



EASTMAN AVENUE PRACTICAL ALTERNATIVE 3 PM



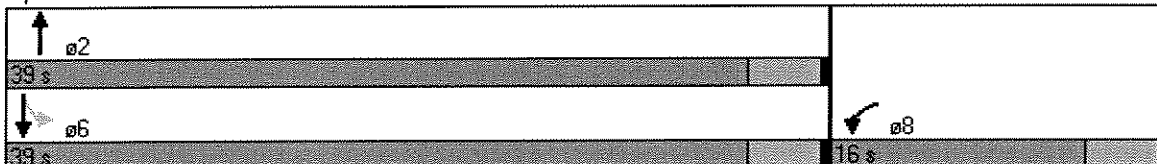
Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	144	1411	15	1533
Turn Type			Perm	
Protected Phases	8	2		6
Permitted Phases			6	
Detector Phases	8	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0	20.0	20.0
Total Split (s)	16.0	39.0	39.0	39.0
Total Split (%)	29.1%	70.9%	70.9%	70.9%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	Min	Min
Act Effect Green (s)	9.9	39.9	39.9	39.9
Actuated g/C Ratio	0.18	0.73	0.73	0.73
v/c Ratio	0.61	0.62	0.10	0.65
Control Delay	22.5	4.6	5.9	7.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.5	4.6	5.9	7.2
LOS	C	A	A	A
Approach Delay	22.5	4.6		7.2
Approach LOS	C	A		A

Intersection Summary

Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 11 (20%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 6.9
 Intersection Capacity Utilization 59.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 2: Commerce & Eastman





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↕↕↕	↖	↕↕	↗
Volume (vph)	521	214	78	83	135	303	76	1595	202	1840	472
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	1	6	7
Permitted Phases	4		4	8		8	2		6		6
Detector Phases	7	4	4	3	8	8	5	2	1	6	7
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	11.1	22.1	22.1	11.1	22.1	22.1	11.3	22.3	11.3	22.3	11.1
Total Split (s)	13.0	24.0	24.0	11.1	22.1	22.1	11.3	61.4	13.5	63.6	13.0
Total Split (%)	11.8%	21.8%	21.8%	10.1%	20.1%	20.1%	10.3%	55.8%	12.3%	57.8%	11.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.3	4.3	4.3	4.3	3.6
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?											
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	None	C-Max	None
Act Effct Green (s)	29.4	22.2	22.2	25.2	18.1	18.1	64.7	57.4	69.5	61.9	74.9
Actuated g/C Ratio	0.27	0.20	0.20	0.23	0.16	0.16	0.59	0.52	0.63	0.56	0.68
v/c Ratio	0.89	0.62	0.22	0.44	0.48	0.97	0.45	0.71	1.00	1.01	0.43
Control Delay	58.1	49.3	9.9	43.2	47.6	74.8	32.7	22.0	57.9	32.8	1.7
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	58.1	49.3	9.9	43.2	47.6	74.8	32.7	22.0	57.9	32.8	1.7
LOS	E	D	A	D	D	E	C	C	E	C	A
Approach Delay		51.2			62.7			22.5		28.9	
Approach LOS		D			E			C		C	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 82 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 33.4
 Intersection Capacity Utilization 91.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service F

Splits and Phases: 3: Wackerly & Eastman

↑ ø2	↖ ø1	↗ ø4	↖ ø3
61.4 s	135 s	24 s	11.1 s
↓ ø6	↖ ø5	↖ ø8	↗ ø7
63.6 s	11.3 s	22.1 s	13 s

Alt 7 One-Way Pair 2026 PM
8: SB Ring & Eastman

7/14/2005



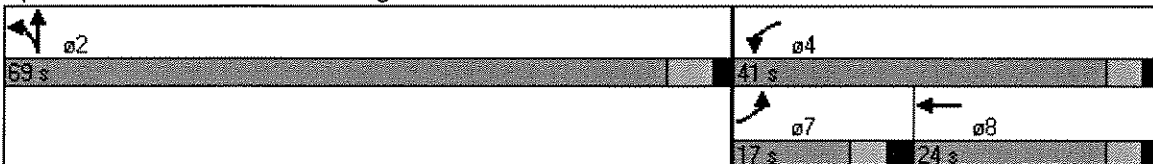
Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↖↗	↖↗	↖	↗	↖↗	↖	↖↗	↖
Volume (vph)	332	2816	350	260	514	211	1721	260
Turn Type	Prot	Free	Prot		Free	Split		Free
Protected Phases	7		4	8		2	2	
Permitted Phases		Free			Free			Free
Detector Phases	7		4	8		2	2	
Minimum Initial (s)	4.0		5.0	4.0		10.0	10.0	
Minimum Split (s)	10.0		17.0	22.0		35.3	35.3	
Total Split (s)	17.0	0.0	41.0	24.0	0.0	69.0	69.0	0.0
Total Split (%)	15.5%	0.0%	37.3%	21.8%	0.0%	62.7%	62.7%	0.0%
Yellow Time (s)	3.5		3.5	3.5		4.3	4.3	
All-Red Time (s)	2.5		2.5	2.5		2.0	2.0	
Lead/Lag	Lead			Lag				
Lead-Lag Optimize?	Yes			Yes				
Recall Mode	None		None	None		C-Max	C-Max	
Act Effct Green (s)	13.0	110.0	36.5	19.5	110.0	65.5	65.5	110.0
Actuated g/C Ratio	0.12	1.00	0.33	0.18	1.00	0.60	0.60	1.00
v/c Ratio	0.89	1.10	0.65	0.85	0.35	0.22	0.89	0.18
Control Delay	52.0	63.6	37.0	65.5	0.6	5.5	17.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	63.6	37.0	65.5	0.6	5.5	17.3	0.1
LOS	D	E	D	E	A	A	B	A
Approach Delay	62.3			26.9	14.1			
Approach LOS	E			C	B			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 96 (87%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 39.8
 Intersection Capacity Utilization 80.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 8: SB Ring & Eastman





Lane Group	WBR	NBT	NBR
Lane Configurations	↑↑	↑↑↑	↑
Volume (vph)	320	2174	76
Turn Type	custom		Prot
Protected Phases	4	2	2
Permitted Phases	4		
Detector Phases	4	2	2
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	22.0	22.1	22.1
Total Split (s)	36.0	74.0	74.0
Total Split (%)	32.7%	67.3%	67.3%
Yellow Time (s)	3.5	4.3	4.3
All-Red Time (s)	2.5	1.8	1.8
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min
Act Effct Green (s)	19.8	82.2	82.2
Actuated g/C Ratio	0.18	0.75	0.75
v/c Ratio	0.68	0.62	0.07
Control Delay	41.9	2.8	0.3
Queue Delay	0.0	0.2	0.0
Total Delay	41.9	3.0	0.3
LOS	D	A	A
Approach Delay	41.9	2.9	
Approach LOS	D	A	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 18 (16%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 7.8
 Intersection Capacity Utilization 59.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 13: S. Mall Entrance & Eastman

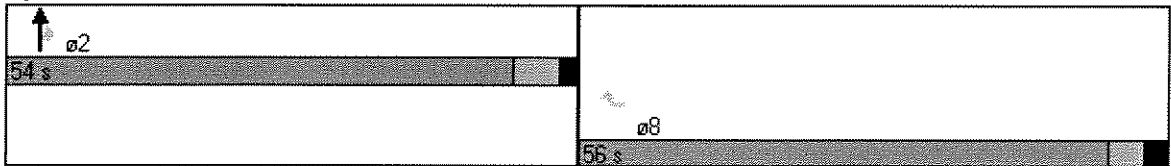
↑ ø2	↶ ø4
74 s	36 s



Lane Group	WBR	NBT	NBR
Lane Configurations	↑↑↑	↑↑↑	↑
Volume (vph)	1434	1164	1315
Turn Type	custom		Perm
Protected Phases		2	
Permitted Phases	8		2
Detector Phases	8	2	2
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	22.0	22.2	22.2
Total Split (s)	56.0	54.0	54.0
Total Split (%)	50.9%	49.1%	49.1%
Yellow Time (s)	3.5	4.3	4.3
All-Red Time (s)	2.5	1.9	1.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Max	C-Max
Act Effct Green (s)	51.0	51.0	51.0
Actuated g/C Ratio	0.46	0.46	0.46
v/c Ratio	0.91	0.82	0.80
Control Delay	34.5	21.3	6.7
Queue Delay	0.0	0.2	0.6
Total Delay	34.5	21.5	7.3
LOS	C	C	A
Approach Delay	34.5	16.8	
Approach LOS	C	B	

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12 (11%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 23.3
 Intersection Capacity Utilization 72.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 16: Joe Mann & Eastman



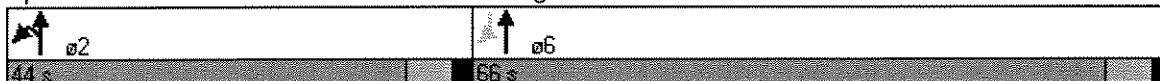


Lane Group	NBL	NBT	SBR
Lane Configurations	↔↔	↑↑	↔↔
Volume (vph)	1143	1455	1677
Turn Type	Prot		custom
Protected Phases	2	2 6	
Permitted Phases			6
Detector Phases	2	2 6	6
Minimum Initial (s)	4.0		4.0
Minimum Split (s)	22.3		22.3
Total Split (s)	44.0	110.0	66.0
Total Split (%)	40.0%	100.0%	60.0%
Yellow Time (s)	4.3		4.3
All-Red Time (s)	2.0		2.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min		Min
Act Effct Green (s)	40.0	110.0	62.0
Actuated g/C Ratio	0.36	1.00	0.56
v/c Ratio	1.00	0.45	1.02
Control Delay	50.1	0.2	46.5
Queue Delay	0.0	0.0	0.0
Total Delay	50.1	0.2	46.5
LOS	D	A	D
Approach Delay		22.1	46.5
Approach LOS		C	D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 108 (98%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 31.7
 Intersection Capacity Utilization 97.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service F

Splits and Phases: 28: Eastman & SB Ring





Lane Group	EBT	EBR	WBL	NBR
Lane Configurations	↑↑↑	↗	↖	↗↗
Volume (vph)	2510	242	471	679
Turn Type		Perm	Prot	Over
Protected Phases	4		2	2
Permitted Phases		4		
Detector Phases	4	4	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0
Total Split (s)	68.0	68.0	42.0	42.0
Total Split (%)	61.8%	61.8%	38.2%	38.2%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effct Green (s)	64.0	64.0	38.0	38.0
Actuated g/C Ratio	0.58	0.58	0.35	0.35
v/c Ratio	0.92	0.29	0.84	0.77
Control Delay	27.4	12.6	37.2	38.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	27.4	12.6	37.2	38.4
LOS	C	B	D	D
Approach Delay	26.1		37.2	38.4
Approach LOS	C		D	D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 107 (97%), Referenced to phase 4:EBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 29.5
 Intersection Capacity Utilization 81.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 36: SB Ring & Airport

