boulevard (Signalized)	C (23.6)	C (23.1)
Templeton Gap Road / Austin Bluffs Parkway (Signalized)	B (19.5)	B (14.1)
Appaloosa Drive / Templeton Gap Road (Stop-Controlled) Westbound Left Northbound Left and Right	 A A	 A B
Corinth Drive / Templeton Gap Road (Stop-Controlled) Eastbound Left Eastbound Through Westbound Through and Right Southbound Left and Right	 A A A A	 A A A A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that the signalized intersection of Dublin Boulevard with Templeton Gap Road has overall operations at LOS A during the morning peak traffic hour and LOS B during the afternoon peak traffic hour.

The signalized intersection of N Powers Boulevard with Dublin Boulevard has overall operations at LOS E during the morning peak traffic hour and LOS F during the afternoon peak traffic hour. The LOS E and F operations anticipated are attributed to the high volume of northbound and southbound traveling vehicles.

The signalized intersection of N Powers Boulevard with Stetson Hills Boulevard has overall operations at LOS C during the morning peak traffic hour and LOS E during the afternoon peak traffic hour.

The signalized intersection of Austin Bluffs Parkway and Stetson Hills Boulevard has overall operations at LOS C during both peak traffic hours.

The signalized intersection of Templeton Gap Road and Austin Bluffs Parkway has overall operations at LOS B during both peak traffic hours.

The two-way stop-controlled intersection of Appaloosa Drive with Templeton Gap Road has turn movement operations at LOS A during the AM peak traffic hour and LOS B or better during the PM peak traffic hour.

The all-way stop-controlled intersection of Corinth Drive with Templeton Gap Road has turn movement operations at LOS A during both peak traffic hours.

III. Future Traffic Conditions Without Proposed Development

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

To account for projected increases in background traffic for Years 2025 and 2043, a compounded annual growth rate was determined using historical traffic data for the surrounding area provided by CDOT's Online Transportation Information System (OTIS) along the adjacent segment of N Powers Boulevard (SH 21), which anticipates a 20-year growth rate between one and two percent. Therefore, a growth rate of two percent was applied to existing traffic volumes. This annual growth rate provides for a conservative analysis and is assumed to account for regional growth projections and the level of in-fill development expected within the area.

It is important to note that ingress and egress traffic volumes at the Templeton Gap Road intersections with Appaloosa Drive and Corinth Drive are not subject to annual growth patterns since these access drives do not provide connection to other roadways, therefore do not serve regional traffic.

Pursuant to the non-committed area roadway improvements discussed in Section I, Year 2025 and Year 2043 background traffic conditions assume no roadway improvements to accommodate regional transportation demands. This assumption provides for a conservative analysis. Year 2043 assumes existing signal timing parameters for the Dublin Boulevard intersections with N Powers Boulevard and Templeton Gap Road, the N Powers Boulevard intersection with Stetson Hills Boulevard, and the Austin Bluffs Parkway intersections with Stetson Hills Boulevard and Templeton Gap Road with optimized intersection splits in effort to better long-term intersection performance.

Projected background traffic volumes and intersection geometry for Year 2025 are shown on Figure 4 and Figure 4a, respectively.

Projected background traffic volumes and intersection geometry for Year 2043 are shown on Figure 5 and Figure 5a, respectively.

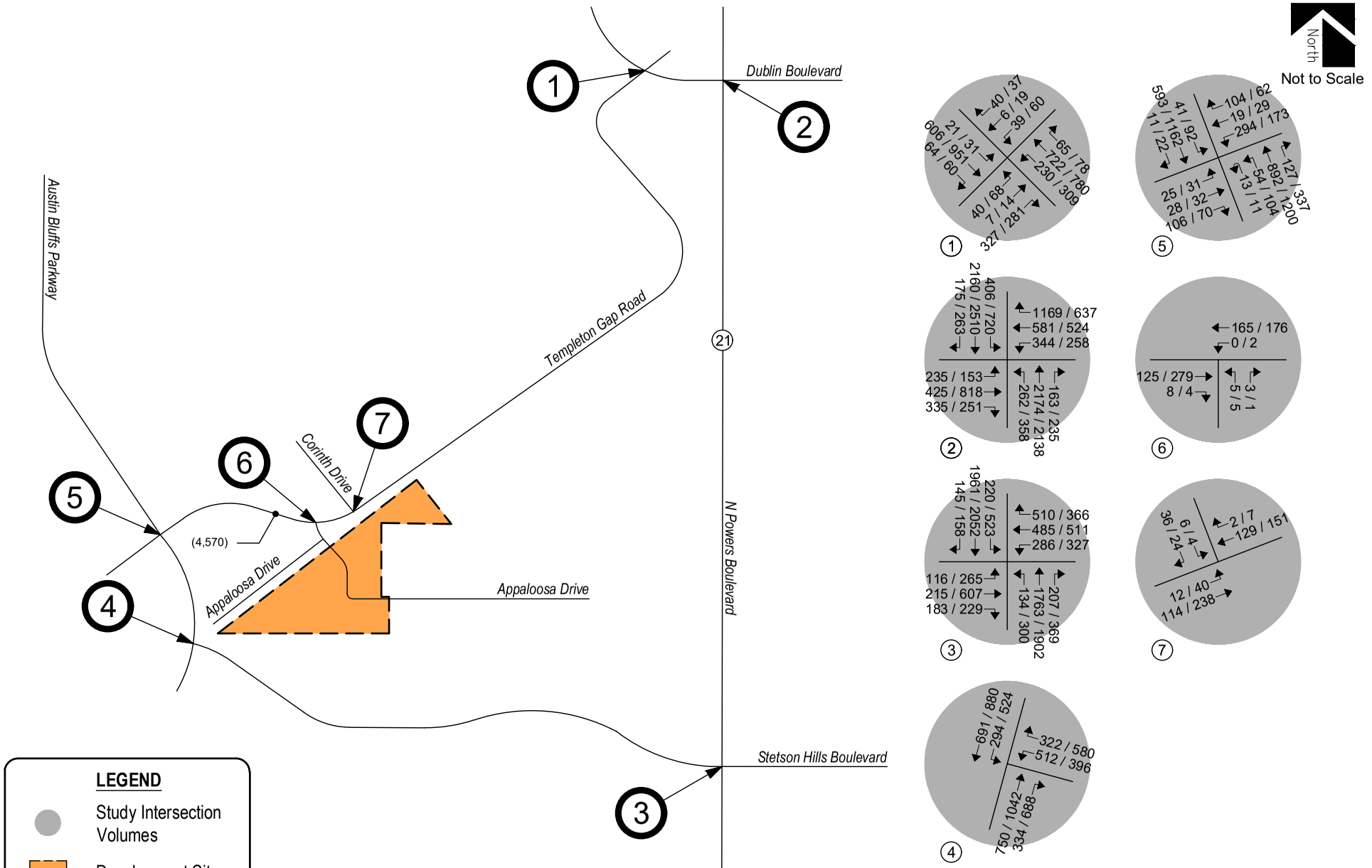


Figure 4
BACKGROUND TRAFFIC - YEAR 2025
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

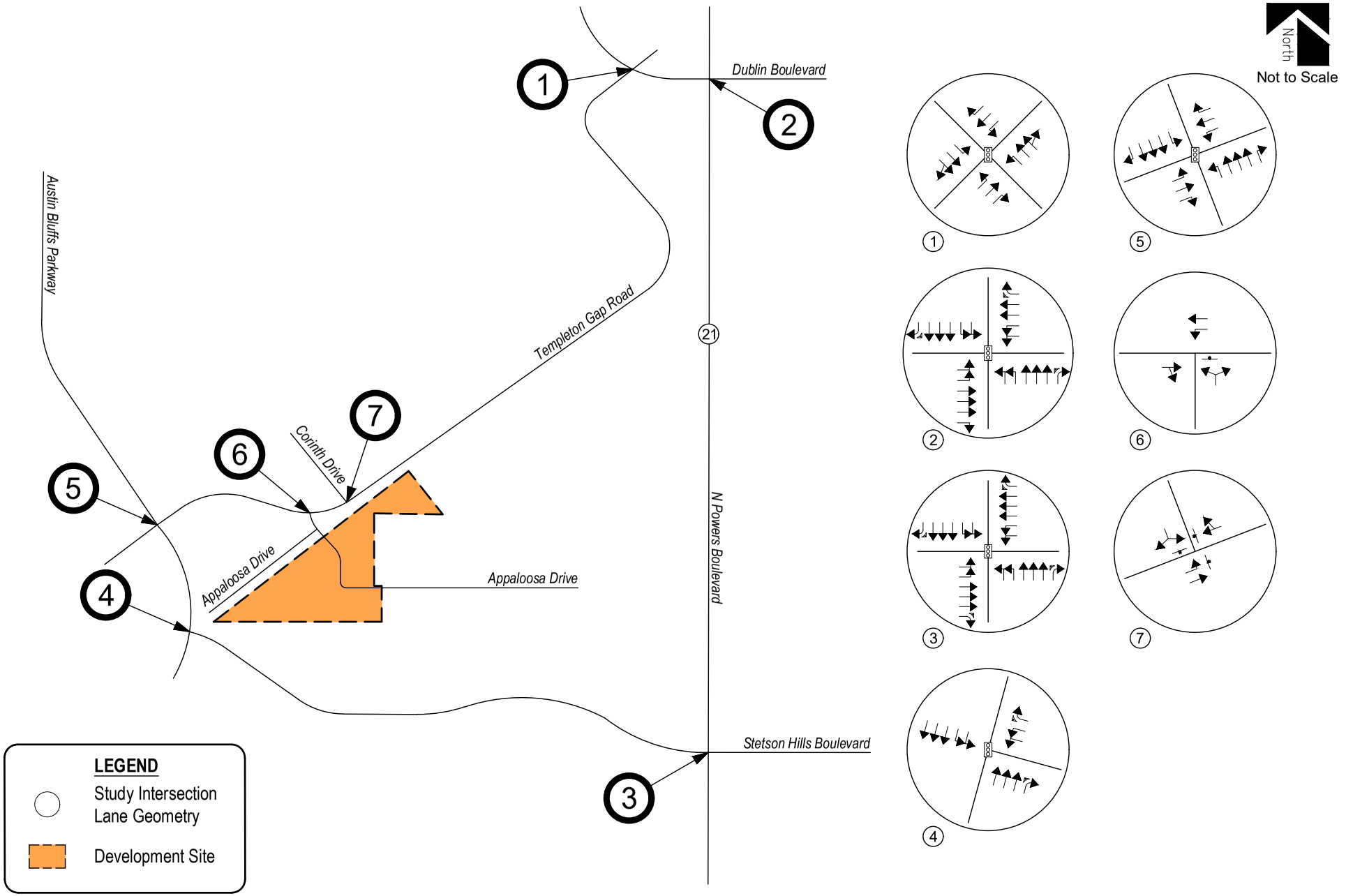


Figure 4a
BACKGROUND TRAFFIC - YEAR 2025
Intersection Geometry

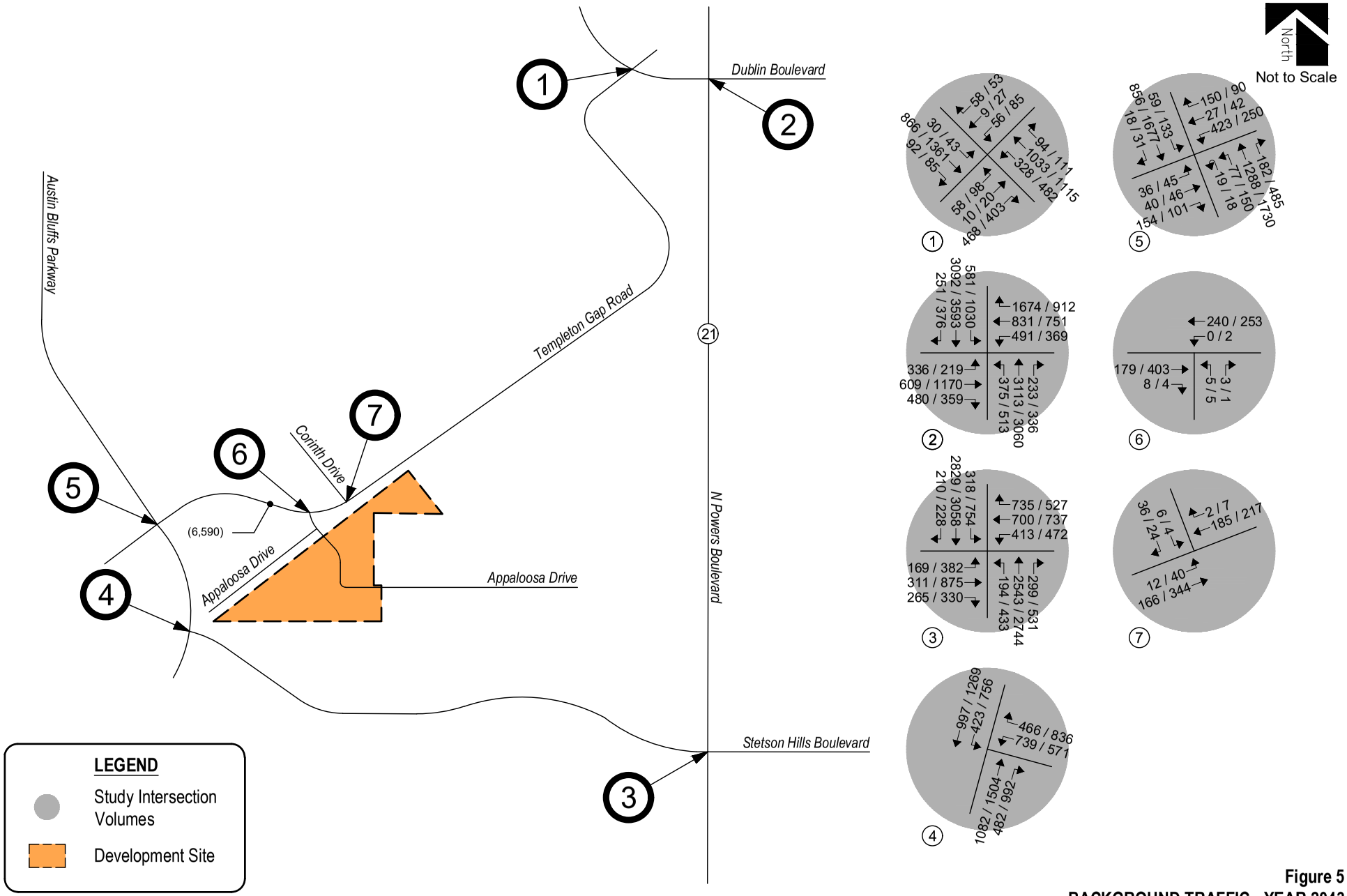


Figure 5
BACKGROUND TRAFFIC - YEAR 2043
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

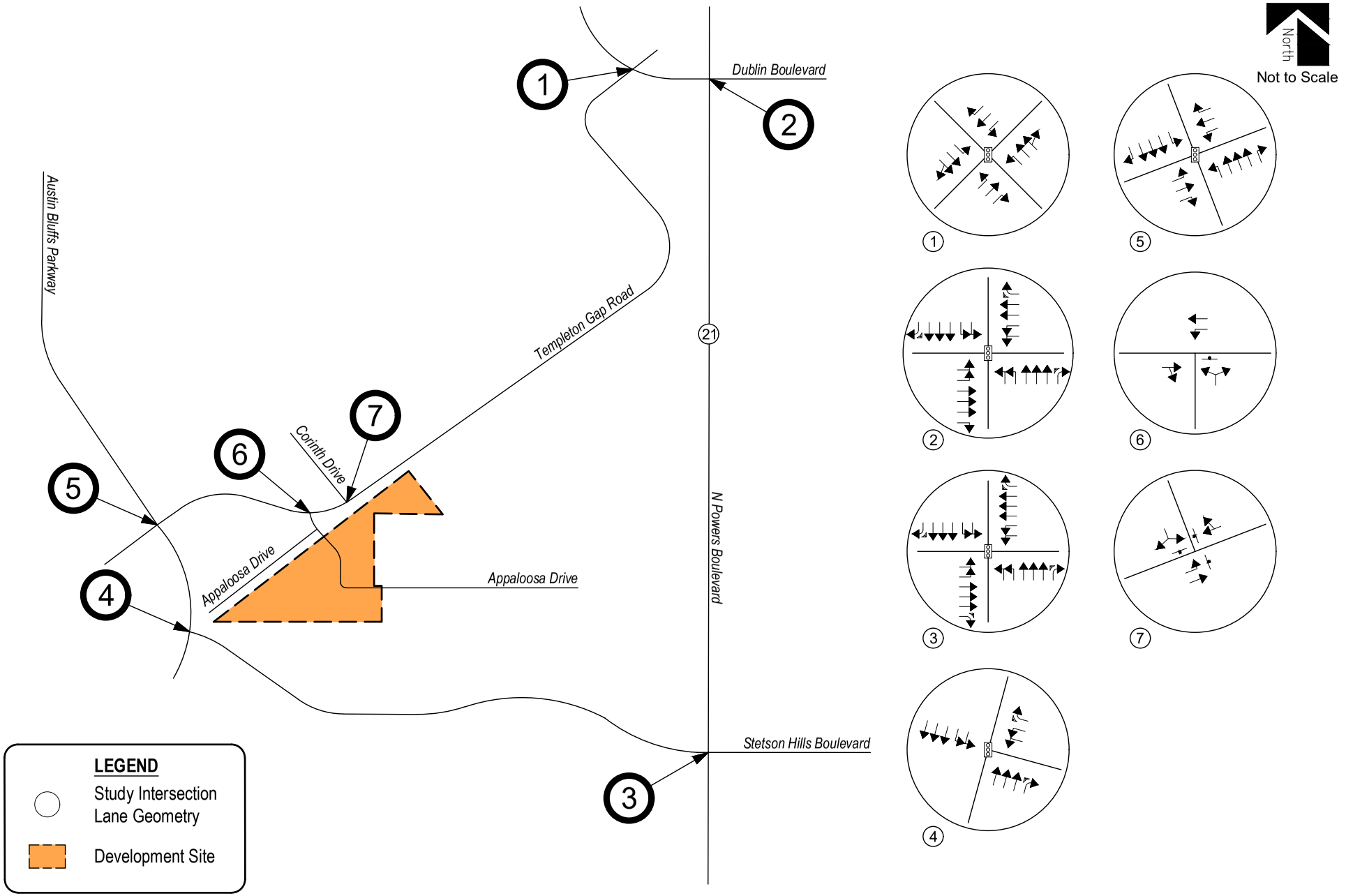


Figure 5a
BACKGROUND TRAFFIC - YEAR 2043
Intersection Geometry

Peak Hour Intersection Levels of Service – Background Traffic

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program.

Background traffic level of service analysis results for Year 2025 are listed in Table 2. Year 2043 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix C. Intersection capacity worksheets are provided in Appendix D.

Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2025

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Dublin Boulevard / Templeton Gap Road (Signalized)	A (9.6)	B (18.6)
N Powers Boulevard / Dublin Boulevard (Signalized)	E (67.3)	F (110.7)
N Powers Boulevard / Stetson Hills Boulevard (Signalized)	C (33.7)	E (67.8)
Austin Bluffs Parkway / Stetson Hills Boulevard (Signalized)	C (23.9)	C (21.4)
Templeton Gap Road / Austin Bluffs Parkway (Signalized)	C (20.3)	B (13.0)
Appaloosa Drive / Templeton Gap Road (Stop-Controlled) Westbound Left Northbound Left and Right	 A A	 A B
Corinth Drive / Templeton Gap Road (Stop-Controlled) Eastbound Left Eastbound Through Westbound Through and Right Southbound Left and Right	 A A A A	 A A A A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Background Traffic Analysis Results – Year 2025

Year 2025 background traffic analysis indicates that the signalized intersection of Dublin Boulevard with Templeton Gap Road has overall operations at LOS A during the morning peak traffic hour and LOS B during the afternoon peak traffic hour.

The signalized intersection of N Powers Boulevard with Dublin Boulevard projects overall operations at LOS E during the AM peak traffic hour and LOS F during the PM peak traffic hour. The LOS E and F operations anticipated are attributed to the anticipated regional growth and high volume of vehicles traveling northbound and southbound through the intersection. To mitigate the poor operations anticipated, adjustments to signal timing splits and intersection geometry were considered. However, since the poor operations are due to the intersection being over-capacity, these mitigations were not found to provide acceptable levels of service. Therefore, the construction of a grade-separated interchange at this intersection is a potential solution to mitigate the poor operations. This recommendation is consistent with the Finding of No Significant Impact for Powers Boulevard (SH 21) study[3] and CDOT's Interchange Project, both of which consider the benefit of interchanges at intersections along the N Powers Boulevard corridor.

The signalized intersection of N Powers Boulevard with Stetson Hills Boulevard has overall operations at LOS C during the morning peak traffic hour and LOS E during the afternoon peak traffic hour. The LOS E operation anticipated during the PM peak traffic period is attributed to the high left and through turning movements approaching from all directions. To mitigate the anticipated LOS E operation, it is recommended optimizing the intersection's split timings. This recommendation is anticipated to allow for LOS D operations during the PM peak traffic hour.

The signalized intersection of Austin Bluffs Parkway and Stetson Hills Boulevard projects overall operations at LOS C during both peak traffic hours.

The signalized intersection of Templeton Gap Road and Austin Bluffs Parkway expects overall operations at LOS C during the morning peak traffic hour and LOS B during the afternoon peak traffic hour.

The stop-controlled intersections of Appaloosa Drive and Corinth Drive with Templeton Gap Road predict turn movement operations at LOS A during the AM peak traffic hour and LOS B or better during the PM peak traffic hour.

[3] Finding of No Significant Impact for Powers Boulevard (SH 21), Colorado Department of Transportation, December 2010.

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2043

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Dublin Boulevard / Templeton Gap Road (Signalized)	C (21.5)	C (34.9)
N Powers Boulevard / Dublin Boulevard (Signalized)	F (184.8)	F (230.0)
N Powers Boulevard / Stetson Hills Boulevard (Signalized)	E (59.7)	F (169.5)
Austin Bluffs Parkway / Stetson Hills Boulevard (Signalized)	C (26.9)	C (28.4)
Templeton Gap Road / Austin Bluffs Parkway (Signalized)	C (21.1)	C (21.0)
Appaloosa Drive / Templeton Gap Road (Stop-Controlled) Westbound Left Northbound Left and Right	 A B	 A B
Corinth Drive / Templeton Gap Road (Stop-Controlled) Eastbound Left Eastbound Through Westbound Through and Right Southbound Left and Right	 A A A A	 A B A A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Background Traffic Analysis Results – Year 2043

By Year 2043 and without the proposed development, the signalized intersection of Dublin Boulevard with Templeton Gap Road has overall operations at LOS B during the morning peak traffic hour and LOS C during the afternoon peak traffic hour.

The signalized intersection of N Powers Boulevard with Dublin Boulevard projects overall operations at LOS F during both peak traffic hours. The LOS F operations anticipated are attributed to the high volume of northbound and southbound traveling vehicles. As previously mentioned, the construction of a grade-separated interchange at this intersection is a potential solution to mitigate the poor operations projected, which are caused by regional growth.

The signalized intersection of N Powers Boulevard with Stetson Hills Boulevard expects overall operations at LOS D during the AM peak traffic hour and LOS F during the PM peak traffic hour. The LOS F operation anticipated continues to be attributed to the high left and through turning movements approaching from all directions, causing said movements to be over-capacity. Similar to the Dublin Boulevard intersection with N Powers Boulevard, and consistent with CDOT publications for the adjacent N Powers Boulevard corridor, constructing a grade-separated interchange at this intersection is a potential solution to mitigate the anticipated LOS F operations.

The signalized intersections of Austin Bluffs Parkway with Stetson Hills Boulevard and Templeton Gap Road project overall operations at LOS C during both peak traffic hours.

The stop-controlled intersections of Appaloosa Drive and Corinth Drive with Templeton Gap Road expect turn movement operations at LOS B or better during both peak traffic hours.

IV. Proposed Project Traffic

Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the existing and proposed land uses in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use codes 210 (Single-Family Detached Housing) and 215 (Single-Family Attached Housing) were used for estimating trip generation because of their conservative rates and best fit to the existing and proposed land use descriptions.

Trip generation rates used in this study are presented in Table 4.

Table 4 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.43	0.18	0.53	0.70	0.59	0.35	0.94
215	Single-Family Attached Housing	DU	7.20	0.12	0.36	0.48	0.34	0.23	0.57

Key: DU = Dwelling Units.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates projected ADT, AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates of the existing land use.

Table 5 – Trip Generation Summary

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Site Development - Existing									
210	Single-Family Detached Housing	3 DU	28	1	2	2	2	1	3
	Existing Total:		*28*	*1*	*2*	*2*	*2*	*1*	*3*
Site Development - Proposed									
210	Single-Family Detached Housing	92 DU	868	16	48	64	54	32	86
215	Single-Family Attached Housing	91 DU	655	11	33	44	31	21	52
	Proposed Total:		*1,523*	*27*	*81*	*108*	*85*	*53*	*138*
	Difference Total:		***1,494***	***26***	***79***	***106***	***83***	***52***	***136***

Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 1,523 daily vehicle trips with 108 of those occurring during the morning peak hour and 138 during the afternoon peak hour. Compared to the existing land use, this represents a potential increase in site traffic generation of approximately 1,494 daily trips with 106 of those occurring during the morning peak hour and 136 during the afternoon peak hour.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Trip Distribution

The overall directional distribution of site-generated traffic was determined based on the location of the development site within the City, proposed and existing area land uses, allowed turning movements, available roadway network, and in reference to historical traffic count data provided by CDOT's Traffic Count Database System (TCDS)[4].

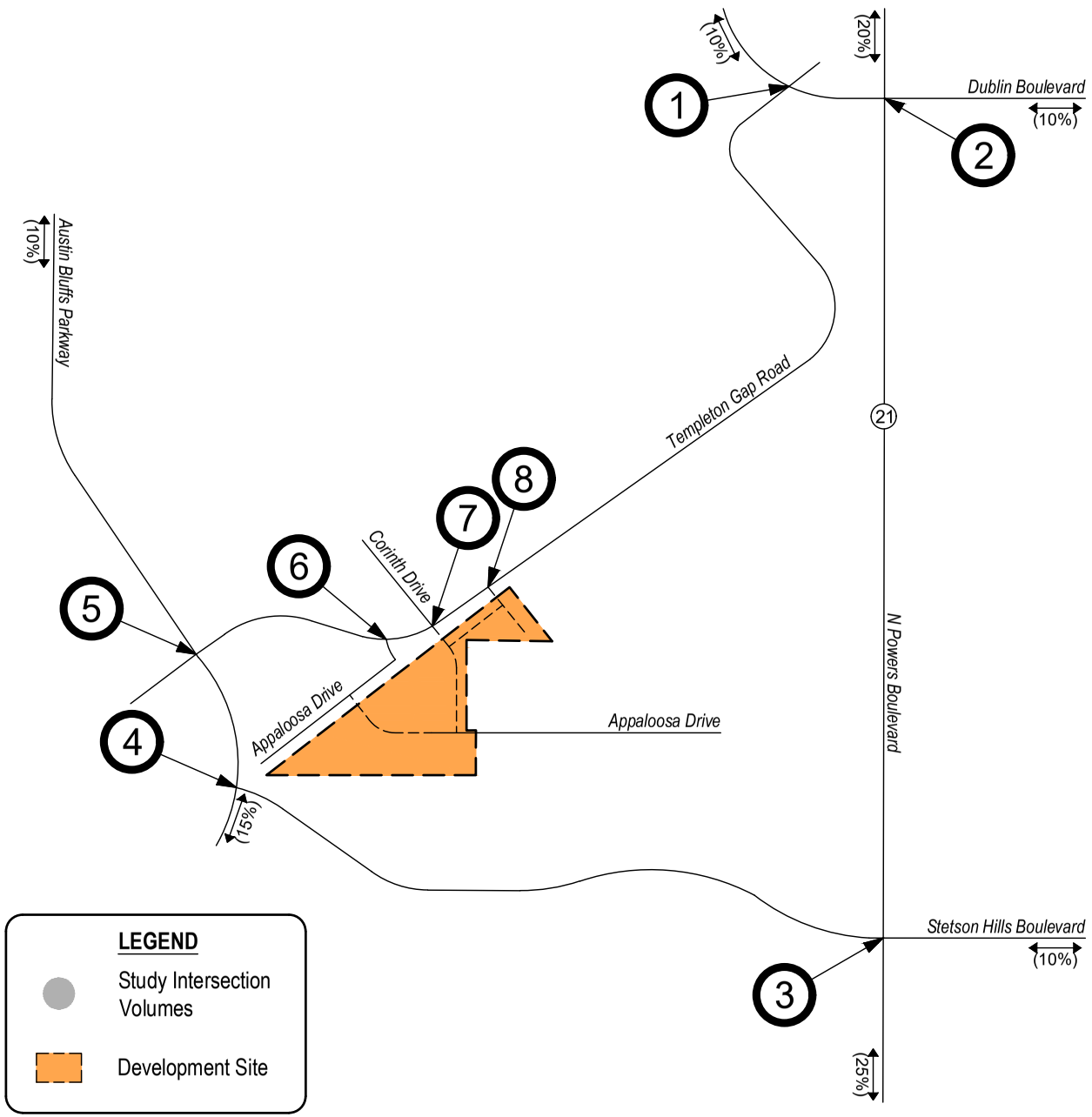
Overall trip distribution patterns for the development are shown on Figure 6.

Trip Assignment

Traffic assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network.

Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 6.

[4] Transportation Data Management System, MS2, 2022.



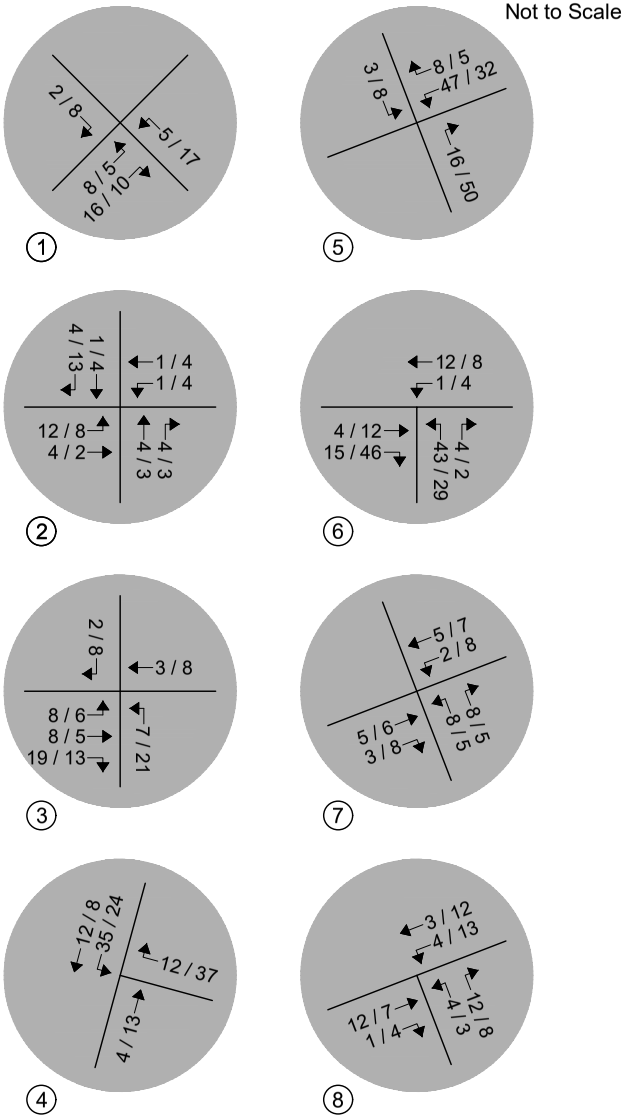


Figure 6
SITE DEVELOPMENT DISTRIBUTION
(%) : Overall
SITE-GENERATED TRIPS
AM / PM Peak Hour

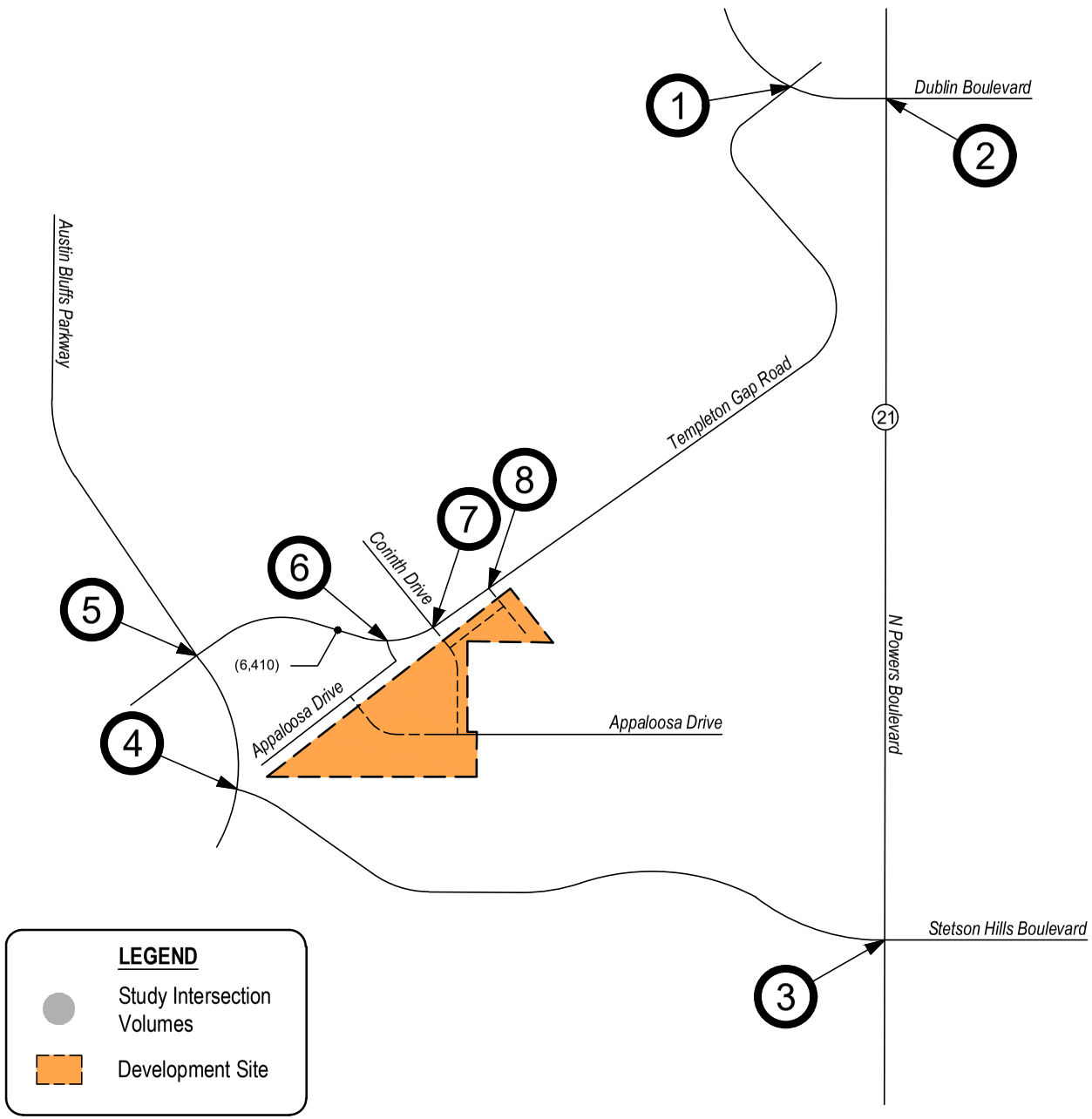
V. Future Traffic Conditions With Proposed Developments

Total traffic is the traffic projected to be on area roadways with consideration of the proposed development. Total traffic includes background traffic projections for Years 2025 and 2043 with consideration of site-generated traffic. For analysis purposes, it was assumed that development construction would be completed by end of Year 2025.

Pursuant to area roadway improvement discussions provided in Section III, Year 2025 and Year 2043 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

Projected Year 2025 total traffic volumes and intersection geometry are shown in Figure 7 and Figure 7a, respectively.

Figure 8 and Figure 8a show projected total traffic volumes and intersection geometry for Year 2043, respectively.



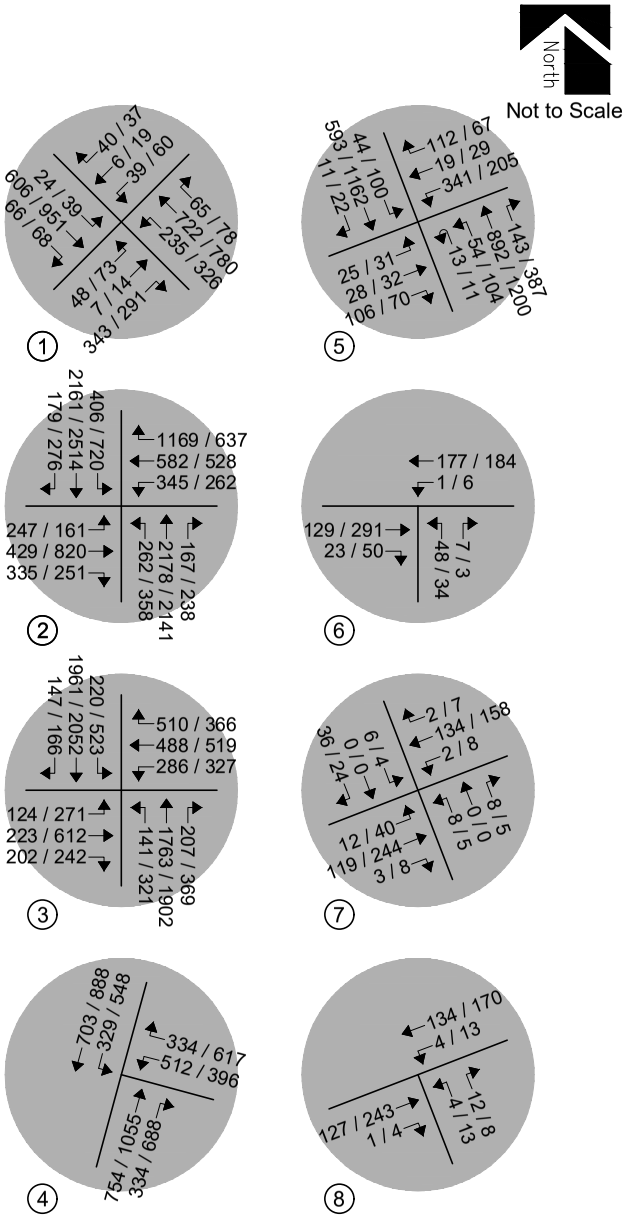


Figure 7
TOTAL TRAFFIC - YEAR 2025
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

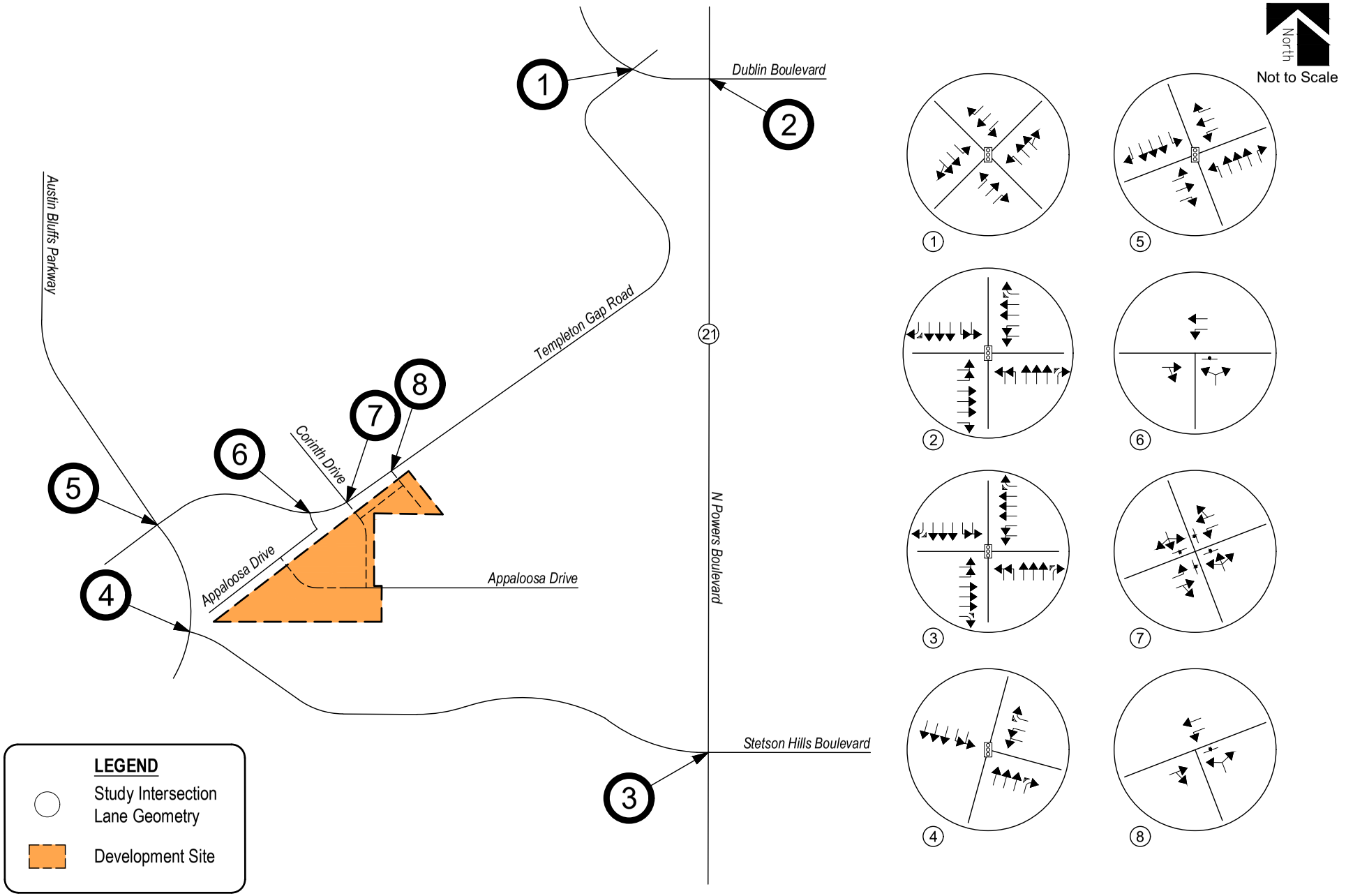


Figure 7a
TOTAL TRAFFIC - YEAR 2025
Intersection Geometry

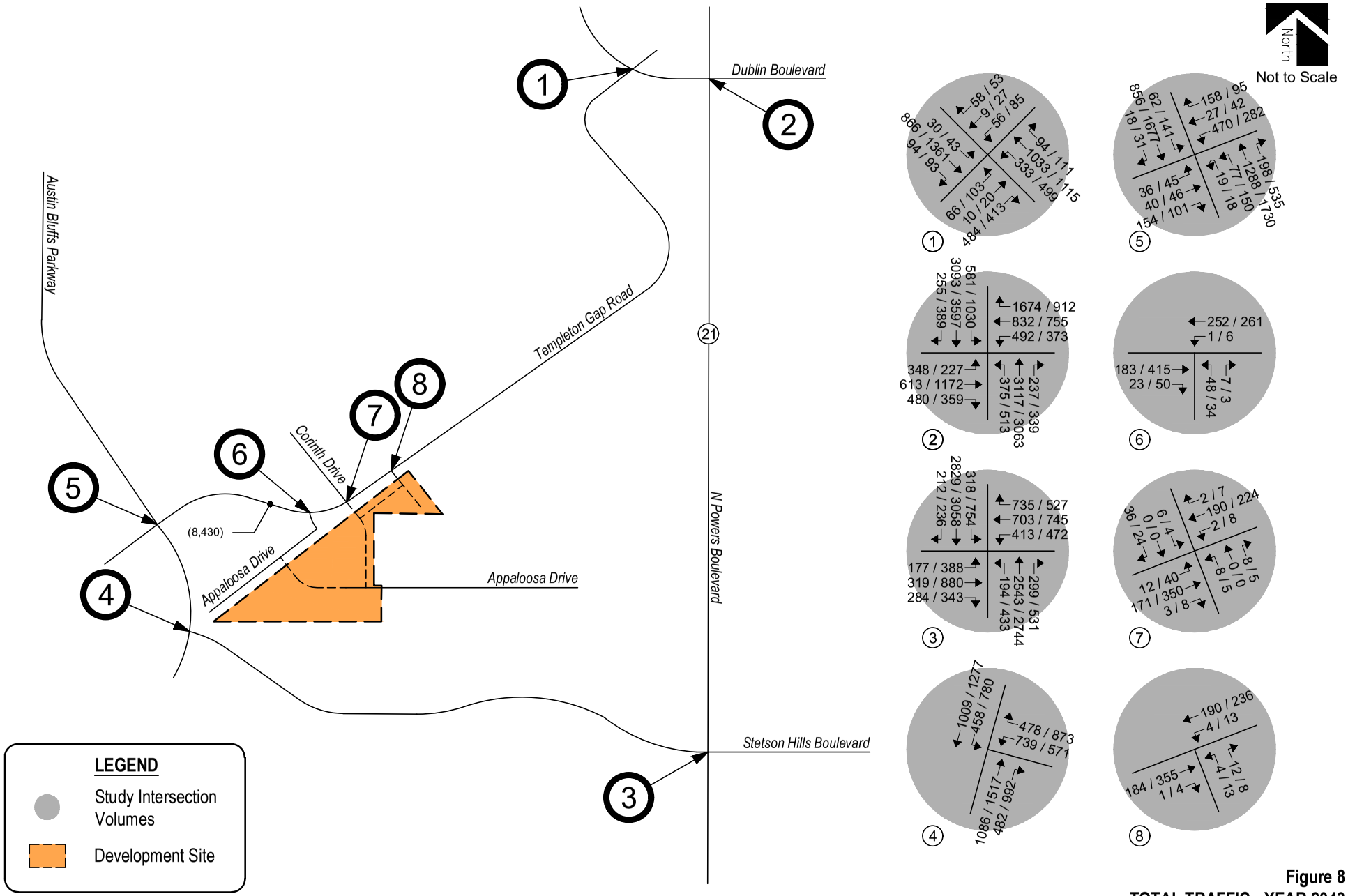


Figure 8
TOTAL TRAFFIC - YEAR 2043
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

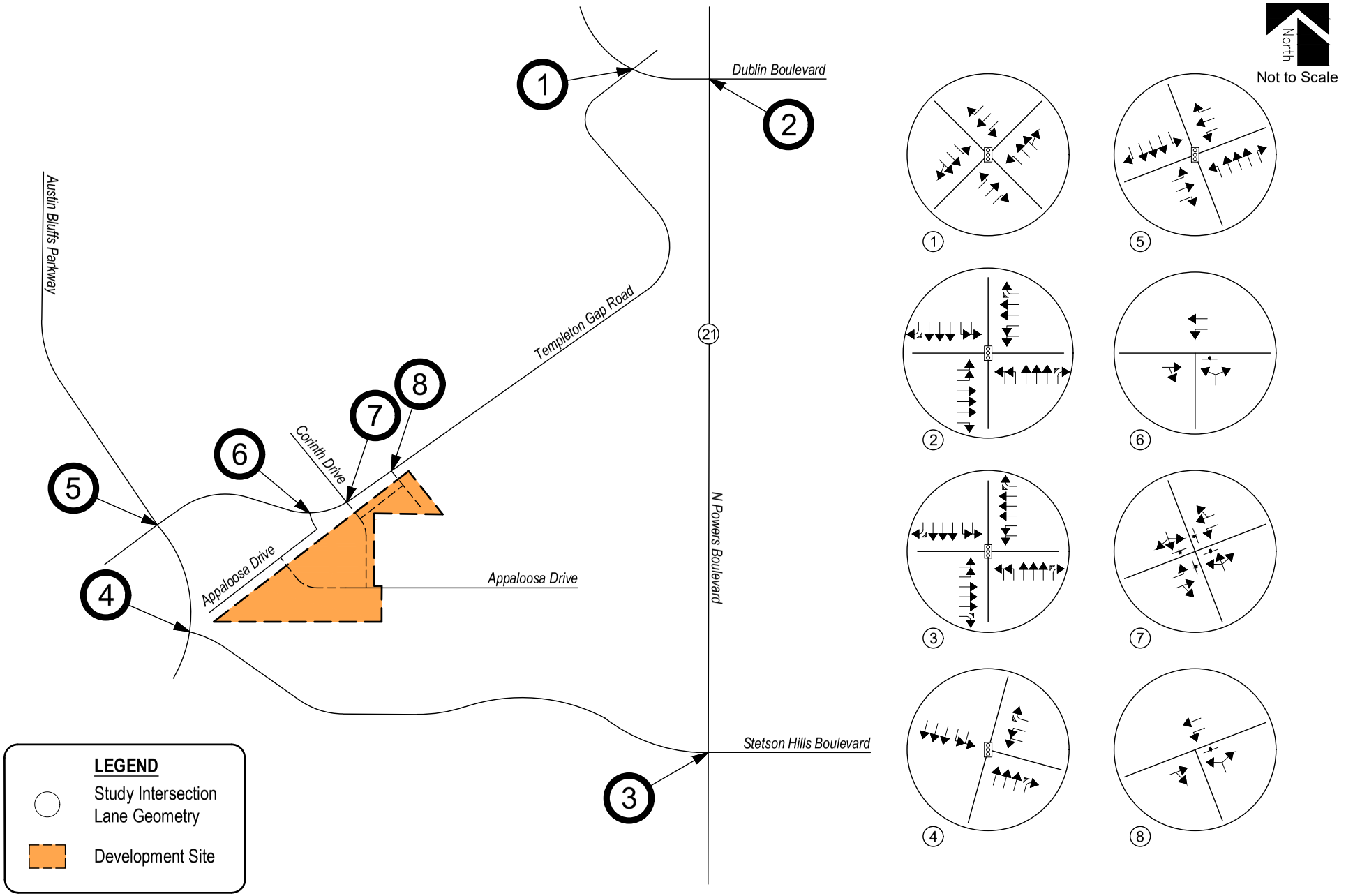


Figure 8a
TOTAL TRAFFIC - YEAR 2043
Intersection Geometry

VI. Project Impacts

The analyses and procedures described in this study were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

Peak Hour Intersection Levels of Service – Total Traffic

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Years 2025 and 2043 are summarized in Table 6 and Table 7, respectively.

Definitions of levels of service are given in Appendix C. Intersection capacity worksheets are provided in Appendix D.

Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2025

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Dublin Boulevard / Templeton Gap Road (Signalized)	B (10.1)	C (20.0)
N Powers Boulevard / Dublin Boulevard (Signalized)	E (67.7)	F (111.2)
N Powers Boulevard / Stetson Hills Boulevard (Signalized)	C (33.7)	E (69.5)
Austin Bluffs Parkway / Stetson Hills Boulevard (Signalized)	C (23.7)	C (23.5)
Templeton Gap Road / Austin Bluffs Parkway (Signalized)	C (25.3)	B (15.4)
Appaloosa Drive / Templeton Gap Road (Stop-Controlled)		
Westbound Left	A	A
Northbound Left and Right	B	B
Corinth Drive / Templeton Gap Road (Stop-Controlled)		
Eastbound Left	A	A
Eastbound Through and Right	A	B
Westbound Left	A	A
Westbound Through and Right	A	A
Northbound Left, Through, and Right	A	A
Southbound Left, Through, and Right	A	A
Access A / Templeton Gap Road (Stop-Controlled)		
Westbound Left	A	A
Northbound Left and Right	A	B

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2043

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Dublin Boulevard / Templeton Gap Road (Signalized)	C (22.8)	C (37.2)
N Powers Boulevard / Dublin Boulevard (Signalized)	F (185.9)	F (242.2)
N Powers Boulevard / Stetson Hills Boulevard (Signalized)	E (60.4)	F (171.9)
Austin Bluffs Parkway / Stetson Hills Boulevard (Signalized)	C (27.0)	C (28.6)
Templeton Gap Road / Austin Bluffs Parkway (Signalized)	C (22.3)	C (22.1)
Appaloosa Drive / Templeton Gap Road (Stop-Controlled)		
Westbound Left	A	A
Northbound Left and Right	B	B
Corinth Drive / Templeton Gap Road (Stop-Controlled)		
Eastbound Left	A	A
Eastbound Through and Right	A	B
Westbound Left	A	A
Westbound Through and Right	A	B
Northbound Left, Through, and Right	A	A
Southbound Left, Through, and Right	A	A
Access A / Templeton Gap Road (Stop-Controlled)		
Westbound Left	A	A
Northbound Left and Right	A	B

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by Year 2043 and upon development build-out, the signalized intersection of Dublin Boulevard with Templeton Gap Road has overall operations at LOS C during both peak traffic hours.

The signalized intersection of N Powers Boulevard with Dublin Boulevard continues to project overall operations at LOS F during both peak traffic hours. The LOS F operations anticipated are attributed to the anticipated regional growth and high volume of northbound and southbound traveling vehicles. As discussed in Section III, the construction of a grade-separated interchange at this intersection is a potential solution to mitigate the poor operations projected.

The signalized intersection of N Powers Boulevard with Stetson Hills Boulevard expects overall operations at LOS E during the AM peak traffic hour and LOS F during the PM peak traffic hour. As with background traffic conditions, the LOS E and F operations anticipated are attributed to the high left and through turning movements approaching from all directions, causing said movements to be over-capacity. Consistent with previous discussions, constructing a grade-separated interchange at this intersection is a potential solution to mitigate the anticipated LOS E and F operations.

The signalized intersection of Austin Bluffs Parkway and Stetson Hills Boulevard projects overall operations at LOS C during both peak traffic hours.

The signalized intersection of Templeton Gap Road and Austin Bluffs Parkway is anticipated to have overall operations at LOS C during both peak traffic hours.

The stop-controlled intersection of Appaloosa Drive with Templeton Gap Road projects turn movement operations at LOS B or better during both peak traffic hours.

The all-way stop-controlled intersection of Corinth Drive and Templeton Gap Road expects turn movement operations at LOS A during the morning peak traffic hour and LOS B or better during the afternoon peak traffic hours.

The stop-controlled intersection of Access A with Templeton Gap Road predicts tun movement operations at LOS A during the morning peak traffic hour and LOS B or better during the afternoon peak traffic hour.

Compared to the background traffic analysis, the traffic generated by the proposed development is not expected to significantly change the operations of the study intersections. These intersection operations are similar to background conditions.

Queue Length Analysis

Queue lengths for the study intersections were analyzed using Year 2043 total traffic conditions. The analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. An average vehicle length of 25 feet was assumed. Queue lengths were modeled and are included with the Synchro worksheets in Appendix D.

It is noted that all study intersections should be designed to accommodate minimum turn lane lengths pursuant the City's Traffic Criteria Manual, CDOT's State Highway Access Code (SHAC) where applicable, or projected 95th percentile queue lengths, whichever is greatest.

Table 8 summarizes the 95th percentile queue results in comparison to the projected storage requirements for turn movements within the study area for Year 2043.

Table 8 – Turn Lane Queues and Storage Requirements – Total Traffic – Year 2043

Intersection	Turn Movement		Existing Turn Lane Length (feet)	Total 2043		Recommended Turn Lane Length (feet)
				AM Peak Hour (feet)	PM Peak Hour (feet)	
Signalized Intersections						
Dublin Boulevard / Templeton Gap Road	EB	L	150'	22'	25'	150'
		T,R	-	560'	944'	-
	WB	L	130'	160'	386'	130'
		T,R	-	44'	202'	-
	NB	L	135'	100'	169'	170'
		T	-	25'	46'	-
		R	85'	230'	193'	195'
	SB	L	45'	88'	142'	45'
		T	-	23'	57'	-
		R	45'	13'	9'	45'
N Powers Boulevard / Dublin Boulevard	EB	L	245' x2	380'	200'	245' x2
		T	-	320'	713'	-
		R	200'	804'	339'	200'
	WB	L	400' x2	495'	401'	400' x2
		T	-	772'	684'	-
		R	345'	726'	0'	725'
	NB	L	520' x2	295'	320'	520' x2
		T	-	1567'	1187'	-
		R	500'	0'	0'	680'
	SB	L	510' x2	550'	952'	510' x2
		T	-	1544'	1912'	-
		R	535'	56'	221'	680'
N Powers Boulevard / Stetson Hills Boulevard	EB	L	175' x2	190'	390'	195' x2
		T	-	192'	554'	-
		R	125'	0'	0'	155'
	WB	L	325' x2	342'	471'	325' x2
		T	-	386'	445'	-
		R	280'	0'	0'	280'
	NB	L	395' x2	208'	443'	450' x2
		T	-	1089'	1380'	-
		R	505'	0'	0'	505'
	SB	L	435' x2	135'	324'	450' x2
		T	-	243'	418'	-
		R	570'	1'	1'	800'
Austin Bluffs Parkway / Stetson Hills Boulevard	WB	L	270' x2	397'	348'	270' x2
		R	275'	0'	0'	275'
	NB	T	-	395'	563'	-
		R	230'	0'	0'	230'
	SB	L	275' x2	272'	492'	275' x2
		T	-	141'	234'	-

Note: Turn Lane Length does not include taper length.
Key: x2 = Dual Turn Lanes.

Table 8 (Cont.) – Turn Lane Queues and Storage Requirements – Total Traffic – Year 2043

Intersection	Turn Movement		Existing Turn Lane Length (feet)	Total 2043		Recommended Turn Lane Length (feet)
				AM Peak Hour (feet)	PM Peak Hour (feet)	
Signalized Intersections						
Templeton Gap Road / Austin Bluffs Parkway	EB	L	25'	36'	158'	25'
		T	-	124'	146'	-
		R	25'	0'	0'	25'
	WB	L	165'	59'	208'	165'
		T	-	273'	549'	-
		R	80'	0'	0'	80'
	NB	L	195'	42'	66'	200'
		T	-	75'	88'	-
		R	185'	90'	28'	200'
	SB	L	190'	484'	357'	335'
		T	-	42'	75'	-
		R	140'	52'	18'	200'
Stop-Controlled Intersections						
Appaloosa Drive / Templeton Gap Road	EB	T,R	-	0'	0'	-
	WB	L	TWLTL	0'	0'	TWLTL
		T,R	-	0'	0'	-
	NB	L,R	-	8'	8'	-
Corinth Drive / Templeton Gap Road	EB	L	TWLTL	3'	5'	TWLTL
		T,R	-	25'	78'	-
	WB	L	TWLTL	0'	0'	TWLTL
		T,R	-	30'	38'	-
	NB	L,T,R	-	3'	0'	-
	SB	L,T,R	-	5'	3'	-
Access A / Templeton Gap Road	EB	T,R	-	0'	0'	120'
	WB	L	-	0'	0'	TWLTL
		T	-	0'	0'	120'
	NB	L,R	-	3'	3'	200'

Note: Turn Lane Length does not include taper length.
Key: x2 = Dual Turn Lanes.
TWLTL = Center Two-Way Left-Turn Lane.

As Table 8 shows, the majority of turn lane lengths at the study intersections are shown to have sufficient storage to accommodate future traffic volumes. Exceptions include various left and right turn movements at the Templeton Gap Road intersections with Dublin Boulevard and Austin Bluffs Parkway as well as the study intersections along N Powers Boulevard, which are expected to exceed available storage lengths, where applicable.

Additionally, various turn lane lengths at the study intersections are recommended to be lengthened to meet City and CDOT minimum turn lane length requirements where practical.

Safety Analysis

It is understood, through public input, that motorists traveling along Templeton Gap Road are not following the posted street signage (speed limit and "STOP" signs). However, these are considered to be factors of driver behavior which cannot be predicted nor designed for. It is also noted that in coordination with City Staff, no known safety issues exist along Templeton Gap Road. Therefore, with the assumption that the site plan for the proposed development was designed per the City's Standards and Specifications, and pursuant to the Federal Highway Administration's (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations[5], pedestrian and motorist safety is not expected to be negatively impacted by this development.

Recommendations

Roadway and intersection improvement recommendations were assessed pursuant to roadway descriptions discussed in Section I, projected peak hour traffic volumes, level of service results, projected 95th percentile queue lengths, and per requirements defined within the City's Traffic Criteria Manual and CDOT's SHAC.

It is emphasized that exclusive left and right turn deceleration lanes already exist at the signalized study intersections. However, as previously mentioned, not all existing left and right turn lane lengths meet minimum storage length requirements. Therefore, improvements to these deceleration lanes are recommended in order to meet City and CDOT requirements. Under Year 2043 total traffic conditions, considering how 95th percentile queues are projected to exceed existing turn lane lengths, improvements to various left and right turn lanes at the study intersections are also recommended.

As mentioned in Section III, the intersections of N Powers Boulevard with Dublin Boulevard and Stetson Hills Boulevard are projected to have LOS E and F operations by Year 2043. These poor operations anticipated are attributed to the high volume of vehicles approaching from all directions, causing said movements to be over-capacity. Adjustments to signal timing splits and intersection geometry were considered as a potential mitigation to these projected operations. However, due to the intersections being over capacity, this method was not found to provide acceptable levels of service. Therefore, the construction of grade separated interchanges at these intersections is another potential solution to mitigate the poor operations. As mentioned previously, this recommendation is consistent with the Finding of No Significant Impact for Powers Boulevard (SH 21) study and CDOT's Interchange Project, both of which consider the benefit of interchanges at intersections along the N Powers Boulevard corridor.

Recommended roadway and intersection improvements for Year 2043 total traffic conditions are included for reference in Appendix F.

[5] Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, Federal Highway Administration, July 2018.

VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled Templeton Gap Development. This proposed residential development consists of a single-family attached and detached housing community. The development is located near the northeast corner of Austin Bluffs Parkway and Stetson Hills Boulevard in Colorado Springs, Colorado.

The study area examined in this analysis encompassed the Doublin Boulevard intersections with Templeton Gap Road and N Powers Boulevard, the Stetson Hills Boulevard intersections with N Powers Boulevard and Austin Bluffs Parkway, the Templeton Gap Road intersections with Austin Bluffs Parkway, Appaloosa Drive, and Corinth Drive, and included the proposed site access drives.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2025 and Year 2043 background traffic conditions, and Year 2025 and Year 2043 total traffic conditions.

Analysis of existing traffic conditions indicates that the signalized intersection of Dublin Boulevard with Templeton Gap Road has overall operations at LOS A during the AM peak traffic hour and LOS B during the PM peak traffic hour. The signalized intersection of N Powers Boulevard with Dublin Boulevard has overall operations at LOS E during the AM peak traffic hour and LOS F during the PM peak traffic hour. The signalized intersection of N Powers Boulevard with Stetson Hills Boulevard has overall operations at LOS C during the AM peak traffic hour and LOS E during the PM peak traffic hour. The signalized intersections of Austin Bluffs Parkway with Stetson Hills Boulevard and Templeton Gap Road have overall operations at LOS C or better during both peak traffic hours. The stop-controlled intersections of Appaloosa Drive and Corinth Drive with Templeton Gap Road have turn movement operations at LOS A during the AM peak traffic hour and LOS B or better during the PM peak traffic hour.

Without the proposed development, Year 2025 background operational analysis shows that the signalized intersection of Dublin Boulevard with Templeton Gap Road has overall operations at LOS A during the AM peak traffic hour and LOS B during the PM peak traffic hour. The signalized intersection of N Powers Boulevard with Dublin Boulevard projects overall operations at LOS E during the AM peak traffic hour and LOS F during the PM peak traffic hour. The signalized intersection of N Powers Boulevard with Stetson Hills Boulevard has overall operations at LOS C during the AM peak traffic hour and LOS E during the PM peak traffic hour. The signalized intersections of Austin Bluffs Parkway with Stetson Hills Boulevard and Templeton Gap Road project overall operations at LOS C or better during both peak traffic hours. The stop-controlled intersections of Appaloosa Drive and Corinth Drive with Templeton Gap Road expect turn movement operations at LOS A during the AM peak traffic hour and LOS B or better during the PM peak traffic hour.

By Year 2043 and without the proposed development, the signalized intersection of Dublin Boulevard with Templeton Gap Road has overall operations at LOS C during both peak traffic hours. The signalized intersection of N Powers Boulevard with Dublin Boulevard projects overall operations at LOS F during both peak traffic hours. The signalized intersection of N Powers Boulevard with Stetson Hills Boulevard has overall operations at LOS E during the AM peak traffic hour and LOS F during the PM peak traffic hour. The signalized intersections of Austin Bluffs Parkway with Stetson Hills Boulevard and Templeton Gap Road project overall operations at LOS C during both peak traffic hours. The stop-controlled intersections of Appaloosa Drive and Corinth Drive with Templeton Gap Road expect turn movement operations at LOS B or better during both peak traffic hours.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2043 background traffic conditions. The proposed site access drives have long-term operations at LOS B or better during peak traffic periods and upon build-out.

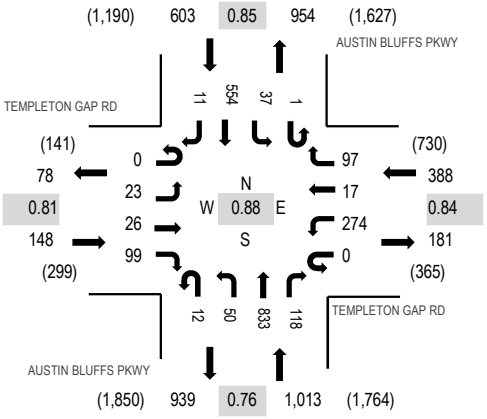
APPENDIX A

Traffic Count Data

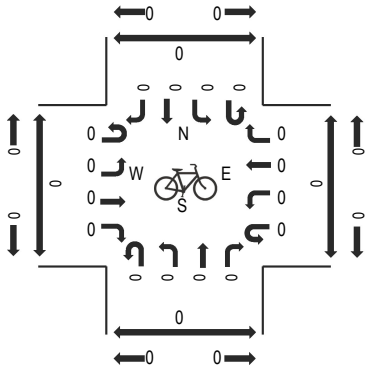
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 AUSTIN BLUFFS PKWY & TEMPLETON GAP RD AM
Date: Tuesday, June 27, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

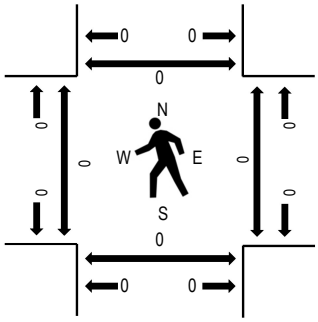
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

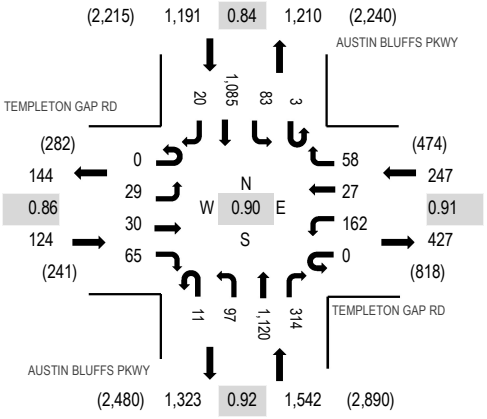
Traffic Counts - Motorized Vehicles

Interval Start Time	TEMPLETON GAP RD Eastbound				TEMPLETON GAP RD Westbound				AUSTIN BLUFFS PKWY Northbound				AUSTIN BLUFFS PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	2	27	0	66	2	12	2	7	90	26	0	13	105	2	357	1,876	0	0	0	0
7:15 AM	0	9	7	34	0	92	3	14	4	7	134	31	0	14	89	2	440	1,979	0	0	0	0
7:30 AM	0	7	3	29	0	96	4	21	3	4	189	32	0	9	121	1	519	2,152	0	0	0	0
7:45 AM	0	4	9	21	0	53	5	26	3	12	201	34	1	7	182	2	560	2,150	0	0	0	0
8:00 AM	0	5	8	26	0	64	6	22	5	19	152	24	0	10	114	5	460	2,107	0	0	0	0
8:15 AM	0	7	6	23	0	61	2	28	1	15	291	28	0	11	137	3	613		0	0	0	0
8:30 AM	0	6	6	20	0	60	5	15	2	12	179	29	1	9	169	4	517		0	0	0	0
8:45 AM	0	8	7	22	0	54	6	13	2	11	189	26	0	14	163	2	517		0	0	0	0
Count Total	0	49	48	202	0	546	33	151	22	87	1,425	230	2	87	1,080	21	3,983		0	0	0	0
Peak Hour	0	23	26	99	0	274	17	97	12	50	833	118	1	37	554	11	2,152		0	0	0	0

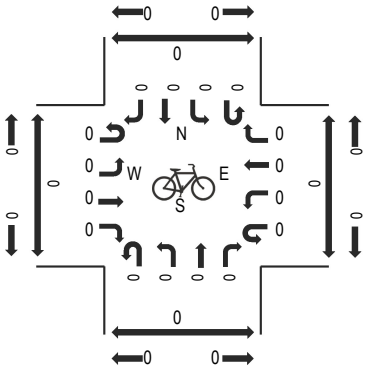
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 AUSTIN BLUFFS PKWY & TEMPLETON GAP RD PM
Date: Tuesday, June 27, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

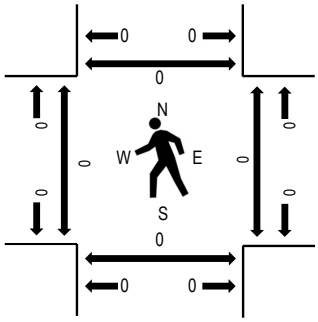
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

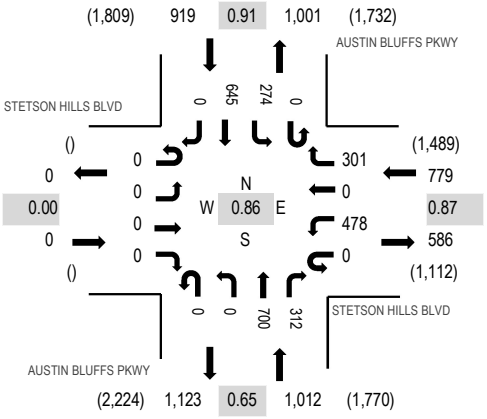
Traffic Counts - Motorized Vehicles

Interval Start Time	TEMPLETON GAP RD Eastbound				TEMPLETON GAP RD Westbound				AUSTIN BLUFFS PKWY Northbound				AUSTIN BLUFFS PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	12	14	0	41	7	9	1	18	227	80	0	24	215	5	658	2,853	0	0	0	0
4:15 PM	0	5	5	18	0	45	3	13	3	27	276	62	0	22	214	4	697	2,940	0	0	0	0
4:30 PM	0	7	7	15	0	41	9	18	4	25	266	74	0	23	255	6	750	3,104	0	0	0	0
4:45 PM	0	9	9	19	0	38	4	15	2	26	262	82	0	20	258	4	748	3,029	0	0	0	0
5:00 PM	0	7	6	16	0	40	6	14	4	21	280	79	2	19	248	3	745	2,967	0	0	0	0
5:15 PM	0	6	8	15	0	43	8	11	1	25	312	79	1	21	324	7	861		0	0	0	0
5:30 PM	0	5	8	20	0	40	5	12	2	31	200	76	1	17	256	2	675		0	0	0	0
5:45 PM	0	6	7	12	0	35	6	11	1	25	260	59	0	19	240	5	686		0	0	0	0
Count Total	0	50	62	129	0	323	48	103	18	198	2,083	591	4	165	2,010	36	5,820		0	0	0	0
Peak Hour	0	29	30	65	0	162	27	58	11	97	1,120	314	3	83	1,085	20	3,104		0	0	0	0

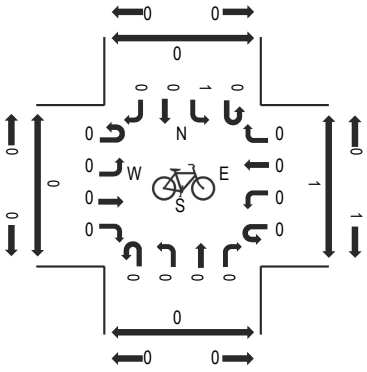
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 AUSTIN BLUFFS PKWY & STETSON HILLS BLVD AM
Date: Tuesday, June 27, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

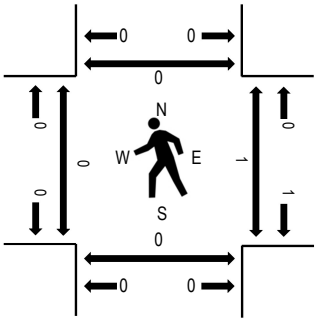
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

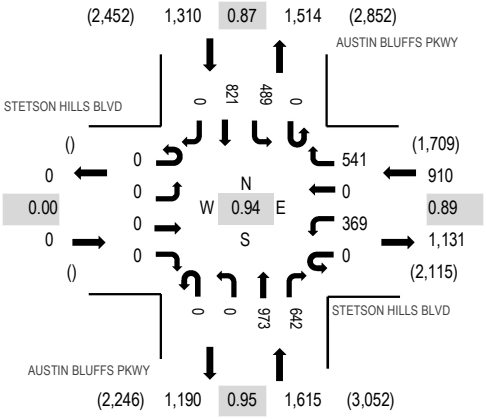
Traffic Counts - Motorized Vehicles

Interval Start Time	STETSON HILLS BLVD Eastbound				STETSON HILLS BLVD Westbound				AUSTIN BLUFFS PKWY Northbound				AUSTIN BLUFFS PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	110	0	43	0	0	79	46	0	74	121	0	473	2,421	0	0	0	0
7:15 AM	0	0	0	0	0	112	0	52	0	0	119	67	0	72	143	0	565	2,491	0	0	0	0
7:30 AM	0	0	0	0	0	137	0	87	0	0	147	62	0	83	160	0	676	2,710	0	0	0	0
7:45 AM	0	0	0	0	0	136	0	82	0	0	169	65	0	63	192	0	707	2,703	0	0	0	0
8:00 AM	0	0	0	0	0	100	0	63	0	0	128	51	0	75	126	0	543	2,647	0	0	0	0
8:15 AM	0	0	0	0	0	105	0	69	0	0	256	134	0	53	167	0	784		0	1	0	0
8:30 AM	0	0	0	0	0	137	0	75	0	0	141	68	0	72	176	0	669		0	0	2	0
8:45 AM	0	0	0	0	0	123	0	58	0	0	164	74	0	53	179	0	651		0	0	0	0
Count Total	0	0	0	0	0	960	0	529	0	0	1,203	567	0	545	1,264	0	5,068		0	1	2	0
Peak Hour	0	0	0	0	0	478	0	301	0	0	700	312	0	274	645	0	2,710		0	1	0	0

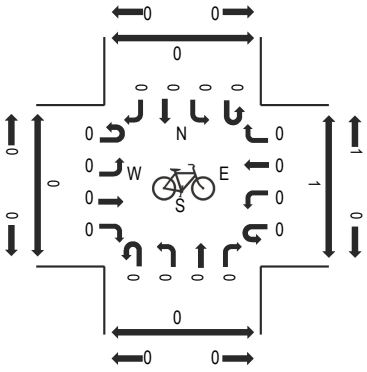
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 AUSTIN BLUFFS PKWY & STETSON HILLS BLVD PM
Date: Tuesday, June 27, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

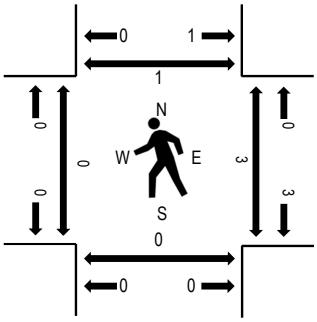
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

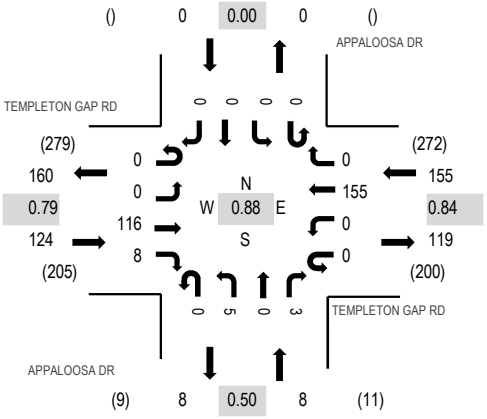
Traffic Counts - Motorized Vehicles

Interval Start Time	STETSON HILLS BLVD Eastbound				STETSON HILLS BLVD Westbound				AUSTIN BLUFFS PKWY Northbound				AUSTIN BLUFFS PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	89	0	117	0	0	207	128	0	94	175	0	810	3,514	0	0	0	0
4:15 PM	0	0	0	0	0	94	0	124	0	0	241	124	0	118	155	0	856	3,667	0	2	0	0
4:30 PM	0	0	0	0	0	95	0	126	0	0	235	149	0	111	201	0	917	3,835	0	1	0	1
4:45 PM	0	0	0	0	0	78	0	132	0	0	236	169	0	118	198	0	931	3,787	0	1	0	0
5:00 PM	0	0	0	0	0	113	0	144	0	0	229	173	0	106	198	0	963	3,699	0	0	0	0
5:15 PM	0	0	0	0	0	83	0	139	0	0	273	151	0	154	224	0	1,024		0	1	0	0
5:30 PM	0	0	0	0	0	99	0	106	0	0	201	149	0	116	198	0	869		0	0	0	0
5:45 PM	0	0	0	0	0	76	0	94	0	0	248	139	0	116	170	0	843		0	0	0	0
Count Total	0	0	0	0	0	727	0	982	0	0	1,870	1,182	0	933	1,519	0	7,213		0	5	0	1
Peak Hour	0	0	0	0	0	369	0	541	0	0	973	642	0	489	821	0	3,835		0	3	0	1

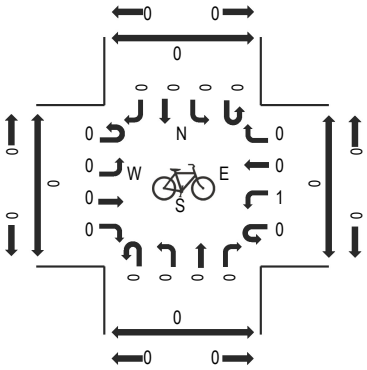
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 APPALOOSA DR & TEMPLETON GAP RD AM
Date: Tuesday, June 27, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

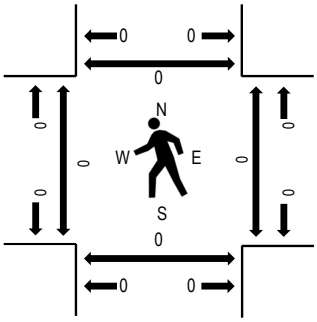
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

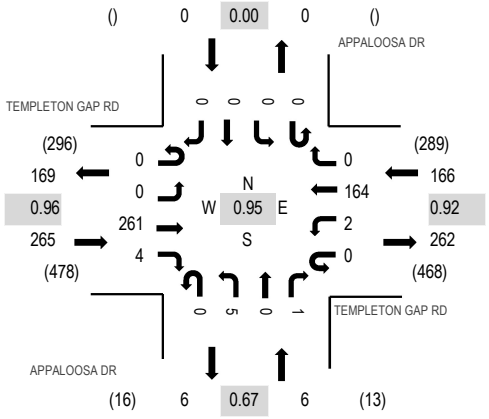
Traffic Counts - Motorized Vehicles

Interval Start Time	TEMPLETON GAP RD Eastbound				TEMPLETON GAP RD Westbound				APPALOOSA DR Northbound				APPALOOSA DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	13	1	0	0	26	0	0	0	0	0	0	0	0	0	40	240	0	0	0	0
7:15 AM	0	0	18	0	0	0	24	0	0	1	0	0	0	0	0	0	43	275	0	0	0	0
7:30 AM	0	0	36	1	0	0	41	0	0	3	0	1	0	0	0	0	82	287	0	0	0	0
7:45 AM	0	0	36	3	0	0	36	0	0	0	0	0	0	0	0	0	75	266	0	0	0	0
8:00 AM	0	0	23	3	0	0	46	0	0	2	0	1	0	0	0	0	75	248	0	0	0	0
8:15 AM	0	0	21	1	0	0	32	0	0	0	0	1	0	0	0	0	55		0	0	0	0
8:30 AM	0	0	25	0	0	0	35	0	0	0	0	1	0	0	0	0	61		0	0	0	0
8:45 AM	1	0	23	0	0	0	32	0	0	0	0	1	0	0	0	0	57		0	0	0	0
Count Total	1	0	195	9	0	0	272	0	0	6	0	5	0	0	0	0	488		0	0	0	0
Peak Hour	0	0	116	8	0	0	155	0	0	5	0	3	0	0	0	0	287		0	0	0	0

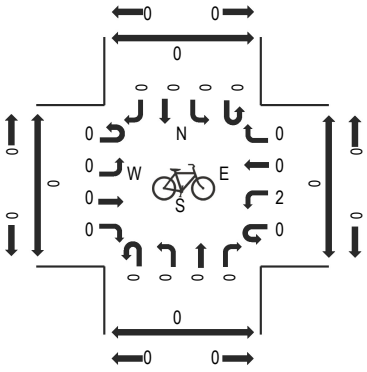
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 APPALOOSA DR & TEMPLETON GAP RD PM
Date: Tuesday, June 27, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

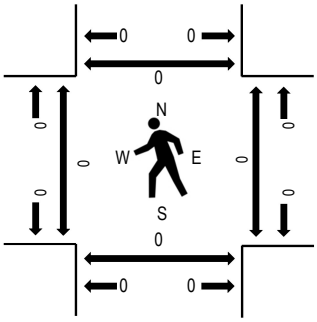
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

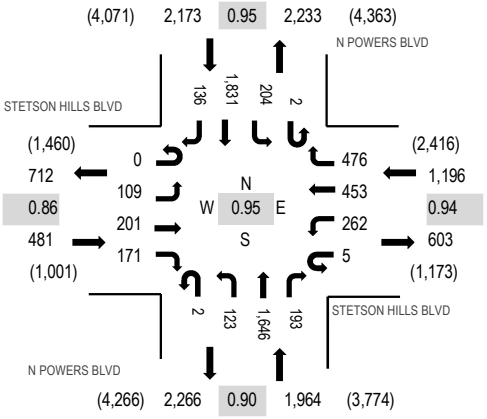
Traffic Counts - Motorized Vehicles

Interval Start Time	TEMPLETON GAP RD Eastbound				TEMPLETON GAP RD Westbound				APPALOOSA DR Northbound				APPALOOSA DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	46	1	0	0	21	0	0	1	0	1	0	0	0	0	70	343	0	0	0	0
4:15 PM	0	0	52	1	0	1	33	0	0	1	0	0	0	0	0	0	88	388	0	0	0	0
4:30 PM	0	0	55	5	0	0	37	0	0	1	0	1	0	0	0	0	99	412	0	0	0	0
4:45 PM	0	0	51	2	0	0	31	0	0	2	0	0	0	0	0	0	86	418	0	0	0	0
5:00 PM	0	0	68	1	0	0	45	0	0	1	0	0	0	0	0	0	115	437	0	0	0	0
5:15 PM	0	0	67	0	0	2	40	0	0	2	0	1	0	0	0	0	112		0	0	0	0
5:30 PM	0	0	60	1	0	0	42	0	0	2	0	0	0	0	0	0	105		0	0	0	0
5:45 PM	0	0	66	2	0	0	37	0	0	0	0	0	0	0	0	0	105		0	0	0	0
Count Total	0	0	465	13	0	3	286	0	0	10	0	3	0	0	0	0	780		0	0	0	0
Peak Hour	0	0	261	4	0	2	164	0	0	5	0	1	0	0	0	0	437		0	0	0	0

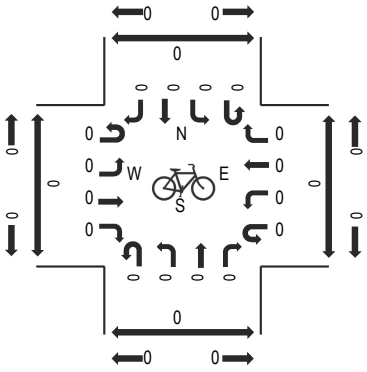
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N POWERS BLVD & STETSON HILLS BLVD AM
Date: Tuesday, June 27, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

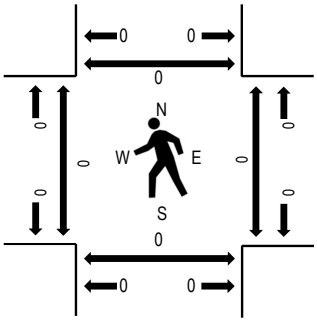
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

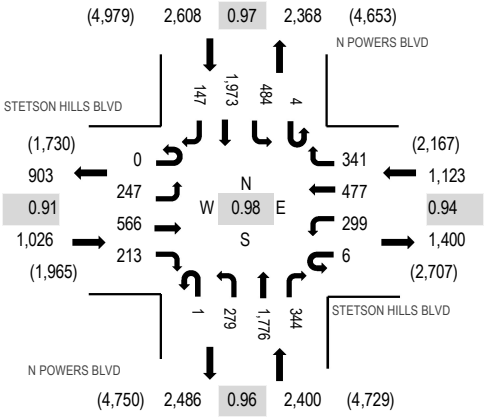
Traffic Counts - Motorized Vehicles

Interval Start Time	STETSON HILLS BLVD Eastbound				STETSON HILLS BLVD Westbound				N POWERS BLVD Northbound				N POWERS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	31	43	44	0	59	104	118	0	18	356	38	1	23	425	29	1,289	5,753	0	0	0	0
7:15 AM	0	28	45	40	3	57	96	134	0	20	387	34	0	61	486	25	1,416	5,814	0	0	0	0
7:30 AM	0	34	49	40	1	56	134	118	0	35	444	45	1	50	495	25	1,527	5,774	0	0	0	0
7:45 AM	0	19	64	34	1	65	128	133	1	44	444	59	0	43	436	50	1,521	5,572	0	0	0	0
8:00 AM	0	28	43	57	0	84	95	91	1	24	371	55	1	50	414	36	1,350	5,509	0	0	0	0
8:15 AM	0	30	62	37	0	82	120	112	0	37	375	46	0	46	395	34	1,376		0	0	0	0
8:30 AM	0	53	58	43	1	73	118	127	0	39	394	44	0	43	285	47	1,325		0	0	0	0
8:45 AM	0	36	49	34	0	76	115	115	0	26	381	56	1	61	447	61	1,458		0	0	0	0
Count Total	0	259	413	329	6	552	910	948	2	243	3,152	377	4	377	3,383	307	11,262		0	0	0	0
Peak Hour	0	109	201	171	5	262	453	476	2	123	1,646	193	2	204	1,831	136	5,814		0	0	0	0

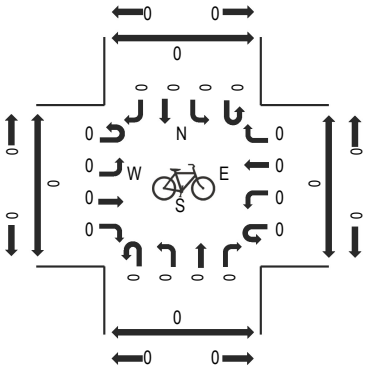
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N POWERS BLVD & STETSON HILLS BLVD PM
Date: Tuesday, June 27, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

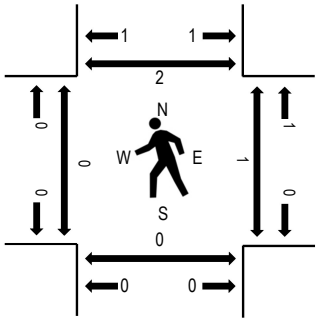
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STETSON HILLS BLVD Eastbound				STETSON HILLS BLVD Westbound				N POWERS BLVD Northbound				N POWERS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	39	115	38	1	74	117	98	0	66	476	76	1	80	430	33	1,644	6,816	0	0	0	0
4:15 PM	0	45	149	23	1	71	101	88	0	59	440	68	0	106	459	44	1,654	6,996	0	0	0	0
4:30 PM	1	55	158	70	0	79	104	72	1	74	414	90	1	126	461	34	1,740	7,137	1	0	0	2
4:45 PM	0	55	161	55	2	67	100	75	0	85	456	72	2	127	486	35	1,778	7,157	0	1	0	2
5:00 PM	0	59	134	42	1	69	134	83	1	61	481	88	1	111	520	39	1,824	7,024	0	0	0	0
5:15 PM	0	69	132	47	1	72	135	91	0	72	434	94	0	120	498	30	1,795		0	0	0	0
5:30 PM	0	64	139	69	2	91	108	92	0	61	405	90	1	126	469	43	1,760		0	0	0	0
5:45 PM	0	64	120	62	4	56	104	74	0	58	415	92	3	121	440	32	1,645		0	0	0	0
Count Total	1	450	1,108	406	12	579	903	673	2	536	3,521	670	9	917	3,763	290	13,840		1	1	0	4
Peak Hour	0	247	566	213	6	299	477	341	1	279	1,776	344	4	484	1,973	147	7,157		0	1	0	2

All Traffic Data Services
9660 W 44th Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

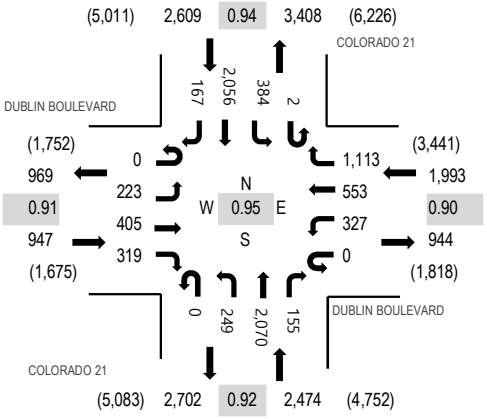
Site Code: 5
Station ID: 5
TEMPLETON GAP RD W.O. APPALOOSA DR

Start Time	27-Jun-23 Tue	EB	WB							Total
12:00 AM		10	8							18
01:00		5	5							10
02:00		9	2							11
03:00		5	7							12
04:00		13	8							21
05:00		14	37							51
06:00		50	106							156
07:00		107	143							250
08:00		97	**145**							242
09:00		97	120							217
10:00		104	121							225
11:00		**137**	128							**265**
12:00 PM		135	122							257
01:00		156	130							286
02:00		155	125							280
03:00		162	105							267
04:00		211	132							343
05:00		**266**	**168**							**434**
06:00		144	127							271
07:00		135	89							224
08:00		97	73							170
09:00		72	54							126
10:00		47	34							81
11:00		27	19							46
Total		2255	2008							4263
Percent		52.9%	47.1%							
AM Peak	-	11:00	08:00	-	-	-	-	-	-	11:00
Vol.	-	137	145	-	-	-	-	-	-	265
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	266	168	-	-	-	-	-	-	434
Grand Total		2255	2008							4263
Percent		52.9%	47.1%							
ADT		ADT 4,263		AADT 4,263						

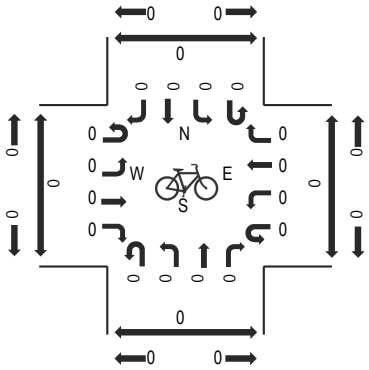
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COLORADO 21 & DUBLIN BOULEVARD AM
Date: Tuesday, May 7, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

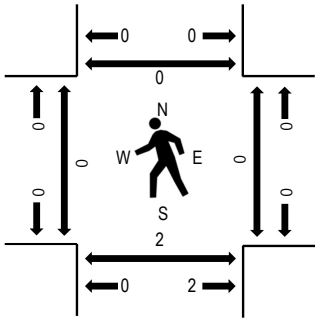
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

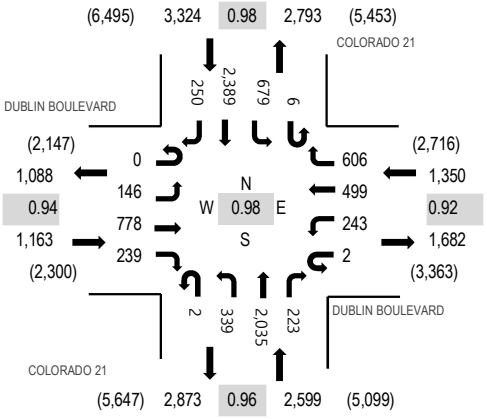
Traffic Counts - Motorized Vehicles

Interval Start Time	DUBLIN BOULEVARD Eastbound				DUBLIN BOULEVARD Westbound				COLORADO 21 Northbound				COLORADO 21 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	65	85	61	0	75	90	251	0	45	471	49	0	82	536	23	1,833	8,006	0	0	0	0
7:15 AM	0	66	110	85	0	86	136	285	0	61	559	53	0	84	492	33	2,050	8,023	0	0	1	0
7:30 AM	0	60	92	90	0	95	140	318	0	60	523	34	0	110	559	36	2,117	7,733	0	0	0	0
7:45 AM	0	46	99	79	0	75	145	284	0	59	504	31	1	104	527	52	2,006	7,236	0	0	0	0
8:00 AM	0	51	104	65	0	71	132	226	0	69	484	37	1	86	478	46	1,850	6,873	0	0	1	0
8:15 AM	0	39	81	52	0	60	134	203	0	68	433	56	1	88	498	47	1,760		0	0	1	0
8:30 AM	0	37	90	64	0	58	98	180	0	40	465	33	0	87	433	35	1,620		0	0	0	0
8:45 AM	0	31	71	52	1	50	93	155	0	65	487	66	0	85	442	45	1,643		0	1	1	0
Count Total	0	395	732	548	1	570	968	1,902	0	467	3,926	359	3	726	3,965	317	14,879		0	1	4	0
Peak Hour	0	223	405	319	0	327	553	1,113	0	249	2,070	155	2	384	2,056	167	8,023		0	0	2	0

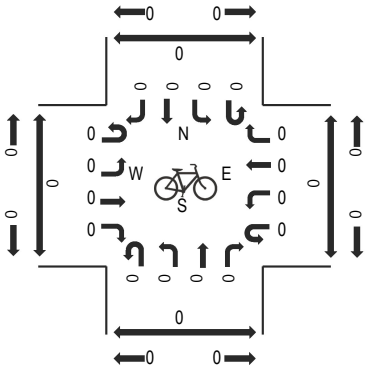
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COLORADO 21 & DUBLIN BOULEVARD PM
Date: Tuesday, May 7, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

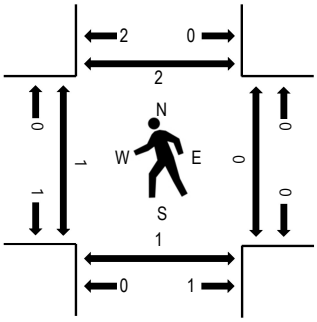
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

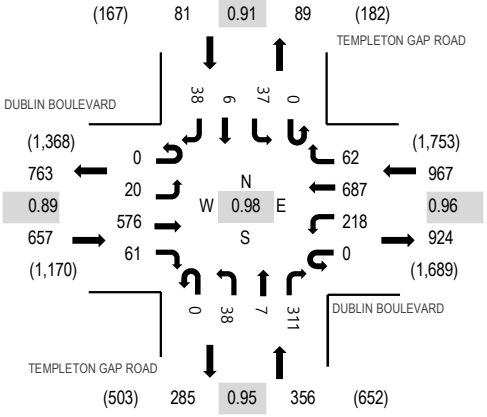
Traffic Counts - Motorized Vehicles

Interval Start Time	DUBLIN BOULEVARD Eastbound				DUBLIN BOULEVARD Westbound				COLORADO 21 Northbound				COLORADO 21 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	38	169	58	0	74	143	145	0	76	470	55	1	164	580	70	2,043	8,271	0	0	1	0
4:15 PM	0	44	198	79	0	69	160	153	0	71	475	48	0	160	550	70	2,077	8,371	0	0	0	0
4:30 PM	0	35	187	63	1	65	124	156	0	84	484	39	1	177	593	48	2,057	8,436	0	0	1	0
4:45 PM	0	47	206	75	0	50	121	143	0	82	498	49	0	170	585	68	2,094	8,389	1	0	0	1
5:00 PM	0	36	189	71	0	66	133	148	1	91	513	62	3	169	604	57	2,143	8,339	0	0	0	1
5:15 PM	0	28	196	30	1	62	121	159	1	82	540	73	2	163	607	77	2,142		0	0	0	0
5:30 PM	0	28	192	54	0	64	90	146	1	72	485	81	0	153	592	52	2,010		0	0	2	0
5:45 PM	0	30	184	63	0	46	130	146	0	70	497	99	2	178	544	55	2,044		0	0	1	0
Count Total	0	286	1,521	493	2	496	1,022	1,196	3	628	3,962	506	9	1,334	4,655	497	16,610		1	0	5	2
Peak Hour	0	146	778	239	2	243	499	606	2	339	2,035	223	6	679	2,389	250	8,436		1	0	1	2

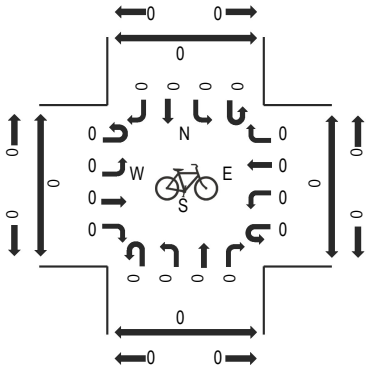
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 TEMPLETON GAP ROAD & DUBLIN BOULEVARD AM
Date: Tuesday, May 7, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

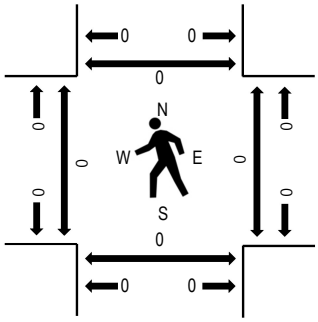
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

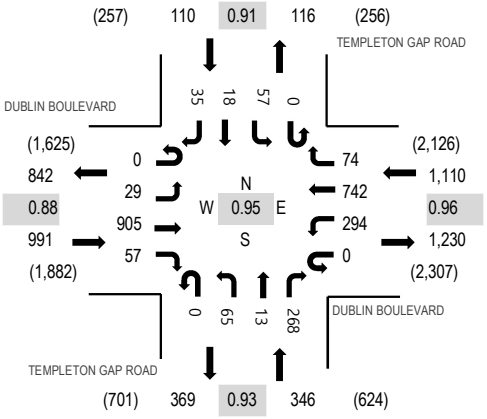
Traffic Counts - Motorized Vehicles

Interval Start Time	DUBLIN BOULEVARD Eastbound				DUBLIN BOULEVARD Westbound				TEMPLETON GAP ROAD Northbound				TEMPLETON GAP ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	142	13	0	43	105	11	1	8	0	85	0	7	2	6	428	1,976	0	0	0	0
7:15 AM	0	3	161	23	0	49	169	10	0	10	1	81	0	7	2	4	520	2,061	0	0	0	0
7:30 AM	0	3	137	4	0	50	169	19	0	7	3	87	0	6	2	15	502	2,004	0	0	0	0
7:45 AM	0	6	155	17	0	58	174	12	0	11	2	73	0	9	1	8	526	1,889	0	0	0	0
8:00 AM	0	8	123	17	0	61	175	21	0	10	1	70	0	15	1	11	513	1,766	0	0	0	0
8:15 AM	0	3	106	8	0	57	171	23	0	16	2	54	0	15	1	7	463		0	0	1	0
8:30 AM	0	4	113	5	0	35	120	18	0	9	1	55	0	20	0	7	387		0	0	0	0
8:45 AM	0	5	102	7	0	44	140	19	0	7	2	56	0	10	2	9	403		0	0	0	0
Count Total	0	37	1,039	94	0	397	1,223	133	1	78	12	561	0	89	11	67	3,742		0	0	1	0
Peak Hour	0	20	576	61	0	218	687	62	0	38	7	311	0	37	6	38	2,061		0	0	0	0

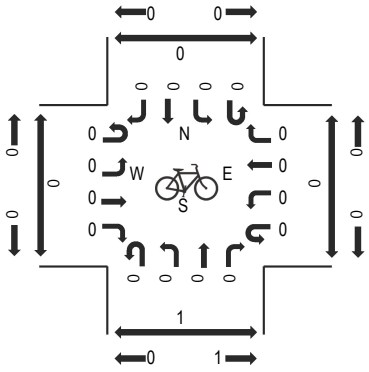
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 TEMPLETON GAP ROAD & DUBLIN BOULEVARD PM
Date: Tuesday, May 7, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

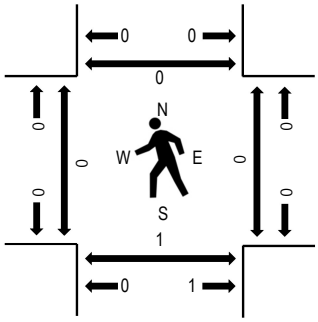
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DUBLIN BOULEVARD Eastbound				DUBLIN BOULEVARD Westbound				TEMPLETON GAP ROAD Northbound				TEMPLETON GAP ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	11	203	14	0	79	191	18	1	12	2	56	0	27	1	14	629	2,548	0	0	0	0
4:15 PM	0	6	207	22	0	82	191	18	0	15	4	73	0	20	6	4	648	2,557	0	0	1	0
4:30 PM	0	6	196	13	0	67	180	15	0	17	2	76	0	15	1	7	595	2,488	0	0	0	0
4:45 PM	0	12	253	15	0	71	181	21	0	18	2	75	0	13	5	10	676	2,454	0	0	0	0
5:00 PM	0	5	249	7	0	74	190	20	0	15	5	44	0	9	6	14	638	2,341	0	0	0	0
5:15 PM	0	10	181	9	0	71	178	30	0	16	2	45	0	12	13	12	579		0	0	0	1
5:30 PM	0	6	217	12	0	44	149	22	0	22	4	50	0	15	9	11	561		0	0	1	0
5:45 PM	0	5	212	11	0	64	148	22	0	14	8	46	0	13	4	16	563		0	0	0	0
Count Total	0	61	1,718	103	0	552	1,408	166	1	129	29	465	0	124	45	88	4,889		0	0	2	1
Peak Hour	0	29	905	57	0	294	742	74	0	65	13	268	0	57	18	35	2,557		0	0	1	0

All Traffic Data Services
12200 W 52nd Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

Site Code: 1
Station ID: 1
TEMPLETON GAP RD W.O. LEATHER DR

Start Time	22-Oct-24 Tue	EB	WB							Total
12:00 AM		14	8							22
01:00		12	7							19
02:00		4	2							6
03:00		4	4							8
04:00		7	14							21
05:00		16	41							57
06:00		48	109							157
07:00		**136**	**232**							**368**
08:00		135	158							293
09:00		94	112							206
10:00		113	100							213
11:00		134	103							237
12:00 PM		131	105							236
01:00		141	107							248
02:00		156	125							281
03:00		210	161							371
04:00		242	150							392
05:00		**250**	**175**							**425**
06:00		192	112							304
07:00		132	86							218
08:00		94	65							159
09:00		55	27							82
10:00		37	20							57
11:00		22	8							30
Total		2379	2031							4410
Percent		53.9%	46.1%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	136	232	-	-	-	-	-	-	368
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	250	175	-	-	-	-	-	-	425
Grand Total		2379	2031							4410
Percent		53.9%	46.1%							
ADT		ADT 4,410		AADT 4,410						

APPENDIX B

Signal Timing Information

Intersection 499 at Powers Blvd and Stetson Hills Dr - Timing table, page 1

Page 1	Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
Min Green	4	33	4	4	4	33	4	4	0	0	0	0
Passage Time I	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0
Passage Time II	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green I	15	33	12	20	20	33	12	20	0	0	0	0
Max Green II	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	5.5	3.0	4.5	5.5	5.5	4.5	4.5	0.0	0.0	0.0	0.0
Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Min Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Green Time	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert Time	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0
Advance Walk Time	0	0	0	0	0	0	0	0	0	0	0	0
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0
Pedestrian Clearance	0	28	0	29	0	28	0	29	0	0	0	0
Handicap Walk	0	0	0	0	0	0	0	0	0	0	0	0
Handicap Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0
Powers Blvd	X	X			X	X						
Stetson Hills Dr			X	X			X	X				
Compass Direction	S	N	W	E	N	S	E	W				
Through, Turn or XPed	Left,prt	Thru	Left,prt	Thru	Left,prt	Thru	Left,prt	Thru				

Intersection 499 at Powers Blvd and Stetson Hills Dr - Sequence table, page 1

Page 1	Ring 1 Phases				Ring 2 Phases				Ring 3 Phases			
	1	2	3	4	5	6	7	8	9	10	11	12
State 1	Vehicle											
Barrier 1												
State 2		V & P				V & P						
Barrier 2												
State 3					Vehicle							
Barrier 3	XXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXX							
State 4			Vehicle									
Barrier 4												
State 5				V & P				V & P				
Barrier 5												
State 6							Vehicle					
Barrier 6	XXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXX							
State 7												
Barrier 7												
State 8												
Barrier 8												
State 9												
Barrier 9												
State 10												
Barrier 10												
State 11												
Barrier 11												
State 12												
Barrier 12												

Intersection 499 at Powers Blvd and Stetson Hills Dr - Phases control table, page 1

Page 1	Vehicle Phases 111 123456789012		Ped Phases 111 123456789012
Min Recalls		Ped Recalls	
Max Recalls	2 6	Handicap Ped Recalls	
Recall If Maxed		Soft Ped Recalls	
Dual Entry	4 8	Do Not Recall Ped	2 4 6 8
Do Not Skip		Allow Walk Reduction	
Simultaneous Gap Out		Hold In Walk	
Restricted Phases	3 7	Allow Ped Re-service	
Sequential Initial Timing		Rest In Walk	No
Max Timer Starts For Call			
Reduction Starts For Call			
Red To Avoid Left Turn Trap			
Rest In Red	No		

Intersection 499 at Powers Blvd and Stetson Hills Dr - Schedule table, events 1-25

Event	Ena-		Event Parameters		Start					Duration	Stop		Repetition		
Num	bled	Event Type	Param 1	Param 2	Mon	Day	Hour	Min	Sec	Minutes	Mon	Day	Repeat	Intervals	Priority
1	Yes	Run Plan	Plan 2	Ofst #1	1	1	06	00	00	180	12	31	Weekly	_MTWTF_	Medium
2	Yes	Run Plan	Plan 4	Ofst #1	1	1	15	00	00	240	12	31	Weekly	_MTWTF_	Medium
3	Yes	Run Plan	Plan 3	Ofst #1	1	1	09	00	00	360	12	31	Weekly	_MTWTF	Medium
4	Yes	Run Plan	Plan 5	Ofst #1	1	1	19	00	00	210	12	31	Weekly	_MTWTF	Medium
5	Yes	Run Plan	Plan 6	Ofst #1	1	1	06	30	00	510	12	31	Weekly	S S	Medium
6	Yes	Run Plan	Plan 7	Ofst #1	1	1	15	00	00	450	12	31	Weekly	S S	Medium
7	Yes	Run Plan	Plan 1	Ofst #1	1	1	05	30	00	30	12	31	Weekly	_MTWTF	Medium
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															
24															
25															

Intersection 499 at Powers Blvd and Stetson Hills Dr - Coordination table, plans 1-2

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 1	123456789012	Offset 1	60	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	22	0	0.0	23
Phases	2 6	Offset 3	0	2	57	0	0.0	64
Secondary		Offset 4	0	3	22	0	0.0	23
Coordinated		Relative Secondary Offset	0	4	37	0	0.0	40
Phases		Permissive Period	Auto	5	23	0	0.0	21
Extra Time		Max Cycle Addition	34	6	56	0	0.0	63
Phases		Max Cycle Subtraction	34	7	15	0	0.0	14
Additional		Coord Actuated Period	0	8	44	0	0.0	49
Max Recalls	5	Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	146			Alternate	Alternate	Alternate
Plan 2	123456789012	Offset 1	13	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	26	0	0.0	28
Phases	2 6	Offset 3	0	2	62	0	0.0	70
Secondary		Offset 4	0	3	25	0	0.0	27
Coordinated		Relative Secondary Offset	0	4	33	0	0.0	35
Phases		Permissive Period	Auto	5	29	0	0.0	29
Extra Time		Max Cycle Addition	36	6	59	0	0.0	66
Phases		Max Cycle Subtraction	36	7	15	0	0.0	14
Additional		Coord Actuated Period	0	8	43	0	0.0	47
Max Recalls	5	Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 499 at Powers Blvd and Stetson Hills Dr - Coordination table, plans 3-4

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 3	123456789012	Offset 1	17	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	22	0	0.0	23
Phases	2 6	Offset 3	0	2	57	0	0.0	64
Secondary		Offset 4	55	3	22	0	0.0	23
Coordinated		Relative Secondary Offset	0	4	37	0	0.0	40
Phases		Permissive Period	Auto	5	23	0	0.0	21
Extra Time		Max Cycle Addition	34	6	56	0	0.0	63
Phases		Max Cycle Subtraction	34	7	15	0	0.0	14
Additional		Coord Actuated Period	0	8	44	0	0.0	49
Max Recalls	5	Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	146			Alternate	Alternate	Alternate
Plan 4	123456789012	Offset 1	50	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	37	1	26	0	0.0	28
Phases	2 6	Offset 3	0	2	62	0	0.0	70
Secondary		Offset 4	0	3	25	0	0.0	27
Coordinated		Relative Secondary Offset	0	4	33	0	0.0	35
Phases		Permissive Period	Auto	5	29	0	0.0	29
Extra Time		Max Cycle Addition	36	6	59	0	0.0	66
Phases		Max Cycle Subtraction	36	7	20	0	0.0	19
Additional		Coord Actuated Period	0	8	38	0	0.0	41
Max Recalls	5	Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 499 at Powers Blvd and Stetson Hills Dr - Coordination table, plans 5-6

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 5	123456789012	Offset 1	50	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	22	0	0.0	23
Phases	2 6	Offset 3	0	2	57	0	0.0	64
Secondary		Offset 4	0	3	22	0	0.0	23
Coordinated		Relative Secondary Offset	0	4	37	0	0.0	40
Phases		Permissive Period	Auto	5	23	0	0.0	21
Extra Time		Max Cycle Addition	34	6	56	0	0.0	63
Phases		Max Cycle Subtraction	34	7	15	0	0.0	14
Additional		Coord Actuated Period	0	8	44	0	0.0	49
Max Recalls	5	Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 6	123456789012	Offset 1	60	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	22	0	0.0	23
Phases	2 6	Offset 3	0	2	57	0	0.0	64
Secondary		Offset 4	0	3	22	0	0.0	23
Coordinated		Relative Secondary Offset	0	4	37	0	0.0	40
Phases		Permissive Period	Auto	5	23	0	0.0	21
Extra Time		Max Cycle Addition	34	6	56	0	0.0	63
Phases		Max Cycle Subtraction	34	7	15	0	0.0	14
Additional		Coord Actuated Period	0	8	44	0	0.0	49
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 499 at Powers Blvd and Stetson Hills Dr - Coordination table, plans 7-8

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 7	123456789012	Offset 1	60	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	22	0	0.0	23
Phases	2 6	Offset 3	0	2	57	0	0.0	64
Secondary		Offset 4	0	3	22	0	0.0	23
Coordinated		Relative Secondary Offset	0	4	37	0	0.0	40
Phases		Permissive Period	Auto	5	23	0	0.0	21
Extra Time		Max Cycle Addition	34	6	56	0	0.0	63
Phases		Max Cycle Subtraction	34	7	15	0	0.0	14
Additional		Coord Actuated Period	0	8	44	0	0.0	49
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	0			Alternate	Alternate	Alternate
Plan 8	123456789012	Offset 1	0	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	0	0	0.0	0
Phases		Offset 3	0	2	0	0	0.0	0
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	0	0	0.0	0
Phases		Permissive Period	Auto	5	0	0	0.0	0
Extra Time		Max Cycle Addition	0	6	0	0	0.0	0
Phases		Max Cycle Subtraction	0	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	0	0	0.0	0
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 493 at Austin Bluffs Pkwy and Stetson Hills Dr - Timing table, page 1

Page 1	Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
Min Green	4	28	0	0	0	28	0	4	0	0	0	0
Passage Time I	1.0	3.0	0.0	0.0	0.0	3.0	0.0	1.0	0.0	0.0	0.0	0.0
Passage Time II	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green I	8	28	0	0	0	28	0	15	0	0	0	0
Max Green II	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	4.0	0.0	0.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0
Red Clearance	2.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Min Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Green Time	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk Time	0	0	0	0	0	0	0	0	0	0	0	0
Walk Time	0	7	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance	0	16	0	0	0	0	0	25	0	0	0	0
Handicap Walk	0	0	0	0	0	0	0	0	0	0	0	0
Handicap Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0
Austin Bluffs Pkwy	X	X				X						
Stetson Hills Dr								X				
Compass Direction	SW	NE				SW		NW				
Through, Turn or XPed	Left,prt	Thru				Thru		Thru				

Intersection 493 at Austin Bluffs Pkwy and Stetson Hills Dr - Sequence table, page 1

Page 1	Ring 1 Phases				Ring 2 Phases				Ring 3 Phases			
	1	2	3	4	5	6	7	8	9	10	11	12
State 1	Vehicle											
Barrier 1												
State 2		V & P				Vehicle						
Barrier 2	XXXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXXX							
State 3								V & P				
Barrier 3	XXXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXXX							
State 4												
Barrier 4												
State 5												
Barrier 5												
State 6												
Barrier 6												
State 7												
Barrier 7												
State 8												
Barrier 8												
State 9												
Barrier 9												
State 10												
Barrier 10												
State 11												
Barrier 11												
State 12												
Barrier 12												

Intersection 493 at Austin Bluffs Pkwy and Stetson Hills Dr - Phases control table, page 1

Page 1	Vehicle Phases _____111 123456789012		Ped Phases _____111 123456789012
Min Recalls	_____	Ped Recalls	_____
Max Recalls	2 6	Handicap Ped Recalls	
Recall If Maxed		Soft Ped Recalls	
Dual Entry		Do Not Recall Ped	2 4 6 8
Do Not Skip		Allow Walk Reduction	
Simultaneous Gap Out		Hold In Walk	
Restricted Phases		Allow Ped Re-service	
Sequential Initial Timing		Rest In Walk	No
Max Timer Starts For Call			
Reduction Starts For Call			
Red To Avoid Left Turn Trap			
Rest In Red	No		

Intersection 493 at Austin Bluffs Pkwy and Stetson Hills Dr - Schedule table, events 1-25

Event	Ena-		Event Parameters		Start					Duration	Stop		Repetition		
Num	bled	Event Type	Param 1	Param 2	Mon	Day	Hour	Min	Sec	Minutes	Mon	Day	Repeat	Intervals	Priority
1	Yes	Run Plan	Plan 1	Ofst #1	1	1	06	30	00	750	12	31	Weekly	_MTWTF_	Medium
2	Yes	Run Plan	Plan 1	Ofst #1	1	1	07	00	00	720	12	31	Weekly	S S	Medium
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															
24															
25															

Intersection 493 at Austin Bluffs Pkwy and Stetson Hills Dr - Coordination table, plans 1-2

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 1	123456789012	Offset 1	106	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	40	4	0.0	35
Phases	_2___6_____	Offset 3	0	2	59	28	0.0	65
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	0	0	0.0	0
Phases		Permissive Period	Auto	5	0	0	0.0	0
Extra Time		Max Cycle Addition	35	6	99	28	0.0	65
Phases		Max Cycle Subtraction	35	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	39	4	0.0	30
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	0			Alternate	Alternate	Alternate
Plan 2	123456789012	Offset 1	0	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	0	0	0.0	0
Phases		Offset 3	0	2	0	0	0.0	0
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	0	0	0.0	0
Phases		Permissive Period	Auto	5	0	0	0.0	0
Extra Time		Max Cycle Addition	0	6	0	0	0.0	0
Phases		Max Cycle Subtraction	0	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	0	0	0.0	0
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 415 at Austin Bluffs Pkwy and Templeton Gap Rd - Timing table, page 1

Page 1	Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
Min Green	4	25	4	4	4	25	4	4	0	0	0	0
Passage Time I	1.0	4.0	1.0	1.0	1.0	4.0	1.0	1.0	0.0	0.0	0.0	0.0
Passage Time II	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green I	8	25	8	15	8	25	8	15	0	0	0	0
Max Green II	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	4.5	3.0	4.0	3.0	4.5	3.0	4.0	0.0	0.0	0.0	0.0
Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Min Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Green Time	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert Time	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0
Advance Walk Time	0	0	0	0	0	0	0	0	0	0	0	0
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0
Pedestrian Clearance	0	20	0	26	0	20	0	26	0	0	0	0
Handicap Walk	0	0	0	0	0	0	0	0	0	0	0	0
Handicap Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0
Austin Bluffs Pkwy	X	X			X	X						
Templeton Gap Rd			X	X			X	X				
Compass Direction	SE	NW	SW	NE	NW	SE	NE	SW				
Through, Turn or XPed	Left,p/p	Thru	Left,p/p	Thru	Left,p/p	Thru	Left,p/p	Thru				

Intersection 415 at Austin Bluffs Pkwy and Templeton Gap Rd - Sequence table, page 1

Page 1	Ring 1 Phases				Ring 2 Phases				Ring 3 Phases			
	1	2	3	4	5	6	7	8	9	10	11	12
State 1	Vehicle				Vehicle							
Barrier 1												
State 2		V & P				V & P						
Barrier 2	XXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXX							
State 3			Vehicle				Vehicle					
Barrier 3												
State 4				V & P				V & P				
Barrier 4	XXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXX							
State 5												
Barrier 5												
State 6												
Barrier 6												
State 7												
Barrier 7												
State 8												
Barrier 8												
State 9												
Barrier 9												
State 10												
Barrier 10												
State 11												
Barrier 11												
State 12												
Barrier 12												

Intersection 415 at Austin Bluffs Pkwy and Templeton Gap Rd - Phases control table, page 1

Page 1	Vehicle Phases 111 123456789012		Ped Phases 111 123456789012
Min Recalls		Ped Recalls	
Max Recalls	2 6	Handicap Ped Recalls	
Recall If Maxed		Soft Ped Recalls	
Dual Entry	4 8	Do Not Recall Ped	2 4 6 8
Do Not Skip		Allow Walk Reduction	
Simultaneous Gap Out		Hold In Walk	
Restricted Phases		Allow Ped Re-service	
Sequential Initial Timing		Rest In Walk	No
Max Timer Starts For Call			
Reduction Starts For Call			
Red To Avoid Left Turn Trap	2 6		
Rest In Red	No		

Intersection 415 at Austin Bluffs Pkwy and Templeton Gap Rd - Schedule table, events 1-25

Event	Ena-		Event Parameters		Start					Duration	Stop		Repetition		
Num	bled	Event Type	Param 1	Param 2	Mon	Day	Hour	Min	Sec	Minutes	Mon	Day	Repeat	Intervals	Priority
1	Yes	Run Plan	Plan 1	Ofst #1	1	1	06	30	00	750	12	31	Weekly	SMTWTFS	Low
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															
24															
25															

Intersection 415 at Austin Bluffs Pkwy and Templeton Gap Rd - Coordination table, plans 1-2

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 1	123456789012	Offset 1	109	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	17	0	0.0	17
Phases	_2____6____	Offset 3	0	2	59	0	0.0	67
Secondary		Offset 4	0	3	25	0	0.0	27
Coordinated		Relative Secondary Offset	0	4	37	0	0.0	41
Phases		Permissive Period	Auto	5	17	0	0.0	17
Extra Time		Max Cycle Addition	34	6	59	0	0.0	67
Phases		Max Cycle Subtraction	34	7	25	0	0.0	27
Additional		Coord Actuated Period	0	8	37	0	0.0	41
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	0			Alternate	Alternate	Alternate
Plan 2	123456789012	Offset 1	0	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	0	0	0.0	0
Phases		Offset 3	0	2	0	0	0.0	0
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	0	0	0.0	0
Phases		Permissive Period	Auto	5	0	0	0.0	0
Extra Time		Max Cycle Addition	0	6	0	0	0.0	0
Phases		Max Cycle Subtraction	0	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	0	0	0.0	0
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 229 at Powers Blvd and Dublin Blvd - Timing table, page 1

Page 1	Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
Min Green	4	20	4	4	4	20	4	4	0	0	0	0
Passage Time I	1.0	3.0	1.0	1.0	1.0	3.0	1.0	1.0	0.0	0.0	0.0	0.0
Passage Time II	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green I	23	65	20	30	30	65	20	30	0	0	0	0
Max Green II	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	5.5	3.0	5.0	3.0	5.5	3.0	5.0	0.0	0.0	0.0	0.0
Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Min Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Green Time	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk Time	0	0	0	0	0	0	0	0	0	0	0	0
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0
Pedestrian Clearance	0	26	0	27	0	26	0	27	0	0	0	0
Handicap Walk	0	0	0	0	0	0	0	0	0	0	0	0
Handicap Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0
Powers Blvd	X	X			X	X						
Dublin Blvd			X	X			X	X				
Compass Direction	S	N	W	E	N	S	E	W				
Through, Turn or XPed	Left,prt	Thru	Left,prt	Thru	Left,prt	Thru	Left,prt	Thru				

Intersection 229 at Powers Blvd and Dublin Blvd - Sequence table, page 1

Page 1	Ring 1 Phases				Ring 2 Phases				Ring 3 Phases			
	1	2	3	4	5	6	7	8	9	10	11	12
State 1	Vehicle				Vehicle							
Barrier 1												
State 2		V & P				V & P						
Barrier 2	XXXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXXX							
State 3			Vehicle				Vehicle					
Barrier 3												
State 4				V & P				V & P				
Barrier 4	XXXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXXX							
State 5												
Barrier 5												
State 6												
Barrier 6												
State 7												
Barrier 7												
State 8												
Barrier 8												
State 9												
Barrier 9												
State 10												
Barrier 10												
State 11												
Barrier 11												
State 12												
Barrier 12												

Intersection 229 at Powers Blvd and Dublin Blvd - Phases control table, page 1

Page 1	Vehicle Phases 111 123456789012		Ped Phases 111 123456789012
Min Recalls		Ped Recalls	
Max Recalls	2 6	Handicap Ped Recalls	
Recall If Maxed		Soft Ped Recalls	
Dual Entry	4 8	Do Not Recall Ped	2 4 6 8
Do Not Skip		Allow Walk Reduction	
Simultaneous Gap Out		Hold In Walk	
Restricted Phases		Allow Ped Re-service	2 6
Sequential Initial Timing		Rest In Walk	No
Max Timer Starts For Call			
Reduction Starts For Call			
Red To Avoid Left Turn Trap			
Rest In Red	No		

Intersection 229 at Powers Blvd and Dublin Blvd - Coordination table, plans 1-2

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 1	123456789012	Offset 1	10	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	26	0	0.0	28
Phases	2 6	Offset 3	0	2	62	0	0.0	70
Secondary		Offset 4	0	3	18	0	0.0	18
Coordinated		Relative Secondary Offset	0	4	32	0	0.0	34
Phases		Permissive Period	Auto	5	26	0	0.0	28
Extra Time		Max Cycle Addition	34	6	62	0	0.0	70
Phases		Max Cycle Subtraction	34	7	18	0	0.0	18
Additional		Coord Actuated Period	0	8	32	0	0.0	34
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	146			Alternate	Alternate	Alternate
Plan 2	123456789012	Offset 1	104	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	25	0	0.0	27
Phases	2 6	Offset 3	0	2	69	0	0.0	79
Secondary		Offset 4	0	3	21	0	0.0	22
Coordinated		Relative Secondary Offset	0	4	31	0	0.0	32
Phases		Permissive Period	Auto	5	25	0	0.0	27
Extra Time		Max Cycle Addition	36	6	69	0	0.0	79
Phases		Max Cycle Subtraction	36	7	21	0	0.0	22
Additional		Coord Actuated Period	0	8	31	0	0.0	32
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 229 at Powers Blvd and Dublin Blvd - Coordination table, plans 3-4

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 3	123456789012	Offset 1	104	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	26	0	0.0	28
Phases	2 6	Offset 3	0	2	65	0	0.0	74
Secondary		Offset 4	129	3	18	0	0.0	18
Coordinated		Relative Secondary Offset	0	4	29	0	0.0	30
Phases		Permissive Period	Auto	5	26	0	0.0	28
Extra Time		Max Cycle Addition	34	6	65	0	0.0	74
Phases		Max Cycle Subtraction	34	7	18	0	0.0	18
Additional		Coord Actuated Period	0	8	29	0	0.0	30
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	146			Alternate	Alternate	Alternate
Plan 4	123456789012	Offset 1	141	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	121	1	33	0	0.0	37
Phases	2 6	Offset 3	10	2	61	0	0.0	69
Secondary		Offset 4	0	3	21	0	0.0	22
Coordinated		Relative Secondary Offset	0	4	31	0	0.0	32
Phases		Permissive Period	Auto	5	25	0	0.0	27
Extra Time		Max Cycle Addition	36	6	69	0	0.0	79
Phases		Max Cycle Subtraction	36	7	21	0	0.0	22
Additional		Coord Actuated Period	0	8	31	0	0.0	32
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 229 at Powers Blvd and Dublin Blvd - Coordination table, plans 5-6

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 5	123456789012	Offset 1	10	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	26	0	0.0	28
Phases	2 6	Offset 3	0	2	62	0	0.0	70
Secondary		Offset 4	0	3	18	0	0.0	18
Coordinated		Relative Secondary Offset	0	4	32	0	0.0	34
Phases		Permissive Period	Auto	5	26	0	0.0	28
Extra Time		Max Cycle Addition	34	6	62	0	0.0	70
Phases		Max Cycle Subtraction	34	7	18	0	0.0	18
Additional		Coord Actuated Period	0	8	32	0	0.0	34
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 6	123456789012	Offset 1	10	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	26	0	0.0	28
Phases	2 6	Offset 3	0	2	62	0	0.0	70
Secondary		Offset 4	0	3	18	0	0.0	18
Coordinated		Relative Secondary Offset	0	4	32	0	0.0	34
Phases		Permissive Period	Auto	5	26	0	0.0	28
Extra Time		Max Cycle Addition	34	6	62	0	0.0	70
Phases		Max Cycle Subtraction	34	7	18	0	0.0	18
Additional		Coord Actuated Period	0	8	32	0	0.0	34
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 229 at Powers Blvd and Dublin Blvd - Coordination table, plans 7-8

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 7	123456789012	Offset 1	10	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	26	0	0.0	28
Phases	_2___6____	Offset 3	0	2	62	0	0.0	70
Secondary		Offset 4	0	3	18	0	0.0	18
Coordinated		Relative Secondary Offset	0	4	32	0	0.0	34
Phases		Permissive Period	Auto	5	26	0	0.0	28
Extra Time		Max Cycle Addition	34	6	62	0	0.0	70
Phases		Max Cycle Subtraction	34	7	18	0	0.0	18
Additional		Coord Actuated Period	0	8	32	0	0.0	34
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	0			Alternate	Alternate	Alternate
Plan 8	123456789012	Offset 1	0	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	0	0	0.0	0
Phases		Offset 3	0	2	0	0	0.0	0
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	0	0	0.0	0
Phases		Permissive Period	Auto	5	0	0	0.0	0
Extra Time		Max Cycle Addition	0	6	0	0	0.0	0
Phases		Max Cycle Subtraction	0	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	0	0	0.0	0
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 229 at Powers Blvd and Dublin Blvd - Coordination table, plans 9-10

	_____111	Cycle Length	200			Alternate	Alternate	Alternate
Plan 9	123456789012	Offset 1	5	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	26	4	0.0	25
Phases	_2___6____	Offset 3	0	2	116	20	0.0	48
Secondary		Offset 4	0	3	21	4	0.0	25
Coordinated		Relative Secondary Offset	0	4	37	4	0.0	30
Phases		Permissive Period	Auto	5	31	4	0.0	25
Extra Time		Max Cycle Addition	40	6	111	20	0.0	48
Phases		Max Cycle Subtraction	40	7	21	4	0.0	25
Additional		Coord Actuated Period	0	8	37	4	0.0	30
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	0			Alternate	Alternate	Alternate
Plan 10	123456789012	Offset 1	0	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	0	0	0.0	0
Phases		Offset 3	0	2	0	0	0.0	0
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	0	0	0.0	0
Phases		Permissive Period	Auto	5	0	0	0.0	0
Extra Time		Max Cycle Addition	0	6	0	0	0.0	0
Phases		Max Cycle Subtraction	0	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	0	0	0.0	0
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 229 at Powers Blvd and Dublin Blvd - Schedule table, events 1-25

Event	Ena-		Event Parameters		Start					Duration	Stop		Repetition		
Num	bled	Event Type	Param 1	Param 2	Mon	Day	Hour	Min	Sec	Minutes	Mon	Day	Repeat	Intervals	Priority
1	Yes	Run Plan	Plan 2	Ofst #1	1	1	05	30	00	210	12	31	Weekly	_MTWTF_	Medium
2	Yes	Run Plan	Plan 4	Ofst #1	1	1	15	00	00	240	12	31	Weekly	_MTWTF_	Medium
3	Yes	Run Plan	Plan 3	Ofst #1	1	1	09	00	00	360	12	31	Weekly	_MTWTF	Medium
4	Yes	Run Plan	Plan 5	Ofst #1	1	1	19	00	00	210	12	31	Weekly	_MTWTF	Medium
5	Yes	Run Plan	Plan 6	Ofst #1	1	1	06	30	00	510	12	31	Weekly	S S	Medium
6	Yes	Run Plan	Plan 7	Ofst #1	1	1	15	00	00	450	12	31	Weekly	S S	Medium
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															
24															
25															

Intersection 229 at Powers Blvd and Dublin Blvd - Startup and flash table

Short Outage Time	2.0	Full Time Flash	No	Inactive Ped Heads Lit	No
Startup All Red Flash Time	10	Sequence Row Before Flash	1	Yellow Flash Before Ped	0.0
Startup All Solid Red Time	7	All Red Time Before Flash	5	Yellow Clear Before Ped	0.0
Startup Sequence Row	2	Use Flash Output To Monitor	No	Red Clear Before Ped	0.0
	_____111 123456789012		_____111 123456789012	Walk Time Flash Red During Ped Clear	0 No
Startup Omit Veh Calls		Yellow Flash Phases		Pedestrian Clearance	0
Startup Omit Ped Calls	2 4 6 8	Yellow Flash Overlaps		Red Clear After Ped	0.0
		All Red Time After Flash	7	Delay Before Next Service	0

Intersection 229 at Powers Blvd and Dublin Blvd - Comm and clock table

Communications To Central	
Alternate Modem Reset Command	
Alternate Modem Configure Command	
Alternate Byte to Byte Timeout (ms)	0
Alternate Response Delay (ms)	0
Use Full Size Splits Monitor Log Entries	No
Advance Detection and Level of Service	
Status Period (min)	5
Split Failures - Long Zones Gap Size, Percent of Passage Times	33%
Clock Options and Source	
Use 60Hz Clock To Adjust SBC's RTC	No
Adjust For Daylight Saving Time	Yes
GPS Receiver Serial Port	COM5
GPS Receiver Protocol	Disabled
Time Zone Offset	Mountain (-7)
Tables Structure Version	0
Tables Structure Size	8436

Master/Slave Comunications	
Mode	Disabled
Address (ID) Of Slave	0
Slave To Follow Master's Plan Schedule	No
Link Status - Max Time Without Comm (sec)	0
Link Status - Min Time Comm Restored (sec)	0
Controller Flash If No Comm Link	No
Data Transmitted To Other	
Advance Detector To Send Count For	None
Min Speed To Include In Advance Detector Count (mph)	0
Min Distance To Include In Advance Detector Count (ft)	0
Max Distance To Include In Advance Detector Count (ft)	0
Vehicle Detectors To Send State Of (1-8)	
Data Received From Other	
Min Count For Advance Detector To Call/Extend Phases	0
Phases To Call/Extend For Advance Detector	
Advance Detector Call/Extend State Shift/Delay (sec)	0
Advance Detector Call/Extend State Carry-Over (sec)	0
Phases To Call/Extend For Active Vehicle Detectors	
Vehicle Detectors Call/Extend State Shift/Delay (sec)	0
Vehicle Detectors Call/Extend State Carry-Over (sec)	0

Intersection 612 at Dublin Blvd and Dalby Dr - Timing table, page 1

Page 1	Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
Min Green	4	10	0	4	4	10	0	4	0	0	0	0
Passage Time I	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Passage Time II	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green I	13	30	0	22	13	30	0	22	0	0	0	0
Max Green II	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	4.0	0.0	4.0	3.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0
Red Clearance	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Min Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Green Time	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert Time	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0
Advance Walk Time	0	0	0	0	0	0	0	0	0	0	0	0
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0
Pedestrian Clearance	0	14	0	20	0	14	0	20	0	0	0	0
Handicap Walk	0	0	0	0	0	0	0	0	0	0	0	0
Handicap Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0
Dublin Blvd	X	X			X	X						
Dalby Dr				X				X				
Compass Direction	W	E		N	E	W		S				
Through, Turn or XPed	Left,prt	Thru		Thru	Left,prt	Thru		Thru				

Intersection 612 at Dublin Blvd and Dalby Dr - Sequence table, page 1

Page 1	Ring 1 Phases				Ring 2 Phases				Ring 3 Phases			
	1	2	3	4	5	6	7	8	9	10	11	12
State 1	Vehicle				Vehicle							
Barrier 1												
State 2		V & P				V & P						
Barrier 2	XXXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXXX							
State 3				V & P				V & P				
Barrier 3	XXXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXXX							
State 4												
Barrier 4												
State 5												
Barrier 5												
State 6												
Barrier 6												
State 7												
Barrier 7												
State 8												
Barrier 8												
State 9												
Barrier 9												
State 10												
Barrier 10												
State 11												
Barrier 11												
State 12												
Barrier 12												

Intersection 612 at Dublin Blvd and Dalby Dr - Phases control table, page 1

Page 1	Vehicle Phases 111 123456789012		Ped Phases 111 123456789012
Min Recalls		Ped Recalls	
Max Recalls	2 6	Handicap Ped Recalls	
Recall If Maxed		Soft Ped Recalls	
Dual Entry	4 8	Do Not Recall Ped	2 4 6 8
Do Not Skip		Allow Walk Reduction	
Simultaneous Gap Out		Hold In Walk	
Restricted Phases		Allow Ped Re-service	2 6
Sequential Initial Timing		Rest In Walk	No
Max Timer Starts For Call			
Reduction Starts For Call			
Red To Avoid Left Turn Trap	2 6		
Rest In Red	No		

Intersection 612 at Dublin Blvd and Dalby Dr - Spec signaling cntrl tbl, pg 1

Page 1							
Signaling Control 1				Signaling Control 2			
Function	Flashing permissive left turn	Timer 1	2.0	Function	Flashing permissive left turn	Timer 1	2.0
Operand	0	Timer 2	0.0	Operand	0	Timer 2	0.0
Trigger	Always enabled	Timer 3	0.0	Trigger	Always enabled	Timer 3	0.0
	_____111	Output 1	25		_____111	Output 1	1
	123456789012	Output 2	34		123456789012	Output 2	35
Phases 1	5	Output 3	41	Phases 1	1	Output 3	40
Phases 2	2	Output 4	26	Phases 2	6	Output 4	3
Overlaps 1				Overlaps 1			
Overlaps 2				Overlaps 2			
Signaling Control 3				Signaling Control 4			
Function	None	Timer 1	0.0	Function	None	Timer 1	0.0
Operand	0	Timer 2	0.0	Operand	0	Timer 2	0.0
Trigger	Always enabled	Timer 3	0.0	Trigger	Always enabled	Timer 3	0.0
	_____111	Output 1	1		_____111	Output 1	1
	123456789012	Output 2	1		123456789012	Output 2	1
Phases 1		Output 3	1	Phases 1		Output 3	1
Phases 2		Output 4	1	Phases 2		Output 4	1
Overlaps 1				Overlaps 1			
Overlaps 2				Overlaps 2			

Intersection 612 at Dublin Blvd and Dalby Dr - Coordination table, plans 1-2

	_____111	Cycle Length	69			Alternate	Alternate	Alternate
Plan 1	123456789012	Offset 1	64	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	10	0	0.0	8
Phases	2 6	Offset 3	0	2	36	0	0.0	40
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	23	0	0.0	23
Phases		Permissive Period	Auto	5	10	0	0.0	8
Extra Time		Max Cycle Addition	23	6	36	0	0.0	40
Phases		Max Cycle Subtraction	0	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	23	0	0.0	23
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	146			Alternate	Alternate	Alternate
Plan 2	123456789012	Offset 1	58	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	26	0	0.0	28
Phases	2 6	Offset 3	0	2	77	0	0.0	91
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	43	0	0.0	48
Phases		Permissive Period	Auto	5	23	0	0.0	24
Extra Time		Max Cycle Addition	36	6	80	0	0.0	95
Phases		Max Cycle Subtraction	36	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	43	0	0.0	48
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 612 at Dublin Blvd and Dalby Dr - Coordination table, plans 3-4

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 3	123456789012	Offset 1	62	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	20	0	0.0	21
Phases	2 6	Offset 3	0	2	78	0	0.0	92
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	40	0	0.0	45
Phases		Permissive Period	Auto	5	20	0	0.0	21
Extra Time		Max Cycle Addition	34	6	78	0	0.0	92
Phases		Max Cycle Subtraction	34	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	40	0	0.0	45
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	146			Alternate	Alternate	Alternate
Plan 4	123456789012	Offset 1	61	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	113	1	26	0	0.0	28
Phases	2 6	Offset 3	0	2	76	0	0.0	90
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	44	0	0.0	50
Phases		Permissive Period	Auto	5	26	0	0.0	28
Extra Time		Max Cycle Addition	36	6	76	0	0.0	90
Phases		Max Cycle Subtraction	36	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	44	0	0.0	50
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 612 at Dublin Blvd and Dalby Dr - Coordination table, plans 5-6

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 5	123456789012	Offset 1	96	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	20	0	0.0	21
Phases	2 6	Offset 3	0	2	78	0	0.0	92
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	40	0	0.0	45
Phases		Permissive Period	Auto	5	20	0	0.0	21
Extra Time		Max Cycle Addition	34	6	78	0	0.0	92
Phases		Max Cycle Subtraction	34	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	40	0	0.0	45
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 6	123456789012	Offset 1	62	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	20	0	0.0	21
Phases	2 6	Offset 3	0	2	78	0	0.0	92
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	40	0	0.0	45
Phases		Permissive Period	Auto	5	20	0	0.0	21
Extra Time		Max Cycle Addition	34	6	78	0	0.0	92
Phases		Max Cycle Subtraction	34	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	40	0	0.0	45
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 612 at Dublin Blvd and Dalby Dr - Coordination table, plans 7-8

	_____111	Cycle Length	138			Alternate	Alternate	Alternate
Plan 7	123456789012	Offset 1	62	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	20	0	0.0	21
Phases	2 6	Offset 3	0	2	78	0	0.0	92
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	40	0	0.0	45
Phases		Permissive Period	Auto	5	20	0	0.0	21
Extra Time		Max Cycle Addition	34	6	78	0	0.0	92
Phases		Max Cycle Subtraction	34	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	40	0	0.0	45
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	_____111	Cycle Length	0			Alternate	Alternate	Alternate
Plan 8	123456789012	Offset 1	0	Phases	Splits	Mins	Passages	Maxes
Coordinated		Offset 2	0	1	0	0	0.0	0
Phases		Offset 3	0	2	0	0	0.0	0
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	0	0	0.0	0
Phases		Permissive Period	Auto	5	0	0	0.0	0
Extra Time		Max Cycle Addition	0	6	0	0	0.0	0
Phases		Max Cycle Subtraction	0	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	0	0	0.0	0
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Intersection 612 at Dublin Blvd and Dalby Dr - Schedule table, events 1-25

Event	Ena-		Event Parameters		Start					Duration	Stop		Repetition		
Num	bled	Event Type	Param 1	Param 2	Mon	Day	Hour	Min	Sec	Minutes	Mon	Day	Repeat	Intervals	Priority
1	Yes	Run Plan	Plan 2	Ofst #1	1	1	06	00	00	180	12	31	Weekly	_MTWTF_	Medium
2	Yes	Run Plan	Plan 4	Ofst #1	1	1	15	00	00	240	12	31	Weekly	_MTWTF_	Medium
3	Yes	Run Plan	Plan 3	Ofst #1	1	1	09	00	00	360	12	31	Weekly	_MTWTF	Medium
4	Yes	Run Plan	Plan 5	Ofst #1	1	1	19	00	00	210	12	31	Weekly	_MTWTF	Medium
5	Yes	Run Plan	Plan 6	Ofst #1	1	1	06	30	00	510	12	31	Weekly	S S	Medium
6	Yes	Run Plan	Plan 7	Ofst #1	1	1	15	00	00	450	12	31	Weekly	S S	Medium
7	Yes	Run Plan	Plan 1	Ofst #1	1	1	05	30	00	30	12	31	Weekly	_MTWTF	Medium
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															
24															
25															

APPENDIX C

Level of Service Definitions

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7th Edition, Transportation Research Board, 2022: Chapter 19 – Signalized Intersections.

Motorized Vehicle Level of Service (LOS) for Signalized Intersections

Levels of service are defined to represent reasonable ranges in control delay.

LOS A Describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	$v/c \leq 1.0$	$v/c > 1.0$
≤ 10	A	F
> 10 – 20	B	F
> 20 – 35	C	F
> 35 – 55	D	F
> 55 – 80	E	F
> 80	F	F

Note: [a] For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7th Edition, Transportation Research Board, 2022: Chapter 20 – Two-Way Stop-Controlled Intersections, Chapter 21 – All-Way Stop-Controlled Intersections, and Chapter 22 - Roundabouts.

Motorized Vehicle Level of Service (LOS) for Unsignalized & Roundabout Intersections

LOS is a quantitative stratification of performance measure(s) representing quality of service. Quality of service describes how well a transportation facility or service operates from a traveler's perspective. LOS is measured on an A – F scale, with LOS A representing the best operating conditions from a traveler's perspective.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	$v/c \leq 1.0$	$v/c > 1.0$
0 – 10	A	F
> 10 – 15	B	F
> 15 – 25	C	F
> 25 – 35	D	F
> 35 – 50	E	F
> 50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[a] For approaches and intersectionwide assessment, LOS is defined solely by control delay.

APPENDIX D

Capacity Worksheets

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	593	63	225	708	64	39	7	320	38	6	39
Future Volume (vph)	21	593	63	225	708	64	39	7	320	38	6	39
Satd. Flow (prot)	1770	3490	0	1770	3493	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.336			0.351			0.753			0.752		
Satd. Flow (perm)	626	3490	0	654	3493	0	1403	1863	1583	1401	1863	1583
Satd. Flow (RTOR)		11			9				348			60
Lane Group Flow (vph)	23	713	0	245	840	0	42	8	348	41	7	42
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	23.0	77.0		26.0	80.0		43.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	15.8%	52.7%		17.8%	54.8%		29.5%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	115.7	108.9		123.5	116.5		10.9	10.9	10.9	10.9	10.9	10.9
Actuated g/C Ratio	0.79	0.75		0.85	0.80		0.07	0.07	0.07	0.07	0.07	0.07
v/c Ratio	0.04	0.27		0.39	0.30		0.40	0.05	0.79	0.39	0.05	0.24
Control Delay (s/veh)	2.8	6.7		7.6	0.8		73.8	60.0	19.5	73.3	59.6	9.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.8	6.7		7.6	0.8		73.8	60.0	19.5	73.3	59.6	9.4
LOS	A	A		A	A		E	E	B	E	E	A
Approach Delay (s/veh)		6.6			2.4			26.1			42.4	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	2	95		33	13		39	7	0	38	6	0
Queue Length 95th (ft)	10	171		m55	m20		77	24	99	75	22	22
Internal Link Dist (ft)		571			204			214			180	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	673	2606		716	2790		355	472	660	355	472	445
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	0.03	0.27		0.34	0.30		0.12	0.02	0.53	0.12	0.01	0.09

Intersection Summary

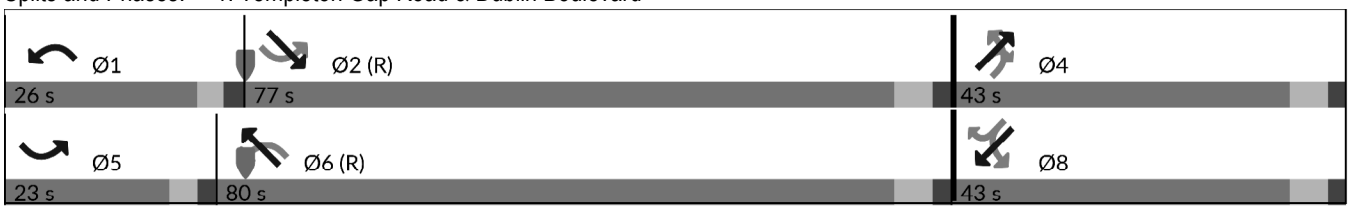
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 58 (40%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 9.4	Intersection LOS: A
Intersection Capacity Utilization 56.5%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	417	329	337	570	1146	267	2132	160	398	2118	172
Future Volume (vph)	230	417	329	337	570	1146	267	2132	160	398	2118	172
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			226			402			161			187
Lane Group Flow (vph)	250	453	358	366	620	1246	290	2317	174	433	2302	187
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	21.0	31.0	31.0	21.0	31.0		25.0	69.0		25.0	69.0	69.0
Total Split (%)	14.4%	21.2%	21.2%	14.4%	21.2%		17.1%	47.3%		17.1%	47.3%	47.3%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	14.8	24.0	24.0	16.0	25.2	146.0	17.2	61.6	146.0	19.9	64.3	64.3
Actuated g/C Ratio	0.10	0.16	0.16	0.11	0.17	1.00	0.12	0.42	1.00	0.14	0.44	0.44
v/c Ratio	0.72	0.54	0.79	0.97	1.01	0.78	0.71	1.08	0.10	0.92	1.02	0.23
Control Delay (s/veh)	78.6	54.0	30.5	104.1	98.6	4.0	60.9	86.1	0.1	88.4	66.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.6	54.0	30.5	104.1	98.6	4.0	60.9	86.1	0.1	88.4	66.3	4.0
LOS	E	D	C	F	F	A	E	F	A	F	E	A
Approach Delay (s/veh)		51.9			46.7			78.1			65.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	102	147	127	181	~340	0	124	~919	0	212	~859	0
Queue Length 95th (ft)	176	163	#282	#286	#467	0	170	#1008	m0	#312	#978	47
Internal Link Dist (ft)		422			344			558			523	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	376	835	449	376	611	1583	470	2144	1583	470	2240	802
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.54	0.80	0.97	1.01	0.79	0.62	1.08	0.11	0.92	1.03	0.23

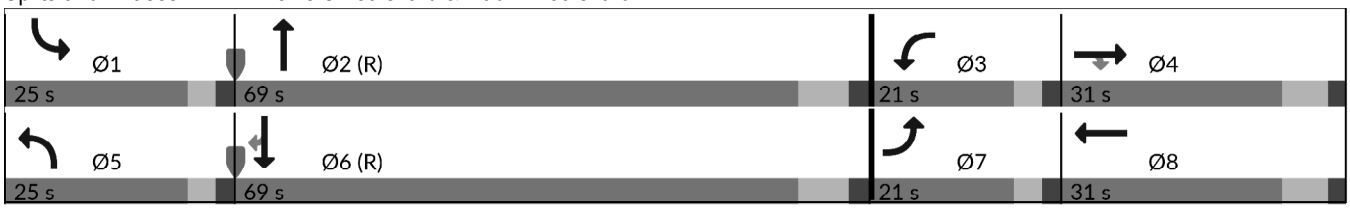
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 104 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay (s/veh): 63.2	Intersection LOS: E
Intersection Capacity Utilization 95.3%	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: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	207	176	275	467	491	129	1695	199	212	1886	140
Future Volume (vph)	112	207	176	275	467	491	129	1695	199	212	1886	140
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			205			515			205			152
Lane Group Flow (vph)	122	225	191	299	508	534	140	1842	216	230	2050	152
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	33.0
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	40.5
Total Split (s)	15.0	33.0		25.0	43.0		29.0	62.0		26.0	59.0	59.0
Total Split (%)	10.3%	22.6%		17.1%	29.5%		19.9%	42.5%		17.8%	40.4%	40.4%
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	8.3	12.6	146.0	17.4	20.2	146.0	11.3	76.9	146.0	15.1	78.2	78.2
Actuated g/C Ratio	0.06	0.09	1.00	0.12	0.14	1.00	0.08	0.53	1.00	0.10	0.54	0.54
v/c Ratio	0.62	0.51	0.12	0.72	0.72	0.33	0.52	0.68	0.13	0.64	0.75	0.16
Control Delay (s/veh)	81.8	67.9	0.1	72.6	66.1	0.5	71.7	28.2	0.1	58.9	26.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.8	67.9	0.1	72.6	66.1	0.5	71.7	28.2	0.1	58.9	26.9	6.9
LOS	F	E	A	E	E	A	E	C	A	E	C	A
Approach Delay (s/veh)		47.0			41.5			28.3			28.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	59	76	0	143	172	0	67	462	0	114	371	16
Queue Length 95th (ft)	95	106	0	192	208	0	102	587	0	m116	m382	m18
Internal Link Dist (ft)		598			1004			698			4785	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	199	922	1583	470	1271	1583	505	2678	1583	493	2722	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.24	0.12	0.64	0.40	0.34	0.28	0.69	0.14	0.47	0.75	0.17

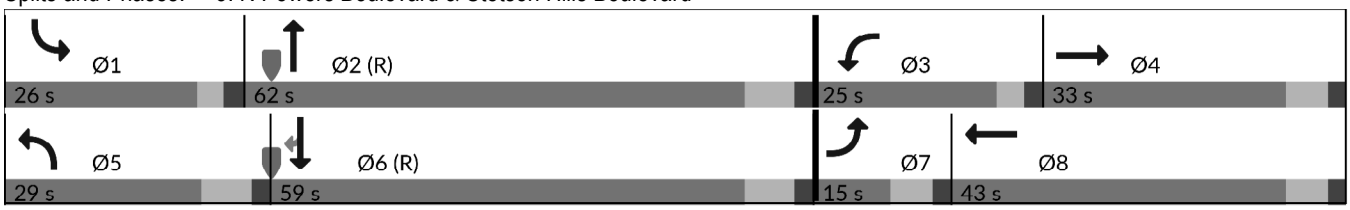
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 13 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 32.7	Intersection LOS: C
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	492	310	721	321	282	664
Future Volume (vph)	492	310	721	321	282	664
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		337		324		
Lane Group Flow (vph)	535	337	784	349	307	722
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	39.0		59.0		40.0	99.0
Total Split (%)	28.3%		42.8%		29.0%	71.7%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	26.8	138.0	76.5	138.0	17.7	99.2
Actuated g/C Ratio	0.19	1.00	0.55	1.00	0.13	0.72
v/c Ratio	0.80	0.21	0.27	0.22	0.69	0.19
Control Delay (s/veh)	62.6	0.3	17.4	0.3	66.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.6	0.3	17.4	0.3	66.1	5.2
LOS	E	A	B	A	E	A
Approach Delay (s/veh)	38.5		12.2			23.5
Approach LOS	D		B			C
Queue Length 50th (ft)	238	0	130	0	141	66
Queue Length 95th (ft)	287	0	189	0	m177	m91
Internal Link Dist (ft)	1742		994			115
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	820	1583	2819	1583	870	3655
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	0.65	0.21	0.28	0.22	0.35	0.20

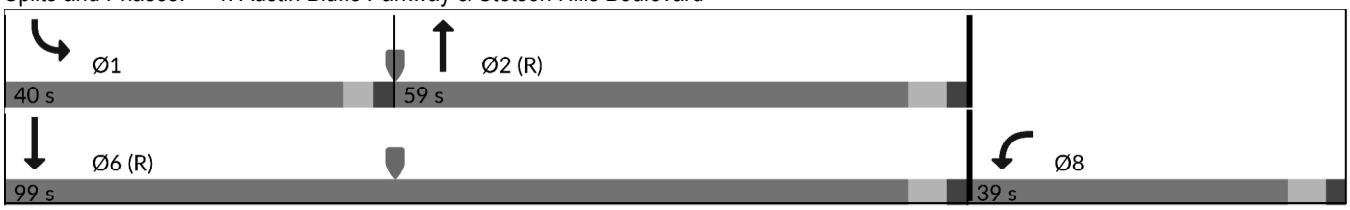
Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 23.6	Intersection LOS: C
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	12	52	858	122	39	571	11	24	27	102	282	18
Future Volume (vph)	12	52	858	122	39	571	11	24	27	102	282	18
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.392			0.271			0.744			0.492	
Satd. Flow (perm)	0	730	5085	1583	505	5085	1583	1386	1863	1583	916	1863
Satd. Flow (RTOR)				133			103			111		
Lane Group Flow (vph)	0	70	933	133	42	621	12	26	29	111	307	20
Turn Type		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases		2		2	6		6	4		4	8	
Detector Phase		5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)		4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)		9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)		17.0	59.0	59.0	17.0	59.0	59.0	25.0	37.0	37.0	25.0	37.0
Total Split (%)		12.3%	42.8%	42.8%	12.3%	42.8%	42.8%	18.1%	26.8%	26.8%	18.1%	26.8%
Yellow Time (s)		3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		90.9	83.2	83.2	89.5	82.5	82.5	16.1	8.0	8.0	33.8	25.1
Actuated g/C Ratio		0.66	0.60	0.60	0.65	0.60	0.60	0.12	0.06	0.06	0.24	0.18
v/c Ratio		0.13	0.30	0.13	0.10	0.20	0.01	0.14	0.26	0.56	0.88	0.05
Control Delay (s/veh)		5.3	7.7	0.4	8.4	13.7	0.0	41.6	67.3	22.0	74.7	49.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		5.3	7.7	0.4	8.4	13.7	0.0	41.6	67.3	22.0	74.7	49.6
LOS		A	A	A	A	B	A	D	E	C	E	D
Approach Delay (s/veh)			6.8			13.1			33.0			57.6
Approach LOS			A			B			C			E
Queue Length 50th (ft)		10	64	0	11	92	0	18	25	0	254	16
Queue Length 95th (ft)		19	79	4	26	127	0	42	58	60	#388	41
Internal Link Dist (ft)			822			1310			216			1429
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		587	3066	1007	452	3041	988	346	418	441	348	419
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.12	0.30	0.13	0.09	0.20	0.01	0.08	0.07	0.25	0.88	0.05

Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	100
Future Volume (vph)	100
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	109
Lane Group Flow (vph)	109
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	37.0
Total Split (%)	26.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	25.1
Actuated g/C Ratio	0.18
v/c Ratio	0.28
Control Delay (s/veh)	10.8
Queue Delay	0.0
Total Delay (s/veh)	10.8
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	54
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	441
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.25

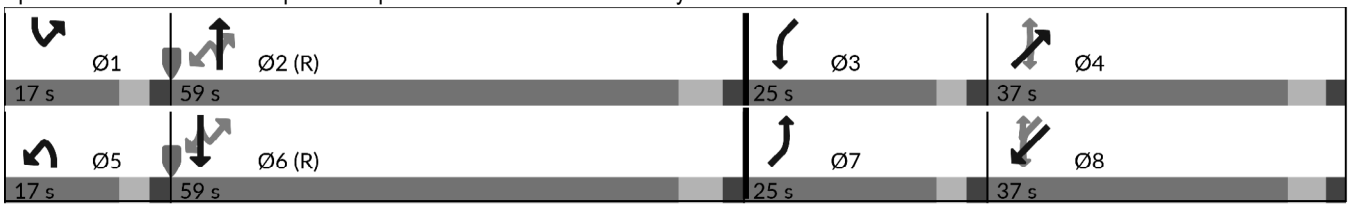
Intersection Summary

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 19.5	Intersection LOS: B
Intersection Capacity Utilization 65.1%	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.

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	119	8	0	160	5	3
Future Vol, veh/h	119	8	0	160	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	290	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	9	0	174	5	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	138	0	308	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	174	-
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	-	-	1446	-	685	915
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	685	915
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	9.69
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	776	-	-	1446	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s/veh)	9.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	12	110	124	2	6	36
Future Vol, veh/h	12	110	124	2	6	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	120	135	2	7	39
Number of Lanes	1	1	1	0	1	0

Approach	EB	WB	SE
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SE		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SE	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay, s/veh	8.3	8.1	7.3
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SELn1
Vol Left, %	100%	0%	0%	14%
Vol Thru, %	0%	100%	98%	0%
Vol Right, %	0%	0%	2%	86%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	110	126	42
LT Vol	12	0	0	6
Through Vol	0	110	124	0
RT Vol	0	0	2	36
Lane Flow Rate	13	120	137	46
Geometry Grp	5	5	4a	2
Degree of Util (X)	0.019	0.156	0.16	0.052
Departure Headway (Hd)	5.186	4.685	4.204	4.069
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	688	763	845	885
Service Time	2.931	2.429	2.273	2.069
HCM Lane V/C Ratio	0.019	0.157	0.162	0.052
HCM Control Delay, s/veh	8	8.3	8.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.6	0.2

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	932	59	303	764	76	67	13	276	59	19	36
Future Volume (vph)	30	932	59	303	764	76	67	13	276	59	19	36
Satd. Flow (prot)	1770	3507	0	1770	3490	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.312			0.206			0.744			0.748		
Satd. Flow (perm)	581	3507	0	384	3490	0	1386	1863	1583	1393	1863	1583
Satd. Flow (RTOR)		6			10				300			60
Lane Group Flow (vph)	33	1077	0	329	913	0	73	14	300	64	21	39
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	26.0	76.0		26.0	76.0		44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	17.8%	52.1%		17.8%	52.1%		30.1%	30.1%	30.1%	30.1%	30.1%	30.1%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	102.0	95.0		121.9	112.0		13.1	13.1	13.1	13.1	13.1	13.1
Actuated g/C Ratio	0.70	0.65		0.83	0.77		0.09	0.09	0.09	0.09	0.09	0.09
v/c Ratio	0.07	0.47		0.63	0.34		0.58	0.08	0.72	0.51	0.12	0.19
Control Delay (s/veh)	5.0	14.9		29.8	7.5		81.7	59.3	16.7	76.6	60.4	7.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.0	14.9		29.8	7.5		81.7	59.3	16.7	76.6	60.4	7.6
LOS	A	B		C	A		F	E	B	E	E	A
Approach Delay (s/veh)		14.7			13.5			30.5			52.2	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	4	256		180	108		68	12	0	59	19	0
Queue Length 95th (ft)	12	393		m270	165		120	35	92	107	45	18
Internal Link Dist (ft)		500			174			501			328	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	633	2283		542	2679		360	484	633	362	484	456
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	0.05	0.47		0.61	0.34		0.20	0.03	0.47	0.18	0.04	0.09

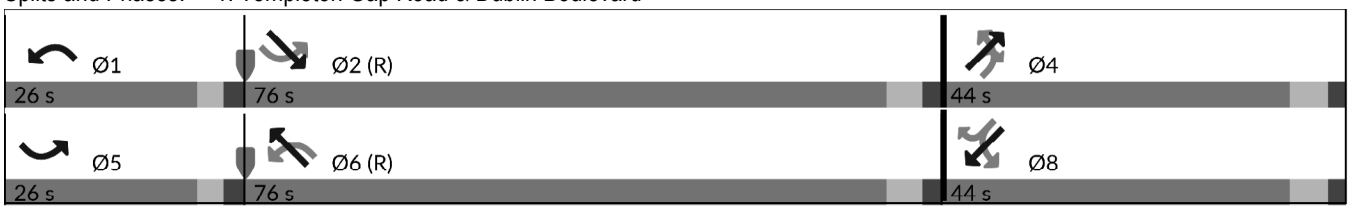
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 61 (42%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 17.9	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	801	246	252	514	624	351	2096	230	706	2461	258
Future Volume (vph)	150	801	246	252	514	624	351	2096	230	706	2461	258
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			222			461			198			273
Lane Group Flow (vph)	163	871	267	274	559	678	382	2278	250	767	2675	280
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	21.0	31.0	31.0	21.0	31.0		25.0	61.0		33.0	69.0	69.0
Total Split (%)	14.4%	21.2%	21.2%	14.4%	21.2%		17.1%	41.8%		22.6%	47.3%	47.3%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	12.2	24.9	24.9	15.1	27.8	146.0	19.2	53.5	146.0	28.0	62.3	62.3
Actuated g/C Ratio	0.08	0.17	0.17	0.10	0.19	1.00	0.13	0.37	1.00	0.19	0.43	0.43
v/c Ratio	0.56	1.00	0.58	0.77	0.83	0.42	0.84	1.22	0.15	1.16	1.23	0.33
Control Delay (s/veh)	78.2	81.9	11.9	78.7	68.5	0.8	90.6	129.6	0.1	140.9	146.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.2	81.9	11.9	78.7	68.5	0.8	90.6	129.6	0.1	140.9	146.2	4.3
LOS	E	F	B	E	E	A	F	F	A	F	F	A
Approach Delay (s/veh)		67.2			40.0			113.4			134.5	
Approach LOS		E			D			F			F	
Queue Length 50th (ft)	65	~328	77	131	272	0	164	~995	0	~445	~1159	4
Queue Length 95th (ft)	111	#412	44	182	#395	0	m173	m#971	m0	#574	#1240	60
Internal Link Dist (ft)		448			388			569			453	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	376	866	453	376	672	1583	470	1863	1583	658	2168	831
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	1.01	0.59	0.73	0.83	0.43	0.81	1.22	0.16	1.17	1.23	0.34

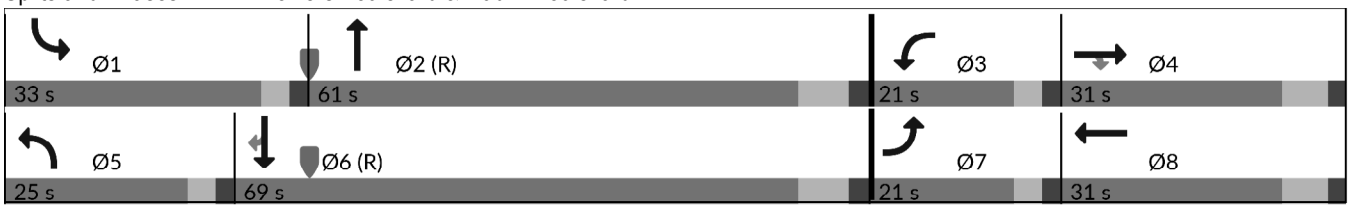
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 141 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay (s/veh): 103.6	Intersection LOS: F
Intersection Capacity Utilization 103.7%	ICU Level of Service G
Analysis Period (min) 15	

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

Splits and Phases: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	586	219	314	491	351	288	1829	354	503	2032	151
Future Volume (vph)	254	586	219	314	491	351	288	1829	354	503	2032	151
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			168			382			276			164
Lane Group Flow (vph)	276	637	238	341	534	382	313	1988	385	547	2209	164
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	33.0
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	40.5
Total Split (s)	20.0	33.0		25.0	38.0		29.0	62.0		26.0	59.0	59.0
Total Split (%)	13.7%	22.6%		17.1%	26.0%		19.9%	42.5%		17.8%	40.4%	40.4%
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	13.5	23.3	146.0	18.4	26.7	146.0	18.2	54.5	146.0	25.8	59.6	59.6
Actuated g/C Ratio	0.09	0.16	1.00	0.13	0.18	1.00	0.12	0.37	1.00	0.18	0.41	0.41
v/c Ratio	0.87	0.78	0.15	0.78	0.57	0.24	0.73	1.04	0.24	0.90	1.06	0.22
Control Delay (s/veh)	91.3	66.2	0.2	75.2	56.4	0.3	71.9	78.4	0.3	80.2	61.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.3	66.2	0.2	75.2	56.4	0.3	71.9	78.4	0.3	80.2	61.3	3.6
LOS	F	E	A	E	E	A	E	E	A	F	E	A
Approach Delay (s/veh)		58.6			44.5			66.5			61.6	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	136	216	0	162	169	0	149	~750	0	285	~848	12
Queue Length 95th (ft)	#215	257	0	218	206	0	198	#843	0	m251	m#694	m10
Internal Link Dist (ft)		624			1004			813			1157	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	317	922	1583	470	1097	1583	505	1898	1583	605	2075	743
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.69	0.15	0.73	0.49	0.24	0.62	1.05	0.24	0.90	1.06	0.22

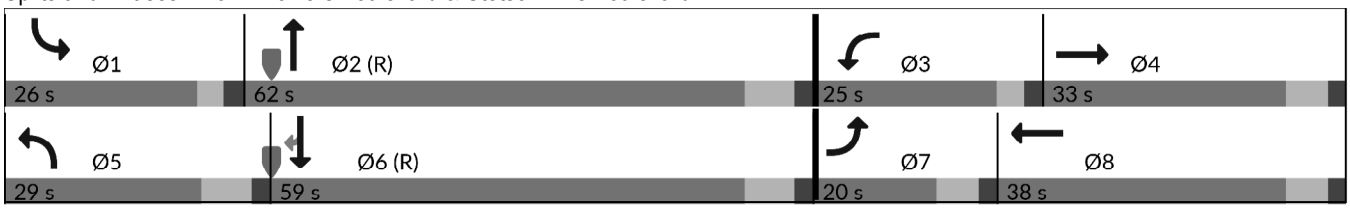
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 50 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay (s/veh): 60.1	Intersection LOS: E
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard



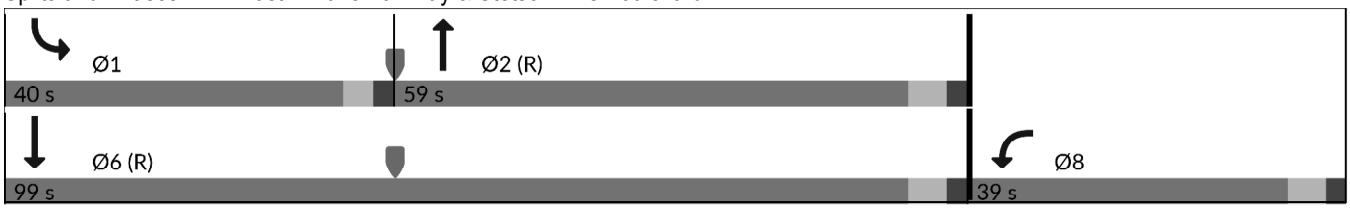
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	380	557	1002	661	504	846
Future Volume (vph)	380	557	1002	661	504	846
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		605		479		
Lane Group Flow (vph)	413	605	1089	718	548	920
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	39.0		59.0		40.0	99.0
Total Split (%)	28.3%		42.8%		29.0%	71.7%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	21.9	138.0	71.7	138.0	27.4	104.1
Actuated g/C Ratio	0.16	1.00	0.52	1.00	0.20	0.75
v/c Ratio	0.75	0.38	0.41	0.45	0.80	0.23
Control Delay (s/veh)	64.7	0.7	21.9	0.9	79.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.7	0.7	21.9	0.9	79.3	4.1
LOS	E	A	C	A	E	A
Approach Delay (s/veh)	26.7		13.6			32.2
Approach LOS	C		B			C
Queue Length 50th (ft)	185	0	212	0	267	60
Queue Length 95th (ft)	232	0	296	0	328	76
Internal Link Dist (ft)	1738		994			178
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	820	1583	2643	1583	870	3836
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	0.50	0.38	0.41	0.45	0.63	0.24

Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 23.1	Intersection LOS: C
Intersection Capacity Utilization 62.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	11	100	1154	323	89	1118	21	30	31	67	167	28
Future Volume (vph)	11	100	1154	323	89	1118	21	30	31	67	167	28
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.186			0.180			0.738			0.446	
Satd. Flow (perm)	0	346	5085	1583	335	5085	1583	1375	1863	1583	831	1863
Satd. Flow (RTOR)				270			103			107		
Lane Group Flow (vph)	0	121	1254	351	97	1215	23	33	34	73	182	30
Turn Type		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases		2		2	6		6	4		4	8	
Detector Phase		5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)		4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)		9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)		17.0	59.0	59.0	17.0	59.0	59.0	25.0	37.0	37.0	25.0	37.0
Total Split (%)		12.3%	42.8%	42.8%	12.3%	42.8%	42.8%	18.1%	26.8%	26.8%	18.1%	26.8%
Yellow Time (s)		3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		94.5	84.4	84.4	93.6	84.0	84.0	15.2	8.0	8.0	28.9	19.8
Actuated g/C Ratio		0.68	0.61	0.61	0.68	0.61	0.61	0.11	0.06	0.06	0.21	0.14
v/c Ratio		0.37	0.40	0.32	0.31	0.39	0.02	0.19	0.31	0.38	0.62	0.11
Control Delay (s/veh)		11.6	8.4	1.2	9.9	15.6	0.0	43.4	69.3	9.2	56.1	51.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		11.6	8.4	1.2	9.9	15.6	0.0	43.4	69.3	9.2	56.1	51.7
LOS		B	A	A	A	B	A	D	E	A	E	D
Approach Delay (s/veh)			7.2			15.0			31.9			43.2
Approach LOS			A			B			C			D
Queue Length 50th (ft)		18	96	5	26	206	0	23	30	0	141	24
Queue Length 95th (ft)		48	120	12	50	275	0	50	66	21	207	54
Internal Link Dist (ft)			766			1310			216			1443
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		368	3110	1073	360	3093	1003	333	418	438	319	418
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.33	0.40	0.33	0.27	0.39	0.02	0.10	0.08	0.17	0.57	0.07

Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

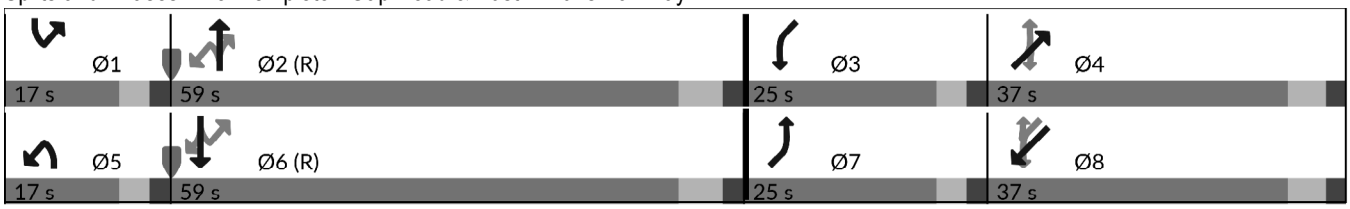
Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	60
Future Volume (vph)	60
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	107
Lane Group Flow (vph)	65
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	37.0
Total Split (%)	26.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	19.8
Actuated g/C Ratio	0.14
v/c Ratio	0.20
Control Delay (s/veh)	3.1
Queue Delay	0.0
Total Delay (s/veh)	3.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	10
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	438
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.15

Intersection Summary

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	269	4	2	169	5	1
Future Vol, veh/h	269	4	2	169	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	290	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	292	4	2	184	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	297	0	483	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	188	-
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	-	-	1265	-	543	745
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1265	-	542	745
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	843	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.09	10.79
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	628	-	-	1265	-
HCM Lane V/C Ratio	0.01	-	-	0.002	-
HCM Control Delay (s/veh)	10.8	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	4	24	40	230	145	7
Future Vol, veh/h	4	24	40	230	145	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	26	43	250	158	8
Number of Lanes	1	0	1	1	1	0

Approach	SE	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	1	2
Conflicting Approach Left	SW	SE	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NE		SE
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	7.7	9.5	8.5
HCM LOS	A	A	A

Lane	NELn1	NELn2	SELn1	SWLn1
Vol Left, %	100%	0%	14%	0%
Vol Thru, %	0%	100%	0%	95%
Vol Right, %	0%	0%	86%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	230	28	152
LT Vol	40	0	4	0
Through Vol	0	230	0	145
RT Vol	0	0	24	7
Lane Flow Rate	43	250	30	165
Geometry Grp	5	5	2	4a
Degree of Util (X)	0.062	0.324	0.038	0.201
Departure Headway (Hd)	5.17	4.67	4.483	4.382
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	690	765	802	823
Service Time	2.924	2.423	2.492	2.388
HCM Lane V/C Ratio	0.062	0.327	0.037	0.2
HCM Control Delay, s/veh	8.3	9.7	7.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.4	0.1	0.7

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	606	64	230	722	65	40	7	327	39	6	40
Future Volume (vph)	21	606	64	230	722	65	40	7	327	39	6	40
Satd. Flow (prot)	1770	3490	0	1770	3497	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.331			0.345			0.753			0.752		
Satd. Flow (perm)	617	3490	0	643	3497	0	1403	1863	1583	1401	1863	1583
Satd. Flow (RTOR)		11			9				355			60
Lane Group Flow (vph)	23	729	0	250	856	0	43	8	355	42	7	43
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	23.0	77.0		26.0	80.0		43.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	15.8%	52.7%		17.8%	54.8%		29.5%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	115.5	108.7		123.5	116.4		11.0	11.0	11.0	11.0	11.0	11.0
Actuated g/C Ratio	0.79	0.74		0.85	0.80		0.08	0.08	0.08	0.08	0.08	0.08
v/c Ratio	0.04	0.28		0.40	0.30		0.40	0.05	0.79	0.40	0.05	0.24
Control Delay (s/veh)	2.8	6.8		8.7	0.8		73.9	59.8	19.4	73.5	59.5	9.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.8	6.8		8.7	0.8		73.9	59.8	19.4	73.5	59.5	9.8
LOS	A	A		A	A		E	E	B	E	E	A
Approach Delay (s/veh)		6.8			2.7			26.0			42.7	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	2	98		40	14		40	7	0	39	6	0
Queue Length 95th (ft)	10	177		m61	m20		78	24	100	77	22	23
Internal Link Dist (ft)		556			174			305			371	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	666	2600		708	2790		355	472	666	355	472	445
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	0.03	0.28		0.35	0.31		0.12	0.02	0.53	0.12	0.01	0.10

Intersection Summary

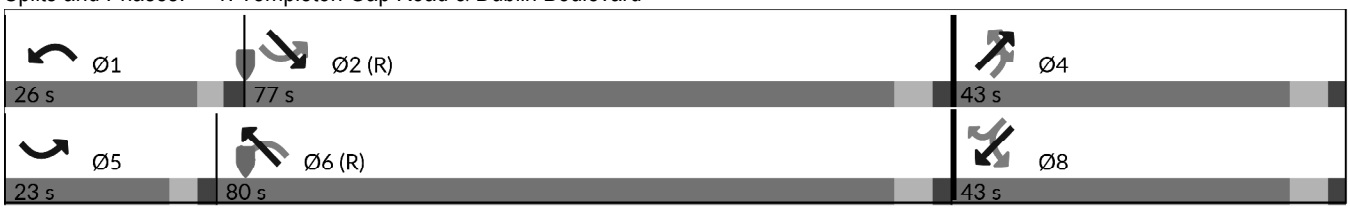
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 58 (40%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	425	335	344	581	1169	262	2174	163	406	2160	175
Future Volume (vph)	235	425	335	344	581	1169	262	2174	163	406	2160	175
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			226			402			161			190
Lane Group Flow (vph)	255	462	364	374	632	1271	285	2363	177	441	2348	190
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	21.0	31.0	31.0	21.0	31.0		25.0	69.0		25.0	69.0	69.0
Total Split (%)	14.4%	21.2%	21.2%	14.4%	21.2%		17.1%	47.3%		17.1%	47.3%	47.3%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	14.8	24.0	24.0	16.0	25.2	146.0	17.0	61.5	146.0	20.0	64.5	64.5
Actuated g/C Ratio	0.10	0.16	0.16	0.11	0.17	1.00	0.12	0.42	1.00	0.14	0.44	0.44
v/c Ratio	0.73	0.55	0.81	0.99	1.03	0.80	0.71	1.10	0.11	0.93	1.04	0.23
Control Delay (s/veh)	79.1	54.1	32.0	109.0	103.7	4.4	62.1	93.5	0.1	90.5	71.5	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.1	54.1	32.0	109.0	103.7	4.4	62.1	93.5	0.1	90.5	71.5	4.0
LOS	E	D	C	F	F	A	E	F	A	F	E	A
Approach Delay (s/veh)		52.6			49.2			84.6			70.1	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	104	151	135	186	~354	0	120	~953	0	217	~889	0
Queue Length 95th (ft)	178	167	#292	#295	#480	0	168	#1042	m0	#322	#1010	48
Internal Link Dist (ft)		425			391			654			583	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	376	835	449	376	610	1583	470	2141	1583	470	2247	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.55	0.81	0.99	1.04	0.80	0.61	1.10	0.11	0.94	1.04	0.24

Intersection Summary

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 104 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

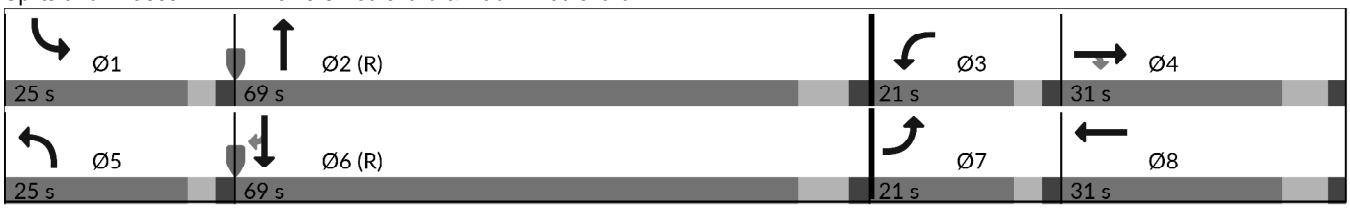
Intersection Signal Delay (s/veh): 67.3	Intersection LOS: E
Intersection Capacity Utilization 96.8%	ICU Level of Service F
Analysis Period (min) 15	

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

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

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

Splits and Phases: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	215	183	286	485	510	134	1763	207	220	1961	145
Future Volume (vph)	116	215	183	286	485	510	134	1763	207	220	1961	145
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			205			514			205			205
Lane Group Flow (vph)	126	234	199	311	527	554	146	1916	225	239	2132	158
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	
Total Split (s)	15.0	33.0		25.0	43.0		29.0	62.0		26.0	59.0	
Total Split (%)	10.3%	22.6%		17.1%	29.5%		19.9%	42.5%		17.8%	40.4%	
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	8.3	13.0	146.0	17.7	20.9	146.0	11.6	75.9	146.0	15.4	77.2	146.0
Actuated g/C Ratio	0.06	0.09	1.00	0.12	0.14	1.00	0.08	0.52	1.00	0.11	0.53	1.00
v/c Ratio	0.64	0.51	0.12	0.74	0.72	0.34	0.53	0.72	0.14	0.66	0.79	0.09
Control Delay (s/veh)	82.9	67.6	0.1	73.3	65.7	0.6	71.6	30.0	0.1	57.9	28.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.9	67.6	0.1	73.3	65.7	0.6	71.6	30.0	0.1	57.9	28.0	0.0
LOS	F	E	A	E	E	A	E	C	A	E	C	A
Approach Delay (s/veh)		47.1			41.5			29.8			29.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	61	79	0	148	178	0	70	500	0	120	388	0
Queue Length 95th (ft)	97	109	0	200	214	0	105	636	0	m118	m394	m0
Internal Link Dist (ft)		618			1004			813			1102	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	199	922	1583	470	1271	1583	505	2642	1583	493	2690	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.25	0.13	0.66	0.41	0.35	0.29	0.73	0.14	0.48	0.79	0.10

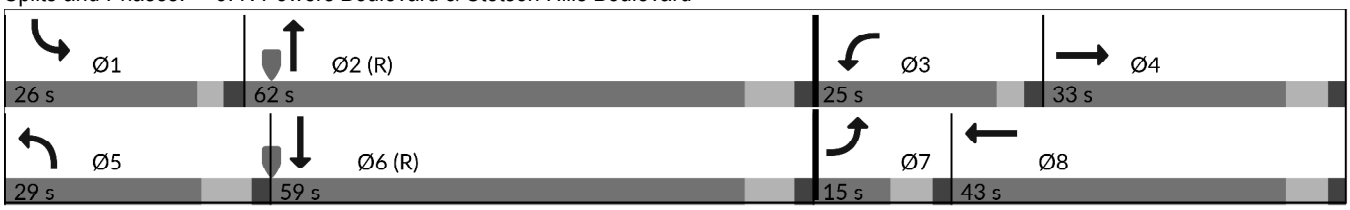
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 13 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 33.4	Intersection LOS: C
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	512	322	750	334	294	691
Future Volume (vph)	512	322	750	334	294	691
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		350		323		
Lane Group Flow (vph)	557	350	815	363	320	751
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	39.0		59.0		40.0	99.0
Total Split (%)	28.3%		42.8%		29.0%	71.7%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	27.4	138.0	75.4	138.0	18.2	98.6
Actuated g/C Ratio	0.20	1.00	0.55	1.00	0.13	0.71
v/c Ratio	0.81	0.22	0.29	0.22	0.70	0.20
Control Delay (s/veh)	62.9	0.3	18.2	0.3	66.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.9	0.3	18.2	0.3	66.5	5.5
LOS	E	A	B	A	E	A
Approach Delay (s/veh)	38.8		12.7			23.7
Approach LOS	D		B			C
Queue Length 50th (ft)	248	0	140	0	147	71
Queue Length 95th (ft)	300	0	198	0	m182	m94
Internal Link Dist (ft)	1742		994			201
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	820	1583	2776	1583	870	3631
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	0.68	0.22	0.29	0.23	0.37	0.21

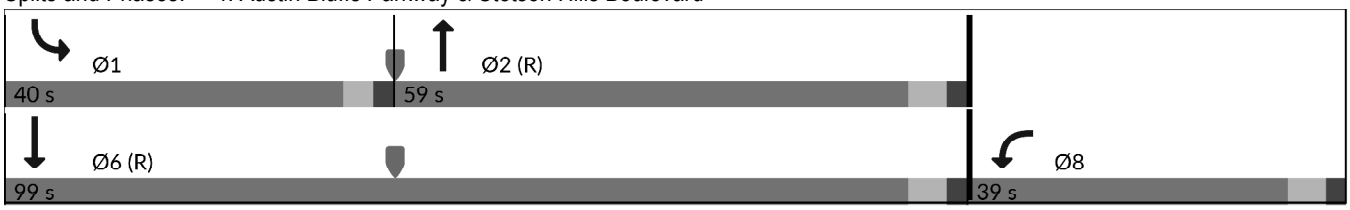
Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 23.9	Intersection LOS: C
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	13	54	892	127	41	593	11	25	28	106	294	19
Future Volume (vph)	13	54	892	127	41	593	11	25	28	106	294	19
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.381			0.257			0.744			0.492	
Satd. Flow (perm)	0	710	5085	1583	479	5085	1583	1386	1863	1583	916	1863
Satd. Flow (RTOR)				137			103			115		
Lane Group Flow (vph)	0	73	970	138	45	645	12	27	30	115	320	21
Turn Type		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases		2		2	6		6	4		4	8	
Detector Phase		5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)		4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)		9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)		17.0	59.0	59.0	17.0	59.0	59.0	25.0	37.0	37.0	25.0	37.0
Total Split (%)		12.3%	42.8%	42.8%	12.3%	42.8%	42.8%	18.1%	26.8%	26.8%	18.1%	26.8%
Yellow Time (s)		3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		90.7	82.9	82.9	89.3	82.3	82.3	16.2	8.0	8.0	34.0	25.2
Actuated g/C Ratio		0.66	0.60	0.60	0.65	0.60	0.60	0.12	0.06	0.06	0.25	0.18
v/c Ratio		0.13	0.31	0.13	0.12	0.21	0.01	0.14	0.27	0.57	0.91	0.06
Control Delay (s/veh)		5.4	7.8	0.5	8.6	13.8	0.0	41.6	67.5	21.9	79.6	49.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		5.4	7.8	0.5	8.6	13.8	0.0	41.6	67.5	21.9	79.6	49.6
LOS		A	A	A	A	B	A	D	E	C	E	D
Approach Delay (s/veh)			6.9			13.3			33.0			61.1
Approach LOS			A			B			C			E
Queue Length 50th (ft)		11	67	0	12	96	0	19	26	0	267	16
Queue Length 95th (ft)		21	82	5	28	133	0	43	59	61	#420	42
Internal Link Dist (ft)			742			1310			216			1429
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		574	3055	1006	435	3030	985	347	418	444	349	419
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.13	0.32	0.14	0.10	0.21	0.01	0.08	0.07	0.26	0.92	0.05

Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	104
Future Volume (vph)	104
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	113
Lane Group Flow (vph)	113
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	37.0
Total Split (%)	26.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	25.2
Actuated g/C Ratio	0.18
v/c Ratio	0.29
Control Delay (s/veh)	10.8
Queue Delay	0.0
Total Delay (s/veh)	10.8
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	55
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	444
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.25

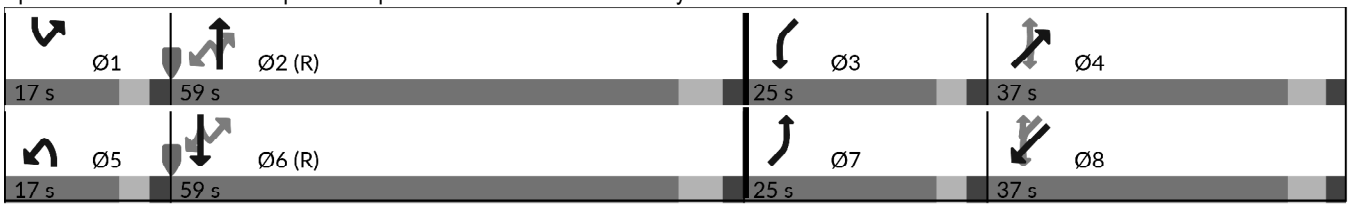
Intersection Summary

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 20.3	Intersection LOS: C
Intersection Capacity Utilization 66.1%	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.

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	125	8	0	165	5	3
Future Vol, veh/h	125	8	0	165	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	290	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	9	0	179	5	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	320	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	179	-
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	-	-	1438	-	674	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1438	-	674	908
Mov Cap-2 Maneuver	-	-	-	-	703	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	9.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	768	-	-	1438	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s/veh)	9.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	12	114	129	2	6	36
Future Vol, veh/h	12	114	129	2	6	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	124	140	2	7	39
Number of Lanes	1	1	1	0	1	0

Approach	EB	WB	SE
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SE		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SE	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay, s/veh	8.3	8.1	7.3
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SELn1
Vol Left, %	100%	0%	0%	14%
Vol Thru, %	0%	100%	98%	0%
Vol Right, %	0%	0%	2%	86%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	114	131	42
LT Vol	12	0	0	6
Through Vol	0	114	129	0
RT Vol	0	0	2	36
Lane Flow Rate	13	124	142	46
Geometry Grp	5	5	4a	2
Degree of Util (X)	0.019	0.161	0.166	0.052
Departure Headway (Hd)	5.188	4.687	4.207	4.089
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	688	762	844	881
Service Time	2.934	2.433	2.277	2.089
HCM Lane V/C Ratio	0.019	0.163	0.168	0.052
HCM Control Delay, s/veh	8	8.3	8.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.6	0.2

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	31	951	60	309	780	78	68	14	281	60	19	37
Future Volume (vph)	31	951	60	309	780	78	68	14	281	60	19	37
Satd. Flow (prot)	1770	3507	0	1770	3490	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.306			0.196			0.744			0.748		
Satd. Flow (perm)	570	3507	0	365	3490	0	1386	1863	1583	1393	1863	1583
Satd. Flow (RTOR)		6			10				299			60
Lane Group Flow (vph)	34	1099	0	336	933	0	74	15	305	65	21	40
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	26.0	76.0		26.0	76.0		44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	17.8%	52.1%		17.8%	52.1%		30.1%	30.1%	30.1%	30.1%	30.1%	30.1%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	100.3	93.3		121.8	111.9		13.2	13.2	13.2	13.2	13.2	13.2
Actuated g/C Ratio	0.69	0.64		0.83	0.77		0.09	0.09	0.09	0.09	0.09	0.09
v/c Ratio	0.07	0.48		0.64	0.34		0.59	0.08	0.73	0.52	0.12	0.20
Control Delay (s/veh)	5.3	16.0		31.4	7.4		81.7	59.3	18.0	76.7	60.3	7.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.3	16.0		31.4	7.4		81.7	59.3	18.0	76.7	60.3	7.8
LOS	A	B		C	A		F	E	B	E	E	A
Approach Delay (s/veh)		15.7			13.8			31.5			52.2	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	4	275		192	111		69	13	5	60	19	0
Queue Length 95th (ft)	13	413		m276	167		121	36	101	108	45	20
Internal Link Dist (ft)		649			200			503			171	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	620	2243		537	2677		360	484	633	362	484	456
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	0.05	0.49		0.63	0.35		0.21	0.03	0.48	0.18	0.04	0.09

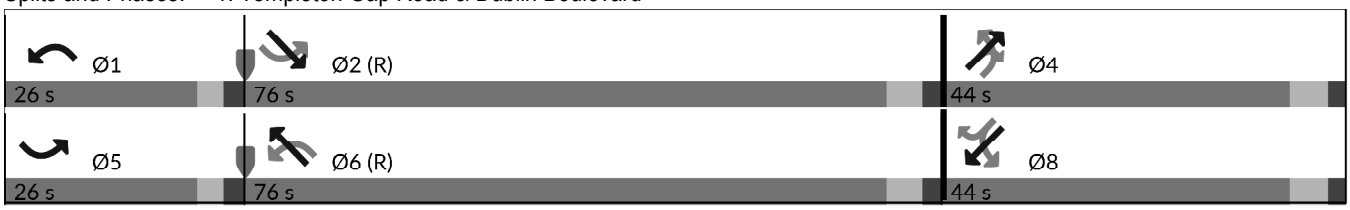
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 61 (42%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 18.6	Intersection LOS: B
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	818	251	258	524	637	358	2138	235	720	2510	263
Future Volume (vph)	153	818	251	258	524	637	358	2138	235	720	2510	263
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			222			461			198			273
Lane Group Flow (vph)	166	889	273	280	570	692	389	2324	255	783	2728	286
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	21.0	31.0	31.0	21.0	31.0		25.0	61.0		33.0	69.0	69.0
Total Split (%)	14.4%	21.2%	21.2%	14.4%	21.2%		17.1%	41.8%		22.6%	47.3%	47.3%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	12.4	24.8	24.8	15.2	27.6	146.0	19.4	53.5	146.0	28.0	62.1	62.1
Actuated g/C Ratio	0.08	0.17	0.17	0.10	0.19	1.00	0.13	0.37	1.00	0.19	0.43	0.43
v/c Ratio	0.57	1.03	0.60	0.78	0.85	0.43	0.85	1.24	0.16	1.18	1.26	0.34
Control Delay (s/veh)	79.7	87.9	13.1	79.3	70.3	0.8	89.7	139.7	0.0	149.6	157.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.7	87.9	13.1	79.3	70.3	0.8	89.7	139.7	0.0	149.6	157.7	4.6
LOS	E	F	B	E	E	A	F	F	A	F	F	A
Approach Delay (s/veh)		71.6			40.8			121.2			144.5	
Approach LOS		E			D			F			F	
Queue Length 50th (ft)	67	~342	83	135	279	0	167	~1030	0	~461	~1197	7
Queue Length 95th (ft)	115	#426	61	187	#411	0	m169	m#958	m0	#591	#1278	64
Internal Link Dist (ft)		404			492			4184			1344	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	376	862	452	376	669	1583	470	1863	1583	658	2163	830
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	1.03	0.60	0.74	0.85	0.44	0.83	1.25	0.16	1.19	1.26	0.34

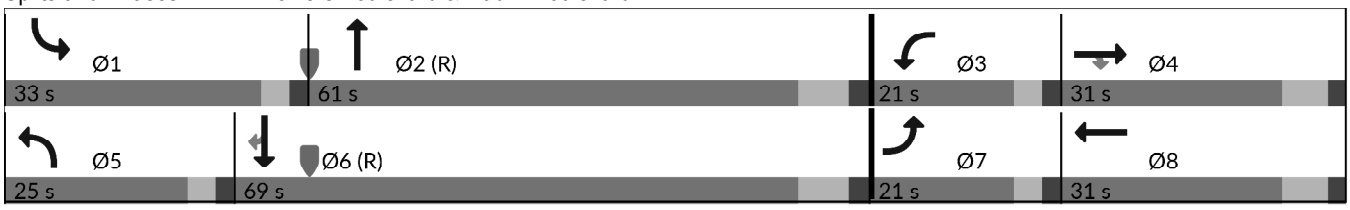
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 141 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay (s/veh): 110.7	Intersection LOS: F
Intersection Capacity Utilization 105.4%	ICU Level of Service G
Analysis Period (min) 15	

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

Splits and Phases: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	607	229	327	511	366	300	1902	369	523	2052	158
Future Volume (vph)	265	607	229	327	511	366	300	1902	369	523	2052	158
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			168			398			277			168
Lane Group Flow (vph)	288	660	249	355	555	398	326	2067	401	568	2230	172
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	
Total Split (s)	20.0	33.0		25.0	38.0		29.0	62.0		26.0	59.0	
Total Split (%)	13.7%	22.6%		17.1%	26.0%		19.9%	42.5%		17.8%	40.4%	
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	13.5	23.8	146.0	18.7	27.5	146.0	18.6	54.5	146.0	25.0	58.4	146.0
Actuated g/C Ratio	0.09	0.16	1.00	0.13	0.19	1.00	0.13	0.37	1.00	0.17	0.40	1.00
v/c Ratio	0.90	0.79	0.15	0.80	0.57	0.25	0.74	1.08	0.25	0.96	1.09	0.10
Control Delay (s/veh)	96.8	66.5	0.2	76.5	56.0	0.3	72.2	92.4	0.3	83.8	75.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.8	66.5	0.2	76.5	56.0	0.3	72.2	92.4	0.3	83.8	75.2	0.0
LOS	F	E	A	E	E	A	E	F	A	F	E	A
Approach Delay (s/veh)		60.0			44.7			76.8			72.5	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	142	223	0	170	175	0	156	~808	0	~306	~884	0
Queue Length 95th (ft)	#229	267	0	226	213	0	206	#899	0	m256	m#683	m0
Internal Link Dist (ft)		609			1004			813			1157	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	317	922	1583	470	1097	1583	505	1898	1583	588	2034	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.72	0.16	0.76	0.51	0.25	0.65	1.09	0.25	0.97	1.10	0.11

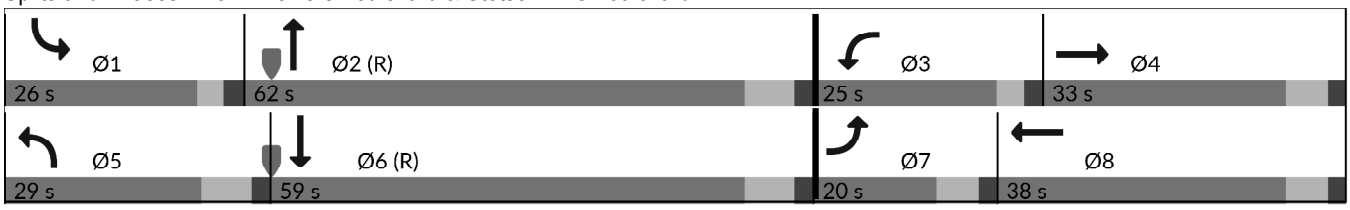
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 50 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 67.8	Intersection LOS: E
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard



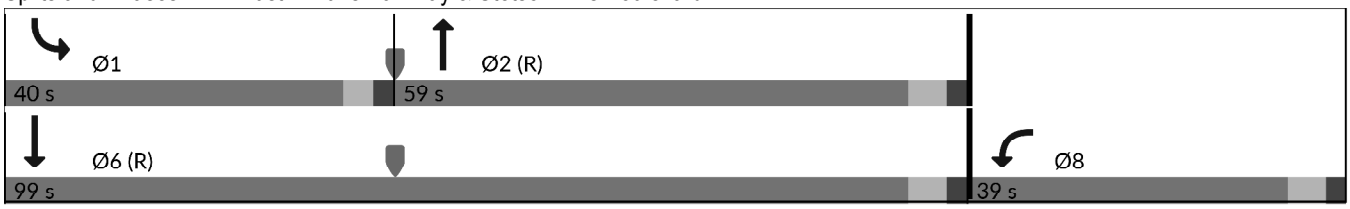
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	396	580	1042	688	524	880
Future Volume (vph)	396	580	1042	688	524	880
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		622		480		
Lane Group Flow (vph)	430	630	1133	748	570	957
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	39.0		59.0		40.0	99.0
Total Split (%)	28.3%		42.8%		29.0%	71.7%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	22.6	138.0	70.2	138.0	28.2	103.4
Actuated g/C Ratio	0.16	1.00	0.51	1.00	0.20	0.75
v/c Ratio	0.76	0.39	0.43	0.47	0.81	0.25
Control Delay (s/veh)	64.4	0.7	23.2	1.0	60.6	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.4	0.7	23.2	1.0	60.6	5.9
LOS	E	A	C	A	E	A
Approach Delay (s/veh)	26.6		14.4			26.3
Approach LOS	C		B			C
Queue Length 50th (ft)	192	0	228	0	259	105
Queue Length 95th (ft)	241	0	318	0	313	141
Internal Link Dist (ft)	1742		994			153
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	820	1583	2586	1583	870	3811
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	0.52	0.40	0.44	0.47	0.66	0.25

Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 21.4	Intersection LOS: C
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	11	104	1200	337	92	162	22	31	32	70	173	29
Future Volume (vph)	11	104	1200	337	92	162	22	31	32	70	173	29
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.634			0.163			0.736			0.490	
Satd. Flow (perm)	0	1181	5085	1583	304	5085	1583	1371	1863	1583	913	1863
Satd. Flow (RTOR)				271			103			107		
Lane Group Flow (vph)	0	125	1304	366	100	176	24	34	35	76	188	32
Turn Type		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases		2		2	6		6	4		4	8	
Detector Phase		5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)		4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)		9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)		17.0	59.0	59.0	17.0	59.0	59.0	25.0	37.0	37.0	25.0	37.0
Total Split (%)		12.3%	42.8%	42.8%	12.3%	42.8%	42.8%	18.1%	26.8%	26.8%	18.1%	26.8%
Yellow Time (s)		3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		91.8	81.5	81.5	91.2	81.2	81.2	16.6	8.1	8.1	31.5	22.4
Actuated g/C Ratio		0.67	0.59	0.59	0.66	0.59	0.59	0.12	0.06	0.06	0.23	0.16
v/c Ratio		0.15	0.43	0.34	0.34	0.05	0.02	0.18	0.32	0.39	0.59	0.10
Control Delay (s/veh)		5.2	9.0	1.3	10.8	13.2	0.0	42.9	69.4	10.0	53.2	51.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		5.2	9.0	1.3	10.8	13.2	0.0	42.9	69.4	10.0	53.2	51.4
LOS		A	A	A	B	B	A	D	E	B	D	D
Approach Delay (s/veh)			7.3			11.4			32.1			41.4
Approach LOS			A			B			C			D
Queue Length 50th (ft)		19	101	6	27	23	0	24	31	0	145	26
Queue Length 95th (ft)		33	127	13	52	40	0	52	68	23	213	58
Internal Link Dist (ft)			791			1310			216			1443
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		862	3003	1046	335	2991	973	342	418	438	332	418
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.15	0.43	0.35	0.30	0.06	0.02	0.10	0.08	0.17	0.57	0.08

Intersection Summary

Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

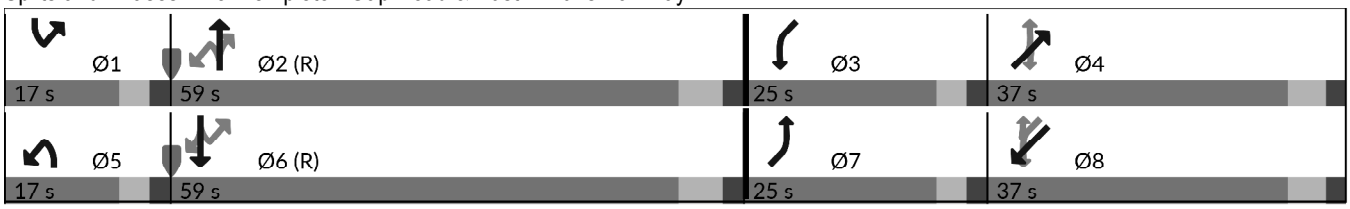
Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	62
Future Volume (vph)	62
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	107
Lane Group Flow (vph)	67
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	37.0
Total Split (%)	26.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	22.4
Actuated g/C Ratio	0.16
v/c Ratio	0.19
Control Delay (s/veh)	3.3
Queue Delay	0.0
Total Delay (s/veh)	3.3
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	12
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	438
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.15

Intersection Summary

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 13.0	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	279	4	2	176	5	1
Future Vol, veh/h	279	4	2	176	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	290	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	303	4	2	191	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	308	0	501	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	196	-
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	-	-	1253	-	530	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1253	-	529	734
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.09	10.89
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1253	-
HCM Lane V/C Ratio	0.011	-	-	0.002	-
HCM Control Delay (s/veh)	10.9	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	4	24	40	238	151	7
Future Vol, veh/h	4	24	40	238	151	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	26	43	259	164	8
Number of Lanes	1	0	1	1	1	0

Approach	SE	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	1	2
Conflicting Approach Left	SW	SE	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NE		SE
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	7.7	9.6	8.6
HCM LOS	A	A	A

Lane	NELn1	NELn2	SELn1	SWLn1
Vol Left, %	100%	0%	14%	0%
Vol Thru, %	0%	100%	0%	96%
Vol Right, %	0%	0%	86%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	238	28	158
LT Vol	40	0	4	0
Through Vol	0	238	0	151
RT Vol	0	0	24	7
Lane Flow Rate	43	259	30	172
Geometry Grp	5	5	2	4a
Degree of Util (X)	0.062	0.336	0.038	0.21
Departure Headway (Hd)	5.174	4.673	4.517	4.394
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	689	766	796	821
Service Time	2.93	2.428	2.527	2.398
HCM Lane V/C Ratio	0.062	0.338	0.038	0.21
HCM Control Delay, s/veh	8.3	9.8	7.7	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.5	0.1	0.8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	866	92	328	1033	94	58	10	468	56	9	58
Future Volume (vph)	30	866	92	328	1033	94	58	10	468	56	9	58
Satd. Flow (prot)	1770	3490	0	1770	3497	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.229			0.192			0.751			0.750		
Satd. Flow (perm)	427	3490	0	358	3497	0	1399	1863	1583	1397	1863	1583
Satd. Flow (RTOR)		9			11				427			97
Lane Group Flow (vph)	33	1041	0	357	1225	0	63	11	509	61	10	63
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	9.0	58.0		41.0	90.0		47.0	47.0	47.0	47.0	47.0	47.0
Total Split (%)	6.2%	39.7%		28.1%	61.6%		32.2%	32.2%	32.2%	32.2%	32.2%	32.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	90.2	83.0		116.8	106.7		18.2	18.2	18.2	18.2	18.2	18.2
Actuated g/C Ratio	0.62	0.57		0.80	0.73		0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.10	0.52		0.64	0.47		0.36	0.04	0.89	0.35	0.04	0.22
Control Delay (s/veh)	9.5	23.8		41.6	7.1		60.4	49.3	29.3	60.0	49.2	4.1
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	23.8		41.6	7.3		60.4	49.3	29.3	60.0	49.2	4.1
LOS	A	C		D	A		E	D	C	E	D	A
Approach Delay (s/veh)		23.4			15.1			33.1			33.0	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	5	292		223	84		57	10	78	55	9	0
Queue Length 95th (ft)	21	539		m151	m42		92	25	209	90	24	13
Internal Link Dist (ft)		548			226			513			258	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	320	1988		639	2559		392	523	751	392	523	514
Starvation Cap Reductn	0	0		0	432		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	0.10	0.52		0.56	0.58		0.16	0.02	0.68	0.16	0.02	0.12

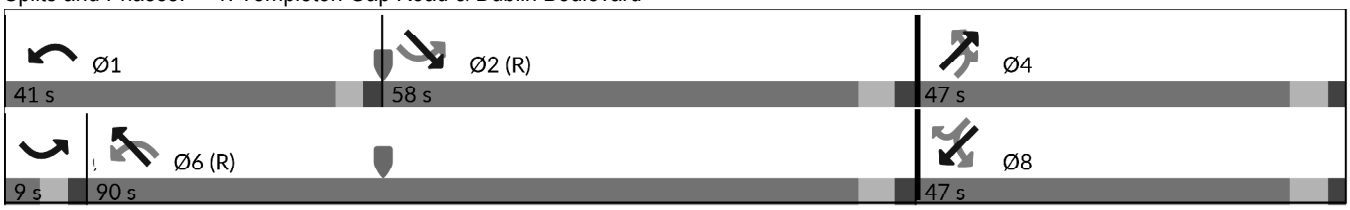
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 58 (40%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 21.5	Intersection LOS: C
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	609	480	491	831	1674	375	3113	233	581	3092	251
Future Volume (vph)	336	609	480	491	831	1674	375	3113	233	581	3092	251
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			146			320			198			254
Lane Group Flow (vph)	365	662	522	534	903	1820	408	3384	253	632	3361	273
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	15.0	27.0	27.0	19.0	31.0		17.0	77.0		23.0	83.0	83.0
Total Split (%)	10.3%	18.5%	18.5%	13.0%	21.2%		11.6%	52.7%		15.8%	56.8%	56.8%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	10.0	20.0	20.0	14.0	24.0	146.0	12.0	69.5	146.0	18.0	75.5	75.5
Actuated g/C Ratio	0.07	0.14	0.14	0.10	0.16	1.00	0.08	0.48	1.00	0.12	0.52	0.52
v/c Ratio	1.55	0.95	1.52	1.62	1.55	1.14	1.44	1.39	0.15	1.49	1.27	0.29
Control Delay (s/veh)	311.2	85.0	278.5	333.2	296.8	82.1	263.7	204.4	0.1	276.4	160.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	311.2	85.0	278.5	333.2	296.8	82.1	263.7	204.4	0.1	276.4	160.1	3.5
LOS	F	F	F	F	F	F	F	F	A	F	F	A
Approach Delay (s/veh)		203.6			182.8			197.7			167.4	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~247	234	~571	~375	~635	~468	~270	~1574	0	~427	~1478	9
Queue Length 95th (ft)	#364	#309	#789	#494	#770	#726	m#296	m#1569	m0	#550	#1544	55
Internal Link Dist (ft)		401			421			655			585	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	235	696	342	329	581	1583	282	2420	1583	423	2629	941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.55	0.95	1.53	1.62	1.55	1.15	1.45	1.40	0.16	1.49	1.28	0.29

Intersection Summary

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 104 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.62

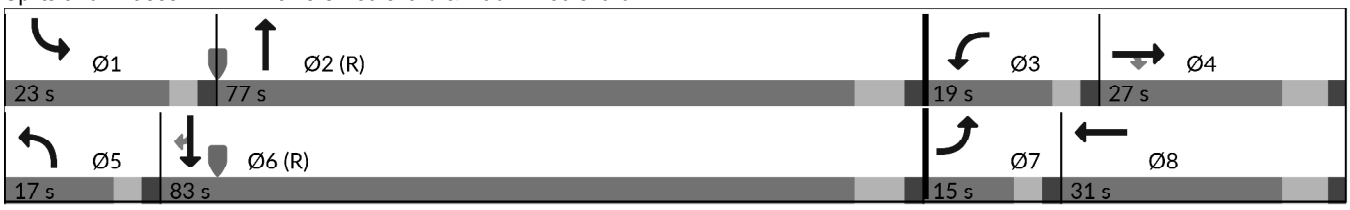
Intersection Signal Delay (s/veh): 184.8	Intersection LOS: F
Intersection Capacity Utilization 129.7%	ICU Level of Service H
Analysis Period (min) 15	

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

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

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

Splits and Phases: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	311	265	413	700	735	194	2543	299	318	2829	210
Future Volume (vph)	169	311	265	413	700	735	194	2543	299	318	2829	210
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			224			239			224			228
Lane Group Flow (vph)	184	338	288	449	761	799	211	2764	325	346	3075	228
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	33.0
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	40.5
Total Split (s)	14.0	17.0		24.0	27.0		16.0	86.0		19.0	89.0	89.0
Total Split (%)	9.6%	11.6%		16.4%	18.5%		11.0%	58.9%		13.0%	61.0%	61.0%
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	7.5	10.5	146.0	19.0	20.5	146.0	8.5	78.5	146.0	14.0	81.5	81.5
Actuated g/C Ratio	0.05	0.07	1.00	0.13	0.14	1.00	0.06	0.54	1.00	0.10	0.56	0.56
v/c Ratio	1.04	0.92	0.18	1.00	1.06	0.50	1.06	1.01	0.20	1.05	1.08	0.23
Control Delay (s/veh)	144.8	98.3	0.2	106.4	111.2	1.1	143.8	53.4	0.2	101.4	57.2	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	144.8	98.3	0.2	106.4	111.2	1.1	143.8	53.4	0.2	101.4	57.2	0.6
LOS	F	F	A	F	F	A	F	D	A	F	E	A
Approach Delay (s/veh)		74.0			66.4			54.0			57.9	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	~97	119	0	~225	~291	0	~112	~971	0	~189	~1183	4
Queue Length 95th (ft)	#180	#184	0	#342	#383	0	#200	#1089	0	m135	m243	m1
Internal Link Dist (ft)		607			1004			813			1157	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	176	365	1583	446	713	1583	199	2734	1583	329	2838	984
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.93	0.18	1.01	1.07	0.50	1.06	1.01	0.21	1.05	1.08	0.23

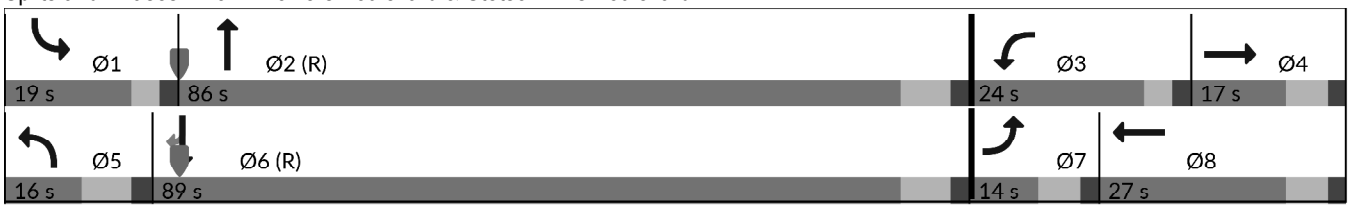
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 13 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay (s/veh): 59.7	Intersection LOS: E
Intersection Capacity Utilization 101.9%	ICU Level of Service G
Analysis Period (min) 15	

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard



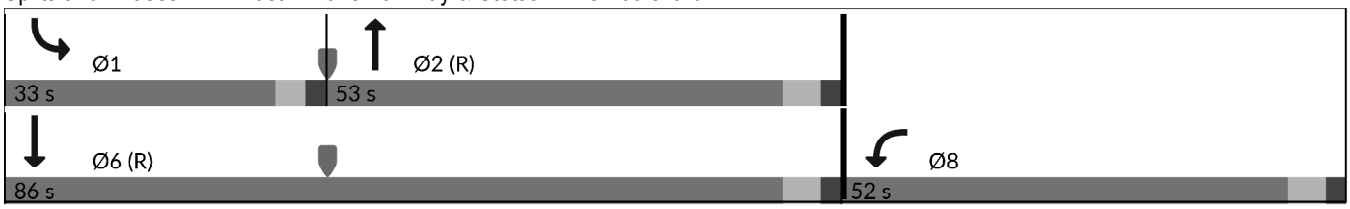
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	739	466	1082	482	423	997
Future Volume (vph)	739	466	1082	482	423	997
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		351		324		
Lane Group Flow (vph)	803	507	1176	524	460	1084
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	52.0		53.0		33.0	86.0
Total Split (%)	37.7%		38.4%		23.9%	62.3%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	38.4	138.0	59.2	138.0	23.4	87.6
Actuated g/C Ratio	0.28	1.00	0.43	1.00	0.17	0.63
v/c Ratio	0.84	0.32	0.53	0.33	0.78	0.33
Control Delay (s/veh)	55.3	0.5	31.8	0.5	66.1	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.3	0.5	31.8	0.5	66.1	8.6
LOS	E	A	C	A	E	A
Approach Delay (s/veh)	34.1		22.2			25.8
Approach LOS	C		C			C
Queue Length 50th (ft)	350	0	284	0	219	127
Queue Length 95th (ft)	397	0	384	0	264	146
Internal Link Dist (ft)	1742		994			1023
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	1144	1583	2179	1583	697	3227
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	0.70	0.32	0.54	0.33	0.66	0.34

Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 26.9	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	19	77	1288	182	59	856	18	36	40	154	423	27
Future Volume (vph)	19	77	1288	182	59	856	18	36	40	154	423	27
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.229			0.120			0.738			0.486	
Satd. Flow (perm)	0	427	5085	1583	224	5085	1583	1375	1863	1583	905	1863
Satd. Flow (RTOR)				142			142			160		
Lane Group Flow (vph)	0	105	1400	198	64	930	20	39	43	167	460	29
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4		4	8	
Detector Phase	5	5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)	13.0	13.0	61.0	61.0	11.0	59.0	59.0	23.0	21.0	21.0	45.0	43.0
Total Split (%)	9.4%	9.4%	44.2%	44.2%	8.0%	42.8%	42.8%	16.7%	15.2%	15.2%	32.6%	31.2%
Yellow Time (s)	3.0	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
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	C-Max	None	None	None	None	None
Act Effct Green (s)		74.4	65.4	65.4	70.5	61.7	61.7	17.4	9.0	9.0	51.0	39.7
Actuated g/C Ratio		0.54	0.47	0.47	0.51	0.45	0.45	0.13	0.07	0.07	0.37	0.29
v/c Ratio		0.33	0.58	0.24	0.32	0.40	0.02	0.20	0.35	0.66	0.82	0.05
Control Delay (s/veh)		10.5	10.9	0.8	20.8	27.7	0.0	32.4	68.4	22.9	49.2	34.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		10.5	10.9	0.8	20.8	27.7	0.0	32.4	68.4	22.9	49.2	34.6
LOS		B	B	A	C	C	A	C	E	C	D	C
Approach Delay (s/veh)			9.8			26.7			32.3			37.8
Approach LOS			A			C			C			D
Queue Length 50th (ft)		16	106	1	26	208	0	22	38	6	345	19
Queue Length 95th (ft)		34	128	2	56	273	0	43	76	78	428	42
Internal Link Dist (ft)			1023			1310			216			1429
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		318	2409	825	196	2275	786	330	202	314	585	543
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.33	0.58	0.24	0.33	0.41	0.03	0.12	0.21	0.53	0.79	0.05

Intersection Summary

Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

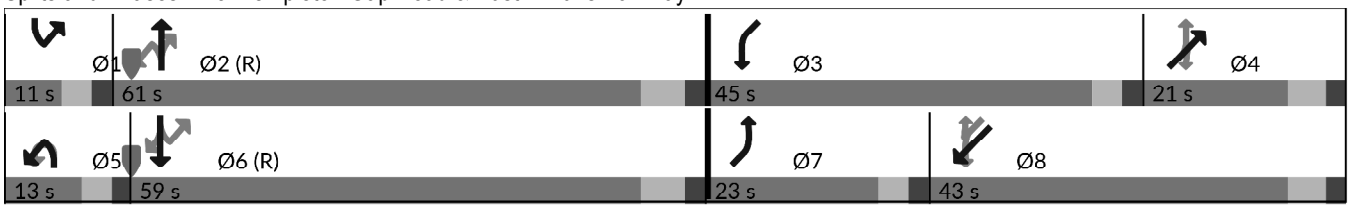
Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	150
Future Volume (vph)	150
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	163
Lane Group Flow (vph)	163
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	43.0
Total Split (%)	31.2%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	39.7
Actuated g/C Ratio	0.29
v/c Ratio	0.28
Control Delay (s/veh)	6.1
Queue Delay	0.0
Total Delay (s/veh)	6.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	51
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	576
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.28

Intersection Summary

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 21.1	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	8	0	240	5	3
Future Vol, veh/h	179	8	0	240	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	290	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	9	0	261	5	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	460	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	261	-
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	-	-	1368	-	560	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	560	842
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.28
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	691	-	-	1368	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s/veh)	10.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	12	166	185	2	6	36
Future Vol, veh/h	12	166	185	2	6	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	180	201	2	7	39
Number of Lanes	1	1	1	0	1	0

Approach	EB	WB	SE
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SE		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SE	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay, s/veh	8.9	8.7	7.6
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SELn1
Vol Left, %	100%	0%	0%	14%
Vol Thru, %	0%	100%	99%	0%
Vol Right, %	0%	0%	1%	86%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	166	187	42
LT Vol	12	0	0	6
Through Vol	0	166	185	0
RT Vol	0	0	2	36
Lane Flow Rate	13	180	203	46
Geometry Grp	5	5	4a	2
Degree of Util (X)	0.019	0.236	0.24	0.055
Departure Headway (Hd)	5.219	4.718	4.252	4.353
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	682	756	831	828
Service Time	2.984	2.482	2.348	2.353
HCM Lane V/C Ratio	0.019	0.238	0.244	0.056
HCM Control Delay, s/veh	8.1	9	8.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.9	0.9	0.2

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	43	1361	85	482	1115	111	98	20	403	85	27	53
Future Volume (vph)	43	1361	85	482	1115	111	98	20	403	85	27	53
Satd. Flow (prot)	1770	3507	0	1770	3490	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.205			0.052			0.738			0.743		
Satd. Flow (perm)	382	3507	0	97	3490	0	1375	1863	1583	1384	1863	1583
Satd. Flow (RTOR)		6			18				387			97
Lane Group Flow (vph)	47	1571	0	524	1333	0	107	22	438	92	29	58
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	9.0	74.0		46.0	111.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	6.2%	50.7%		31.5%	76.0%		17.8%	17.8%	17.8%	17.8%	17.8%	17.8%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	77.8	71.7		119.0	110.0		16.0	16.0	16.0	16.0	16.0	16.0
Actuated g/C Ratio	0.53	0.49		0.82	0.75		0.11	0.11	0.11	0.11	0.11	0.11
v/c Ratio	0.18	0.91		0.94	0.50		0.71	0.10	0.84	0.60	0.14	0.22
Control Delay (s/veh)	12.1	43.8		49.4	15.4		86.9	57.5	25.1	78.1	58.3	3.6
Queue Delay	0.0	0.0		0.0	0.4		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.1	43.8		49.4	15.8		86.9	57.5	25.1	78.1	58.3	3.6
LOS	B	D		D	B		F	E	C	E	E	A
Approach Delay (s/veh)		43.0			25.3			38.1			50.8	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	13	746		471	303		99	19	45	85	25	0
Queue Length 95th (ft)	25	#921		m378	m237		164	46	181	143	57	9
Internal Link Dist (ft)		301			228			556			177	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	252	1724		563	2632		188	255	550	189	255	300
Starvation Cap Reductn	0	0		0	694		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	0.19	0.91		0.93	0.69		0.57	0.09	0.80	0.49	0.11	0.19

Intersection Summary

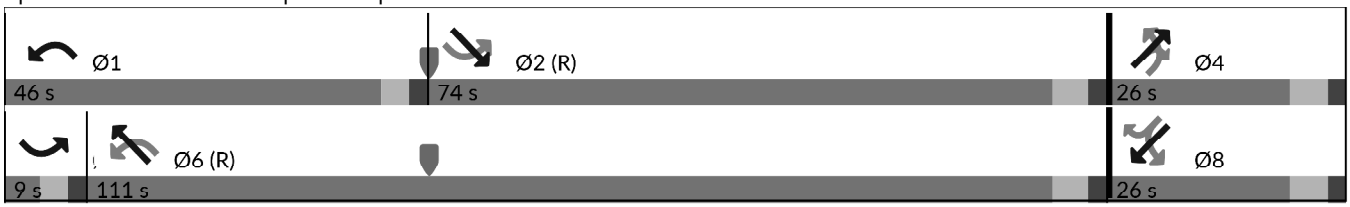
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 61 (42%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay (s/veh): 34.9	Intersection LOS: C
Intersection Capacity Utilization 93.3%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	1170	359	369	751	912	513	3060	336	1030	3593	376
Future Volume (vph)	219	1170	359	369	751	912	513	3060	336	1030	3593	376
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.056		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	202	5085	1583
Satd. Flow (RTOR)			167			385			198			178
Lane Group Flow (vph)	238	1272	390	401	816	991	558	3326	365	1120	3905	409
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free	6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	12.0	29.0	29.0	15.0	32.0		19.0	74.0		28.0	83.0	83.0
Total Split (%)	8.2%	19.9%	19.9%	10.3%	21.9%		13.0%	50.7%		19.2%	56.8%	56.8%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	7.0	22.0	22.0	10.0	25.0	146.0	14.0	66.5	146.0	97.0	75.5	75.5
Actuated g/C Ratio	0.05	0.15	0.15	0.07	0.17	1.00	0.10	0.46	1.00	0.66	0.52	0.52
v/c Ratio	1.45	1.66	1.02	1.70	1.34	0.62	1.69	1.43	0.23	1.74	1.48	0.45
Control Delay (s/veh)	275.7	336.7	73.3	373.3	212.4	1.8	359.0	219.4	0.0	370.0	249.6	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	275.7	336.7	73.3	373.3	212.4	1.8	359.0	219.4	0.0	370.0	249.6	13.5
LOS	F	F	E	F	F	A	F	F	A	F	F	B
Approach Delay (s/veh)		275.0			147.2			218.9			256.7	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~162	~638	~223	~288	~532	0	~397	~1584	0	~764	~1871	129
Queue Length 95th (ft)	m#198	m#731	m#352	#397	#665	0	m#321	m#1164	m0	#903	#1921	215
Internal Link Dist (ft)		380			417			596			547	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	164	766	380	235	605	1583	329	2316	1583	643	2629	904
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.45	1.66	1.03	1.71	1.35	0.63	1.70	1.44	0.23	1.74	1.49	0.45

Intersection Summary

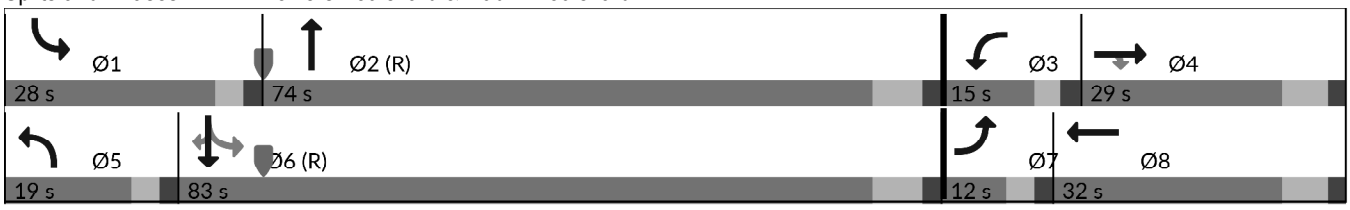
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 141 (97%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.74

Intersection Signal Delay (s/veh): 230.0	Intersection LOS: F
Intersection Capacity Utilization 142.1%	ICU Level of Service H
Analysis Period (min) 15	

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

Splits and Phases: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	382	875	330	472	737	527	433	2744	531	754	3058	228
Future Volume (vph)	382	875	330	472	737	527	433	2744	531	754	3058	228
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			224			319			276			241
Lane Group Flow (vph)	415	951	359	513	801	573	471	2983	577	820	3324	248
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	33.0
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	40.5
Total Split (s)	19.0	25.0		19.0	25.0		21.0	75.0		27.0	81.0	81.0
Total Split (%)	13.0%	17.1%		13.0%	17.1%		14.4%	51.4%		18.5%	55.5%	55.5%
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	12.5	18.5	146.0	14.0	18.5	146.0	13.5	67.5	146.0	22.0	73.5	73.5
Actuated g/C Ratio	0.09	0.13	1.00	0.10	0.13	1.00	0.09	0.46	1.00	0.15	0.50	0.50
v/c Ratio	1.41	1.47	0.22	1.55	1.24	0.36	1.48	1.26	0.36	1.58	1.29	0.27
Control Delay (s/veh)	252.0	265.1	0.3	307.0	173.0	0.6	277.9	159.0	0.6	310.2	158.3	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	252.0	265.1	0.3	307.0	173.0	0.6	277.9	159.0	0.6	310.2	158.3	1.4
LOS	F	F	A	F	F	A	F	F	A	F	F	A
Approach Delay (s/veh)		206.9			157.1			150.3			177.8	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~272	~454	0	~354	~346	0	~317	~1306	0	~587	~1464	8
Queue Length 95th (ft)	#382	#549	0	#471	#438	0	#431	#1380	0	m#321	m350	m2
Internal Link Dist (ft)		619			1004			813			1157	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	293	644	1583	329	644	1583	317	2350	1583	517	2559	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.42	1.48	0.23	1.56	1.24	0.36	1.49	1.27	0.36	1.59	1.30	0.27

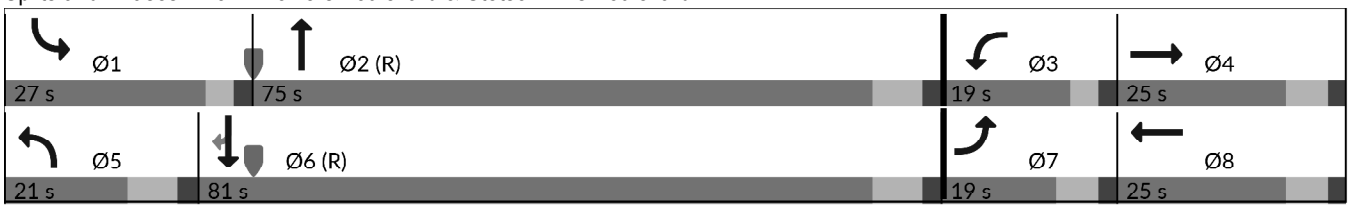
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 50 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay (s/veh): 169.5	Intersection LOS: F
Intersection Capacity Utilization 124.9%	ICU Level of Service H
Analysis Period (min) 15	

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard



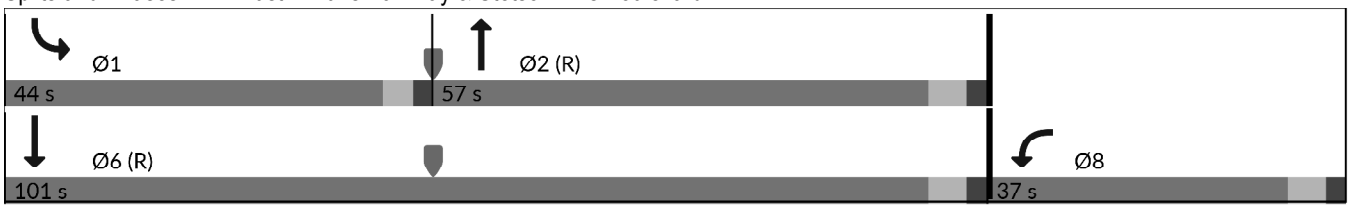
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	571	836	1504	992	756	1269
Future Volume (vph)	571	836	1504	992	756	1269
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		632		479		
Lane Group Flow (vph)	621	909	1635	1078	822	1379
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	37.0		57.0		44.0	101.0
Total Split (%)	26.8%		41.3%		31.9%	73.2%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	28.7	138.0	55.4	138.0	36.9	97.3
Actuated g/C Ratio	0.21	1.00	0.40	1.00	0.27	0.71
v/c Ratio	0.87	0.57	0.80	0.68	0.89	0.38
Control Delay (s/veh)	66.5	1.5	40.9	2.3	68.5	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.5	1.5	40.9	2.3	68.5	10.4
LOS	E	A	D	A	E	B
Approach Delay (s/veh)	27.9		25.6			32.1
Approach LOS	C		C			C
Queue Length 50th (ft)	276	0	491	0	400	144
Queue Length 95th (ft)	345	0	563	0	470	244
Internal Link Dist (ft)	1742		994			221
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	771	1583	2042	1583	970	3585
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	0.81	0.57	0.80	0.68	0.85	0.38

Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 28.4	Intersection LOS: C
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	18	150	1730	485	133	1677	31	45	46	101	250	42
Future Volume (vph)	18	150	1730	485	133	1677	31	45	46	101	250	42
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.057			0.065			0.727			0.475	
Satd. Flow (perm)	0	106	5085	1583	121	5085	1583	1354	1863	1583	885	1863
Satd. Flow (RTOR)				353			142			146		
Lane Group Flow (vph)	0	183	1880	527	145	1823	34	49	50	110	272	46
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4		4	8	
Detector Phase	5	5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)	23.0	23.0	79.0	79.0	15.0	71.0	71.0	23.0	16.0	16.0	28.0	21.0
Total Split (%)	16.7%	16.7%	57.2%	57.2%	10.9%	51.4%	51.4%	16.7%	11.6%	11.6%	20.3%	15.2%
Yellow Time (s)	3.0	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
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	C-Max	None	None	None	None	None
Act Effct Green (s)		90.2	75.8	75.8	83.0	71.6	71.6	17.8	8.5	8.5	35.8	23.6
Actuated g/C Ratio		0.65	0.55	0.55	0.60	0.52	0.52	0.13	0.06	0.06	0.26	0.17
v/c Ratio		0.76	0.67	0.51	0.76	0.69	0.03	0.24	0.43	0.47	0.74	0.14
Control Delay (s/veh)		65.2	7.1	1.2	53.1	27.8	0.0	41.7	73.9	10.2	57.3	50.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		65.2	7.1	1.2	53.1	27.8	0.0	41.7	73.9	10.2	57.3	50.8
LOS		E	A	A	D	C	A	D	E	B	E	D
Approach Delay (s/veh)			10.0			29.2			32.9			43.9
Approach LOS			B			C			C			D
Queue Length 50th (ft)		108	122	0	69	459	0	33	44	0	210	35
Queue Length 95th (ft)		m158	133	1	#184	549	0	66	88	28	302	75
Internal Link Dist (ft)			717			1310			216			1443
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		287	2794	1029	195	2639	890	323	135	250	377	319
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.64	0.67	0.51	0.74	0.69	0.04	0.15	0.37	0.44	0.72	0.14

Intersection Summary

Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	146
Lane Group Flow (vph)	98
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	21.0
Total Split (%)	15.2%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	23.6
Actuated g/C Ratio	0.17
v/c Ratio	0.25
Control Delay (s/veh)	3.2
Queue Delay	0.0
Total Delay (s/veh)	3.2
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	13
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	392
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.25

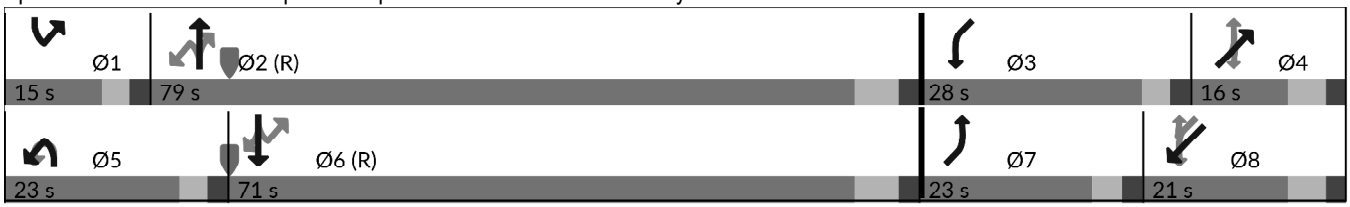
Intersection Summary

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 21.0	Intersection LOS: C
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	403	4	2	253	5	1
Future Vol, veh/h	403	4	2	253	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	290	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	438	4	2	275	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	442	0	720	440
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	279	-
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	-	-	1118	-	395	617
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1118	-	394	617
Mov Cap-2 Maneuver	-	-	-	-	498	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.06	12.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	514	-	-	1118	-
HCM Lane V/C Ratio	0.013	-	-	0.002	-
HCM Control Delay (s/veh)	12.1	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	4	24	40	344	217	7
Future Vol, veh/h	4	24	40	344	217	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	26	43	374	236	8
Number of Lanes	1	0	1	1	1	0

Approach	SE	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	1	2
Conflicting Approach Left	SW	SE	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NE		SE
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	8.2	11.6	9.5
HCM LOS	A	B	A

Lane	NELn1	NELn2	SELn1	SWLn1
Vol Left, %	100%	0%	14%	0%
Vol Thru, %	0%	100%	0%	97%
Vol Right, %	0%	0%	86%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	344	28	224
LT Vol	40	0	4	0
Through Vol	0	344	0	217
RT Vol	0	0	24	7
Lane Flow Rate	43	374	30	243
Geometry Grp	5	5	2	4a
Degree of Util (X)	0.063	0.489	0.042	0.306
Departure Headway (Hd)	5.209	4.708	4.92	4.527
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	681	755	730	796
Service Time	2.993	2.491	2.938	2.536
HCM Lane V/C Ratio	0.063	0.495	0.041	0.305
HCM Control Delay, s/veh	8.3	12	8.2	9.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.2	2.7	0.1	1.3

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	24	606	66	235	722	65	48	7	343	39	6	40
Future Volume (vph)	24	606	66	235	722	65	48	7	343	39	6	40
Satd. Flow (prot)	1770	3486	0	1770	3497	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.331			0.343			0.753			0.752		
Satd. Flow (perm)	617	3486	0	639	3497	0	1403	1863	1583	1401	1863	1583
Satd. Flow (RTOR)		11			9				368			60
Lane Group Flow (vph)	26	731	0	255	856	0	52	8	373	42	7	43
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	23.0	77.0		26.0	80.0		43.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	15.8%	52.7%		17.8%	54.8%		29.5%	29.5%	29.5%	29.5%	29.5%	29.5%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	114.4	107.5		122.7	115.5		11.8	11.8	11.8	11.8	11.8	11.8
Actuated g/C Ratio	0.78	0.74		0.84	0.79		0.08	0.08	0.08	0.08	0.08	0.08
v/c Ratio	0.04	0.28		0.41	0.30		0.46	0.05	0.80	0.37	0.04	0.23
Control Delay (s/veh)	3.0	7.3		9.5	0.9		75.0	58.7	19.6	70.5	58.5	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.0	7.3		9.5	0.9		75.0	58.7	19.6	70.5	58.5	9.3
LOS	A	A		A	A		E	E	B	E	E	A
Approach Delay (s/veh)		7.2			2.9			27.0			41.0	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	3	102		43	14		49	7	5	39	6	0
Queue Length 95th (ft)	11	185		m64	m21		89	24	109	76	22	23
Internal Link Dist (ft)		337			254			464			250	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	662	2570		701	2768		355	472	675	355	472	445
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	0.04	0.28		0.36	0.31		0.15	0.02	0.55	0.12	0.01	0.10

Intersection Summary

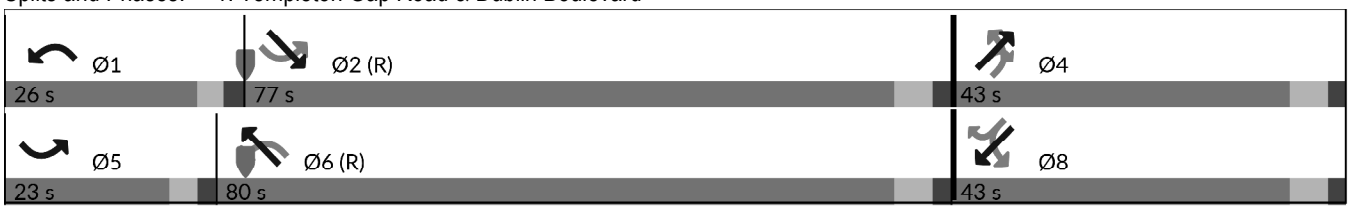
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 58 (40%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 10.1	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: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	429	335	345	582	1169	262	2178	167	406	2161	179
Future Volume (vph)	247	429	335	345	582	1169	262	2178	167	406	2161	179
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			226			401			161			195
Lane Group Flow (vph)	268	466	364	375	633	1271	285	2367	182	441	2349	195
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	21.0	31.0	31.0	21.0	31.0		25.0	69.0		25.0	69.0	69.0
Total Split (%)	14.4%	21.2%	21.2%	14.4%	21.2%		17.1%	47.3%		17.1%	47.3%	47.3%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	15.0	24.0	24.0	16.0	25.0	146.0	17.0	61.5	146.0	20.0	64.5	64.5
Actuated g/C Ratio	0.10	0.16	0.16	0.11	0.17	1.00	0.12	0.42	1.00	0.14	0.44	0.44
v/c Ratio	0.75	0.55	0.81	0.99	1.04	0.80	0.71	1.10	0.11	0.93	1.04	0.24
Control Delay (s/veh)	81.8	54.0	31.7	109.7	106.4	4.4	62.2	94.1	0.1	90.5	71.7	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.8	54.0	31.7	109.7	106.4	4.4	62.2	94.1	0.1	90.5	71.7	4.0
LOS	F	D	C	F	F	A	E	F	A	F	E	A
Approach Delay (s/veh)		53.4			50.1			84.9			70.1	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	113	152	135	187	~355	0	120	~956	0	217	~889	0
Queue Length 95th (ft)	186	160	#166	#296	#482	0	168	#1045	m0	#322	#1011	48
Internal Link Dist (ft)		359			428			670			695	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	376	835	449	376	605	1583	470	2141	1583	470	2247	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.56	0.81	1.00	1.05	0.80	0.61	1.11	0.11	0.94	1.05	0.24

Intersection Summary

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 104 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

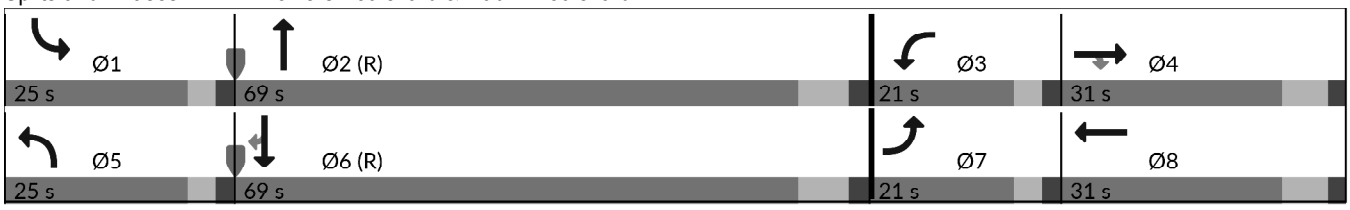
Intersection Signal Delay (s/veh): 67.7	Intersection LOS: E
Intersection Capacity Utilization 97.2%	ICU Level of Service F
Analysis Period (min) 15	

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

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

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

Splits and Phases: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	223	202	286	488	510	141	1763	207	220	1961	147
Future Volume (vph)	124	223	202	286	488	510	141	1763	207	220	1961	147
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			220			513			205			160
Lane Group Flow (vph)	135	242	220	311	530	554	153	1916	225	239	2132	160
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	33.0
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	40.5
Total Split (s)	15.0	33.0		25.0	43.0		29.0	62.0		26.0	59.0	59.0
Total Split (%)	10.3%	22.6%		17.1%	29.5%		19.9%	42.5%		17.8%	40.4%	40.4%
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	8.4	13.2	146.0	17.7	21.0	146.0	11.8	75.7	146.0	15.4	76.8	76.8
Actuated g/C Ratio	0.06	0.09	1.00	0.12	0.14	1.00	0.08	0.52	1.00	0.11	0.53	0.53
v/c Ratio	0.68	0.52	0.13	0.74	0.72	0.34	0.55	0.72	0.14	0.66	0.79	0.17
Control Delay (s/veh)	85.2	67.6	0.1	73.3	65.5	0.6	71.8	30.2	0.1	58.1	28.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	85.2	67.6	0.1	73.3	65.5	0.6	71.8	30.2	0.1	58.1	28.1	6.9
LOS	F	E	A	E	E	A	E	C	A	E	C	A
Approach Delay (s/veh)		46.8			41.5			30.0			29.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	65	82	0	148	179	0	73	501	0	120	386	17
Queue Length 95th (ft)	#108	112	0	200	215	0	109	636	0	m118	m393	m18
Internal Link Dist (ft)		614			1004			813			1063	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	199	922	1583	470	1271	1583	505	2634	1583	493	2673	908
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.26	0.14	0.66	0.42	0.35	0.30	0.73	0.14	0.48	0.80	0.18

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 13 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 33.7	Intersection LOS: C
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	512	334	754	334	329	703
Future Volume (vph)	512	334	754	334	329	703
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		363		322		
Lane Group Flow (vph)	557	363	820	363	358	764
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	50.0		52.0		36.0	88.0
Total Split (%)	36.2%		37.7%		26.1%	63.8%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	28.1	138.0	73.2	138.0	19.7	97.9
Actuated g/C Ratio	0.20	1.00	0.53	1.00	0.14	0.71
v/c Ratio	0.79	0.22	0.30	0.22	0.73	0.21
Control Delay (s/veh)	60.9	0.3	19.6	0.3	62.3	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.9	0.3	19.6	0.3	62.3	4.9
LOS	E	A	B	A	E	A
Approach Delay (s/veh)	37.1		13.7			23.3
Approach LOS	D		B			C
Queue Length 50th (ft)	247	0	146	0	154	54
Queue Length 95th (ft)	294	0	210	0	m182	m87
Internal Link Dist (ft)	1742		994			172
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	1094	1583	2698	1583	771	3607
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	0.51	0.23	0.30	0.23	0.46	0.21

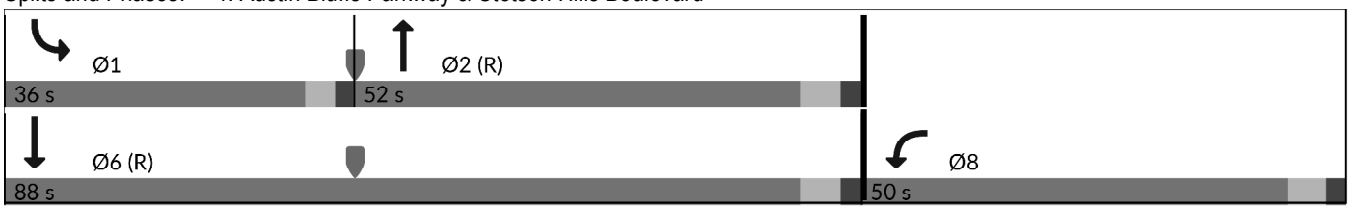
Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 23.7	Intersection LOS: C
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	13	54	892	143	44	593	11	25	28	106	341	19
Future Volume (vph)	13	54	892	143	44	593	11	25	28	106	341	19
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.381			0.257			0.744			0.492	
Satd. Flow (perm)	0	710	5085	1583	479	5085	1583	1386	1863	1583	916	1863
Satd. Flow (RTOR)				154			103			115		
Lane Group Flow (vph)	0	73	970	155	48	645	12	27	30	115	371	21
Turn Type		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases		2		2	6		6	4		4	8	
Detector Phase		5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)		4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)		9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)		17.0	59.0	59.0	17.0	59.0	59.0	25.0	37.0	37.0	25.0	37.0
Total Split (%)		12.3%	42.8%	42.8%	12.3%	42.8%	42.8%	18.1%	26.8%	26.8%	18.1%	26.8%
Yellow Time (s)		3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		90.6	82.8	82.8	89.4	82.2	82.2	16.2	8.0	8.0	34.0	25.2
Actuated g/C Ratio		0.66	0.60	0.60	0.65	0.60	0.60	0.12	0.06	0.06	0.25	0.18
v/c Ratio		0.13	0.31	0.15	0.12	0.21	0.01	0.14	0.27	0.57	1.06	0.06
Control Delay (s/veh)		4.1	6.2	0.3	8.6	13.9	0.0	41.6	67.5	21.9	112.6	49.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		4.1	6.2	0.3	8.6	13.9	0.0	41.6	67.5	21.9	112.6	49.6
LOS		A	A	A	A	B	A	D	E	C	F	D
Approach Delay (s/veh)			5.3			13.3			33.0			85.8
Approach LOS			A			B			C			F
Queue Length 50th (ft)		8	55	0	13	96	0	19	26	0	~348	16
Queue Length 95th (ft)		16	69	1	29	133	0	43	59	61	#432	42
Internal Link Dist (ft)			777			1310			216			1418
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		574	3052	1011	435	3029	984	347	418	444	349	419
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.13	0.32	0.15	0.11	0.21	0.01	0.08	0.07	0.26	1.06	0.05

Intersection Summary

Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	112
Future Volume (vph)	112
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	122
Lane Group Flow (vph)	122
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	37.0
Total Split (%)	26.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	25.2
Actuated g/C Ratio	0.18
v/c Ratio	0.31
Control Delay (s/veh)	10.5
Queue Delay	0.0
Total Delay (s/veh)	10.5
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	57
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	451
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.27

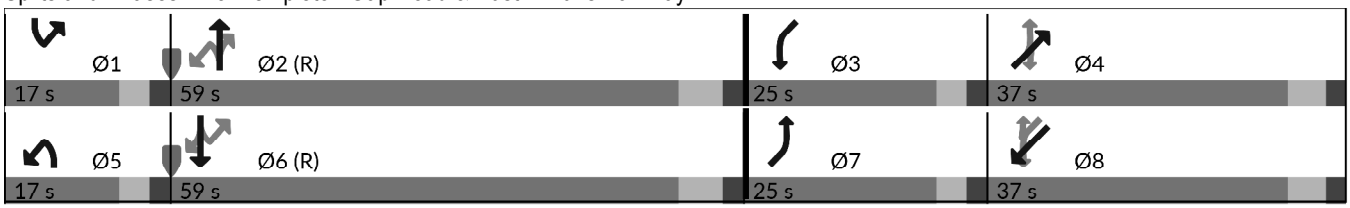
Intersection Summary

Maximum v/c Ratio: 1.06

Intersection Signal Delay (s/veh): 25.3	Intersection LOS: C
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	23	1	177	48	7
Future Vol, veh/h	129	23	1	177	48	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	25	1	192	52	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	165	0	347	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	195	-
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	-	-	1413	-	650	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1413	-	649	893
Mov Cap-2 Maneuver	-	-	-	-	686	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.04	10.56
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	707	-	-	1413	-
HCM Lane V/C Ratio	0.085	-	-	0.001	-
HCM Control Delay (s/veh)	10.6	-	-	7.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	6	0	36	8	0	8	12	119	3	2	134	2
Future Vol, veh/h	6	0	36	8	0	8	12	119	3	2	134	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	39	9	0	9	13	129	3	2	146	2
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	7.4	7.6	8.5	8.6
HCM LOS	A	A	A	A

Lane	NELn1	NELn2	NWLn1	SELn1	SWLn1	SWLn2
Vol Left, %	100%	0%	50%	14%	100%	0%
Vol Thru, %	0%	98%	0%	0%	0%	99%
Vol Right, %	0%	2%	50%	86%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	122	16	42	2	136
LT Vol	12	0	8	6	2	0
Through Vol	0	119	0	0	0	134
RT Vol	0	3	8	36	0	2
Lane Flow Rate	13	133	17	46	2	148
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.019	0.173	0.022	0.053	0.003	0.193
Departure Headway (Hd)	5.221	4.703	4.497	4.18	5.22	4.709
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	680	756	800	862	680	754
Service Time	2.997	2.479	2.5	2.181	2.997	2.485
HCM Lane V/C Ratio	0.019	0.176	0.021	0.053	0.003	0.196
HCM Control Delay, s/veh	8.1	8.5	7.6	7.4	8	8.6
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.1	0.2	0	0.7

Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	12	127	1	4	134
Future Vol, veh/h	4	12	127	1	4	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	138	1	4	146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	293	139	0	0	139	0
Stage 1	139	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	698	910	-	-	1444	-
Stage 1	888	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	696	910	-	-	1444	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	9.31	0	0.22
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	853	1444	-
HCM Lane V/C Ratio	-	-	0.02	0.003	-
HCM Control Delay (s/veh)	-	-	9.3	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	39	951	68	326	780	78	73	14	291	60	19	37
Future Volume (vph)	39	951	68	326	780	78	73	14	291	60	19	37
Satd. Flow (prot)	1770	3504	0	1770	3490	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.306			0.188			0.744			0.748		
Satd. Flow (perm)	570	3504	0	350	3490	0	1386	1863	1583	1393	1863	1583
Satd. Flow (RTOR)		7			10				299			60
Lane Group Flow (vph)	42	1108	0	354	933	0	79	15	316	65	21	40
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	26.0	76.0		26.0	76.0		44.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	17.8%	52.1%		17.8%	52.1%		30.1%	30.1%	30.1%	30.1%	30.1%	30.1%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	97.6	90.4		121.2	111.1		13.8	13.8	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.67	0.62		0.83	0.76		0.09	0.09	0.09	0.09	0.09	0.09
v/c Ratio	0.09	0.51		0.66	0.35		0.60	0.08	0.75	0.49	0.11	0.19
Control Delay (s/veh)	5.9	17.7		33.7	8.1		81.4	58.5	19.8	74.3	59.4	7.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.9	17.7		33.7	8.1		81.4	58.5	19.8	74.3	59.4	7.6
LOS	A	B		C	A		F	E	B	E	E	A
Approach Delay (s/veh)		17.4			15.2			33.1			50.7	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	6	296		215	118		73	13	15	60	19	0
Queue Length 95th (ft)	16	436		m301	176		127	36	114	107	45	19
Internal Link Dist (ft)		737			239			475			317	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	611	2172		540	2659		360	484	633	362	484	456
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	0.07	0.51		0.66	0.35		0.22	0.03	0.50	0.18	0.04	0.09

Intersection Summary

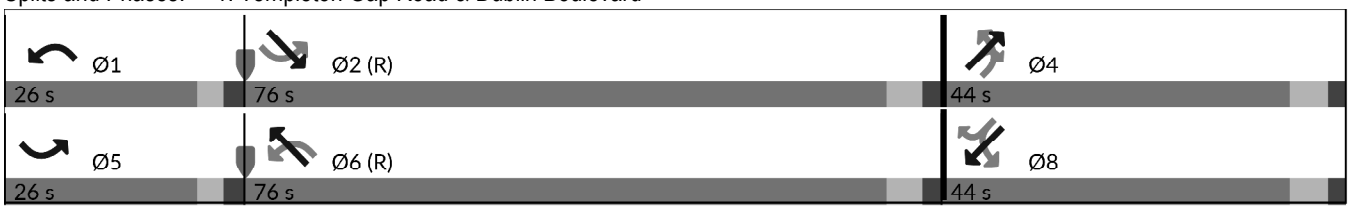
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 61 (42%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 20.0	Intersection LOS: C
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	820	251	262	528	637	358	2141	238	720	2514	276
Future Volume (vph)	161	820	251	262	528	637	358	2141	238	720	2514	276
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			222			458			198			286
Lane Group Flow (vph)	175	891	273	285	574	692	389	2327	259	783	2733	300
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	21.0	31.0	31.0	21.0	31.0		25.0	61.0		33.0	69.0	69.0
Total Split (%)	14.4%	21.2%	21.2%	14.4%	21.2%		17.1%	41.8%		22.6%	47.3%	47.3%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	12.7	24.7	24.7	15.3	27.3	146.0	19.4	53.5	146.0	28.0	62.1	62.1
Actuated g/C Ratio	0.09	0.17	0.17	0.10	0.19	1.00	0.13	0.37	1.00	0.19	0.43	0.43
v/c Ratio	0.58	1.03	0.60	0.79	0.86	0.43	0.85	1.24	0.16	1.18	1.26	0.35
Control Delay (s/veh)	84.3	89.7	13.9	79.8	71.9	0.8	89.8	140.2	0.1	149.6	158.6	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	84.3	89.7	13.9	79.8	71.9	0.8	89.8	140.2	0.1	149.6	158.6	4.6
LOS	F	F	B	E	E	A	F	F	A	F	F	A
Approach Delay (s/veh)		73.6			41.7			121.4			144.7	
Approach LOS		E			D			F			F	
Queue Length 50th (ft)	72	~343	64	138	282	0	167	~1032	0	~461	~1201	8
Queue Length 95th (ft)	126	#427	80	#192	#417	0	m169	m#961	m0	#591	#1281	65
Internal Link Dist (ft)		402			390			626			664	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	376	858	451	376	662	1583	470	1863	1583	658	2163	837
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	1.04	0.61	0.76	0.87	0.44	0.83	1.25	0.16	1.19	1.26	0.36

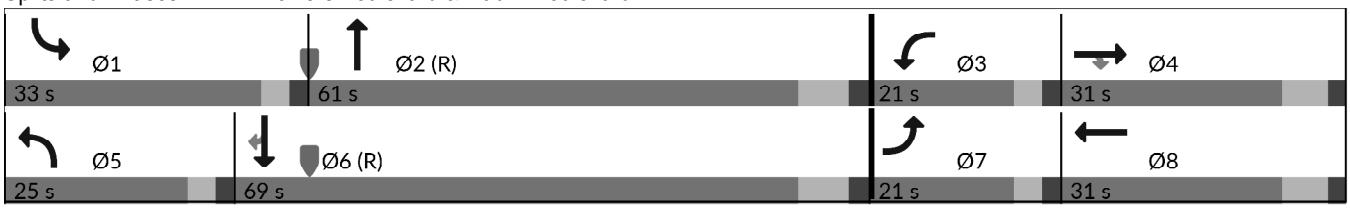
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 141 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay (s/veh): 111.2	Intersection LOS: F
Intersection Capacity Utilization 105.6%	ICU Level of Service G
Analysis Period (min) 15	

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

Splits and Phases: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	271	612	242	327	519	366	321	1902	369	523	2052	166
Future Volume (vph)	271	612	242	327	519	366	321	1902	369	523	2052	166
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			168			398			277			180
Lane Group Flow (vph)	295	665	263	355	564	398	349	2067	401	568	2230	180
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	33.0
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	40.5
Total Split (s)	20.0	33.0		25.0	38.0		29.0	62.0		26.0	59.0	59.0
Total Split (%)	13.7%	22.6%		17.1%	26.0%		19.9%	42.5%		17.8%	40.4%	40.4%
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	13.5	23.8	146.0	18.7	27.5	146.0	19.2	54.5	146.0	25.0	57.7	57.7
Actuated g/C Ratio	0.09	0.16	1.00	0.13	0.19	1.00	0.13	0.37	1.00	0.17	0.40	0.40
v/c Ratio	0.93	0.80	0.16	0.80	0.58	0.25	0.77	1.08	0.25	0.96	1.10	0.24
Control Delay (s/veh)	100.6	66.7	0.2	76.5	56.2	0.3	73.2	92.4	0.3	83.8	81.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.6	66.7	0.2	76.5	56.2	0.3	73.2	92.4	0.3	83.8	81.1	3.5
LOS	F	E	A	E	E	A	E	F	A	F	F	A
Approach Delay (s/veh)		60.6			44.8			76.9			77.0	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	145	225	0	170	178	0	167	~808	0	~306	~897	13
Queue Length 95th (ft)	#237	269	0	226	217	0	220	#899	0	m255	m#682	m11
Internal Link Dist (ft)		612			1004			813			1157	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	317	922	1583	470	1097	1583	505	1898	1583	586	2011	734
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.72	0.17	0.76	0.51	0.25	0.69	1.09	0.25	0.97	1.11	0.25

Intersection Summary

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 50 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

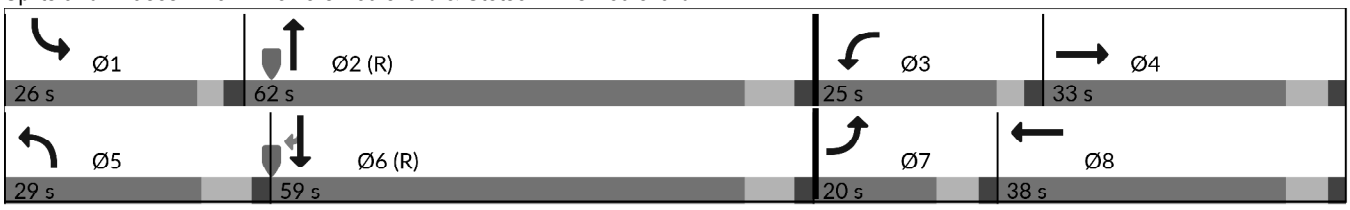
Intersection Signal Delay (s/veh): 69.5	Intersection LOS: E
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

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

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

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard



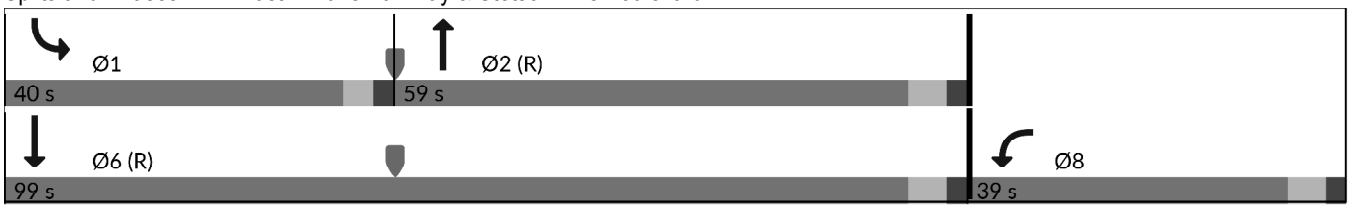
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	396	617	1055	688	548	888
Future Volume (vph)	396	617	1055	688	548	888
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		621		474		
Lane Group Flow (vph)	430	671	1147	748	596	965
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	39.0		59.0		40.0	99.0
Total Split (%)	28.3%		42.8%		29.0%	71.7%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	22.6	138.0	69.2	138.0	29.3	103.4
Actuated g/C Ratio	0.16	1.00	0.50	1.00	0.21	0.75
v/c Ratio	0.76	0.42	0.45	0.47	0.81	0.25
Control Delay (s/veh)	64.4	0.8	24.0	1.0	78.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.4	0.8	24.0	1.0	78.0	4.2
LOS	E	A	C	A	E	A
Approach Delay (s/veh)	25.7		15.0			32.4
Approach LOS	C		B			C
Queue Length 50th (ft)	192	0	236	0	291	64
Queue Length 95th (ft)	241	0	328	0	354	80
Internal Link Dist (ft)	1742		994			1023
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	820	1583	2548	1583	875	3811
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	0.52	0.42	0.45	0.47	0.68	0.25

Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 23.5	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	11	104	1200	387	100	1162	22	31	32	70	205	29
Future Volume (vph)	11	104	1200	387	100	1162	22	31	32	70	205	29
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.170			0.160			0.736			0.490	
Satd. Flow (perm)	0	317	5085	1583	298	5085	1583	1371	1863	1583	913	1863
Satd. Flow (RTOR)				312			103			107		
Lane Group Flow (vph)	0	125	1304	421	109	1263	24	34	35	76	223	32
Turn Type		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases		2		2	6		6	4		4	8	
Detector Phase		5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)		4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)		9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)		17.0	59.0	59.0	17.0	59.0	59.0	25.0	37.0	37.0	25.0	37.0
Total Split (%)		12.3%	42.8%	42.8%	12.3%	42.8%	42.8%	18.1%	26.8%	26.8%	18.1%	26.8%
Yellow Time (s)		3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode		None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		90.2	79.8	79.8	90.4	79.9	79.9	16.6	8.1	8.1	32.7	23.6
Actuated g/C Ratio		0.65	0.58	0.58	0.66	0.58	0.58	0.12	0.06	0.06	0.24	0.17
v/c Ratio		0.41	0.44	0.40	0.37	0.42	0.02	0.18	0.32	0.39	0.67	0.10
Control Delay (s/veh)		14.8	9.6	1.5	11.5	17.4	0.0	42.5	69.4	10.0	56.0	50.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		14.8	9.6	1.5	11.5	17.4	0.0	42.5	69.4	10.0	56.0	50.8
LOS		B	A	A	B	B	A	D	E	B	E	D
Approach Delay (s/veh)			8.1			16.7			32.0			44.0
Approach LOS			A			B			C			D
Queue Length 50th (ft)		20	106	7	31	227	0	24	31	0	174	25
Queue Length 95th (ft)		65	130	15	56	289	0	52	68	23	252	58
Internal Link Dist (ft)			1023			1310			216			1418
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		340	2941	1047	331	2944	960	346	418	438	340	418
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.37	0.44	0.40	0.33	0.43	0.03	0.10	0.08	0.17	0.66	0.08

Intersection Summary

Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

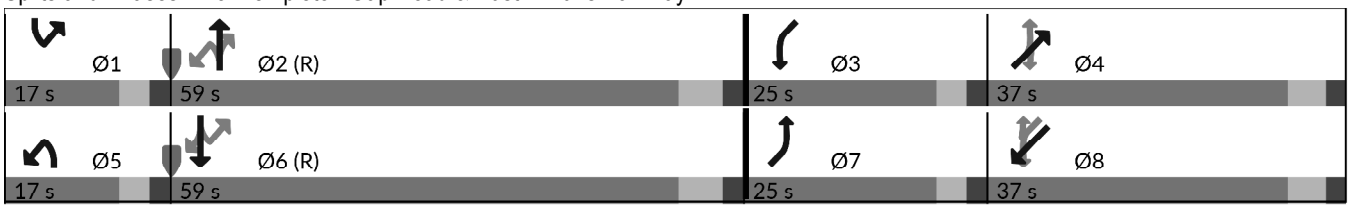
Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	67
Future Volume (vph)	67
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	107
Lane Group Flow (vph)	73
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	37.0
Total Split (%)	26.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	23.6
Actuated g/C Ratio	0.17
v/c Ratio	0.20
Control Delay (s/veh)	4.2
Queue Delay	0.0
Total Delay (s/veh)	4.2
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	19
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	438
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.17

Intersection Summary

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 15.4	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	291	50	6	184	34	3
Future Vol, veh/h	291	50	6	184	34	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	316	54	7	200	37	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	371	0	557	343
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	213	-
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	-	-	1188	-	492	699
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1188	-	489	699
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.25	11.69
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	578	-	-	1188	-
HCM Lane V/C Ratio	0.07	-	-	0.005	-
HCM Control Delay (s/veh)	11.7	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	40	244	8	8	158	7	4	0	24	5	0	5
Future Vol, veh/h	40	244	8	8	158	7	4	0	24	5	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	265	9	9	172	8	4	0	26	5	0	5
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	9.9	9.1	7.8	8
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	EBLn2	WBLn1	WBLn2	SELn1
Vol Left, %	50%	100%	0%	100%	0%	14%
Vol Thru, %	0%	0%	97%	0%	96%	0%
Vol Right, %	50%	0%	3%	0%	4%	86%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	40	252	8	165	28
LT Vol	5	40	0	8	0	4
Through Vol	0	0	244	0	158	0
RT Vol	5	0	8	0	7	24
Lane Flow Rate	11	43	274	9	179	30
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.015	0.063	0.356	0.013	0.242	0.039
Departure Headway (Hd)	4.945	5.201	4.678	5.383	4.851	4.63
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	726	681	759	668	744	776
Service Time	2.959	2.988	2.464	3.092	2.56	2.641
HCM Lane V/C Ratio	0.015	0.063	0.361	0.013	0.241	0.039
HCM Control Delay, s/veh	8	8.3	10.1	8.2	9.1	7.8
HCM Lane LOS	A	A	B	A	A	A
HCM 95th-tile Q	0	0.2	1.6	0	0.9	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	8	243	4	13	170
Future Vol, veh/h	3	8	243	4	13	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	9	264	4	14	185

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	479	266	0	0	268	0
Stage 1	266	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	545	772	-	-	1295	-
Stage 1	778	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	539	772	-	-	1295	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	10.09	0	0.55
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	720	1295	-
HCM Lane V/C Ratio	-	-	0.017	0.011	-
HCM Control Delay (s/veh)	-	-	10.1	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	866	94	333	1033	94	66	10	484	56	9	58
Future Volume (vph)	30	866	94	333	1033	94	66	10	484	56	9	58
Satd. Flow (prot)	1770	3486	0	1770	3497	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.229			0.186			0.751			0.750		
Satd. Flow (perm)	427	3486	0	346	3497	0	1399	1863	1583	1397	1863	1583
Satd. Flow (RTOR)		9			11				427			97
Lane Group Flow (vph)	33	1043	0	362	1225	0	72	11	526	61	10	63
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	9.0	58.0		41.0	90.0		47.0	47.0	47.0	47.0	47.0	47.0
Total Split (%)	6.2%	39.7%		28.1%	61.6%		32.2%	32.2%	32.2%	32.2%	32.2%	32.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	88.1	80.9		115.2	105.1		19.8	19.8	19.8	19.8	19.8	19.8
Actuated g/C Ratio	0.60	0.55		0.79	0.72		0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.10	0.53		0.66	0.48		0.38	0.04	0.90	0.32	0.03	0.21
Control Delay (s/veh)	10.2	25.5		44.0	7.3		59.3	47.5	31.1	57.2	47.3	3.8
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.2	25.5		44.0	7.4		59.3	47.5	31.1	57.2	47.3	3.8
LOS	B	C		D	A		E	D	C	E	D	A
Approach Delay (s/veh)		25.1			15.8			34.8			31.4	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	5	306		233	83		64	9	99	54	9	0
Queue Length 95th (ft)	22	560		m160	m44		100	25	230	88	23	13
Internal Link Dist (ft)		396			147			509			285	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	314	1935		629	2519		392	523	751	392	523	514
Starvation Cap Reductn	0	0		0	394		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	0.11	0.54		0.58	0.58		0.18	0.02	0.70	0.16	0.02	0.12

Intersection Summary

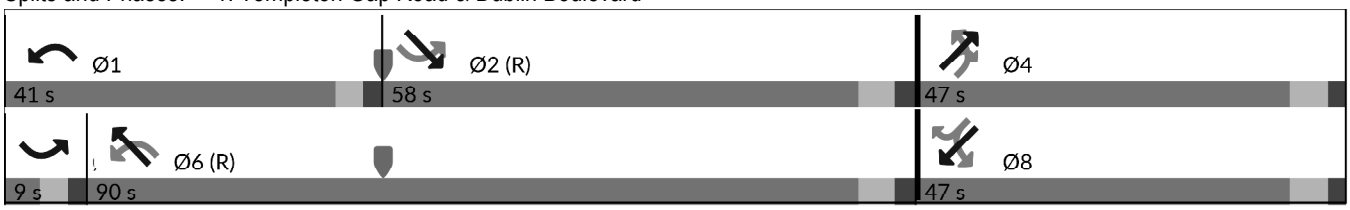
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 58 (40%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 22.8	Intersection LOS: C
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	348	613	480	492	832	1674	375	3117	237	581	3093	255
Future Volume (vph)	348	613	480	492	832	1674	375	3117	237	581	3093	255
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			146			320			198			257
Lane Group Flow (vph)	378	666	522	535	904	1820	408	3388	258	632	3362	277
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	15.0	27.0	27.0	19.0	31.0		17.0	77.0		23.0	83.0	83.0
Total Split (%)	10.3%	18.5%	18.5%	13.0%	21.2%		11.6%	52.7%		15.8%	56.8%	56.8%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	10.0	20.0	20.0	14.0	24.0	146.0	12.0	69.5	146.0	18.0	75.5	75.5
Actuated g/C Ratio	0.07	0.14	0.14	0.10	0.16	1.00	0.08	0.48	1.00	0.12	0.52	0.52
v/c Ratio	1.60	0.95	1.52	1.62	1.55	1.14	1.44	1.40	0.16	1.49	1.27	0.29
Control Delay (s/veh)	333.3	87.0	278.9	334.4	297.5	82.1	263.7	205.1	0.1	276.4	160.3	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	333.3	87.0	278.9	334.4	297.5	82.1	263.7	205.1	0.1	276.4	160.3	3.5
LOS	F	F	F	F	F	F	F	F	A	F	F	A
Approach Delay (s/veh)		210.5			183.3			198.0			167.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~262	226	~573	~376	~636	~468	~269	~1576	0	~427	~1479	9
Queue Length 95th (ft)	#380	#320	#804	#495	#772	#726	m#295	m#1567	m0	#550	#1544	56
Internal Link Dist (ft)		483			435			591			543	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	235	696	342	329	581	1583	282	2420	1583	423	2629	942
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.61	0.96	1.53	1.63	1.56	1.15	1.45	1.40	0.16	1.49	1.28	0.29

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 104 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.63

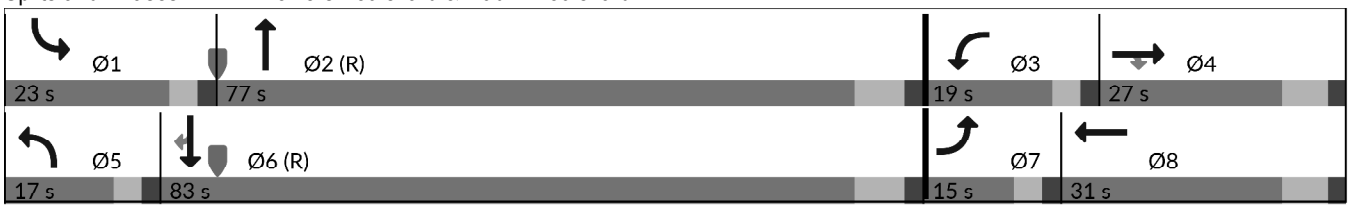
Intersection Signal Delay (s/veh): 185.9	Intersection LOS: F
Intersection Capacity Utilization 130.1%	ICU Level of Service H
Analysis Period (min) 15	

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

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

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

Splits and Phases: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	319	284	413	703	735	201	2543	299	318	2829	212
Future Volume (vph)	177	319	284	413	703	735	201	2543	299	318	2829	212
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			224			239			224			230
Lane Group Flow (vph)	192	347	309	449	764	799	218	2764	325	346	3075	230
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	33.0
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	40.5
Total Split (s)	14.0	17.0		24.0	27.0		16.0	86.0		19.0	89.0	89.0
Total Split (%)	9.6%	11.6%		16.4%	18.5%		11.0%	58.9%		13.0%	61.0%	61.0%
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	7.5	10.5	146.0	19.0	20.5	146.0	8.5	78.5	146.0	14.0	81.5	81.5
Actuated g/C Ratio	0.05	0.07	1.00	0.13	0.14	1.00	0.06	0.54	1.00	0.10	0.56	0.56
v/c Ratio	1.09	0.95	0.19	1.00	1.07	0.50	1.09	1.01	0.20	1.05	1.08	0.23
Control Delay (s/veh)	155.9	102.8	0.2	106.4	112.4	1.1	152.7	53.4	0.2	101.1	57.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	155.9	102.8	0.2	106.4	112.4	1.1	152.7	53.4	0.2	101.1	57.4	0.6
LOS	F	F	A	F	F	A	F	D	A	F	E	A
Approach Delay (s/veh)		77.5			66.9			54.7			58.0	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	~105	122	0	~225	~294	0	~120	~971	0	~189	~1183	4
Queue Length 95th (ft)	#190	#192	0	#342	#386	0	#208	#1089	0	m135	m243	m1
Internal Link Dist (ft)		619			1004			813			1157	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	176	365	1583	446	713	1583	199	2734	1583	329	2838	985
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.95	0.20	1.01	1.07	0.50	1.10	1.01	0.21	1.05	1.08	0.23

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 13 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

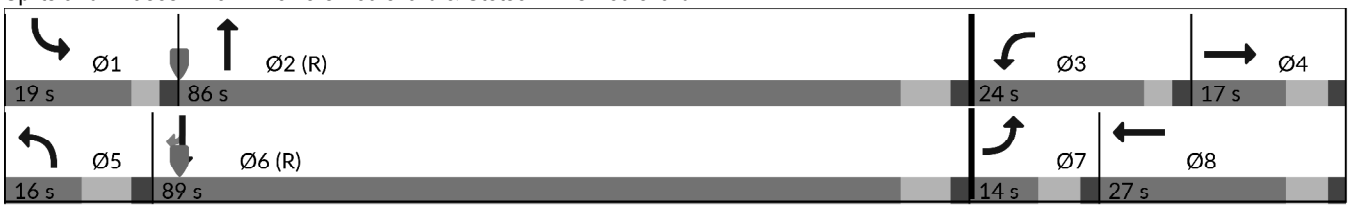
Intersection Signal Delay (s/veh): 60.4	Intersection LOS: E
Intersection Capacity Utilization 102.4%	ICU Level of Service G
Analysis Period (min) 15	

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

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

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	739	478	1086	482	458	1009
Future Volume (vph)	739	478	1086	482	458	1009
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		360		323		
Lane Group Flow (vph)	803	520	1180	524	498	1097
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	52.0		51.0		35.0	86.0
Total Split (%)	37.7%		37.0%		25.4%	62.3%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	38.4	138.0	57.6	138.0	25.0	87.6
Actuated g/C Ratio	0.28	1.00	0.42	1.00	0.18	0.63
v/c Ratio	0.84	0.32	0.55	0.33	0.80	0.33
Control Delay (s/veh)	55.3	0.5	33.2	0.5	63.4	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.3	0.5	33.2	0.5	63.4	8.1
LOS	E	A	C	A	E	A
Approach Delay (s/veh)	33.8		23.2			25.4
Approach LOS	C		C			C
Queue Length 50th (ft)	350	0	292	0	231	119
Queue Length 95th (ft)	397	0	395	0	m272	141
Internal Link Dist (ft)	1742		994			183
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	1144	1583	2121	1583	747	3227
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	0.70	0.33	0.56	0.33	0.67	0.34

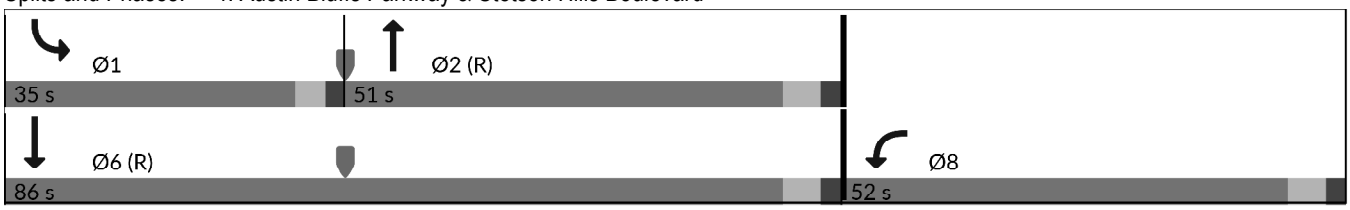
Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 27.0	Intersection LOS: C
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	19	77	1288	198	62	856	18	36	40	154	470	27
Future Volume (vph)	19	77	1288	198	62	856	18	36	40	154	470	27
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.225			0.115			0.738			0.491	
Satd. Flow (perm)	0	419	5085	1583	214	5085	1583	1375	1863	1583	915	1863
Satd. Flow (RTOR)				152			142			147		
Lane Group Flow (vph)	0	105	1400	215	67	930	20	39	43	167	511	29
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4		4	8	
Detector Phase	5	5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)	13.0	13.0	61.0	61.0	11.0	59.0	59.0	23.0	21.0	21.0	45.0	43.0
Total Split (%)	9.4%	9.4%	44.2%	44.2%	8.0%	42.8%	42.8%	16.7%	15.2%	15.2%	32.6%	31.2%
Yellow Time (s)	3.0	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
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	C-Max	None	None	None	None	None
Act Effct Green (s)		72.2	63.4	63.4	68.4	59.8	59.8	17.7	9.4	9.4	53.1	41.9
Actuated g/C Ratio		0.52	0.46	0.46	0.50	0.43	0.43	0.13	0.07	0.07	0.38	0.30
v/c Ratio		0.34	0.59	0.26	0.36	0.42	0.02	0.19	0.34	0.68	0.87	0.05
Control Delay (s/veh)		11.0	10.8	0.8	22.5	28.9	0.0	31.7	67.2	27.4	52.7	33.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		11.0	10.8	0.8	22.5	28.9	0.0	31.7	67.2	27.4	52.7	33.5
LOS		B	B	A	C	C	A	C	E	C	D	C
Approach Delay (s/veh)			9.6			27.9			35.0			40.7
Approach LOS			A			C			C			D
Queue Length 50th (ft)		16	105	0	28	216	0	21	38	17	386	19
Queue Length 95th (ft)		36	124	0	59	273	0	42	75	90	484	42
Internal Link Dist (ft)			761			1310			216			1436
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		306	2335	809	187	2202	766	334	202	303	599	565
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.34	0.60	0.27	0.36	0.42	0.03	0.12	0.21	0.55	0.85	0.05

Intersection Summary

Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

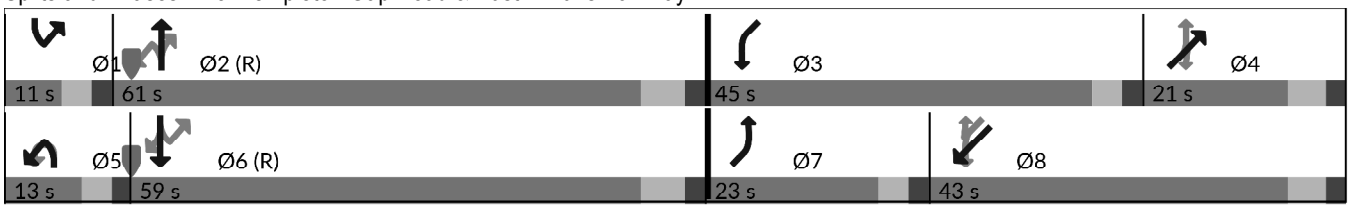
Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	158
Future Volume (vph)	158
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	172
Lane Group Flow (vph)	172
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	43.0
Total Split (%)	31.2%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	41.9
Actuated g/C Ratio	0.30
v/c Ratio	0.28
Control Delay (s/veh)	5.8
Queue Delay	0.0
Total Delay (s/veh)	5.8
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	52
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	600
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.29

Intersection Summary

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 22.3	Intersection LOS: C
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	183	23	1	252	48	7
Future Vol, veh/h	183	23	1	252	48	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	25	1	274	52	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	224	0	488	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	276	-
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	-	-	1345	-	539	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	539	829
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	770	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.03	11.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	-	-	1345	-
HCM Lane V/C Ratio	0.095	-	-	0.001	-
HCM Control Delay (s/veh)	11.3	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	12	171	3	2	190	2	6	0	36	8	0	8
Future Vol, veh/h	12	171	3	2	190	2	6	0	36	8	0	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	186	3	2	207	2	7	0	39	9	0	9
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	9.1	9.4	7.7	7.9
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	EBLn2	WBLn1	WBLn2	SELn1
Vol Left, %	50%	100%	0%	100%	0%	14%
Vol Thru, %	0%	0%	98%	0%	99%	0%
Vol Right, %	50%	0%	2%	0%	1%	86%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	12	174	2	192	42
LT Vol	8	12	0	2	0	6
Through Vol	0	0	171	0	190	0
RT Vol	8	0	3	0	2	36
Lane Flow Rate	17	13	189	2	209	46
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.023	0.019	0.254	0.003	0.281	0.057
Departure Headway (Hd)	4.781	5.356	4.842	5.352	4.844	4.459
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	749	672	745	672	745	804
Service Time	2.806	3.06	2.546	3.055	2.546	2.479
HCM Lane V/C Ratio	0.023	0.019	0.254	0.003	0.281	0.057
HCM Control Delay, s/veh	7.9	8.2	9.2	8.1	9.4	7.7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	1	0	1.2	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	12	184	1	4	190
Future Vol, veh/h	4	12	184	1	4	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	200	1	4	207

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	416	201	0	0	201	0
Stage 1	201	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	593	840	-	-	1371	-
Stage 1	833	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	840	-	-	1371	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	9.71	0	0.16
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	782	1371	-
HCM Lane V/C Ratio	-	-	0.022	0.003	-
HCM Control Delay (s/veh)	-	-	9.7	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	43	1361	93	499	1115	111	103	20	413	85	27	53
Future Volume (vph)	43	1361	93	499	1115	111	103	20	413	85	27	53
Satd. Flow (prot)	1770	3504	0	1770	3490	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.205			0.054			0.738			0.743		
Satd. Flow (perm)	382	3504	0	101	3490	0	1375	1863	1583	1384	1863	1583
Satd. Flow (RTOR)		6			18				390			97
Lane Group Flow (vph)	47	1580	0	542	1333	0	112	22	449	92	29	58
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	16.0		9.0	16.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	9.0	73.0		46.0	110.0		27.0	27.0	27.0	27.0	27.0	27.0
Total Split (%)	6.2%	50.0%		31.5%	75.3%		18.5%	18.5%	18.5%	18.5%	18.5%	18.5%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	75.2	69.0		118.3	109.3		16.7	16.7	16.7	16.7	16.7	16.7
Actuated g/C Ratio	0.52	0.47		0.81	0.75		0.11	0.11	0.11	0.11	0.11	0.11
v/c Ratio	0.19	0.95		0.94	0.50		0.71	0.10	0.85	0.58	0.13	0.21
Control Delay (s/veh)	12.6	50.5		51.0	14.0		86.0	56.7	26.1	75.3	57.4	3.5
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.6	50.5		51.0	14.3		86.0	56.7	26.1	75.3	57.4	3.5
LOS	B	D		D	B		F	E	C	E	E	A
Approach Delay (s/veh)		49.4			25.0			38.8			49.2	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	13	764		488	271		104	19	52	84	25	0
Queue Length 95th (ft)	25	#944		m386	m202		169	46	193	142	57	9
Internal Link Dist (ft)		470			183			515			330	
Turn Bay Length (ft)	150			130			135		85	45		45
Base Capacity (vph)	245	1660		576	2617		197	267	561	199	267	310
Starvation Cap Reductn	0	0		0	609		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	0.19	0.95		0.94	0.66		0.57	0.08	0.80	0.46	0.11	0.19

Intersection Summary

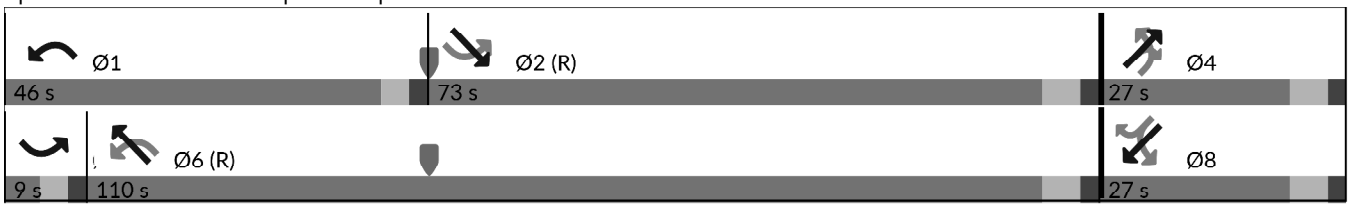
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 61 (42%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay (s/veh): 37.2	Intersection LOS: D
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 1: Templeton Gap Road & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	1172	359	373	755	912	513	3063	339	1030	3597	389
Future Volume (vph)	227	1172	359	373	755	912	513	3063	339	1030	3597	389
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			165			413			198			182
Lane Group Flow (vph)	247	1274	390	405	821	991	558	3329	368	1120	3910	423
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			Free			6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	20.0
Minimum Split (s)	9.0	11.0	11.0	9.0	11.0		9.0	27.5		9.0	27.5	27.5
Total Split (s)	12.0	28.0	28.0	15.0	31.0		19.0	71.0		32.0	84.0	84.0
Total Split (%)	8.2%	19.2%	19.2%	10.3%	21.2%		13.0%	48.6%		21.9%	57.5%	57.5%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0		5.0	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	7.0	21.0	21.0	10.0	24.0	146.0	14.0	63.5	146.0	27.0	76.5	76.5
Actuated g/C Ratio	0.05	0.14	0.14	0.07	0.16	1.00	0.10	0.43	1.00	0.18	0.52	0.52
v/c Ratio	1.50	1.74	1.05	1.72	1.41	0.62	1.69	1.50	0.23	1.76	1.46	0.46
Control Delay (s/veh)	295.8	373.2	85.2	380.3	238.8	1.8	359.9	250.6	0.0	385.1	241.7	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	295.8	373.2	85.2	380.3	238.8	1.8	359.9	250.6	0.0	385.1	241.7	13.4
LOS	F	F	F	F	F	A	F	F	A	F	F	B
Approach Delay (s/veh)		304.5			158.8			243.3			253.5	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~171	~652	~254	~292	~550	0	~397	~1607	0	~815	~1863	135
Queue Length 95th (ft)	m#200	m#713	m#339	#401	#684	0	m#320	m#1187	m0	#952	#1912	221
Internal Link Dist (ft)		449			440			664			606	
Turn Bay Length (ft)	245		200	400		345	520		500	510		535
Base Capacity (vph)	164	731	368	235	581	1583	329	2211	1583	634	2664	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.51	1.74	1.06	1.72	1.41	0.63	1.70	1.51	0.23	1.77	1.47	0.46

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 141 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.77

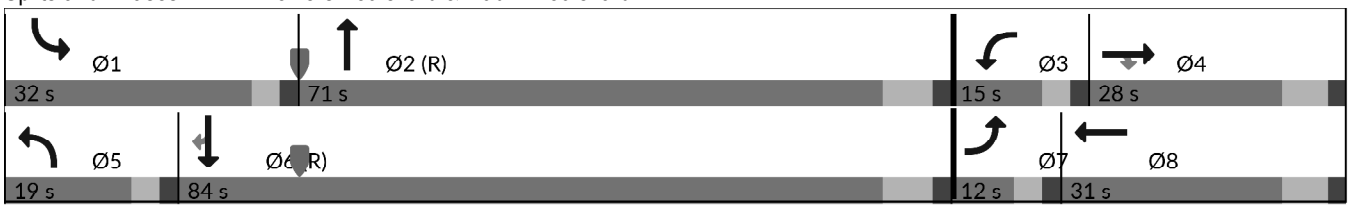
Intersection Signal Delay (s/veh): 242.2	Intersection LOS: F
Intersection Capacity Utilization 142.3%	ICU Level of Service H
Analysis Period (min) 15	

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

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

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

Splits and Phases: 2: N Powers Boulevard & Dublin Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	388	880	343	472	745	527	454	2744	531	754	3058	236
Future Volume (vph)	388	880	343	472	745	527	454	2744	531	754	3058	236
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Satd. Flow (RTOR)			187			319			276			246
Lane Group Flow (vph)	422	957	373	513	810	573	493	2983	577	820	3324	257
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	33.0		4.0	33.0	33.0
Minimum Split (s)	10.5	10.5		9.0	10.5		11.5	40.5		9.0	40.5	40.5
Total Split (s)	19.0	25.0		19.0	25.0		22.0	75.0		27.0	80.0	80.0
Total Split (%)	13.0%	17.1%		13.0%	17.1%		15.1%	51.4%		18.5%	54.8%	54.8%
Yellow Time (s)	4.5	4.5		3.0	4.5		5.5	5.5		3.0	5.5	5.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5		7.5	7.5		5.0	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	12.5	18.5	146.0	14.0	18.5	146.0	14.5	67.5	146.0	22.0	72.5	72.5
Actuated g/C Ratio	0.09	0.13	1.00	0.10	0.13	1.00	0.10	0.46	1.00	0.15	0.50	0.50
v/c Ratio	1.44	1.48	0.23	1.55	1.25	0.36	1.45	1.26	0.36	1.58	1.31	0.28
Control Delay (s/veh)	261.3	269.0	0.3	307.0	178.3	0.6	262.4	159.0	0.6	311.6	165.4	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	261.3	269.0	0.3	307.0	178.3	0.6	262.4	159.0	0.6	311.6	165.4	0.9
LOS	F	F	A	F	F	A	F	F	A	F	F	A
Approach Delay (s/veh)		210.0			159.5			149.1			183.1	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~279	~458	0	~354	~352	0	~327	~1306	0	~586	~1479	4
Queue Length 95th (ft)	#390	#554	0	#471	#445	0	#443	#1380	0	m#324	m418	m1
Internal Link Dist (ft)		618			1004			813			1157	
Turn Bay Length (ft)	175		125	325		280	395		505	435		570
Base Capacity (vph)	293	644	1583	329	644	1583	340	2350	1583	517	2525	909
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.44	1.49	0.24	1.56	1.26	0.36	1.45	1.27	0.36	1.59	1.32	0.28

Intersection Summary

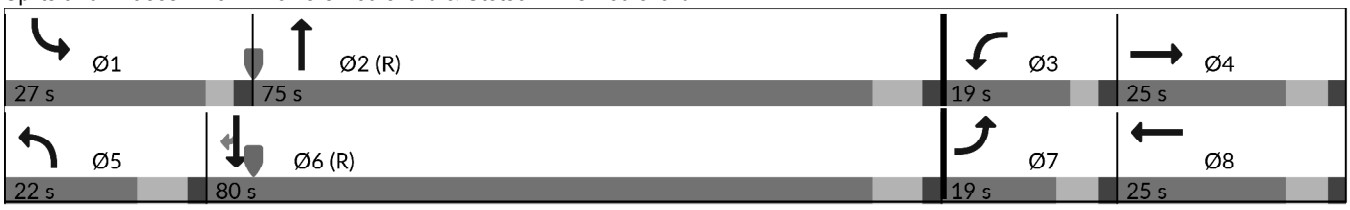
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 50 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay (s/veh): 171.9	Intersection LOS: F
Intersection Capacity Utilization 125.0%	ICU Level of Service H
Analysis Period (min) 15	

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

Splits and Phases: 3: N Powers Boulevard & Stetson Hills Boulevard



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	571	873	1517	992	780	1277
Future Volume (vph)	571	873	1517	992	780	1277
Satd. Flow (prot)	3433	1583	5085	1583	3433	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	5085
Satd. Flow (RTOR)		623		475		
Lane Group Flow (vph)	621	949	1649	1078	848	1388
Turn Type	Prot	Free	NA	Free	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free		
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		28.0		4.0	28.0
Minimum Split (s)	10.0		34.0		9.0	34.0
Total Split (s)	36.0		58.0		44.0	102.0
Total Split (%)	26.1%		42.0%		31.9%	73.9%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		5.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	28.3	138.0	55.3	138.0	37.4	97.7
Actuated g/C Ratio	0.21	1.00	0.40	1.00	0.27	0.71
v/c Ratio	0.88	0.59	0.80	0.68	0.91	0.38
Control Delay (s/veh)	67.9	1.6	41.2	2.3	69.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.9	1.6	41.2	2.3	69.1	9.7
LOS	E	A	D	A	E	A
Approach Delay (s/veh)	27.9		25.9			32.3
Approach LOS	C		C			C
Queue Length 50th (ft)	276	0	496	0	413	135
Queue Length 95th (ft)	#348	0	563	0	#492	234
Internal Link Dist (ft)	1742		994			200
Turn Bay Length (ft)	270	275		230	275	
Base Capacity (vph)	746	1583	2037	1583	970	3598
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	0.60	0.81	0.68	0.87	0.39

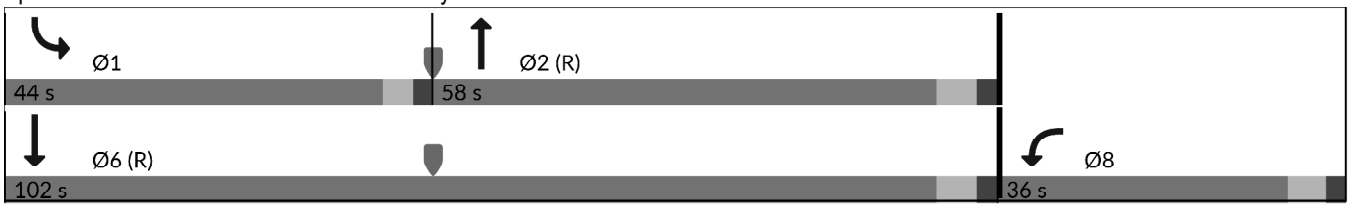
Intersection Summary
Cycle Length: 138
Actuated Cycle Length: 138
Offset: 106 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 28.6	Intersection LOS: C
Intersection Capacity Utilization 82.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 4: Austin Bluffs Parkway & Stetson Hills Boulevard



Lane Group	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	18	150	1730	535	141	1677	31	45	46	101	282	42
Future Volume (vph)	18	150	1730	535	141	1677	31	45	46	101	282	42
Satd. Flow (prot)	0	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1863
Flt Permitted		0.056			0.062			0.727			0.475	
Satd. Flow (perm)	0	104	5085	1583	115	5085	1583	1354	1863	1583	885	1863
Satd. Flow (RTOR)				390			142			146		
Lane Group Flow (vph)	0	183	1880	582	153	1823	34	49	50	110	307	46
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4		4	8	
Detector Phase	5	5	2	2	1	6	6	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	25.0	25.0	4.0	25.0	25.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	31.5	31.5	9.0	31.5	31.5	23.0	10.0	10.0	9.0	10.0
Total Split (s)	23.0	23.0	79.0	79.0	15.0	71.0	71.0	23.0	16.0	16.0	28.0	21.0
Total Split (%)	16.7%	16.7%	57.2%	57.2%	10.9%	51.4%	51.4%	16.7%	11.6%	11.6%	20.3%	15.2%
Yellow Time (s)	3.0	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
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	C-Max	None	None	None	None	None
Act Effct Green (s)		89.0	74.6	74.6	82.4	70.7	70.7	17.8	8.5	8.5	36.7	24.5
Actuated g/C Ratio		0.64	0.54	0.54	0.60	0.51	0.51	0.13	0.06	0.06	0.27	0.18
v/c Ratio		0.77	0.68	0.56	0.80	0.69	0.03	0.24	0.43	0.47	0.81	0.13
Control Delay (s/veh)		65.4	7.9	1.5	60.1	28.4	0.0	41.5	73.9	10.2	62.4	50.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		65.4	7.9	1.5	60.1	28.4	0.0	41.5	73.9	10.2	62.4	50.5
LOS		E	A	A	E	C	A	D	E	B	E	D
Approach Delay (s/veh)			10.5			30.4			32.8			48.0
Approach LOS			B			C			C			D
Queue Length 50th (ft)		109	128	0	80	459	0	33	44	0	242	35
Queue Length 95th (ft)		m158	146	0	#208	549	0	66	88	28	#357	75
Internal Link Dist (ft)			743			1310			216			1407
Turn Bay Length (ft)		195		185	190		140	25		25	165	
Base Capacity (vph)		286	2748	1034	194	2605	880	323	135	250	382	331
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.64	0.68	0.56	0.79	0.70	0.04	0.15	0.37	0.44	0.80	0.14

Intersection Summary

Cycle Length: 138
Actuated Cycle Length: 138
Offset: 109 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	95
Future Volume (vph)	95
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Satd. Flow (RTOR)	146
Lane Group Flow (vph)	103
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	21.0
Total Split (%)	15.2%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	24.5
Actuated g/C Ratio	0.18
v/c Ratio	0.25
Control Delay (s/veh)	3.7
Queue Delay	0.0
Total Delay (s/veh)	3.7
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	18
Internal Link Dist (ft)	
Turn Bay Length (ft)	80
Base Capacity (vph)	401
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.26

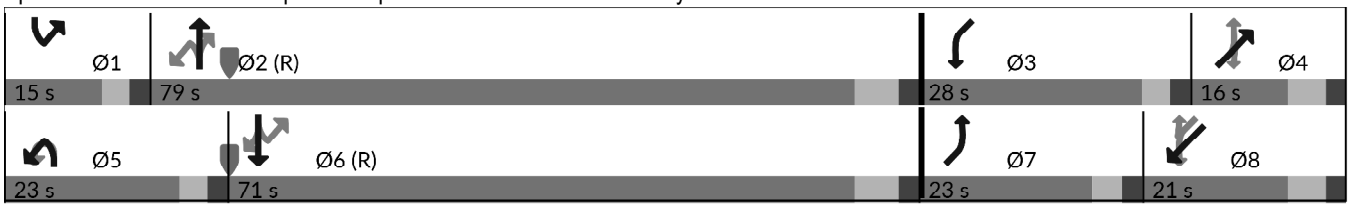
Intersection Summary

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 22.1	Intersection LOS: C
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 5: Templeton Gap Road & Austin Bluffs Parkway



Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	415	50	6	261	34	3
Future Vol, veh/h	415	50	6	261	34	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	451	54	7	284	37	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	505	0	775	478
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	297	-
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	-	-	1059	-	366	587
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1059	-	364	587
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.19	13.16
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	481	-	-	1059	-
HCM Lane V/C Ratio	0.084	-	-	0.006	-
HCM Control Delay (s/veh)	13.2	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	40	350	8	8	224	7	4	0	24	5	0	5
Future Vol, veh/h	40	350	8	8	224	7	4	0	24	5	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	380	9	9	243	8	4	0	26	5	0	5
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	12.3	10.2	8.3	8.5
HCM LOS	B	B	A	A

Lane	NWLn1	EBLn1	EBLn2	WBLn1	WBLn2	SELn1
Vol Left, %	50%	100%	0%	100%	0%	14%
Vol Thru, %	0%	0%	98%	0%	97%	0%
Vol Right, %	50%	0%	2%	0%	3%	86%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	40	358	8	231	28
LT Vol	5	40	0	8	0	4
Through Vol	0	0	350	0	224	0
RT Vol	5	0	8	0	7	24
Lane Flow Rate	11	43	389	9	251	30
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.016	0.064	0.521	0.013	0.346	0.043
Departure Headway (Hd)	5.363	5.339	4.821	5.482	4.959	5.041
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	666	673	751	654	726	709
Service Time	3.406	3.059	2.541	3.204	2.68	3.078
HCM Lane V/C Ratio	0.017	0.064	0.518	0.014	0.346	0.042
HCM Control Delay, s/veh	8.5	8.4	12.7	8.3	10.3	8.3
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0	0.2	3.1	0	1.5	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	8	355	4	13	236
Future Vol, veh/h	3	8	355	4	13	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	9	386	4	14	257

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	673	388	0	0	390	0
Stage 1	388	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	421	660	-	-	1168	-
Stage 1	686	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	416	660	-	-	1168	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	10.98	0	0.42
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	614	1168	-
HCM Lane V/C Ratio	-	-	0.019	0.012	-
HCM Control Delay (s/veh)	-	-	11	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

APPENDIX E

Existing Residential Trip Generation

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.43	0.18	0.53	0.70	0.59	0.35	0.94

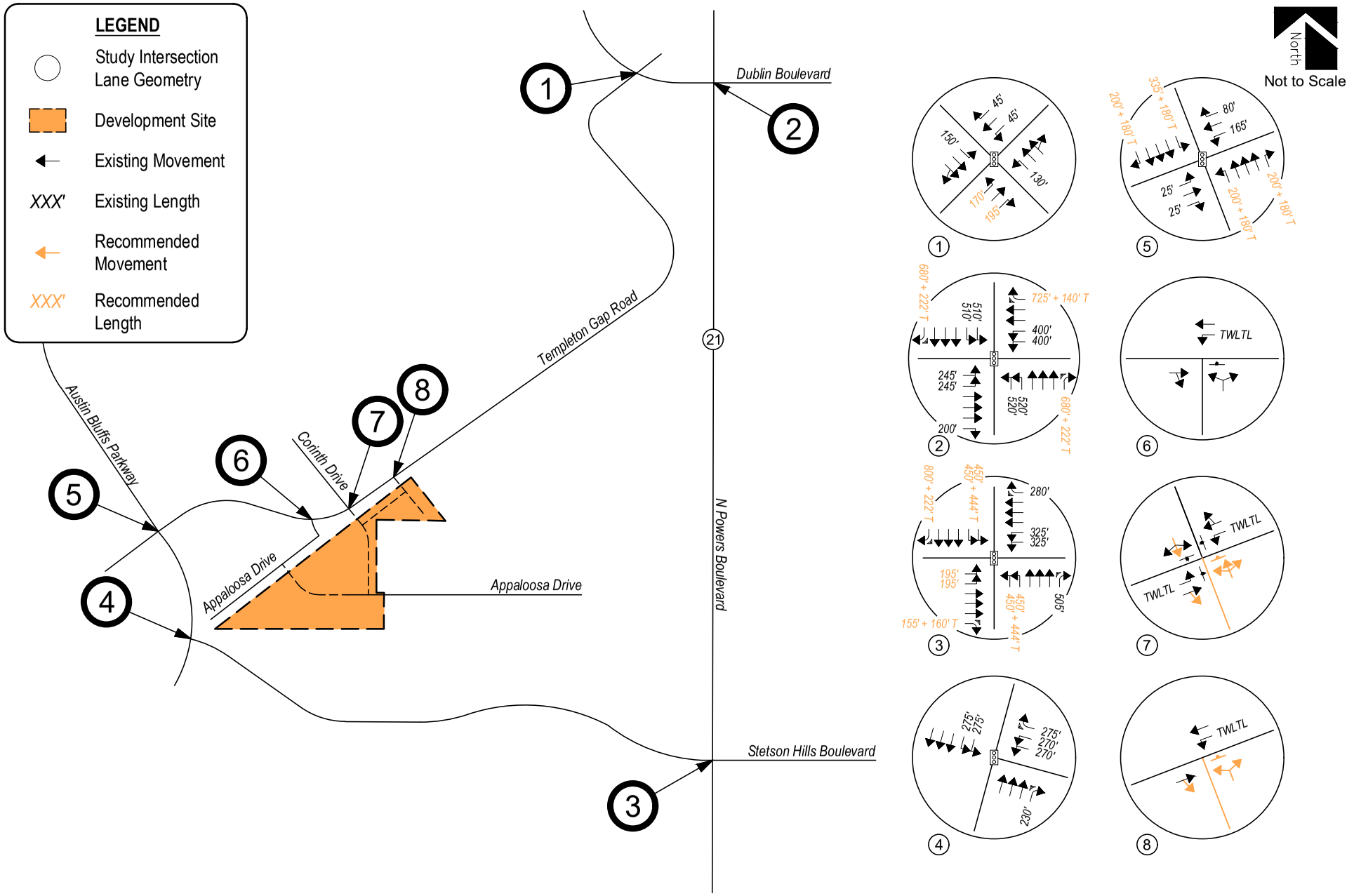
Key: DU = Dwelling Units.
Note: All data and calculations above are subject to being rounded to nearest value.

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	78 DU	733	14	41	54	46	27	73
		Total:	*733*	*14*	*41*	*54*	*46*	*27*	*73*

Key: DU = Dwelling Units.
Note: All data and calculations above are subject to being rounded to nearest value.

APPENDIX F

Recommended Intersection Geometry


LEGEND
Study Intersection Lane Geometry
Development Site
Existing Movement
XXX' Existing Length
Recommended Movement
XXX' Recommended Length
North
Not to Scale
Dublin Boulevard
Templeton Gap Road
Austin Bluffs Parkway
Corinth Drive
Appaloosa Drive
Appaloosa Drive
N Powers Boulevard
Stetson Hills Boulevard
21
1
2
3
4
5
6
7
8
45'
45'
150'
130'
170'
195'
335' + 180' T
200' + 180' T
80'
165'
25'
25'
200' + 180' T
200' + 180' T
680' + 222' T
510'
510'
725' + 140' T
400'
400'
245'
245'
520'
520'
200'
680' + 222' T
TWLTL
800' + 222' T
450'
450'
450' + 444' T
280'
325'
325'
195'
195'
450'
450'
450' + 444' T
505'
155' + 160' T
TWLTL
TWLTL
275'
275'
275'
270'
270'
230'
TWLTL