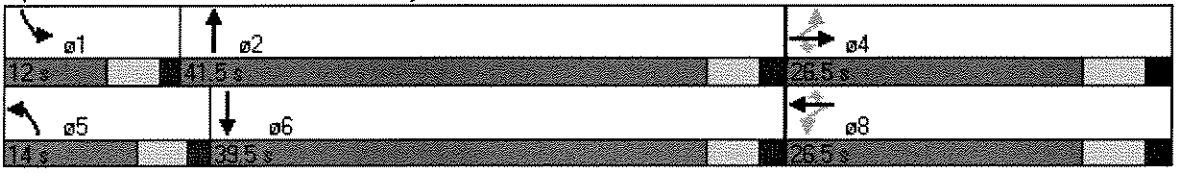
JEFFERSON AVENUE AND WACKERLY STREET

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	120	98	153	73	136	76	158	506	181	569
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	
Protected Phases		4			8		5	2	1	6
Permitted Phases	4		4	8		8				
Detector Phases	4	4	4	8	8	8	5	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	9.0	33.5	9.0	33.5
Total Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	14.0	41.5	12.0	39.5
Total Split (%)	33.1%	33.1%	33.1%	33.1%	33.1%	33.1%	17.5%	51.9%	15.0%	49.4%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.6	3.5	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.9	1.5	1.9
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	22.5	22.5	22.5	22.5	22.5	22.5	10.0	37.5	8.0	35.5
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.12	0.47	0.10	0.44
v/c Ratio	0.39	0.20	0.29	0.22	0.28	0.16	0.78	0.66	0.57	0.85
Control Delay	27.6	23.2	5.5	24.1	24.3	6.4	59.3	20.7	41.6	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	23.2	5.5	24.1	24.3	6.4	59.3	20.7	41.6	31.9
LOS	C	C	A	C	C	A	E	C	D	C
Approach Delay		17.3			19.4			29.6		34.1
Approach LOS		B			B			C		C

Intersection Summary

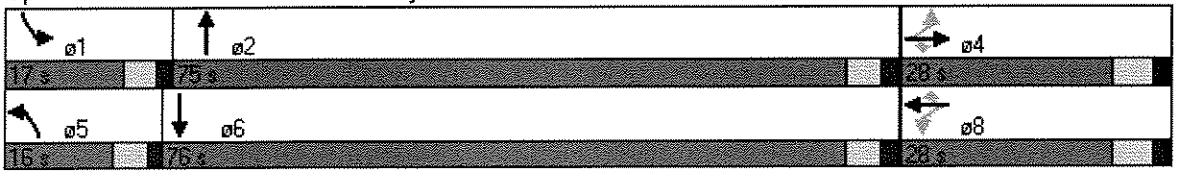
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 27.9 Intersection LOS: C
Intersection Capacity Utilization 70.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 43: Wackerly & Jefferson



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	75	232	68	13	257	303	152	990	344	919
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	
Protected Phases		4			8		5	2	1	6
Permitted Phases	4		4	8		8				
Detector Phases	4	4	4	8	8	8	5	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	9.0	33.5	9.0	33.5
Total Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	16.0	75.0	17.0	76.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%	13.3%	62.5%	14.2%	63.3%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.6	3.5	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.9	1.5	1.9
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	12.0	71.0	13.0	72.0
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.20	0.10	0.59	0.11	0.60
v/c Ratio	0.86	0.68	0.20	0.12	0.75	0.65	0.93	0.99	1.01	0.97
Control Delay	73.3	31.9	4.4	42.6	58.8	19.9	105.9	50.0	101.5	45.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	31.9	4.4	42.6	58.8	19.9	105.9	50.0	101.5	45.1
LOS	E	C	A	D	E	B	F	D	F	D
Approach Delay		35.2			37.9			57.3		59.6
Approach LOS		D			D			E		E

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Pretimed
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 52.6 Intersection LOS: D
Intersection Capacity Utilization 93.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 43: Wackerly & Jefferson