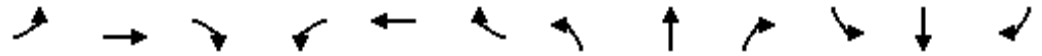


APPENDIX C SYNCHRO TIMING REPORTS

Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (vph)	168	2355	5	5	1152	33	5	5	7	39	5	151
Future Volume (vph)	168	2355	5	5	1152	33	5	5	7	39	5	151
Satd. Flow (prot)	1652	4916	0	1636	3505	1568	1728	1716	0	1728	1881	1599
Flt Permitted	0.201			0.048			0.754			0.750		
Satd. Flow (perm)	349	4916	0	83	3505	1521	1371	1716	0	1364	1881	1576
Satd. Flow (RTOR)		1				58		7				160
Lane Group Flow (vph)	179	2507	0	5	1224	35	5	12	0	41	5	160
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	24.0		4.0	24.0	24.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	16.0	30.5		12.0	30.5	30.5	20.0	20.0		20.0	20.0	20.0
Total Split (s)	18.0	147.0		14.0	143.0	143.0	19.0	19.0		19.0	19.0	19.0
Total Split (%)	10.0%	81.7%		7.8%	79.4%	79.4%	10.6%	10.6%		10.6%	10.6%	10.6%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	159.9	157.9		153.0	146.9	146.9	12.1	12.1		12.1	12.1	12.1
Actuated g/C Ratio	0.89	0.88		0.85	0.82	0.82	0.07	0.07		0.07	0.07	0.07
v/c Ratio	0.48	0.58		0.04	0.43	0.03	0.05	0.10		0.45	0.04	0.63
Control Delay	5.7	3.8		1.4	9.6	1.3	78.0	50.3		95.5	77.4	21.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	5.7	3.8		1.4	9.6	1.3	78.0	50.3		95.5	77.4	21.4
LOS	A	A		A	A	A	E	D		F	E	C
Approach Delay		4.0			9.3			58.5			37.5	
Approach LOS		A			A			E			D	

Intersection Summary

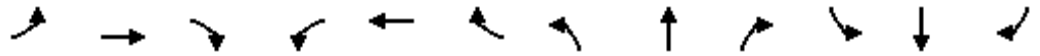
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 92 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 7.5
 Intersection LOS: A
 Intersection Capacity Utilization 69.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↗	↗
Traffic Volume (vph)	114	1775	13	112	887	168	5	108	188	213	160	95
Future Volume (vph)	114	1775	13	112	887	168	5	108	188	213	160	95
Satd. Flow (prot)	1770	3539	1583	1694	5036	1568	1752	1845	1568	1698	1773	1599
Flt Permitted	0.950			0.950			0.950			0.950	0.992	
Satd. Flow (perm)	1770	3539	1583	1694	5036	1514	1752	1845	1568	1698	1773	1599
Satd. Flow (RTOR)			142			178			211			106
Lane Group Flow (vph)	128	1990	15	126	994	188	6	121	211	206	212	106
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	24.0	30.5		24.0	30.5	30.5	27.0	27.0		31.0	31.0	31.0
Total Split (s)	30.0	95.0		25.0	90.0	90.0	27.0	27.0		33.0	33.0	33.0
Total Split (%)	16.7%	52.8%		13.9%	50.0%	50.0%	15.0%	15.0%		18.3%	18.3%	18.3%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	19.7	99.9	180.0	18.7	98.9	98.9	19.5	19.5	180.0	25.9	25.9	25.9
Actuated g/C Ratio	0.11	0.56	1.00	0.10	0.55	0.55	0.11	0.11	1.00	0.14	0.14	0.14
v/c Ratio	0.66	1.01	0.01	0.72	0.36	0.21	0.03	0.61	0.13	0.84	0.83	0.33
Control Delay	106.1	44.4	0.0	90.7	30.6	14.1	69.8	89.2	0.2	102.9	100.5	13.0
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	106.1	44.4	0.0	90.7	30.6	14.1	69.8	89.2	0.2	102.9	100.5	13.0
LOS	F	D	A	F	C	B	E	F	A	F	F	B
Approach Delay		47.8			34.0			33.3			83.7	
Approach LOS		D			C			C			F	

Intersection Summary

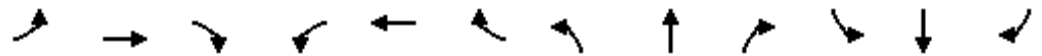
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 126 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 46.8
 Intersection LOS: D
 Intersection Capacity Utilization 83.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1481	161	26	810	21	105	17	39	27	10	30
Future Volume (vph)	50	1481	161	26	810	21	105	17	39	27	10	30
Satd. Flow (prot)	1770	3539	1583	1811	3505	1568	1641	1667	1546	0	1813	1599
Flt Permitted	0.285			0.106			0.950	0.965			0.964	
Satd. Flow (perm)	531	3539	1583	202	3505	1446	1641	1667	1546	0	1813	1599
Satd. Flow (RTOR)			128			57			59			59
Lane Group Flow (vph)	57	1678	182	29	918	24	69	69	44	0	42	34
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0	6.0
Minimum Split (s)	29.5	29.5	29.5	29.5	29.5	29.5	38.2	38.2	38.2	22.2	22.2	22.2
Total Split (s)	127.0	127.0	127.0	127.0	127.0	127.0	31.0	31.0	31.0	22.0	22.0	22.0
Total Split (%)	70.6%	70.6%	70.6%	70.6%	70.6%	70.6%	17.2%	17.2%	17.2%	12.2%	12.2%	12.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2		-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	138.7	138.7	138.7	138.7	138.7	138.7	19.9	19.9	19.9		11.8	11.8
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77	0.11	0.11	0.11		0.07	0.07
v/c Ratio	0.14	0.62	0.15	0.19	0.34	0.02	0.38	0.38	0.20		0.36	0.21
Control Delay	5.0	5.7	1.1	8.4	5.0	0.4	77.6	77.3	8.9		87.9	6.6
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	5.0	5.7	1.1	8.4	5.0	0.4	77.6	77.3	8.9		87.9	6.6
LOS	A	A	A	A	A	A	E	E	A		F	A
Approach Delay		5.2			5.0			60.9			51.5	
Approach LOS		A			A			E			D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 9.5

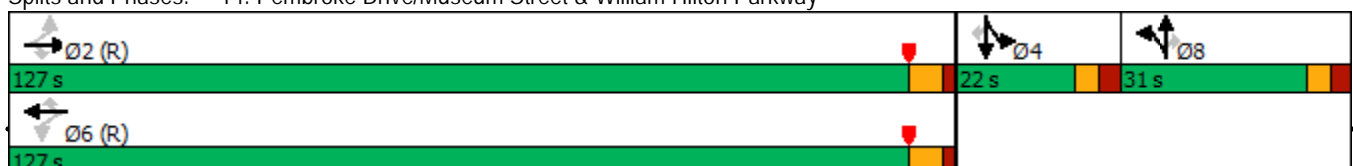
Intersection LOS: A

Intersection Capacity Utilization 63.4%

ICU Level of Service B

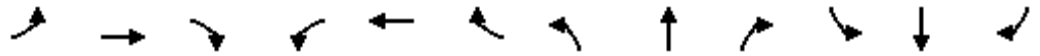
Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

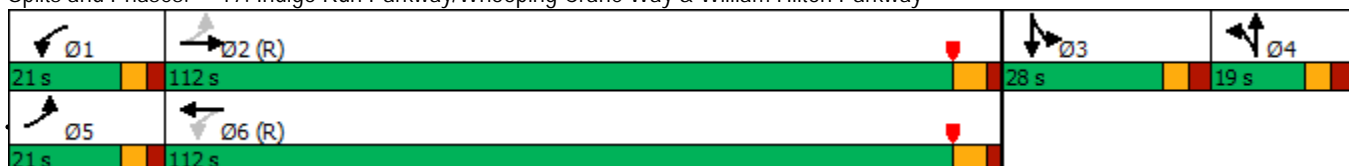


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	1270	66	55	789	173	44	45	39	218	86	90
Future Volume (vph)	129	1270	66	55	789	173	44	45	39	218	86	90
Satd. Flow (prot)	1711	3539	1583	3286	3505	1568	3351	1818	1599	3351	1944	1599
Flt Permitted	0.264			0.130			0.950			0.950		
Satd. Flow (perm)	475	3539	1583	450	3505	1568	3351	1818	1599	3351	1944	1599
Satd. Flow (RTOR)			136			196			136			136
Lane Group Flow (vph)	146	1439	75	62	894	196	50	51	44	247	97	102
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free	6		Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	18.0	29.5		18.0	29.5		16.5	16.5		18.5	18.5	
Total Split (s)	21.0	112.0		21.0	112.0		19.0	19.0		28.0	28.0	
Total Split (%)	11.7%	62.2%		11.7%	62.2%		10.6%	10.6%		15.6%	15.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.0		2.5	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	133.3	122.3	180.0	127.2	119.1	180.0	12.9	12.9	180.0	20.7	20.7	180.0
Actuated g/C Ratio	0.74	0.68	1.00	0.71	0.66	1.00	0.07	0.07	1.00	0.12	0.12	1.00
v/c Ratio	0.34	0.60	0.05	0.14	0.39	0.12	0.21	0.39	0.03	0.64	0.43	0.06
Control Delay	3.1	6.4	0.0	7.2	14.5	0.2	80.2	88.3	0.0	83.8	79.9	0.1
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	3.1	6.4	0.0	7.2	14.5	0.2	80.2	88.3	0.0	83.8	79.9	0.1
LOS	A	A	A	A	B	A	F	F	A	F	E	A
Approach Delay		5.9			11.7			58.7			63.8	
Approach LOS		A			B			E			E	

Intersection Summary

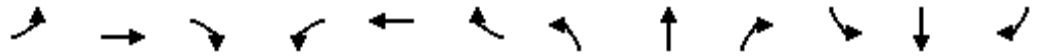
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 45 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 17.7
 Intersection LOS: B
 Intersection Capacity Utilization 63.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↗	↕	↖	↗	↕	↖	↗	↕	↖
Traffic Volume (vph)	213	1225	17	23	784	101	8	39	45	71	26	197
Future Volume (vph)	213	1225	17	23	784	101	8	39	45	71	26	197
Satd. Flow (prot)	3433	3539	1636	1811	3388	1516	1668	1756	1492	1728	1818	1599
Flt Permitted	0.950			0.176			0.738			0.728		
Satd. Flow (perm)	3433	3539	1636	335	3388	1431	1296	1756	1492	1324	1818	1599
Satd. Flow (RTOR)			58			94			55			223
Lane Group Flow (vph)	241	1388	19	26	889	114	9	44	51	80	29	223
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1			4
Permitted Phases			2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.0	30.0	30.0	22.0	31.0	31.0	38.5	38.5	22.0	22.5	22.5	22.5
Total Split (s)	31.0	125.0	125.0	21.0	115.0	115.0	34.0	34.0	21.0	34.0	34.0	34.0
Total Split (%)	17.2%	69.4%	69.4%	11.7%	63.9%	63.9%	18.9%	18.9%	11.7%	18.9%	18.9%	18.9%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.5	1.5	2.5	1.5	1.5	3.0	3.0	2.5	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	19.5	141.2	141.2	139.0	129.0	129.0	19.6	19.6	33.6	19.6	19.6	19.6
Actuated g/C Ratio	0.11	0.78	0.78	0.77	0.72	0.72	0.11	0.11	0.19	0.11	0.11	0.11
v/c Ratio	0.65	0.50	0.01	0.08	0.37	0.11	0.06	0.23	0.16	0.56	0.15	0.60
Control Delay	93.1	5.8	0.1	4.2	11.3	3.0	68.6	73.6	11.7	89.3	71.0	14.3
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	93.1	5.8	0.1	4.2	11.3	3.0	68.6	73.6	11.7	89.3	71.0	14.3
LOS	F	A	A	A	B	A	E	E	B	F	E	B
Approach Delay		18.5			10.2			42.8			37.4	
Approach LOS		B			B			D			D	

Intersection Summary

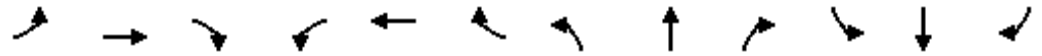
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 80 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 61.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway

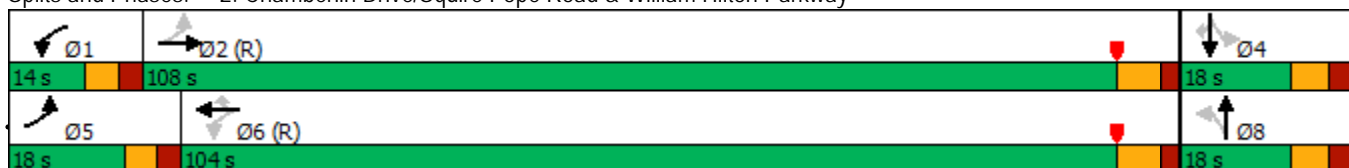


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	90	1714	18	5	1701	57	5	16	5	36	5	106
Future Volume (vph)	90	1714	18	5	1701	57	5	16	5	36	5	106
Satd. Flow (prot)	1652	4905	0	1652	3539	1583	1711	1799	0	1711	1863	1583
Flt Permitted	0.081			0.102			0.754			0.743		
Satd. Flow (perm)	141	4905	0	177	3539	1540	1358	1799	0	1338	1863	1562
Satd. Flow (RTOR)		3				74		5				113
Lane Group Flow (vph)	98	1880	0	5	1846	62	5	22	0	39	5	115
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	24.0		4.0	24.0	24.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	16.0	30.5		12.0	30.5	30.5	16.5	16.5		16.5	16.5	16.5
Total Split (s)	18.0	108.0		14.0	104.0	104.0	18.0	18.0		18.0	18.0	18.0
Total Split (%)	12.9%	77.1%		10.0%	74.3%	74.3%	12.9%	12.9%		12.9%	12.9%	12.9%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	120.9	118.9		114.4	108.4	108.4	11.1	11.1		11.1	11.1	11.1
Actuated g/C Ratio	0.86	0.85		0.82	0.77	0.77	0.08	0.08		0.08	0.08	0.08
v/c Ratio	0.46	0.45		0.02	0.67	0.05	0.05	0.15		0.37	0.03	0.51
Control Delay	11.0	3.4		0.6	11.9	0.1	58.8	51.0		70.4	58.4	18.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	11.0	3.4		0.6	11.9	0.1	58.8	51.0		70.4	58.4	18.7
LOS	B	A		A	B	A	E	D		E	E	B
Approach Delay		3.8			11.4			52.5			32.6	
Approach LOS		A			B			D			C	

Intersection Summary

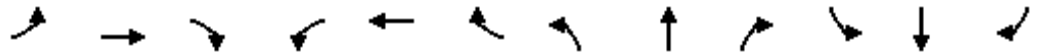
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 79 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 8.8
 Intersection LOS: A
 Intersection Capacity Utilization 72.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway

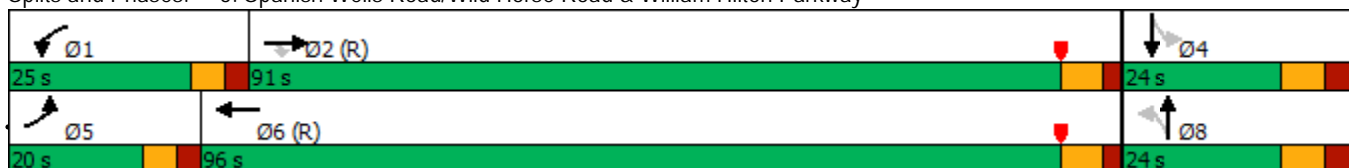


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↗	↙	↑↑↑		↙	↗		↙	↗	
Traffic Volume (vph)	47	1607	99	97	1652	62	96	38	91	45	33	13
Future Volume (vph)	47	1607	99	97	1652	62	96	38	91	45	33	13
Satd. Flow (prot)	1711	5085	1478	1711	6368	0	1711	1887	0	1711	1777	0
Flt Permitted	0.950			0.950			0.724			0.434		
Satd. Flow (perm)	1711	5085	1447	1711	6368	0	1304	1887	0	781	1777	0
Satd. Flow (RTOR)			82		11			72			12	
Lane Group Flow (vph)	51	1744	107	105	1860	0	104	140	0	49	50	0
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2				8			4		
Detector Phase	5	2	2	1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	23.0	23.0	6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	16.0	29.5	29.5	21.0	29.5		23.5	23.5		23.5	23.5	
Total Split (s)	20.0	91.0	91.0	25.0	96.0		24.0	24.0		24.0	24.0	
Total Split (%)	14.3%	65.0%	65.0%	17.9%	68.6%		17.1%	17.1%		17.1%	17.1%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.0	-2.5	0.0	-2.0	-2.5		-3.5	-3.5		-3.5	-3.5	
Total Lost Time (s)	4.0	4.0	6.5	4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effect Green (s)	11.2	94.6	92.1	15.4	101.2		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.08	0.68	0.66	0.11	0.72		0.13	0.13		0.13	0.13	
v/c Ratio	0.38	0.51	0.11	0.56	0.40		0.62	0.46		0.49	0.21	
Control Delay	65.7	10.5	3.3	74.7	7.6		73.9	32.3		73.0	44.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	65.7	10.5	3.3	74.7	7.6		73.9	32.3		73.0	44.4	
LOS	E	B	A	E	A		E	C		E	D	
Approach Delay		11.6			11.2			50.0			58.6	
Approach LOS		B			B			D			E	

Intersection Summary

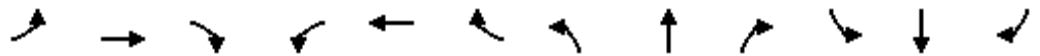
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 68 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 14.8
 Intersection LOS: B
 Intersection Capacity Utilization 65.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕	↘	↘	↕	↘	↘	↕	↘	↘	↕	↘
Traffic Volume (vph)	106	1227	15	141	1811	287	13	118	174	276	112	140
Future Volume (vph)	106	1227	15	141	1811	287	13	118	174	276	112	140
Satd. Flow (prot)	1770	3539	1583	1711	5085	1583	1752	1845	1568	1681	1732	1583
Flt Permitted	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (perm)	1770	3539	1583	1711	5085	1530	1752	1845	1568	1681	1732	1583
Satd. Flow (RTOR)			151			165			197			159
Lane Group Flow (vph)	120	1391	17	160	2052	325	15	134	197	216	224	159
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	22.0	30.5		22.0	30.5	30.5	27.0	27.0		31.0	31.0	31.0
Total Split (s)	24.0	89.0		24.0	89.0	89.0	27.0	27.0		30.0	30.0	30.0
Total Split (%)	14.1%	52.4%		14.1%	52.4%	52.4%	15.9%	15.9%		17.6%	17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	17.3	89.6	170.0	19.8	92.1	92.1	19.8	19.8	170.0	24.8	24.8	24.8
Actuated g/C Ratio	0.10	0.53	1.00	0.12	0.54	0.54	0.12	0.12	1.00	0.15	0.15	0.15
v/c Ratio	0.67	0.75	0.01	0.80	0.75	0.36	0.07	0.62	0.13	0.88	0.89	0.43
Control Delay	74.3	58.5	0.0	115.4	13.8	2.5	65.9	84.1	0.2	103.6	104.2	12.0
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	74.3	58.5	0.0	115.4	13.8	2.5	65.9	84.1	0.2	103.6	104.2	12.0
LOS	E	E	A	F	B	A	E	F	A	F	F	B
Approach Delay		59.1			18.8			35.5			79.5	
Approach LOS		E			B			D			E	

Intersection Summary

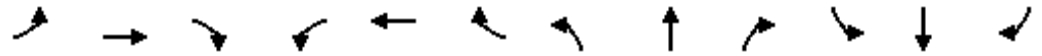
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 27 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 39.5
 Intersection LOS: D
 Intersection Capacity Utilization 73.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway

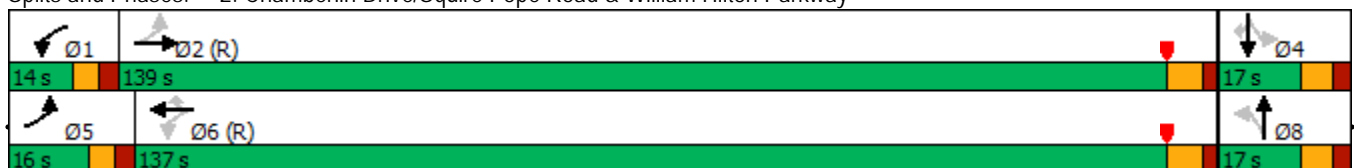


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕	↖	↖	↕		↖	↕	↖
Traffic Volume (vph)	148	1375	5	9	1589	70	5	5	7	39	5	161
Future Volume (vph)	148	1375	5	9	1589	70	5	5	7	39	5	161
Satd. Flow (prot)	1668	4959	0	1668	3574	1599	1728	1716	0	1728	1881	1599
Flt Permitted	0.112			0.165			0.754			0.750		
Satd. Flow (perm)	197	4959	0	290	3574	1552	1371	1716	0	1364	1881	1577
Satd. Flow (RTOR)		1				74		7				120
Lane Group Flow (vph)	157	1466	0	10	1688	74	5	12	0	41	5	171
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	24.0		4.0	24.0	24.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	16.0	30.5		12.0	30.5	30.5	16.5	16.5		16.5	16.5	16.5
Total Split (s)	16.0	139.0		14.0	137.0	137.0	17.0	17.0		17.0	17.0	17.0
Total Split (%)	9.4%	81.8%		8.2%	80.6%	80.6%	10.0%	10.0%		10.0%	10.0%	10.0%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	150.5	146.7		144.0	138.0	138.0	11.3	11.3		11.3	11.3	11.3
Actuated g/C Ratio	0.89	0.86		0.85	0.81	0.81	0.07	0.07		0.07	0.07	0.07
v/c Ratio	0.63	0.34		0.03	0.58	0.06	0.05	0.10		0.45	0.04	0.79
Control Delay	16.3	2.9		0.8	6.0	0.1	74.4	48.0		91.7	73.6	49.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	16.3	2.9		0.8	6.0	0.1	74.4	48.0		91.7	73.6	49.8
LOS	B	A		A	A	A	E	D		F	E	D
Approach Delay		4.1			5.7			55.8			58.2	
Approach LOS		A			A			E			E	

Intersection Summary

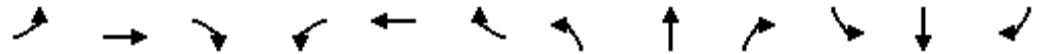
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 133 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 8.4
 Intersection LOS: A
 Intersection Capacity Utilization 72.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway

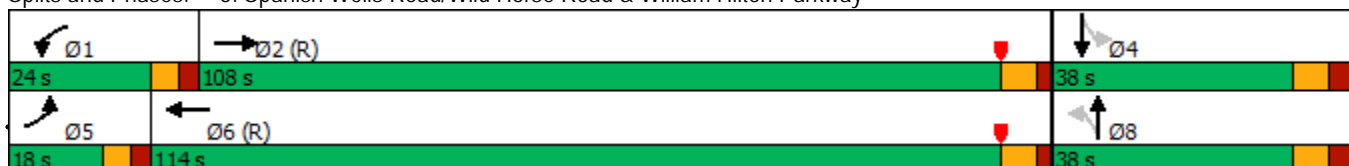


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1237	109	85	1523	59	117	43	73	56	48	9
Future Volume (vph)	44	1237	109	85	1523	59	117	43	73	56	48	9
Satd. Flow (prot)	1728	6383	0	1728	6424	0	1728	1932	0	1728	1831	0
Flt Permitted	0.950			0.950			0.683			0.495		
Satd. Flow (perm)	1728	6383	0	1728	6424	0	1242	1932	0	900	1831	0
Satd. Flow (RTOR)		21			9			45			5	
Lane Group Flow (vph)	47	1445	0	91	1698	0	126	124	0	60	62	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0		8.0
Minimum Split (s)	16.0	29.5		21.0	29.5		27.5	27.5		27.5		27.5
Total Split (s)	18.0	108.0		24.0	114.0		38.0	38.0		38.0		38.0
Total Split (%)	10.6%	63.5%		14.1%	67.1%		22.4%	22.4%		22.4%		22.4%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5		4.5
All-Red Time (s)	2.5	2.0		2.5	2.0		3.0	3.0		3.0		3.0
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-3.5	-3.5		-3.5		-3.5
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	11.0	117.8		15.2	124.3		25.0	25.0		25.0		25.0
Actuated g/C Ratio	0.06	0.69		0.09	0.73		0.15	0.15		0.15		0.15
v/c Ratio	0.42	0.33		0.59	0.36		0.69	0.39		0.45		0.23
Control Delay	85.4	10.9		123.4	1.8		87.0	43.2		75.5		58.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	85.4	10.9		123.4	1.8		87.0	43.2		75.5		58.5
LOS	F	B		F	A		F	D		E		E
Approach Delay		13.2			8.0			65.3				66.9
Approach LOS		B			A			E				E

Intersection Summary

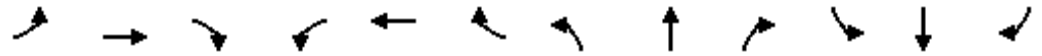
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 86 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 16.0
 Intersection LOS: B
 Intersection Capacity Utilization 51.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	1261	27	14	1459	36	18	5	5	25	5	42
Future Volume (vph)	28	1261	27	14	1459	36	18	5	5	25	5	42
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	0	1715	0	1641	1671	1599
Flt Permitted	0.130			0.203				0.968		0.950	0.967	
Satd. Flow (perm)	245	3574	1599	382	3574	1467	0	1715	0	1641	1671	1599
Satd. Flow (RTOR)			58			96		5				135
Lane Group Flow (vph)	29	1326	28	15	1534	38	0	29	0	15	16	44
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	5	2			6		8	8		4	4	
Permitted Phases	2		2	6		6						Free
Detector Phase	5	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	23.0	23.0	23.0	23.0	23.0	6.0	6.0		8.0	8.0	
Minimum Split (s)	18.0	29.0	29.0	29.0	29.0	29.0	14.0	14.0		22.0	22.0	
Total Split (s)	18.0	118.0	118.0	100.0	100.0	100.0	22.0	22.0		30.0	30.0	
Total Split (%)	10.6%	69.4%	69.4%	58.8%	58.8%	58.8%	12.9%	12.9%		17.6%	17.6%	
Yellow Time (s)	3.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.5	1.5	1.5	1.5	1.5	1.5	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Act Effect Green (s)	146.6	147.4	147.4	137.8	137.8	137.8		9.3		10.1	10.1	170.0
Actuated g/C Ratio	0.86	0.87	0.87	0.81	0.81	0.81		0.05		0.06	0.06	1.00
v/c Ratio	0.10	0.43	0.02	0.05	0.53	0.03		0.30		0.15	0.16	0.03
Control Delay	2.9	2.3	0.7	2.1	3.0	0.1		73.9		79.6	79.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	2.9	2.3	0.7	2.1	3.0	0.1		73.9		79.6	79.8	0.0
LOS	A	A	A	A	A	A		E		E	E	A
Approach Delay		2.2			2.9			73.9			33.0	
Approach LOS		A			A			E			C	

Intersection Summary

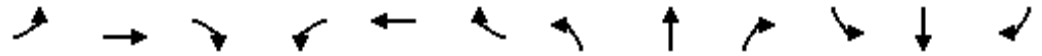
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 4.0
 Intersection LOS: A
 Intersection Capacity Utilization 56.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↘	↗↗↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	48	1039	19	76	1289	237	13	89	100	207	90	64
Future Volume (vph)	48	1039	19	76	1289	237	13	89	100	207	90	64
Satd. Flow (prot)	1787	3574	1599	1728	5136	1599	1787	1881	1599	1698	1757	1599
Flt Permitted	0.950			0.950			0.950			0.950	0.983	
Satd. Flow (perm)	1787	3574	1599	1728	5136	1545	1787	1881	1599	1698	1757	1599
Satd. Flow (RTOR)			151			191			151			106
Lane Group Flow (vph)	52	1116	20	82	1384	254	14	96	107	169	150	69
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	22.0	30.5		22.0	30.5	30.5	27.0	27.0		31.0	31.0	31.0
Total Split (s)	24.0	89.0		24.0	89.0	89.0	27.0	27.0		30.0	30.0	30.0
Total Split (%)	14.1%	52.4%		14.1%	52.4%	52.4%	15.9%	15.9%		17.6%	17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	11.4	100.5	170.0	14.3	105.8	105.8	16.2	16.2	170.0	23.0	23.0	23.0
Actuated g/C Ratio	0.07	0.59	1.00	0.08	0.62	0.62	0.10	0.10	1.00	0.14	0.14	0.14
v/c Ratio	0.44	0.53	0.01	0.57	0.43	0.25	0.08	0.54	0.07	0.74	0.63	0.22
Control Delay	74.6	36.9	0.0	99.8	10.1	2.5	68.8	83.6	0.1	89.6	81.5	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.6	36.9	0.0	99.8	10.1	2.5	68.8	83.6	0.1	89.6	81.5	3.8
LOS	E	D	A	F	B	A	E	F	A	F	F	A
Approach Delay		37.9			13.3			41.5			71.2	
Approach LOS		D			B			D			E	

Intersection Summary

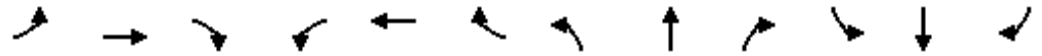
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 27 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 29.7
 Intersection LOS: C
 Intersection Capacity Utilization 59.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1094	144	57	1251	39	235	28	42	21	14	40
Future Volume (vph)	36	1094	144	57	1251	39	235	28	42	21	14	40
Satd. Flow (prot)	1787	3574	1599	1847	3574	1599	1641	1662	1546	0	1827	1599
Flt Permitted	0.167			0.208			0.950	0.962			0.971	
Satd. Flow (perm)	314	3574	1599	404	3574	1480	1641	1662	1546	0	1827	1599
Satd. Flow (RTOR)			142			60			62			62
Lane Group Flow (vph)	38	1162	153	61	1329	41	135	145	45	0	37	43
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0	6.0
Minimum Split (s)	29.5	29.5	29.5	29.5	29.5	29.5	38.2	38.2	38.2	16.2	16.2	16.2
Total Split (s)	112.0	112.0	112.0	112.0	112.0	112.0	35.0	35.0	35.0	23.0	23.0	23.0
Total Split (%)	65.9%	65.9%	65.9%	65.9%	65.9%	65.9%	20.6%	20.6%	20.6%	13.5%	13.5%	13.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2		-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	127.3	127.3	127.3	127.3	127.3	127.3	22.7	22.7	22.7		10.4	10.4
Actuated g/C Ratio	0.75	0.75	0.75	0.75	0.75	0.75	0.13	0.13	0.13		0.06	0.06
v/c Ratio	0.16	0.43	0.12	0.20	0.50	0.04	0.62	0.66	0.17		0.33	0.28
Control Delay	16.3	13.5	5.8	4.0	4.5	0.5	80.6	82.9	7.1		83.7	11.1
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	16.3	13.5	5.8	4.0	4.5	0.5	80.6	82.9	7.1		83.7	11.1
LOS	B	B	A	A	A	A	F	F	A		F	B
Approach Delay		12.7			4.4			71.4			44.7	
Approach LOS		B			A			E			D	

Intersection Summary

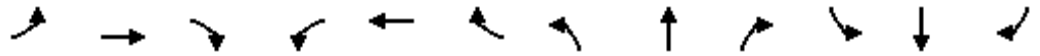
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 69.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑	↗	↖	↑↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	110	1171	6	36	1479	65	6	14	39	59	17	189
Future Volume (vph)	110	1171	6	36	1479	65	6	14	39	59	17	189
Satd. Flow (prot)	3467	3574	1652	1847	3455	1546	1668	1756	1492	1711	1801	1583
Flt Permitted	0.127			0.201			0.746			0.748		
Satd. Flow (perm)	463	3574	1652	391	3455	1463	1310	1756	1492	1347	1801	1583
Satd. Flow (RTOR)			61			99			58			175
Lane Group Flow (vph)	116	1231	6	38	1555	68	6	15	41	62	18	199
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.5	30.0	30.0	14.0	31.0	31.0	30.0	30.0	14.0	30.5	30.5	30.5
Total Split (s)	28.0	121.0	121.0	18.0	111.0	111.0	31.0	31.0	18.0	31.0	31.0	31.0
Total Split (%)	16.5%	71.2%	71.2%	10.6%	65.3%	65.3%	18.2%	18.2%	10.6%	18.2%	18.2%	18.2%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.5	1.5	2.5	1.5	1.5	3.0	3.0	2.5	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	142.4	134.4	134.4	141.6	131.6	131.6	16.4	16.4	30.4	16.4	16.4	16.4
Actuated g/C Ratio	0.84	0.79	0.79	0.83	0.77	0.77	0.10	0.10	0.18	0.10	0.10	0.10
v/c Ratio	0.21	0.44	0.00	0.09	0.58	0.06	0.05	0.09	0.13	0.48	0.10	0.64
Control Delay	5.3	11.8	0.0	3.0	9.6	0.5	66.0	67.5	6.0	83.0	67.9	22.6
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	5.3	11.8	0.0	3.0	9.6	0.5	66.0	67.5	6.0	83.0	67.9	22.6
LOS	A	B	A	A	A	A	E	E	A	F	E	C
Approach Delay		11.2			9.1			26.6			39.0	
Approach LOS		B			A			C			D	

Intersection Summary

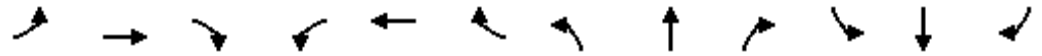
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 86 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 12.7
 Intersection LOS: B
 Intersection Capacity Utilization 70.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway

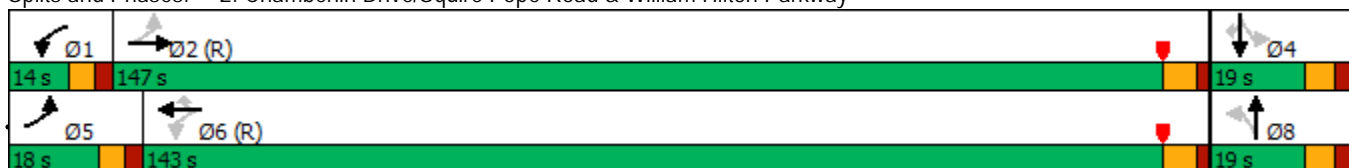


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕	↖	↖	↖		↖	↕	↖
Traffic Volume (vph)	195	1813	5	9	1589	70	5	5	7	39	5	161
Future Volume (vph)	195	1813	5	9	1589	70	5	5	7	39	5	161
Satd. Flow (prot)	1668	4964	0	1668	3574	1599	1728	1716	0	1728	1881	1599
Flt Permitted	0.110			0.098			0.754			0.750		
Satd. Flow (perm)	193	4964	0	172	3574	1551	1371	1716	0	1364	1881	1576
Satd. Flow (RTOR)		1				74		7				115
Lane Group Flow (vph)	207	1931	0	10	1688	74	5	12	0	41	5	171
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	24.0		4.0	24.0	24.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	16.0	30.5		12.0	30.5	30.5	20.0	20.0		20.0	20.0	20.0
Total Split (s)	18.0	147.0		14.0	143.0	143.0	19.0	19.0		19.0	19.0	19.0
Total Split (%)	10.0%	81.7%		7.8%	79.4%	79.4%	10.6%	10.6%		10.6%	10.6%	10.6%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	159.7	155.7		150.5	144.5	144.5	12.3	12.3		12.3	12.3	12.3
Actuated g/C Ratio	0.89	0.86		0.84	0.80	0.80	0.07	0.07		0.07	0.07	0.07
v/c Ratio	0.79	0.45		0.05	0.59	0.06	0.05	0.10		0.44	0.04	0.80
Control Delay	34.6	3.5		1.9	15.1	2.7	77.6	50.0		94.5	77.0	54.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	34.6	3.5		1.9	15.1	2.7	77.6	50.0		94.5	77.0	54.1
LOS	C	A		A	B	A	E	D		F	E	D
Approach Delay		6.5			14.5			58.1			62.2	
Approach LOS		A			B			E			E	

Intersection Summary

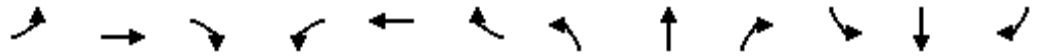
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 92 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 75.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1663	35	13	1440	35	18	5	5	25	5	42
Future Volume (vph)	36	1663	35	13	1440	35	18	5	5	25	5	42
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	0	1715	0	1641	1671	1599
Flt Permitted	0.130			0.116				0.968		0.950	0.967	
Satd. Flow (perm)	245	3574	1599	218	3574	1461	0	1715	0	1641	1671	1599
Satd. Flow (RTOR)			55			91		5				127
Lane Group Flow (vph)	39	1786	38	14	1546	38	0	29	0	16	16	45
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	5	2			6		8	8		4	4	
Permitted Phases	2		2	6		6						Free
Detector Phase	5	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	23.0	23.0	23.0	23.0	23.0	6.0	6.0		8.0	8.0	
Minimum Split (s)	26.0	29.0	29.0	29.0	29.0	29.0	14.0	14.0		28.0	28.0	
Total Split (s)	36.0	125.0	125.0	89.0	89.0	89.0	20.0	20.0		35.0	35.0	
Total Split (%)	20.0%	69.4%	69.4%	49.4%	49.4%	49.4%	11.1%	11.1%		19.4%	19.4%	
Yellow Time (s)	3.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.5	1.5	1.5	1.5	1.5	1.5	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Act Effect Green (s)	156.4	157.2	157.2	147.6	147.6	147.6		9.4		10.2	10.2	180.0
Actuated g/C Ratio	0.87	0.87	0.87	0.82	0.82	0.82		0.05		0.06	0.06	1.00
v/c Ratio	0.14	0.57	0.03	0.08	0.53	0.03		0.31		0.17	0.17	0.03
Control Delay	3.1	2.8	0.2	10.3	11.2	0.6		78.8		85.4	85.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	3.1	2.8	0.2	10.3	11.2	0.6		78.8		85.4	85.2	0.0
LOS	A	A	A	B	B	A		E		F	F	A
Approach Delay		2.8			10.9			78.8			35.5	
Approach LOS		A			B			E			D	

Intersection Summary

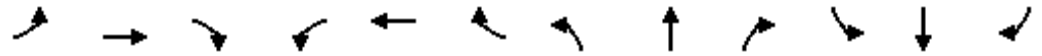
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 160 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 7.7
 Intersection Capacity Utilization 62.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	63	1369	25	75	1272	234	13	89	100	207	90	64
Future Volume (vph)	63	1369	25	75	1272	234	13	89	100	207	90	64
Satd. Flow (prot)	1787	3574	1599	1728	5136	1599	1787	1881	1599	1698	1753	1599
Flt Permitted	0.950			0.950			0.950			0.950	0.981	
Satd. Flow (perm)	1787	3574	1599	1728	5136	1544	1787	1881	1599	1698	1753	1599
Satd. Flow (RTOR)			142			173			142			100
Lane Group Flow (vph)	68	1470	27	81	1366	251	14	96	107	158	161	69
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	24.0	30.5		24.0	30.5	30.5	27.0	27.0		31.0	31.0	31.0
Total Split (s)	30.0	95.0		25.0	90.0	90.0	27.0	27.0		33.0	33.0	33.0
Total Split (%)	16.7%	52.8%		13.9%	50.0%	50.0%	15.0%	15.0%		18.3%	18.3%	18.3%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	13.2	108.8	180.0	14.7	110.4	110.4	16.7	16.7	180.0	23.8	23.8	23.8
Actuated g/C Ratio	0.07	0.60	1.00	0.08	0.61	0.61	0.09	0.09	1.00	0.13	0.13	0.13
v/c Ratio	0.52	0.68	0.02	0.57	0.43	0.25	0.08	0.55	0.07	0.71	0.70	0.23
Control Delay	119.1	21.2	0.0	106.0	10.6	3.2	73.5	89.3	0.1	91.4	90.2	5.0
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	119.1	21.2	0.0	106.0	10.6	3.2	73.5	89.3	0.1	91.4	90.2	5.0
LOS	F	C	A	F	B	A	E	F	A	F	F	A
Approach Delay		25.1			14.1			44.3			75.5	
Approach LOS		C			B			D			E	

Intersection Summary

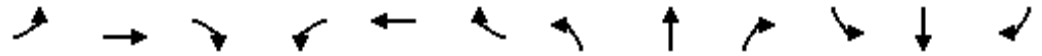
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 126 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 26.4
 Intersection LOS: C
 Intersection Capacity Utilization 68.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1442	189	56	1235	38	235	28	42	21	14	40
Future Volume (vph)	47	1442	189	56	1235	38	235	28	42	21	14	40
Satd. Flow (prot)	1787	3574	1599	1847	3574	1599	1641	1662	1546	0	1827	1599
Flt Permitted	0.172			0.127			0.950	0.962			0.971	
Satd. Flow (perm)	324	3574	1599	247	3574	1475	1641	1662	1546	0	1827	1599
Satd. Flow (RTOR)			154			57			59			59
Lane Group Flow (vph)	50	1532	201	60	1312	40	140	140	45	0	37	43
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0	6.0
Minimum Split (s)	29.5	29.5	29.5	29.5	29.5	29.5	38.2	38.2	38.2	22.2	22.2	22.2
Total Split (s)	127.0	127.0	127.0	127.0	127.0	127.0	31.0	31.0	31.0	22.0	22.0	22.0
Total Split (%)	70.6%	70.6%	70.6%	70.6%	70.6%	70.6%	17.2%	17.2%	17.2%	12.2%	12.2%	12.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2		-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	135.8	135.8	135.8	135.8	135.8	135.8	24.1	24.1	24.1		10.6	10.6
Actuated g/C Ratio	0.75	0.75	0.75	0.75	0.75	0.75	0.13	0.13	0.13		0.06	0.06
v/c Ratio	0.20	0.57	0.16	0.32	0.49	0.04	0.64	0.63	0.18		0.35	0.29
Control Delay	3.9	3.0	1.0	15.6	9.9	3.0	86.0	85.4	8.7		89.4	12.8
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	3.9	3.0	1.0	15.6	9.9	3.0	86.0	85.4	8.7		89.4	12.8
LOS	A	A	A	B	A	A	F	F	A		F	B
Approach Delay		2.8			10.0			75.0			48.2	
Approach LOS		A			A			E			D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 13.1

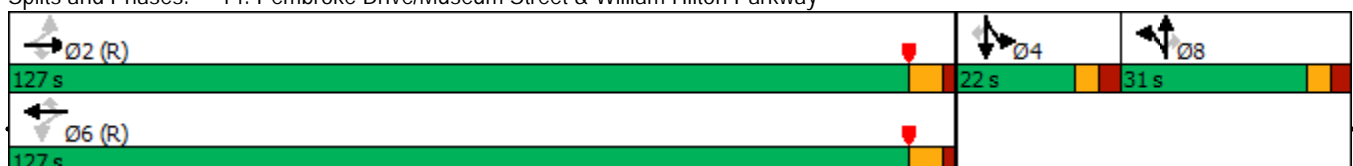
Intersection LOS: B

Intersection Capacity Utilization 68.2%

ICU Level of Service C

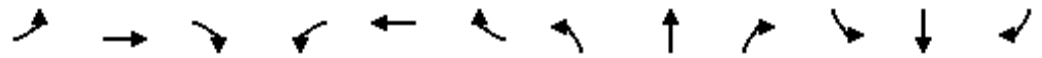
Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

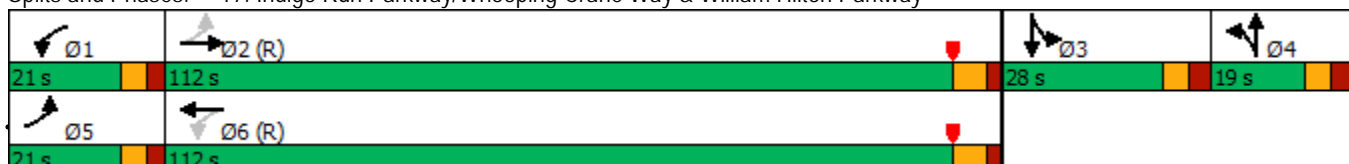


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	1547	42	30	1439	326	6	14	45	59	17	190
Future Volume (vph)	138	1547	42	30	1439	326	6	14	45	59	17	190
Satd. Flow (prot)	1728	3574	1599	3351	3574	1599	3351	1818	1599	3286	1906	1568
Flt Permitted	0.131			0.122			0.950			0.950		
Satd. Flow (perm)	238	3574	1599	430	3574	1599	3351	1818	1599	3286	1906	1568
Satd. Flow (RTOR)			136			284			136			198
Lane Group Flow (vph)	144	1610	44	31	1498	339	6	15	47	61	18	198
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free	6		Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	18.0	29.5		18.0	29.5		16.5	16.5		18.5	18.5	
Total Split (s)	21.0	112.0		21.0	112.0		19.0	19.0		28.0	28.0	
Total Split (%)	11.7%	62.2%		11.7%	62.2%		10.6%	10.6%		15.6%	15.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.0		2.5	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	150.8	142.7	180.0	145.9	137.9	180.0	10.5	10.5	180.0	11.0	11.0	180.0
Actuated g/C Ratio	0.84	0.79	1.00	0.81	0.77	1.00	0.06	0.06	1.00	0.06	0.06	1.00
v/c Ratio	0.51	0.57	0.03	0.06	0.55	0.21	0.03	0.14	0.03	0.30	0.15	0.13
Control Delay	15.8	2.0	0.0	4.6	13.1	0.3	80.5	83.8	0.0	84.7	82.8	0.2
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	15.8	2.0	0.0	4.6	13.1	0.3	80.5	83.8	0.0	84.7	82.8	0.2
LOS	B	A	A	A	B	A	F	F	A	F	F	A
Approach Delay		3.1			10.7			25.6			24.1	
Approach LOS		A			B			C			C	

Intersection Summary

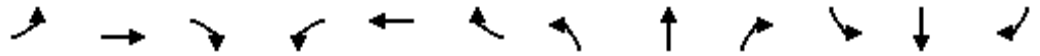
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 45 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 8.4
 Intersection LOS: A
 Intersection Capacity Utilization 67.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↘	↖	↗↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	145	1544	7	35	1460	64	6	14	39	59	17	189
Future Volume (vph)	145	1544	7	35	1460	64	6	14	39	59	17	189
Satd. Flow (prot)	3467	3574	1652	1847	3455	1546	1668	1756	1492	1711	1801	1583
Flt Permitted	0.133			0.122			0.746			0.748		
Satd. Flow (perm)	485	3574	1652	237	3455	1459	1310	1756	1492	1347	1801	1583
Satd. Flow (RTOR)			58			94			55			191
Lane Group Flow (vph)	152	1624	7	37	1535	67	6	15	41	62	18	199
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.0	30.0	30.0	22.0	31.0	31.0	38.5	38.5	22.0	22.5	22.5	22.5
Total Split (s)	31.0	125.0	125.0	21.0	115.0	115.0	34.0	34.0	21.0	34.0	34.0	34.0
Total Split (%)	17.2%	69.4%	69.4%	11.7%	63.9%	63.9%	18.9%	18.9%	11.7%	18.9%	18.9%	18.9%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.5	1.5	2.5	1.5	1.5	3.0	3.0	2.5	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	151.5	143.5	143.5	150.7	140.7	140.7	17.3	17.3	31.3	17.3	17.3	17.3
Actuated g/C Ratio	0.84	0.80	0.80	0.84	0.78	0.78	0.10	0.10	0.17	0.10	0.10	0.10
v/c Ratio	0.27	0.57	0.01	0.13	0.57	0.06	0.05	0.09	0.13	0.48	0.10	0.61
Control Delay	3.3	6.1	0.0	3.6	9.4	0.6	69.3	71.1	7.1	87.2	71.5	18.0
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	3.3	6.1	0.0	3.6	9.4	0.6	69.3	71.1	7.1	87.2	71.5	18.0
LOS	A	A	A	A	A	A	E	E	A	F	E	B
Approach Delay		5.8			9.0			28.6			36.9	
Approach LOS		A			A			C			D	

Intersection Summary

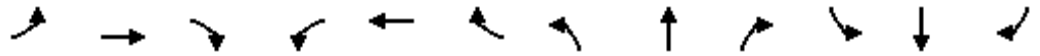
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 80 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 9.9
 Intersection LOS: A
 Intersection Capacity Utilization 70.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



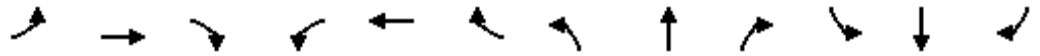
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕	↖	↖	↕		↖	↕	↖
Traffic Volume (vph)	192	2693	5	5	1317	38	5	5	8	44	5	173
Future Volume (vph)	192	2693	5	5	1317	38	5	5	8	44	5	173
Satd. Flow (prot)	1620	4821	0	1620	3471	1553	1711	1691	0	1694	1845	1568
Flt Permitted	0.167			0.032			0.754			0.749		
Satd. Flow (perm)	285	4821	0	55	3471	1507	1358	1691	0	1336	1845	1546
Satd. Flow (RTOR)						58		8				158
Lane Group Flow (vph)	200	2808	0	5	1371	40	5	13	0	46	5	180
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	24.0		4.0	24.0	24.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	16.0	30.5		12.0	30.5	30.5	20.0	20.0		20.0	20.0	20.0
Total Split (s)	18.0	147.0		14.0	143.0	143.0	19.0	19.0		19.0	19.0	19.0
Total Split (%)	10.0%	81.7%		7.8%	79.4%	79.4%	10.6%	10.6%		10.6%	10.6%	10.6%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	159.5	157.5		151.8	145.8	145.8	12.5	12.5		12.5	12.5	12.5
Actuated g/C Ratio	0.89	0.88		0.84	0.81	0.81	0.07	0.07		0.07	0.07	0.07
v/c Ratio	0.62	0.67		0.05	0.49	0.03	0.05	0.10		0.50	0.04	0.71
Control Delay	10.0	4.8		3.2	12.1	2.4	77.8	47.9		98.2	77.0	30.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	10.0	4.8		3.2	12.1	2.4	77.8	47.9		98.2	77.0	30.9
LOS	A	A		A	B	A	E	D		F	E	C
Approach Delay		5.2			11.8			56.2			45.3	
Approach LOS		A			B			E			D	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 92 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 9.4
 Intersection LOS: A
 Intersection Capacity Utilization 76.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



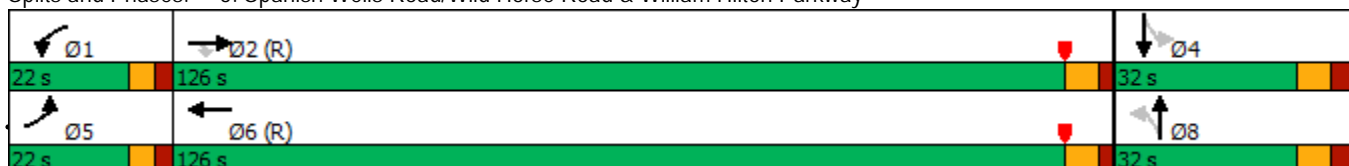


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↘	↙	↑↑↑		↙	↘		↙	↘	
Traffic Volume (vph)	47	2550	172	57	1085	54	132	38	117	71	37	12
Future Volume (vph)	47	2550	172	57	1085	54	132	38	117	71	37	12
Satd. Flow (prot)	1694	5036	1463	1678	6230	0	1728	1891	0	1728	1803	0
Flt Permitted	0.950			0.950			0.706			0.362		
Satd. Flow (perm)	1694	5036	1433	1678	6230	0	1284	1891	0	658	1803	0
Satd. Flow (RTOR)			64		12			73			8	
Lane Group Flow (vph)	49	2681	181	60	1198	0	139	163	0	75	52	0
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2				8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	23.0	23.0	6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	16.0	29.5	29.5	21.0	29.5		23.5	23.5		23.5	23.5	
Total Split (s)	22.0	126.0	126.0	22.0	126.0		32.0	32.0		32.0	32.0	
Total Split (%)	12.2%	70.0%	70.0%	12.2%	70.0%		17.8%	17.8%		17.8%	17.8%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.0	-2.5	0.0	-2.0	-2.5		-3.5	-3.5		-3.5	-3.5	
Total Lost Time (s)	4.0	4.0	6.5	4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effect Green (s)	12.1	129.2	126.7	13.3	132.8		25.5	25.5		25.5	25.5	
Actuated g/C Ratio	0.07	0.72	0.70	0.07	0.74		0.14	0.14		0.14	0.14	
v/c Ratio	0.43	0.74	0.18	0.49	0.26		0.77	0.49		0.81	0.20	
Control Delay	96.5	14.2	5.3	78.3	15.1		100.3	43.5		124.8	58.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	96.5	14.2	5.3	78.3	15.1		100.3	43.5		124.8	58.3	
LOS	F	B	A	E	B		F	D		F	E	
Approach Delay		15.0			18.1			69.6			97.6	
Approach LOS		B			B			E			F	

Intersection Summary

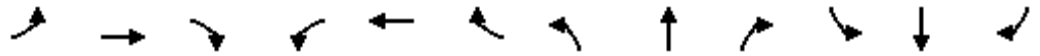
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 90 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 21.7
 Intersection LOS: C
 Intersection Capacity Utilization 76.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway

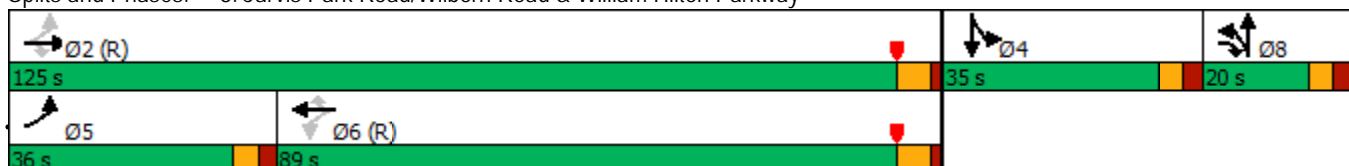


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1835	57	5	950	76	28	8	5	74	5	80
Future Volume (vph)	150	1835	57	5	950	76	28	8	5	74	5	80
Satd. Flow (prot)	1770	3539	1583	1752	3505	1568	0	1723	0	1609	1623	1568
Flt Permitted	0.227			0.075				0.967		0.950	0.958	
Satd. Flow (perm)	423	3539	1583	138	3505	1433	0	1723	0	1609	1623	1568
Satd. Flow (RTOR)			60			91		3				127
Lane Group Flow (vph)	166	2034	63	6	1053	84	0	46	0	43	45	89
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	5	2	8		6		8	8		4	4	
Permitted Phases	2		2	6		6						Free
Detector Phase	5	2	8	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	23.0	6.0	23.0	23.0	23.0	6.0	6.0		8.0	8.0	
Minimum Split (s)	26.0	29.0	14.0	29.0	29.0	29.0	14.0	14.0		28.0	28.0	
Total Split (s)	36.0	125.0	20.0	89.0	89.0	89.0	20.0	20.0		35.0	35.0	
Total Split (%)	20.0%	69.4%	11.1%	49.4%	49.4%	49.4%	11.1%	11.1%		19.4%	19.4%	
Yellow Time (s)	3.5	4.5	3.2	4.5	4.5	4.5	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.5	1.5	2.8	1.5	1.5	1.5	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	C-Max	C-Max	C-Max	None	None		None	None	
Act Effect Green (s)	146.2	146.2	162.9	131.3	131.3	131.3		11.9		12.7	12.7	180.0
Actuated g/C Ratio	0.81	0.81	0.90	0.73	0.73	0.73		0.07		0.07	0.07	1.00
v/c Ratio	0.39	0.71	0.04	0.06	0.41	0.08		0.40		0.38	0.39	0.06
Control Delay	4.2	5.2	0.2	11.3	12.7	4.6		84.3		88.7	89.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	4.2	5.2	0.2	11.3	12.7	4.6		84.3		88.7	89.3	0.1
LOS	A	A	A	B	B	A		F		F	F	A
Approach Delay		5.0			12.1			84.3			44.3	
Approach LOS		A			B			F			D	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 160 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 10.1
 Intersection Capacity Utilization 90.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

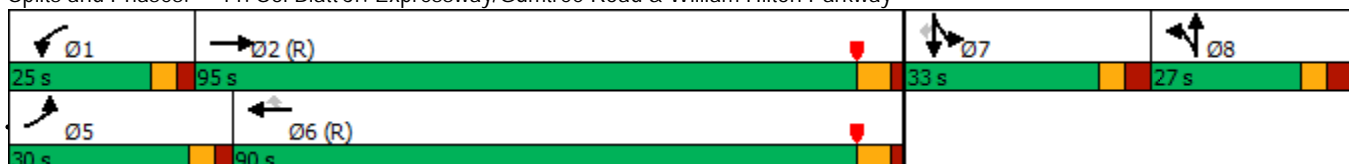


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	92	1643	5	101	861	136	7	64	151	207	164	77
Future Volume (vph)	92	1643	5	101	861	136	7	64	151	207	164	77
Satd. Flow (prot)	1752	3505	1568	1694	5036	1568	1787	1881	1599	1698	1776	1599
Flt Permitted	0.950			0.950			0.950			0.950	0.994	
Satd. Flow (perm)	1752	3505	1568	1694	5036	1514	1787	1881	1599	1698	1776	1599
Satd. Flow (RTOR)			142			148			171			100
Lane Group Flow (vph)	104	1862	6	114	976	154	8	73	171	207	214	87
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	24.0	30.5		24.0	30.5	30.5	27.0	27.0		31.0	31.0	31.0
Total Split (s)	30.0	95.0		25.0	90.0	90.0	27.0	27.0		33.0	33.0	33.0
Total Split (%)	16.7%	52.8%		13.9%	50.0%	50.0%	15.0%	15.0%		18.3%	18.3%	18.3%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	17.5	104.0	180.0	18.7	105.1	105.1	15.4	15.4	180.0	26.0	26.0	26.0
Actuated g/C Ratio	0.10	0.58	1.00	0.10	0.58	0.58	0.09	0.09	1.00	0.14	0.14	0.14
v/c Ratio	0.61	0.92	0.00	0.65	0.33	0.16	0.05	0.46	0.11	0.84	0.84	0.28
Control Delay	107.5	30.0	0.0	107.4	12.7	2.7	74.1	86.8	0.1	103.1	100.8	9.4
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	107.5	30.0	0.0	107.4	12.7	2.7	74.1	86.8	0.1	103.1	100.8	9.4
LOS	F	C	A	F	B	A	E	F	A	F	F	A
Approach Delay		34.0			20.1			27.6			86.1	
Approach LOS		C			C			C			F	

Intersection Summary

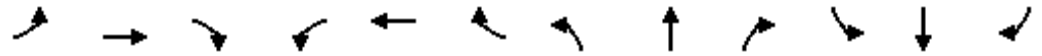
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 126 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 35.9
 Intersection LOS: D
 Intersection Capacity Utilization 78.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway

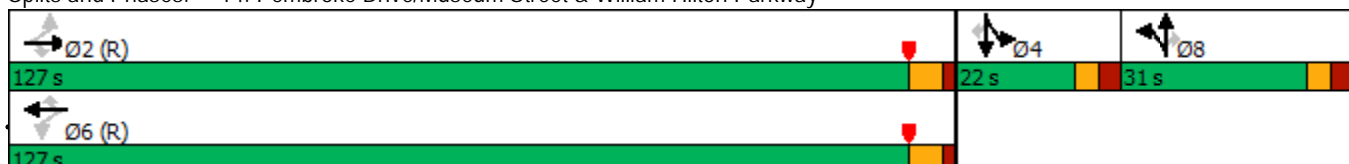


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1694	184	30	926	24	120	20	44	31	12	34
Future Volume (vph)	57	1694	184	30	926	24	120	20	44	31	12	34
Satd. Flow (prot)	1752	3505	1568	1811	3505	1568	1609	1635	1516	0	1780	1568
Flt Permitted	0.249			0.076			0.950	0.965			0.965	
Satd. Flow (perm)	459	3505	1568	145	3505	1446	1609	1635	1516	0	1780	1568
Satd. Flow (RTOR)			128			57			59			59
Lane Group Flow (vph)	63	1878	204	33	1027	27	77	78	49	0	47	38
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0	6.0
Minimum Split (s)	29.5	29.5	29.5	29.5	29.5	29.5	38.2	38.2	38.2	22.2	22.2	22.2
Total Split (s)	127.0	127.0	127.0	127.0	127.0	127.0	31.0	31.0	31.0	22.0	22.0	22.0
Total Split (%)	70.6%	70.6%	70.6%	70.6%	70.6%	70.6%	17.2%	17.2%	17.2%	12.2%	12.2%	12.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2		-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	138.1	138.1	138.1	138.1	138.1	138.1	20.1	20.1	20.1		12.3	12.3
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77	0.11	0.11	0.11		0.07	0.07
v/c Ratio	0.18	0.70	0.17	0.30	0.38	0.02	0.43	0.43	0.22		0.39	0.23
Control Delay	3.5	4.2	0.7	19.7	7.3	0.8	79.7	79.5	11.8		88.6	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	3.5	4.2	0.7	19.7	7.3	0.8	79.7	79.5	11.8		88.6	8.9
LOS	A	A	A	B	A	A	E	E	B		F	A
Approach Delay		3.9			7.5			63.3			53.0	
Approach LOS		A			A			E			D	

Intersection Summary

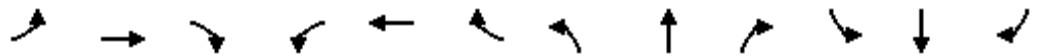
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 9.6
 Intersection Capacity Utilization 69.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

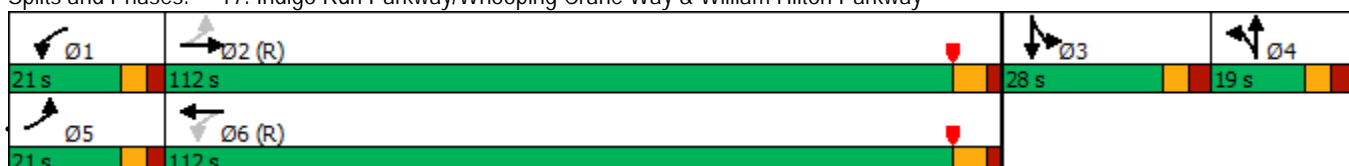


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1452	75	63	903	197	50	51	44	249	98	102
Future Volume (vph)	147	1452	75	63	903	197	50	51	44	249	98	102
Satd. Flow (prot)	1678	3471	1553	3286	3505	1568	3286	1783	1568	3319	1925	1583
Flt Permitted	0.217			0.089			0.950			0.950		
Satd. Flow (perm)	383	3471	1553	308	3505	1568	3286	1783	1568	3319	1925	1583
Satd. Flow (RTOR)			136			223			136			136
Lane Group Flow (vph)	167	1646	85	71	1023	223	57	58	50	282	111	116
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free	6		Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	18.0	29.5		18.0	29.5		16.5	16.5		18.5	18.5	
Total Split (s)	21.0	112.0		21.0	112.0		19.0	19.0		28.0	28.0	
Total Split (%)	11.7%	62.2%		11.7%	62.2%		10.6%	10.6%		15.6%	15.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.0		2.5	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	132.1	120.6	180.0	124.7	116.5	180.0	13.2	13.2	180.0	22.0	22.0	180.0
Actuated g/C Ratio	0.73	0.67	1.00	0.69	0.65	1.00	0.07	0.07	1.00	0.12	0.12	1.00
v/c Ratio	0.45	0.71	0.05	0.20	0.45	0.14	0.24	0.45	0.03	0.70	0.47	0.07
Control Delay	4.4	6.6	0.1	8.4	16.6	0.2	80.5	90.3	0.0	85.3	80.2	0.1
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	4.4	6.6	0.1	8.4	16.6	0.2	80.5	90.3	0.0	85.3	80.2	0.1
LOS	A	A	A	A	B	A	F	F	A	F	F	A
Approach Delay		6.1			13.4			59.6			64.8	
Approach LOS		A			B			E			E	

Intersection Summary

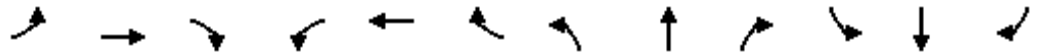
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 45 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.5
 Intersection LOS: B
 Intersection Capacity Utilization 69.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↘	↖	↗↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	243	1401	20	26	897	116	9	44	51	81	30	225
Future Volume (vph)	243	1401	20	26	897	116	9	44	51	81	30	225
Satd. Flow (prot)	3367	3471	1605	1811	3388	1516	1652	1739	1478	1711	1801	1583
Flt Permitted	0.950			0.148			0.736			0.713		
Satd. Flow (perm)	3367	3471	1605	282	3388	1431	1280	1739	1478	1284	1801	1583
Satd. Flow (RTOR)			58			94			55			244
Lane Group Flow (vph)	264	1520	22	28	973	126	10	48	55	88	33	244
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1			4
Permitted Phases			2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.0	30.0	30.0	22.0	31.0	31.0	38.5	38.5	22.0	22.5	22.5	22.5
Total Split (s)	31.0	125.0	125.0	21.0	115.0	115.0	34.0	34.0	21.0	34.0	34.0	34.0
Total Split (%)	17.2%	69.4%	69.4%	11.7%	63.9%	63.9%	18.9%	18.9%	11.7%	18.9%	18.9%	18.9%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.5	1.5	2.5	1.5	1.5	3.0	3.0	2.5	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	20.9	140.3	140.3	136.6	126.6	126.6	20.5	20.5	34.5	20.5	20.5	20.5
Actuated g/C Ratio	0.12	0.78	0.78	0.76	0.70	0.70	0.11	0.11	0.19	0.11	0.11	0.11
v/c Ratio	0.68	0.56	0.02	0.09	0.41	0.12	0.07	0.24	0.17	0.60	0.16	0.62
Control Delay	91.8	5.8	0.0	4.7	12.8	3.7	68.2	73.2	12.9	91.6	70.7	14.1
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	91.8	5.8	0.0	4.7	12.8	3.7	68.2	73.2	12.9	91.6	70.7	14.1
LOS	F	A	A	A	B	A	E	E	B	F	E	B
Approach Delay		18.3			11.5			43.4			37.9	
Approach LOS		B			B			D			D	

Intersection Summary

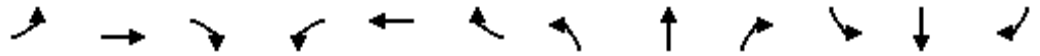
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 80 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 19.0
 Intersection LOS: B
 Intersection Capacity Utilization 67.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway

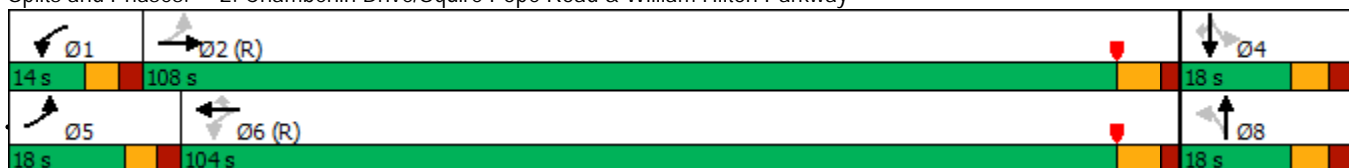


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕	↖	↖	↖		↖	↕	↖
Traffic Volume (vph)	105	1998	21	5	1982	67	5	19	5	42	5	124
Future Volume (vph)	105	1998	21	5	1982	67	5	19	5	42	5	124
Satd. Flow (prot)	1652	4905	0	1652	3539	1583	1711	1809	0	1711	1863	1583
Flt Permitted	0.041			0.070			0.754			0.740		
Satd. Flow (perm)	71	4905	0	122	3539	1540	1358	1809	0	1332	1863	1562
Satd. Flow (RTOR)		3				74		5				99
Lane Group Flow (vph)	114	2191	0	5	2151	73	5	26	0	46	5	135
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	24.0		4.0	24.0	24.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	16.0	30.5		12.0	30.5	30.5	16.5	16.5		16.5	16.5	16.5
Total Split (s)	18.0	108.0		14.0	104.0	104.0	18.0	18.0		18.0	18.0	18.0
Total Split (%)	12.9%	77.1%		10.0%	74.3%	74.3%	12.9%	12.9%		12.9%	12.9%	12.9%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	120.5	118.4		111.6	105.5	105.5	11.5	11.5		11.5	11.5	11.5
Actuated g/C Ratio	0.86	0.85		0.80	0.75	0.75	0.08	0.08		0.08	0.08	0.08
v/c Ratio	0.62	0.53		0.03	0.81	0.06	0.05	0.17		0.42	0.03	0.62
Control Delay	41.5	4.0		1.6	10.1	0.1	58.4	52.5		72.1	58.0	32.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	41.5	4.0		1.6	10.1	0.1	58.4	52.5		72.1	58.0	32.1
LOS	D	A		A	B	A	E	D		E	E	C
Approach Delay		5.9			9.8			53.5			42.7	
Approach LOS		A			A			D			D	

Intersection Summary

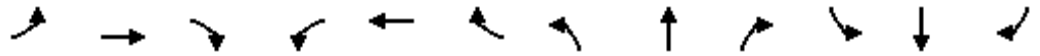
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 79 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 9.4
 Intersection LOS: A
 Intersection Capacity Utilization 81.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



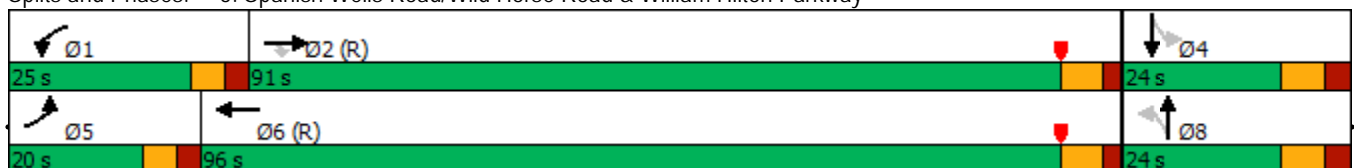
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘	↗		↘	↗	
Traffic Volume (vph)	55	1873	116	114	1925	73	112	45	107	53	39	16
Future Volume (vph)	55	1873	116	114	1925	73	112	45	107	53	39	16
Satd. Flow (prot)	1711	5085	1478	1711	6368	0	1711	1889	0	1711	1775	0
Flt Permitted	0.950			0.950			0.714			0.365		
Satd. Flow (perm)	1711	5085	1447	1711	6368	0	1286	1889	0	657	1775	0
Satd. Flow (RTOR)			82		11			71			12	
Lane Group Flow (vph)	60	2032	126	124	2168	0	122	165	0	58	59	0
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2				8			4		
Detector Phase	5	2	2	1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	23.0	23.0	6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	16.0	29.5	29.5	21.0	29.5		23.5	23.5		23.5	23.5	
Total Split (s)	20.0	91.0	91.0	25.0	96.0		24.0	24.0		24.0	24.0	
Total Split (%)	14.3%	65.0%	65.0%	17.9%	68.6%		17.1%	17.1%		17.1%	17.1%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.0	-2.5	0.0	-2.0	-2.5		-3.5	-3.5		-3.5	-3.5	
Total Lost Time (s)	4.0	4.0	6.5	4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	11.8	92.7	90.2	16.6	99.8		18.7	18.7		18.7	18.7	
Actuated g/C Ratio	0.08	0.66	0.64	0.12	0.71		0.13	0.13		0.13	0.13	
v/c Ratio	0.42	0.60	0.13	0.61	0.48		0.71	0.53		0.67	0.24	
Control Delay	64.8	12.1	4.2	79.4	8.8		80.4	37.9		91.6	45.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	64.8	12.1	4.2	79.4	8.8		80.4	37.9		91.6	45.5	
LOS	E	B	A	E	A		F	D		F	D	
Approach Delay		13.0			12.6			55.9			68.4	
Approach LOS		B			B			E			E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 68 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 16.6
 Intersection Capacity Utilization 72.5%
 Analysis Period (min) 15

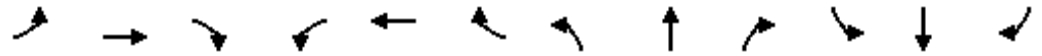
Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↗	↗
Traffic Volume (vph)	95	1459	12	134	1653	310	11	96	213	317	101	97
Future Volume (vph)	95	1459	12	134	1653	310	11	96	213	317	101	97
Satd. Flow (prot)	1770	3539	1583	1711	5085	1583	1770	1863	1583	1681	1725	1583
Flt Permitted	0.950			0.950			0.950			0.950	0.975	
Satd. Flow (perm)	1770	3539	1583	1711	5085	1534	1770	1863	1583	1681	1725	1583
Satd. Flow (RTOR)			183			224			239			129
Lane Group Flow (vph)	106	1635	13	150	1853	347	12	108	239	231	237	109
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	30.5		21.0	30.5	30.5	22.0	22.0		26.0	26.0	26.0
Total Split (s)	22.0	70.0		22.0	70.0	70.0	22.0	22.0		26.0	26.0	26.0
Total Split (%)	15.7%	50.0%		15.7%	50.0%	50.0%	15.7%	15.7%		18.6%	18.6%	18.6%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	14.7	70.2	140.0	16.9	72.4	72.4	15.6	15.6	140.0	21.3	21.3	21.3
Actuated g/C Ratio	0.10	0.50	1.00	0.12	0.52	0.52	0.11	0.11	1.00	0.15	0.15	0.15
v/c Ratio	0.57	0.92	0.01	0.73	0.71	0.39	0.06	0.52	0.15	0.90	0.90	0.31
Control Delay	63.2	39.5	0.0	79.0	24.0	10.5	54.9	67.4	0.2	94.2	93.6	7.6
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	63.2	39.5	0.0	79.0	24.0	10.5	54.9	67.4	0.2	94.2	93.6	7.6
LOS	E	D	A	E	C	B	D	E	A	F	F	A
Approach Delay		40.7			25.5			22.2			77.6	
Approach LOS		D			C			C			E	

Intersection Summary

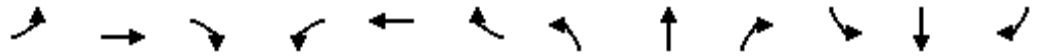
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 125 (89%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 36.5
 Intersection LOS: D
 Intersection Capacity Utilization 77.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1756	154	39	1669	32	287	16	39	10	21	39
Future Volume (vph)	24	1756	154	39	1669	32	287	16	39	10	21	39
Satd. Flow (prot)	1770	3539	1583	1829	3539	1583	1625	1637	1531	0	1833	1583
Flt Permitted	0.073			0.060			0.950	0.957			0.984	
Satd. Flow (perm)	136	3539	1583	115	3539	1481	1625	1637	1531	0	1833	1583
Satd. Flow (RTOR)			131			73			76			76
Lane Group Flow (vph)	26	1905	167	42	1811	35	165	163	42	0	34	42
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0	6.0
Minimum Split (s)	29.5	29.5	29.5	29.5	29.5	29.5	38.2	38.2	38.2	16.2	16.2	16.2
Total Split (s)	99.0	99.0	99.0	99.0	99.0	99.0	23.0	23.0	23.0	18.0	18.0	18.0
Total Split (%)	70.7%	70.7%	70.7%	70.7%	70.7%	70.7%	16.4%	16.4%	16.4%	12.9%	12.9%	12.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2		-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	100.5	100.5	100.5	100.5	100.5	100.5	19.6	19.6	19.6		10.4	10.4
Actuated g/C Ratio	0.72	0.72	0.72	0.72	0.72	0.72	0.14	0.14	0.14		0.07	0.07
v/c Ratio	0.27	0.75	0.14	0.51	0.71	0.03	0.73	0.71	0.15		0.25	0.22
Control Delay	11.7	9.9	1.7	31.1	18.9	0.3	75.9	74.8	3.1		65.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	11.7	9.9	1.7	31.1	18.9	0.3	75.9	74.8	3.1		65.0	5.0
LOS	B	A	A	C	B	A	E	E	A		E	A
Approach Delay		9.3			18.8			67.1			31.8	
Approach LOS		A			B			E			C	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 18.6

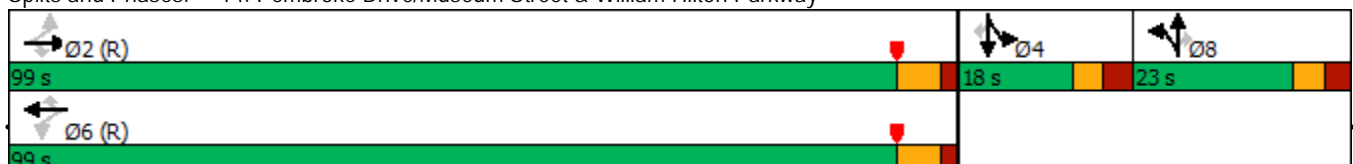
Intersection LOS: B

Intersection Capacity Utilization 71.4%

ICU Level of Service C

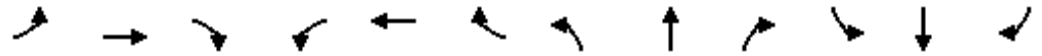
Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	137	1933	27	5	3017	87	6	24	5	53	5	162
Future Volume (vph)	137	1933	27	5	3017	87	6	24	5	53	5	162
Satd. Flow (prot)	1668	4953	0	1652	3539	1583	1728	1836	0	1728	1881	1599
Flt Permitted	0.029			0.078			0.754			0.737		
Satd. Flow (perm)	51	4953	0	136	3539	1537	1371	1836	0	1340	1881	1577
Satd. Flow (RTOR)		4				61		4				66
Lane Group Flow (vph)	149	2127	0	5	3274	94	7	31	0	58	5	176
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	24.0		4.0	24.0	24.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	16.0	30.5		12.0	30.5	30.5	16.5	16.5		16.5	16.5	16.5
Total Split (s)	16.0	139.0		14.0	137.0	137.0	17.0	17.0		17.0	17.0	17.0
Total Split (%)	9.4%	81.8%		8.2%	80.6%	80.6%	10.0%	10.0%		10.0%	10.0%	10.0%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	149.0	147.0		139.1	133.0	133.0	13.0	13.0		13.0	13.0	13.0
Actuated g/C Ratio	0.88	0.86		0.82	0.78	0.78	0.08	0.08		0.08	0.08	0.08
v/c Ratio	0.94	0.50		0.03	1.18	0.08	0.07	0.22		0.57	0.03	0.97
Control Delay	108.0	3.4		0.8	105.2	0.1	74.6	70.1		97.7	73.4	106.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	108.0	3.4		0.8	105.2	0.1	74.6	70.1		97.7	73.4	106.6
LOS	F	A		A	F	A	E	E		F	E	F
Approach Delay		10.2			102.1			70.9			103.7	
Approach LOS		B			F			E			F	

Intersection Summary

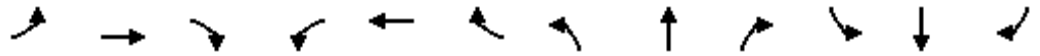
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 133 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 66.7
 Intersection LOS: E
 Intersection Capacity Utilization 112.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	1483	46	10	2117	46	81	7	6	28	5	219
Future Volume (vph)	61	1483	46	10	2117	46	81	7	6	28	5	219
Satd. Flow (prot)	1787	3574	1599	1770	3539	1583	0	1728	0	1641	1667	1599
Flt Permitted	0.032			0.139				0.959		0.950	0.965	
Satd. Flow (perm)	60	3574	1599	259	3539	1453	0	1728	0	1641	1667	1599
Satd. Flow (RTOR)			49			96		1				235
Lane Group Flow (vph)	65	1592	49	11	2273	49	0	101	0	17	18	235
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	5	2	8		6		8	8		4	4	
Permitted Phases	2		2	6		6						Free
Detector Phase	5	2	8	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	23.0	6.0	23.0	23.0	23.0	6.0	6.0		8.0	8.0	
Minimum Split (s)	18.0	29.0	14.0	29.0	29.0	29.0	14.0	14.0		22.0	22.0	
Total Split (s)	18.0	118.0	22.0	100.0	100.0	100.0	22.0	22.0		30.0	30.0	
Total Split (%)	10.6%	69.4%	12.9%	58.8%	58.8%	58.8%	12.9%	12.9%		17.6%	17.6%	
Yellow Time (s)	3.5	4.5	3.2	4.5	4.5	4.5	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.5	1.5	2.8	1.5	1.5	1.5	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	136.1	136.1	158.8	122.7	122.7	122.7		17.1		10.4	10.4	170.0
Actuated g/C Ratio	0.80	0.80	0.93	0.72	0.72	0.72		0.10		0.06	0.06	1.00
v/c Ratio	0.45	0.56	0.03	0.06	0.89	0.05		0.58		0.17	0.18	0.15
Control Delay	38.7	7.9	1.1	4.1	13.7	0.1		84.8		79.4	79.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	38.7	7.9	1.1	4.1	13.7	0.1		84.8		79.4	79.6	0.2
LOS	D	A	A	A	B	A		F		E	E	A
Approach Delay		8.8			13.4			84.8			10.5	
Approach LOS		A			B			F			B	

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 13.1
 Intersection Capacity Utilization 78.9%
 Analysis Period (min) 15

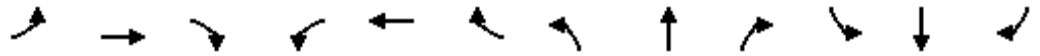
Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

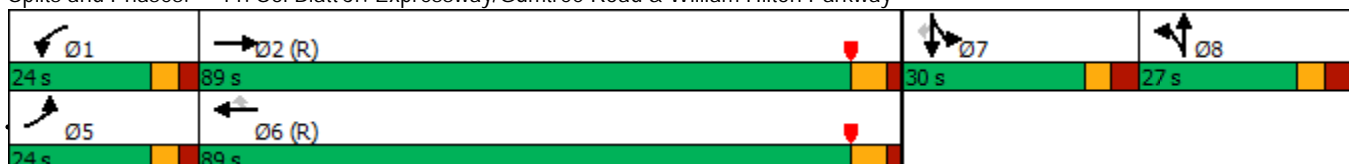


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	85	1195	7	104	1989	352	24	159	147	192	98	124
Future Volume (vph)	85	1195	7	104	1989	352	24	159	147	192	98	124
Satd. Flow (prot)	1787	3574	1599	1711	5085	1583	1787	1881	1599	1698	1757	1599
Flt Permitted	0.950			0.950			0.950			0.950	0.983	
Satd. Flow (perm)	1787	3574	1599	1711	5085	1530	1787	1881	1599	1698	1757	1599
Satd. Flow (RTOR)			151			184			155			130
Lane Group Flow (vph)	89	1257	7	109	2092	370	25	167	155	149	156	130
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	22.0	30.5		22.0	30.5	30.5	27.0	27.0		31.0	31.0	31.0
Total Split (s)	24.0	89.0		24.0	89.0	89.0	27.0	27.0		30.0	30.0	30.0
Total Split (%)	14.1%	52.4%		14.1%	52.4%	52.4%	15.9%	15.9%		17.6%	17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	15.2	95.2	170.0	16.9	96.9	96.9	21.6	21.6	170.0	20.3	20.3	20.3
Actuated g/C Ratio	0.09	0.56	1.00	0.10	0.57	0.57	0.13	0.13	1.00	0.12	0.12	0.12
v/c Ratio	0.56	0.63	0.00	0.64	0.72	0.39	0.11	0.70	0.10	0.74	0.74	0.43
Control Delay	67.8	54.5	0.0	102.8	14.8	2.7	65.7	86.9	0.1	92.6	92.7	13.6
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	67.8	54.5	0.0	102.8	14.8	2.7	65.7	86.9	0.1	92.6	92.7	13.6
LOS	E	D	A	F	B	A	E	F	A	F	F	B
Approach Delay		55.1			16.8			46.6			69.0	
Approach LOS		E			B			D			E	

Intersection Summary

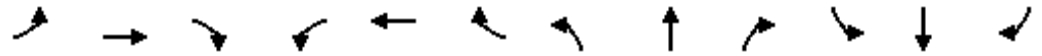
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 27 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 34.8
 Intersection LOS: C
 Intersection Capacity Utilization 74.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1220	200	50	1718	40	375	19	50	12	26	50
Future Volume (vph)	30	1220	200	50	1718	40	375	19	50	12	26	50
Satd. Flow (prot)	1787	3574	1599	1829	3539	1583	1641	1653	1546	0	1853	1599
Flt Permitted	0.074			0.172			0.950	0.957			0.985	
Satd. Flow (perm)	139	3574	1599	331	3539	1466	1641	1653	1546	0	1853	1599
Satd. Flow (RTOR)			177			60			62			62
Lane Group Flow (vph)	31	1270	208	52	1788	42	203	207	52	0	39	52
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0	6.0
Minimum Split (s)	29.5	29.5	29.5	29.5	29.5	29.5	38.2	38.2	38.2	16.2	16.2	16.2
Total Split (s)	112.0	112.0	112.0	112.0	112.0	112.0	35.0	35.0	35.0	23.0	23.0	23.0
Total Split (%)	65.9%	65.9%	65.9%	65.9%	65.9%	65.9%	20.6%	20.6%	20.6%	13.5%	13.5%	13.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2		-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	120.9	120.9	120.9	120.9	120.9	120.9	28.3	28.3	28.3		11.2	11.2
Actuated g/C Ratio	0.71	0.71	0.71	0.71	0.71	0.71	0.17	0.17	0.17		0.07	0.07
v/c Ratio	0.32	0.50	0.18	0.22	0.71	0.04	0.75	0.75	0.17		0.32	0.32
Control Delay	29.8	19.0	8.2	2.9	3.0	0.0	83.6	84.2	9.6		81.8	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	29.8	19.0	8.2	2.9	3.0	0.0	83.6	84.2	9.6		81.8	16.3
LOS	C	B	A	A	A	A	F	F	A		F	B
Approach Delay		17.8			3.0			75.5			44.4	
Approach LOS		B			A			E			D	

Intersection Summary

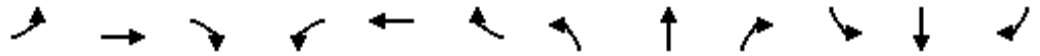
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 18.1
 Intersection LOS: B
 Intersection Capacity Utilization 74.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↘	↙	↖↖	↘	↙	↖	↘	↙	↗	↘
Traffic Volume (vph)	148	1291	8	32	1790	49	6	26	31	99	56	370
Future Volume (vph)	148	1291	8	32	1790	49	6	26	31	99	56	370
Satd. Flow (prot)	3433	3539	1636	1847	3455	1546	1668	1756	1492	1728	1818	1599
Flt Permitted	0.950			0.164			0.696			0.740		
Satd. Flow (perm)	3433	3539	1636	319	3455	1463	1222	1756	1492	1346	1818	1599
Satd. Flow (RTOR)			61			99			58			159
Lane Group Flow (vph)	156	1358	8	34	1882	52	6	27	33	104	59	389
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1			4
Permitted Phases			2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.5	30.0	30.0	14.0	31.0	31.0	30.0	30.0	14.0	30.5	30.5	30.5
Total Split (s)	28.0	121.0	121.0	18.0	111.0	111.0	31.0	31.0	18.0	31.0	31.0	31.0
Total Split (%)	16.5%	71.2%	71.2%	10.6%	65.3%	65.3%	18.2%	18.2%	10.6%	18.2%	18.2%	18.2%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.5	1.5	2.5	1.5	1.5	3.0	3.0	2.5	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	14.6	123.8	123.8	126.4	116.4	116.4	27.0	27.0	41.0	27.0	27.0	27.0
Actuated g/C Ratio	0.09	0.73	0.73	0.74	0.68	0.68	0.16	0.16	0.24	0.16	0.16	0.16
v/c Ratio	0.53	0.53	0.01	0.10	0.80	0.05	0.03	0.10	0.08	0.49	0.20	1.01
Control Delay	86.2	7.6	0.0	4.7	22.3	0.1	61.2	62.3	3.1	73.9	64.3	87.5
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	86.2	7.6	0.0	4.7	22.3	0.1	61.2	62.3	3.1	73.9	64.3	87.5
LOS	F	A	A	A	C	A	E	E	A	E	E	F
Approach Delay		15.6			21.4			32.6			82.4	
Approach LOS		B			C			C			F	

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 86 (51%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 27.6
 Intersection LOS: C
 Intersection Capacity Utilization 90.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway

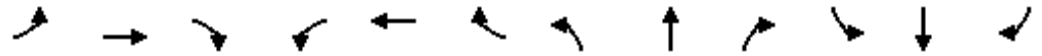


Timings

EX_PS_SAT_PEAK_OUT_6A

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway

CL=170

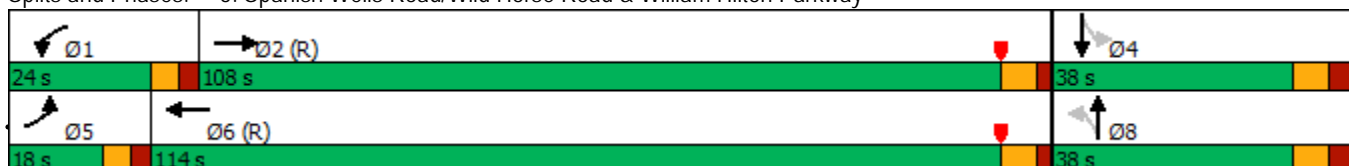


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	1802	127	100	2396	69	137	51	86	66	56	11
Future Volume (vph)	52	1802	127	100	2396	69	137	51	86	66	56	11
Satd. Flow (prot)	1728	6398	0	1728	6439	0	1728	1932	0	1728	1829	0
Flt Permitted	0.950			0.950			0.660			0.455		
Satd. Flow (perm)	1728	6398	0	1728	6439	0	1200	1932	0	827	1829	0
Satd. Flow (RTOR)		16			6			44			5	
Lane Group Flow (vph)	56	2071	0	107	2647	0	147	147	0	71	72	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0		8.0
Minimum Split (s)	16.0	29.5		21.0	29.5		27.5	27.5		27.5		27.5
Total Split (s)	18.0	108.0		24.0	114.0		38.0	38.0		38.0		38.0
Total Split (%)	10.6%	63.5%		14.1%	67.1%		22.4%	22.4%		22.4%		22.4%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5		4.5
All-Red Time (s)	2.5	2.0		2.5	2.0		3.0	3.0		3.0		3.0
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-3.5	-3.5		-3.5		-3.5
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	11.5	114.1		16.2	121.3		27.6	27.6		27.6		27.6
Actuated g/C Ratio	0.07	0.67		0.10	0.71		0.16	0.16		0.16		0.16
v/c Ratio	0.48	0.48		0.65	0.58		0.75	0.42		0.53		0.24
Control Delay	86.0	14.0		119.2	2.2		90.7	46.8		78.5		57.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	86.0	14.0		119.2	2.2		90.7	46.8		78.5		57.8
LOS	F	B		F	A		F	D		E		E
Approach Delay		15.9			6.7			68.8				68.1
Approach LOS		B			A			E				E

Intersection Summary

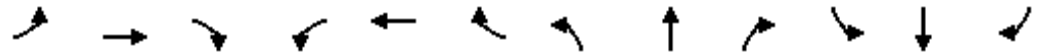
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 86 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 15.5
 Intersection LOS: B
 Intersection Capacity Utilization 70.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway

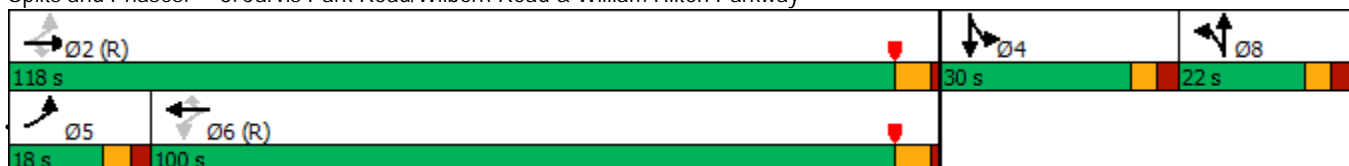


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1837	32	17	2295	42	21	5	5	30	5	49
Future Volume (vph)	33	1837	32	17	2295	42	21	5	5	30	5	49
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	0	1717	0	1641	1665	1599
Flt Permitted	0.030			0.092				0.967		0.950	0.964	
Satd. Flow (perm)	56	3574	1599	173	3574	1467	0	1717	0	1641	1665	1599
Satd. Flow (RTOR)			58			96		4				135
Lane Group Flow (vph)	35	1932	34	18	2413	44	0	32	0	18	19	52
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	5	2			6		8	8		4	4	
Permitted Phases	2		2	6		6						Free
Detector Phase	5	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	23.0	23.0	23.0	23.0	23.0	6.0	6.0		8.0	8.0	
Minimum Split (s)	18.0	29.0	29.0	29.0	29.0	29.0	14.0	14.0		22.0	22.0	
Total Split (s)	18.0	118.0	118.0	100.0	100.0	100.0	22.0	22.0		30.0	30.0	
Total Split (%)	10.6%	69.4%	69.4%	58.8%	58.8%	58.8%	12.9%	12.9%		17.6%	17.6%	
Yellow Time (s)	3.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.5	1.5	1.5	1.5	1.5	1.5	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	143.4	144.2	144.2	134.6	134.6	134.6		9.6		10.2	10.2	170.0
Actuated g/C Ratio	0.84	0.85	0.85	0.79	0.79	0.79		0.06		0.06	0.06	1.00
v/c Ratio	0.27	0.64	0.02	0.13	0.85	0.04		0.32		0.18	0.19	0.03
Control Delay	18.6	9.3	1.8	4.1	7.3	0.0		77.3		80.4	80.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	18.6	9.3	1.8	4.1	7.3	0.0		77.3		80.4	80.6	0.0
LOS	B	A	A	A	A	A		E		F	F	A
Approach Delay		9.3			7.1			77.3			33.5	
Approach LOS		A			A			E			C	

Intersection Summary

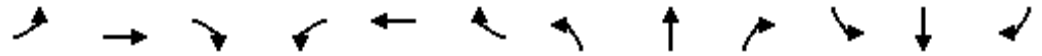
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 9.1
 Intersection LOS: A
 Intersection Capacity Utilization 80.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

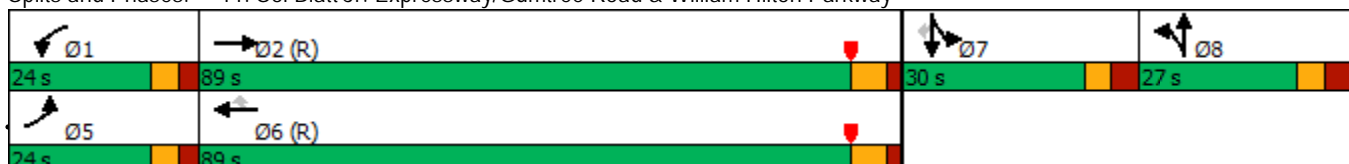


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↗	↘	↙	↗	↘	↙	↗	↘	↙	↗	↘
Traffic Volume (vph)	56	1514	23	89	2028	277	16	104	117	242	105	75
Future Volume (vph)	56	1514	23	89	2028	277	16	104	117	242	105	75
Satd. Flow (prot)	1787	3574	1599	1728	5136	1599	1787	1881	1599	1698	1757	1599
Flt Permitted	0.950			0.950			0.950			0.950	0.983	
Satd. Flow (perm)	1787	3574	1599	1728	5136	1545	1787	1881	1599	1698	1757	1599
Satd. Flow (RTOR)			151			142			151			106
Lane Group Flow (vph)	60	1626	25	96	2177	297	17	112	126	198	175	81
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	22.0	30.5		22.0	30.5	30.5	27.0	27.0		31.0	31.0	31.0
Total Split (s)	24.0	89.0		24.0	89.0	89.0	27.0	27.0		30.0	30.0	30.0
Total Split (%)	14.1%	52.4%		14.1%	52.4%	52.4%	15.9%	15.9%		17.6%	17.6%	17.6%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	12.1	96.5	170.0	15.4	102.3	102.3	17.6	17.6	170.0	24.4	24.4	24.4
Actuated g/C Ratio	0.07	0.57	1.00	0.09	0.60	0.60	0.10	0.10	1.00	0.14	0.14	0.14
v/c Ratio	0.47	0.80	0.02	0.62	0.70	0.30	0.09	0.58	0.08	0.81	0.69	0.25
Control Delay	70.8	57.2	0.0	98.2	12.2	2.5	67.8	83.7	0.1	95.1	84.0	6.2
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	70.8	57.2	0.0	98.2	12.2	2.5	67.8	83.7	0.1	95.1	84.0	6.2
LOS	E	E	A	F	B	A	E	F	A	F	F	A
Approach Delay		56.9			14.3			41.3			75.0	
Approach LOS		E			B			D			E	

Intersection Summary

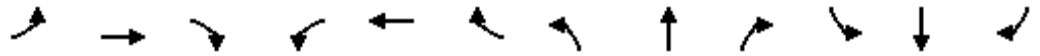
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 27 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 35.8
 Intersection LOS: D
 Intersection Capacity Utilization 74.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	1594	168	67	1968	46	274	33	49	25	17	47
Future Volume (vph)	42	1594	168	67	1968	46	274	33	49	25	17	47
Satd. Flow (prot)	1787	3574	1599	1847	3574	1599	1641	1662	1546	0	1827	1599
Flt Permitted	0.042			0.094			0.950	0.962			0.971	
Satd. Flow (perm)	79	3574	1599	183	3574	1480	1641	1662	1546	0	1827	1599
Satd. Flow (RTOR)			114			60			62			62
Lane Group Flow (vph)	45	1694	179	71	2091	49	157	169	52	0	45	50
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0	6.0
Minimum Split (s)	29.5	29.5	29.5	29.5	29.5	29.5	38.2	38.2	38.2	16.2	16.2	16.2
Total Split (s)	112.0	112.0	112.0	112.0	112.0	112.0	35.0	35.0	35.0	23.0	23.0	23.0
Total Split (%)	65.9%	65.9%	65.9%	65.9%	65.9%	65.9%	20.6%	20.6%	20.6%	13.5%	13.5%	13.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2		-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	124.9	124.9	124.9	124.9	124.9	124.9	24.5	24.5	24.5		11.1	11.1
Actuated g/C Ratio	0.73	0.73	0.73	0.73	0.73	0.73	0.14	0.14	0.14		0.07	0.07
v/c Ratio	0.78	0.65	0.15	0.53	0.80	0.04	0.67	0.71	0.19		0.38	0.31
Control Delay	90.0	18.4	6.7	12.9	6.4	0.1	81.7	84.5	10.2		84.4	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	90.0	18.5	6.7	12.9	6.5	0.1	81.7	84.5	10.2		84.4	15.0
LOS	F	B	A	B	A	A	F	F	B		F	B
Approach Delay		19.1			6.6			73.1			47.9	
Approach LOS		B			A			E			D	

Intersection Summary

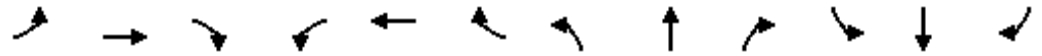
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 18.1
 Intersection LOS: B
 Intersection Capacity Utilization 79.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

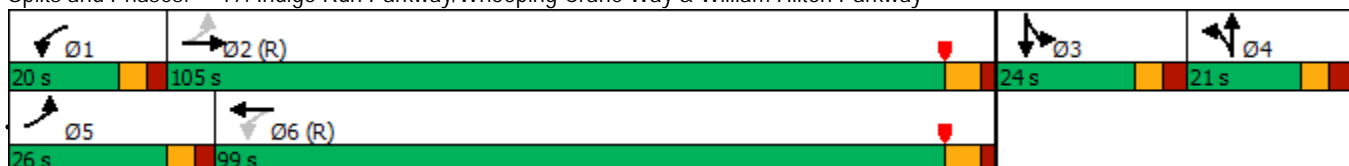


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	1709	38	37	2294	386	7	17	53	69	20	222
Future Volume (vph)	123	1709	38	37	2294	386	7	17	53	69	20	222
Satd. Flow (prot)	1728	3574	1599	3351	3574	1599	3351	1818	1599	3286	1906	1568
Flt Permitted	0.032			0.094			0.950			0.950		
Satd. Flow (perm)	58	3574	1599	332	3574	1599	3351	1818	1599	3286	1906	1568
Satd. Flow (RTOR)			144			223			144			231
Lane Group Flow (vph)	128	1779	40	39	2388	402	7	18	55	72	21	231
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free	6		Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	16.0	29.5		16.0	29.5		16.5	16.5		18.5	18.5	
Total Split (s)	26.0	105.0		20.0	99.0		21.0	21.0		24.0	24.0	
Total Split (%)	15.3%	61.8%		11.8%	58.2%		12.4%	12.4%		14.1%	14.1%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.0		2.5	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	141.6	132.4	170.0	132.5	124.5	170.0	10.6	10.6	170.0	11.2	11.2	170.0
Actuated g/C Ratio	0.83	0.78	1.00	0.78	0.73	1.00	0.06	0.06	1.00	0.07	0.07	1.00
v/c Ratio	0.71	0.64	0.03	0.10	0.91	0.25	0.03	0.16	0.03	0.33	0.17	0.15
Control Delay	48.8	22.0	0.0	4.6	19.5	0.2	75.3	79.0	0.0	79.8	77.7	0.2
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	48.8	22.0	0.0	4.6	19.5	0.2	75.3	79.0	0.0	79.8	77.7	0.2
LOS	D	C	A	A	B	A	E	E	A	E	E	A
Approach Delay		23.3			16.5			24.4			22.9	
Approach LOS		C			B			C			C	

Intersection Summary

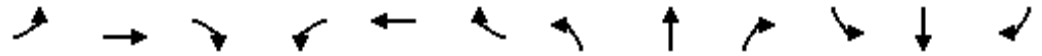
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 115 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 19.6
 Intersection LOS: B
 Intersection Capacity Utilization 90.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway

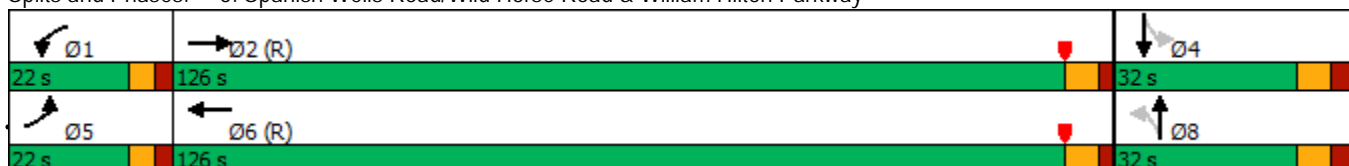


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	2243	167	97	1752	68	137	51	86	66	56	11
Future Volume (vph)	68	2243	167	97	1752	68	137	51	86	66	56	11
Satd. Flow (prot)	1728	6397	0	1728	6424	0	1728	1932	0	1728	1829	0
Flt Permitted	0.950			0.950			0.646			0.422		
Satd. Flow (perm)	1728	6397	0	1728	6424	0	1175	1932	0	767	1829	0
Satd. Flow (RTOR)		19			9			40			5	
Lane Group Flow (vph)	73	2587	0	104	1954	0	147	147	0	71	72	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0		8.0
Minimum Split (s)	16.0	29.5		21.0	29.5		23.5	23.5		23.5		23.5
Total Split (s)	22.0	126.0		22.0	126.0		32.0	32.0		32.0		32.0
Total Split (%)	12.2%	70.0%		12.2%	70.0%		17.8%	17.8%		17.8%		17.8%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5		4.5
All-Red Time (s)	2.5	2.0		2.5	2.0		3.0	3.0		3.0		3.0
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-3.5	-3.5		-3.5		-3.5
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	13.7	125.7		15.8	127.8		26.5	26.5		26.5		26.5
Actuated g/C Ratio	0.08	0.70		0.09	0.71		0.15	0.15		0.15		0.15
v/c Ratio	0.56	0.58		0.69	0.43		0.85	0.46		0.63		0.26
Control Delay	100.4	10.7		89.3	23.4		111.9	55.2		96.6		65.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	100.4	10.7		89.3	23.4		111.9	55.2		96.6		65.3
LOS	F	B		F	C		F	E		F		E
Approach Delay		13.1			26.7			83.5				80.8
Approach LOS		B			C			F				F

Intersection Summary

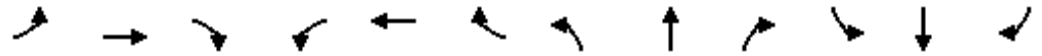
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 90 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 24.4
 Intersection LOS: C
 Intersection Capacity Utilization 70.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	2287	41	16	1678	41	21	5	5	30	5	49
Future Volume (vph)	42	2287	41	16	1678	41	21	5	5	30	5	49
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	0	1717	0	1641	1665	1599
Flt Permitted	0.093			0.042				0.967		0.950	0.964	
Satd. Flow (perm)	175	3574	1599	79	3574	1461	0	1717	0	1641	1665	1599
Satd. Flow (RTOR)			55			91		4				127
Lane Group Flow (vph)	44	2405	43	17	1764	43	0	32	0	18	19	52
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	5	2			6		8	8		4	4	
Permitted Phases	2		2	6		6						Free
Detector Phase	5	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	23.0	23.0	23.0	23.0	23.0	6.0	6.0		8.0	8.0	
Minimum Split (s)	26.0	29.0	29.0	29.0	29.0	29.0	14.0	14.0		28.0	28.0	
Total Split (s)	36.0	125.0	125.0	89.0	89.0	89.0	20.0	20.0		35.0	35.0	
Total Split (%)	20.0%	69.4%	69.4%	49.4%	49.4%	49.4%	11.1%	11.1%		19.4%	19.4%	
Yellow Time (s)	3.5	4.5	4.5	4.5	4.5	4.5	3.2	3.2		3.2	3.2	
All-Red Time (s)	2.5	1.5	1.5	1.5	1.5	1.5	2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	153.2	154.0	154.0	144.4	144.4	144.4		9.7		10.3	10.3	180.0
Actuated g/C Ratio	0.85	0.86	0.86	0.80	0.80	0.80		0.05		0.06	0.06	1.00
v/c Ratio	0.20	0.79	0.03	0.27	0.62	0.04		0.33		0.19	0.20	0.03
Control Delay	3.1	9.4	0.1	15.6	8.8	0.3		82.5		85.8	86.0	0.0
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	3.1	9.5	0.1	15.6	8.8	0.3		82.5		85.8	86.0	0.0
LOS	A	A	A	B	A	A		F		F	F	A
Approach Delay		9.3			8.6			82.5			35.7	
Approach LOS		A			A			F			D	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 160 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 10.1
 Intersection LOS: B
 Intersection Capacity Utilization 80.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway

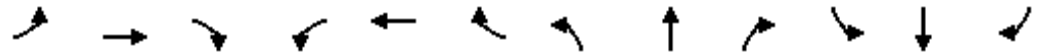


Timings

EX_PS_SAT_PEAK_IN_4C

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

CL=180



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↗	↗
Traffic Volume (vph)	74	1883	30	88	1483	273	16	104	117	242	105	75
Future Volume (vph)	74	1883	30	88	1483	273	16	104	117	242	105	75
Satd. Flow (prot)	1787	3574	1599	1728	5136	1599	1787	1881	1599	1698	1751	1599
Flt Permitted	0.950			0.950			0.950			0.950	0.980	
Satd. Flow (perm)	1787	3574	1599	1728	5136	1544	1787	1881	1599	1698	1751	1599
Satd. Flow (RTOR)			142			173			142			100
Lane Group Flow (vph)	79	2022	32	94	1592	293	17	112	126	185	188	81
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	24.0	30.5		24.0	30.5	30.5	27.0	27.0		31.0	31.0	31.0
Total Split (s)	30.0	95.0		25.0	90.0	90.0	27.0	27.0		33.0	33.0	33.0
Total Split (%)	16.7%	52.8%		13.9%	50.0%	50.0%	15.0%	15.0%		18.3%	18.3%	18.3%
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.0		2.5	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	14.3	104.5	180.0	15.9	106.1	106.1	18.1	18.1	180.0	25.6	25.6	25.6
Actuated g/C Ratio	0.08	0.58	1.00	0.09	0.59	0.59	0.10	0.10	1.00	0.14	0.14	0.14
v/c Ratio	0.56	0.97	0.02	0.62	0.53	0.30	0.09	0.60	0.08	0.77	0.76	0.26
Control Delay	118.4	40.3	0.0	103.1	17.6	8.1	72.6	89.9	0.1	94.8	93.1	7.6
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	118.4	40.3	0.0	103.1	17.6	8.1	72.6	89.9	0.1	94.8	93.1	7.6
LOS	F	D	A	F	B	A	E	F	A	F	F	A
Approach Delay		42.6			20.3			44.4			78.5	
Approach LOS		D			C			D			E	

Intersection Summary

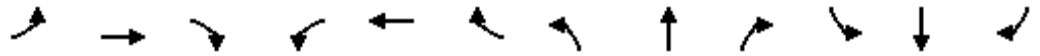
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 126 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 36.9
 Intersection LOS: D
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

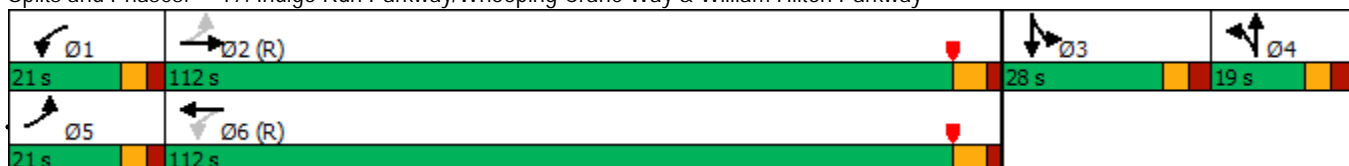


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	2127	49	35	1677	380	7	17	53	69	20	222
Future Volume (vph)	161	2127	49	35	1677	380	7	17	53	69	20	222
Satd. Flow (prot)	1728	3574	1599	3351	3574	1599	3351	1818	1599	3286	1906	1568
Flt Permitted	0.079			0.043			0.950			0.950		
Satd. Flow (perm)	144	3574	1599	152	3574	1599	3351	1818	1599	3286	1906	1568
Satd. Flow (RTOR)			136			285			136			231
Lane Group Flow (vph)	168	2214	51	36	1745	396	7	18	55	72	21	231
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free	6		Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	18.0	29.5		18.0	29.5		16.5	16.5		18.5	18.5	
Total Split (s)	21.0	112.0		21.0	112.0		19.0	19.0		28.0	28.0	
Total Split (%)	11.7%	62.2%		11.7%	62.2%		10.6%	10.6%		15.6%	15.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.0		2.5	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	151.8	142.2	180.0	138.4	130.4	180.0	10.6	10.6	180.0	11.4	11.4	180.0
Actuated g/C Ratio	0.84	0.79	1.00	0.77	0.72	1.00	0.06	0.06	1.00	0.06	0.06	1.00
v/c Ratio	0.61	0.78	0.03	0.14	0.67	0.25	0.04	0.17	0.03	0.35	0.17	0.15
Control Delay	44.7	2.7	0.0	7.5	22.6	0.3	80.3	84.3	0.0	85.2	82.8	0.2
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	44.7	2.7	0.0	7.5	22.6	0.3	80.3	84.3	0.0	85.2	82.8	0.2
LOS	D	A	A	A	C	A	F	F	A	F	F	A
Approach Delay		5.6			18.3			26.0			24.4	
Approach LOS		A			B			C			C	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 45 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 12.6
 Intersection LOS: B
 Intersection Capacity Utilization 83.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway

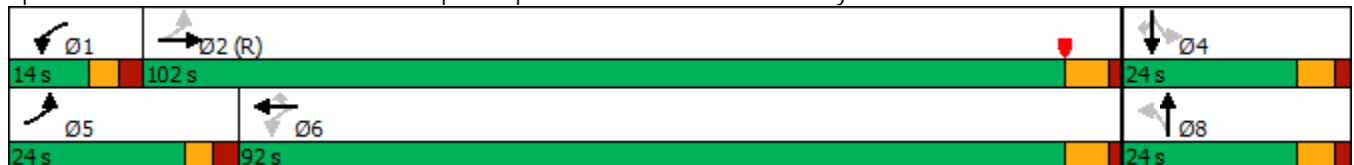


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	168	2355	5	1152	33	5	5	39	5	151
Future Volume (vph)	168	2355	5	1152	33	5	5	39	5	151
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	28.0	4.0	28.0	28.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	24.0	102.0	14.0	92.0	92.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	17.1%	72.9%	10.0%	65.7%	65.7%	17.1%	17.1%	17.1%	17.1%	17.1%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	121.6	119.9	115.2	109.3	109.3	11.4	11.4	11.4	11.4	11.4
Actuated g/C Ratio	0.87	0.86	0.82	0.78	0.78	0.08	0.08	0.08	0.08	0.08
v/c Ratio	0.48	0.60	0.04	0.45	0.03	0.04	0.08	0.37	0.03	0.58
Control Delay	5.8	4.2	1.0	5.2	0.0	58.0	39.0	69.4	57.6	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	4.2	1.0	5.2	0.0	58.0	39.0	69.4	57.6	17.2
LOS	A	A	A	A	A	E	D	E	E	B
Approach Delay		4.3		5.0			44.6		28.6	
Approach LOS		A		A			D		C	

Intersection Summary

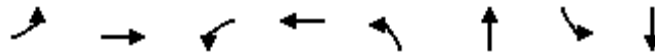
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 44 (31%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 69.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	60	2643	107	1140	137	58	80	54
Future Volume (vph)	60	2643	107	1140	137	58	80	54
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	28.0	6.0	28.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	15.0	86.0	21.0	92.0	33.0	33.0	33.0	33.0
Total Split (%)	10.7%	61.4%	15.0%	65.7%	23.6%	23.6%	23.6%	23.6%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.9	2.9
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	Max	None	None	None	None
Act Effect Green (s)	9.8	89.7	15.3	96.8	24.5	24.5	24.5	24.5
Actuated g/C Ratio	0.07	0.64	0.11	0.69	0.18	0.18	0.18	0.18
v/c Ratio	0.54	0.72	0.62	0.29	0.70	0.50	0.77	0.21
Control Delay	74.9	16.3	72.6	12.6	70.8	36.5	92.8	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.9	16.3	72.6	12.6	70.8	36.5	92.8	44.6
LOS	E	B	E	B	E	D	F	D
Approach Delay		17.6		17.6		51.3		71.6
Approach LOS		B		B		D		E

Intersection Summary

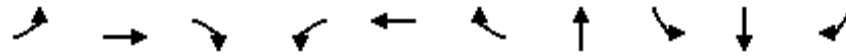
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 32 (23%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 21.6
 Intersection LOS: C
 Intersection Capacity Utilization 78.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway

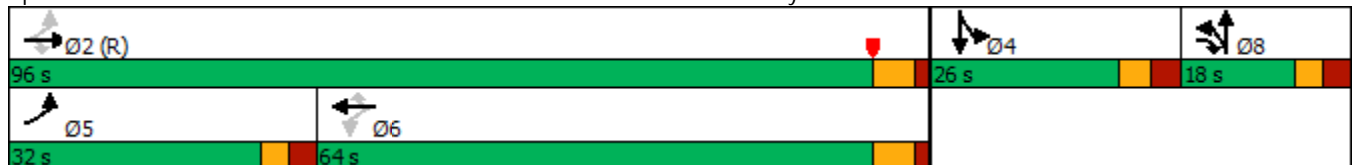


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	267	1893	93	5	988	339	14	296	33	154
Future Volume (vph)	267	1893	93	5	988	339	14	296	33	154
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	NA	Split	NA	Free
Protected Phases	5	2	8		6		8	4	4	
Permitted Phases	2		2	6		6				Free
Detector Phase	5	2	8	6	6	6	8	4	4	
Switch Phase										
Minimum Initial (s)	6.0	29.0	6.0	29.0	29.0	29.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	35.1	18.0	50.0	50.0	50.0	18.0	18.0	18.0	
Total Split (s)	32.0	96.0	18.0	64.0	64.0	64.0	18.0	26.0	26.0	
Total Split (%)	22.9%	68.6%	12.9%	45.7%	45.7%	45.7%	12.9%	18.6%	18.6%	
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	3.0	3.3	3.3	
All-Red Time (s)	2.8	1.7	3.1	1.7	1.7	1.7	3.1	3.1	3.1	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	3.8	4.1	4.1	4.1	4.1	4.1	4.1	4.4	4.4	
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	Max	None	None	None	
Act Effct Green (s)	95.8	95.5	110.8	68.0	68.0	68.0	11.2	20.7	20.7	140.0
Actuated g/C Ratio	0.68	0.68	0.79	0.49	0.49	0.49	0.08	0.15	0.15	1.00
v/c Ratio	0.77	0.93	0.09	0.12	0.69	0.47	0.38	0.81	0.82	0.12
Control Delay	47.8	10.5	0.1	39.6	33.1	14.3	63.7	82.9	83.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	10.5	0.1	39.6	33.1	14.3	63.7	82.9	83.4	0.2
LOS	D	B	A	D	C	B	E	F	F	A
Approach Delay		14.5			28.3		63.7		56.7	
Approach LOS		B			C		E		E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 73 (52%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 24.5
 Intersection LOS: C
 Intersection Capacity Utilization 101.6%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1775	13	112	887	168	5	108	188	213	160	95
Future Volume (vph)	114	1775	13	112	887	168	5	108	188	213	160	95
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	29.0		6.0	29.0	29.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	23.0	80.0		16.0	73.0	73.0	18.0	18.0		26.0	26.0	26.0
Total Split (%)	16.4%	57.1%		11.4%	52.1%	52.1%	12.9%	12.9%		18.6%	18.6%	18.6%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	15.7	78.3	140.0	11.2	73.5	73.5	14.1	14.1	140.0	20.1	20.1	20.1
Actuated g/C Ratio	0.11	0.56	1.00	0.08	0.52	0.52	0.10	0.10	1.00	0.14	0.14	0.14
v/c Ratio	0.65	1.01	0.01	0.93	0.38	0.21	0.03	0.65	0.13	0.85	0.83	0.27
Control Delay	96.5	36.7	0.0	114.9	25.2	8.8	57.4	77.6	0.2	87.6	84.8	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.5	36.7	0.0	114.9	25.2	8.8	57.4	77.6	0.2	87.6	84.8	1.8
LOS	F	D	A	F	C	A	E	E	A	F	F	A
Approach Delay		40.0			31.5			28.9			69.1	
Approach LOS		D			C			C			E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 64 (46%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 40.1
 Intersection LOS: D
 Intersection Capacity Utilization 84.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	50	1481	161	26	810	21	105	17	39	10	30
Future Volume (vph)	50	1481	161	26	810	21	105	17	39	10	30
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	NA	Perm
Protected Phases		2			6		8	8		4	
Permitted Phases	2		2	6		6			8		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	29.0	29.0	29.0	29.0	29.0	29.0	8.0	8.0	8.0	6.0	6.0
Minimum Split (s)	49.0	49.0	49.0	34.9	34.9	34.9	18.0	18.0	18.0	15.0	15.0
Total Split (s)	107.0	107.0	107.0	107.0	107.0	107.0	18.0	18.0	18.0	15.0	15.0
Total Split (%)	76.4%	76.4%	76.4%	76.4%	76.4%	76.4%	12.9%	12.9%	12.9%	10.7%	10.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.6	3.6	3.6	3.3	3.3
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.3	3.3	3.3	2.9	2.9
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2	-2.2	-2.2
Total Lost Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	4.7	4.7	4.7	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	107.9	107.9	107.9	107.9	107.9	107.9	12.4	12.4	12.4	10.1	10.1
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77	0.09	0.09	0.09	0.07	0.07
v/c Ratio	0.14	0.62	0.14	0.19	0.34	0.02	0.48	0.47	0.22	0.32	0.18
Control Delay	7.2	13.8	1.9	19.9	17.7	2.5	71.9	71.3	6.7	68.1	2.2
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	7.2	13.8	1.9	19.9	17.7	2.5	71.9	71.3	6.7	68.1	2.2
LOS	A	B	A	B	B	A	E	E	A	E	A
Approach Delay		12.5			17.4			55.9		38.6	
Approach LOS		B			B			E		D	

Intersection Summary

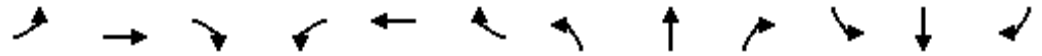
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 17.1
 Intersection LOS: B
 Intersection Capacity Utilization 65.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

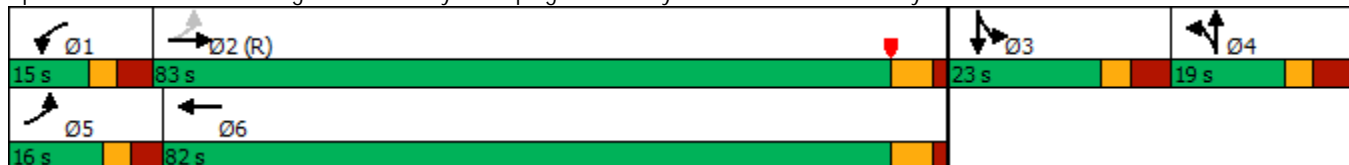


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	1270	66	55	789	173	44	45	39	218	86	90
Future Volume (vph)	129	1270	66	55	789	173	44	45	39	218	86	90
Turn Type	pm+pt	NA	Free	Prot	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free			Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	35.0		15.0	35.0		19.0	19.0		19.0	19.0	
Total Split (s)	16.0	83.0		15.0	82.0		19.0	19.0		23.0	23.0	
Total Split (%)	11.4%	59.3%		10.7%	58.6%		13.6%	13.6%		16.4%	16.4%	
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.2	1.8		3.7	1.8		4.1	4.1		4.2	4.2	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.2	3.7		4.7	3.7		4.6	4.6		4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Act Effect Green (s)	97.9	89.4	140.0	9.4	86.2	140.0	12.1	12.1	140.0	17.0	17.0	140.0
Actuated g/C Ratio	0.70	0.64	1.00	0.07	0.62	1.00	0.09	0.09	1.00	0.12	0.12	1.00
v/c Ratio	0.35	0.64	0.05	0.28	0.41	0.12	0.17	0.33	0.03	0.61	0.41	0.06
Control Delay	4.0	18.3	0.0	56.0	20.1	0.2	60.1	65.4	0.0	64.9	62.1	0.1
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	4.0	18.3	0.0	56.0	20.1	0.2	60.1	65.4	0.0	64.9	62.1	0.1
LOS	A	B	A	E	C	A	E	E	A	E	E	A
Approach Delay		16.2			18.6			43.7			49.5	
Approach LOS		B			B			D			D	

Intersection Summary

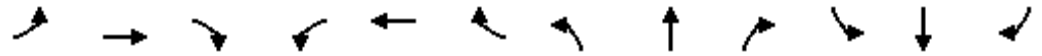
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 46 (33%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 22.6
 Intersection LOS: C
 Intersection Capacity Utilization 65.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	213	1225	17	23	784	101	8	39	45	71	26	197
Future Volume (vph)	213	1225	17	23	784	101	8	39	45	71	26	197
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases			2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	29.0	29.0	8.0	29.0	29.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	36.0	36.0	15.0	36.0	36.0	18.0	18.0	15.0	18.0	18.0	18.0
Total Split (s)	25.0	94.0	94.0	17.0	86.0	86.0	29.0	29.0	17.0	29.0	29.0	29.0
Total Split (%)	17.9%	67.1%	67.1%	12.1%	61.4%	61.4%	20.7%	20.7%	12.1%	20.7%	20.7%	20.7%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.6	3.6	3.0	3.6	3.6	3.6
All-Red Time (s)	3.8	1.9	1.9	3.3	1.9	1.9	3.0	3.0	3.3	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.8	4.3	4.3	4.3	4.3	4.3	4.1	4.1	4.3	4.1	4.1	4.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag			Lag			
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	16.6	101.7	101.7	93.8	93.8	93.8	16.3	16.3	31.7	16.3	16.3	16.3
Actuated g/C Ratio	0.12	0.73	0.73	0.67	0.67	0.67	0.12	0.12	0.23	0.12	0.12	0.12
v/c Ratio	0.59	0.54	0.02	0.07	0.39	0.11	0.06	0.22	0.13	0.52	0.14	0.58
Control Delay	77.8	4.7	0.0	11.2	11.8	2.6	52.9	56.6	3.3	69.1	54.7	12.9
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	77.8	4.7	0.0	11.2	11.8	2.6	52.9	56.6	3.3	69.1	54.7	12.9
LOS	E	A	A	B	B	A	D	E	A	E	D	B
Approach Delay		15.4			10.7			30.1			30.1	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 62.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



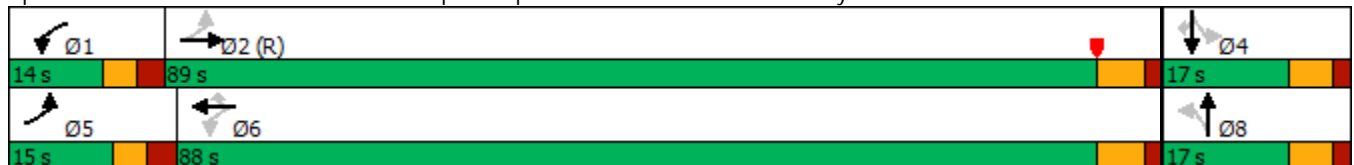
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	90	1714	5	1701	57	5	16	36	5	106
Future Volume (vph)	90	1714	5	1701	57	5	16	36	5	106
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	28.0	4.0	28.0	28.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	15.0	89.0	14.0	88.0	88.0	17.0	17.0	17.0	17.0	17.0
Total Split (%)	12.5%	74.2%	11.7%	73.3%	73.3%	14.2%	14.2%	14.2%	14.2%	14.2%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	102.3	100.7	96.5	90.7	90.7	10.7	10.7	10.7	10.7	10.7
Actuated g/C Ratio	0.85	0.84	0.80	0.76	0.76	0.09	0.09	0.09	0.09	0.09
v/c Ratio	0.45	0.46	0.02	0.69	0.05	0.04	0.13	0.33	0.03	0.47
Control Delay	11.6	3.4	0.4	12.2	0.1	49.2	42.8	58.1	48.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	3.4	0.4	12.2	0.1	49.2	42.8	58.1	48.6	15.6
LOS	B	A	A	B	A	D	D	E	D	B
Approach Delay		3.8		11.8			44.0		27.1	
Approach LOS		A		B			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 22 (18%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15

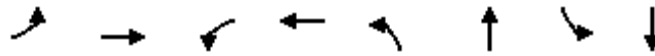
Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway

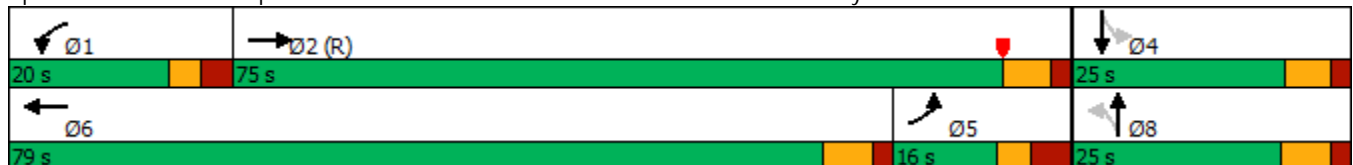


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	47	1607	97	1652	96	38	45	33
Future Volume (vph)	47	1607	97	1652	96	38	45	33
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	28.0	6.0	28.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	16.0	75.0	20.0	79.0	25.0	25.0	25.0	25.0
Total Split (%)	13.3%	62.5%	16.7%	65.8%	20.8%	20.8%	20.8%	20.8%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.0	4.0
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.5	2.5
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	Max	None	None	None	None
Act Effect Green (s)	10.6	78.0	13.6	82.6	17.9	17.9	18.3	18.3
Actuated g/C Ratio	0.09	0.65	0.11	0.69	0.15	0.15	0.15	0.15
v/c Ratio	0.34	0.45	0.54	0.42	0.55	0.39	0.39	0.18
Control Delay	54.1	10.2	35.7	19.1	57.7	21.0	53.9	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	10.2	35.7	19.1	57.7	21.0	53.9	34.2
LOS	D	B	D	B	E	C	D	C
Approach Delay		11.4		20.0		36.6		43.9
Approach LOS		B		C		D		D

Intersection Summary

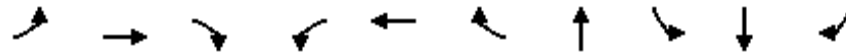
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 10 (8%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 17.6
 Intersection LOS: B
 Intersection Capacity Utilization 59.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	82	1563	32	15	1618	78	13	88	11	128
Future Volume (vph)	82	1563	32	15	1618	78	13	88	11	128
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	NA	Split	NA	Free
Protected Phases	5	2	8		6		8	4	4	
Permitted Phases	2		2	6		6				Free
Detector Phase	5	2	8	6	6	6	8	4	4	
Switch Phase										
Minimum Initial (s)	6.0	29.0	6.0	29.0	29.0	29.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	35.1	18.0	50.0	50.0	50.0	18.0	18.0	18.0	
Total Split (s)	18.0	82.0	18.0	64.0	64.0	64.0	18.0	20.0	20.0	
Total Split (%)	15.0%	68.3%	15.0%	53.3%	53.3%	53.3%	15.0%	16.7%	16.7%	
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	3.0	3.3	3.3	
All-Red Time (s)	2.8	1.7	3.1	1.7	1.7	1.7	3.1	3.1	3.1	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	3.8	4.1	4.1	4.1	4.1	4.1	4.1	4.4	4.4	
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	Max	None	None	None	
Act Effct Green (s)	90.7	91.3	103.4	77.3	77.3	77.3	10.4	11.8	11.8	120.0
Actuated g/C Ratio	0.76	0.76	0.86	0.64	0.64	0.64	0.09	0.10	0.10	1.00
v/c Ratio	0.43	0.63	0.03	0.12	0.77	0.08	0.31	0.33	0.33	0.09
Control Delay	21.1	9.4	0.0	11.9	10.8	1.0	49.0	55.5	55.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	9.4	0.0	11.9	10.8	1.0	49.0	55.5	55.5	0.1
LOS	C	A	A	B	B	A	D	E	E	A
Approach Delay		9.8			10.3		49.0		24.2	
Approach LOS		A			B		D		C	

Intersection Summary

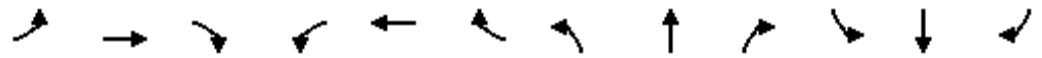
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 110 (92%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 11.4
 Intersection LOS: B
 Intersection Capacity Utilization 86.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

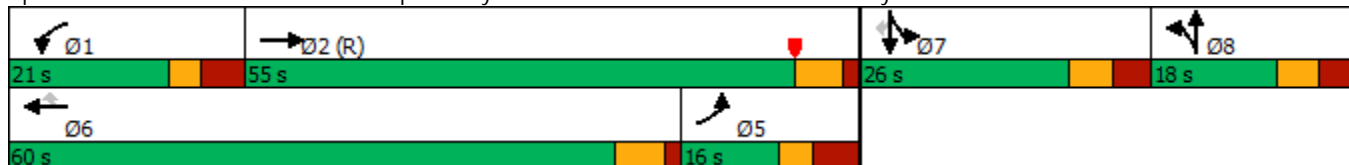


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	1252	10	115	1418	266	9	82	182	272	86	83
Future Volume (vph)	81	1252	10	115	1418	266	9	82	182	272	86	83
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	29.0		6.0	29.0	29.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	16.0	55.0		21.0	60.0	60.0	18.0	18.0		26.0	26.0	26.0
Total Split (%)	13.3%	45.8%		17.5%	50.0%	50.0%	15.0%	15.0%		21.7%	21.7%	21.7%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	Max	Max	None	None		None	None	None
Act Effect Green (s)	10.8	56.2	120.0	14.4	59.4	59.4	13.3	13.3	120.0	19.9	19.9	19.9
Actuated g/C Ratio	0.09	0.47	1.00	0.12	0.50	0.50	0.11	0.11	1.00	0.17	0.17	0.17
v/c Ratio	0.57	0.85	0.01	0.63	0.63	0.33	0.05	0.45	0.13	0.83	0.59	0.21
Control Delay	54.8	25.0	0.0	61.2	10.8	2.3	47.7	56.9	0.2	73.2	54.9	1.1
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	54.8	25.0	0.0	61.2	10.8	2.3	47.7	56.9	0.2	73.2	54.9	1.1
LOS	D	C	A	E	B	A	D	E	A	E	D	A
Approach Delay		26.6			12.7			18.8			53.4	
Approach LOS		C			B			B			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 41 (34%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 22.6
 Intersection LOS: C
 Intersection Capacity Utilization 69.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway

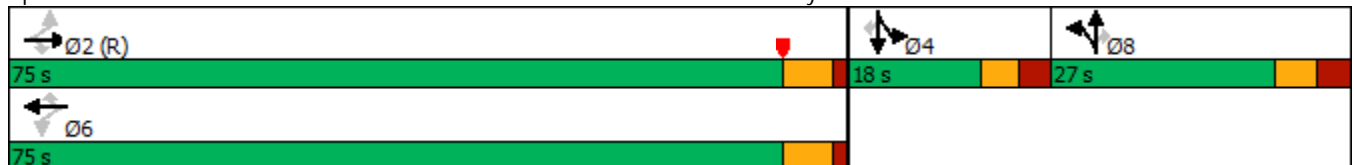


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	20	1507	132	33	1432	27	246	13	33	18	33
Future Volume (vph)	20	1507	132	33	1432	27	246	13	33	18	33
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	NA	Perm
Protected Phases		2			6		8	8		4	
Permitted Phases	2		2	6		6			8		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	29.0	29.0	29.0	29.0	29.0	29.0	8.0	8.0	8.0	6.0	6.0
Minimum Split (s)	49.0	49.0	49.0	34.9	34.9	34.9	18.0	18.0	18.0	15.0	15.0
Total Split (s)	75.0	75.0	75.0	75.0	75.0	75.0	27.0	27.0	27.0	18.0	18.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	22.5%	22.5%	22.5%	15.0%	15.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.6	3.6	3.6	3.3	3.3
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.3	3.3	3.3	2.9	2.9
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2	-2.2	-2.2
Total Lost Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	4.7	4.7	4.7	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	82.6	82.6	82.6	82.6	82.6	82.6	18.0	18.0	18.0	9.7	9.7
Actuated g/C Ratio	0.69	0.69	0.69	0.69	0.69	0.69	0.15	0.15	0.15	0.08	0.08
v/c Ratio	0.16	0.67	0.13	0.30	0.64	0.03	0.59	0.56	0.12	0.20	0.17
Control Delay	4.0	3.0	0.3	13.6	15.7	0.3	56.8	55.3	0.8	54.0	1.8
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	4.0	3.0	0.3	13.6	15.7	0.3	56.8	55.3	0.8	54.0	1.8
LOS	A	A	A	B	B	A	E	E	A	D	A
Approach Delay		2.8			15.4			49.8		25.1	
Approach LOS		A			B			D		C	

Intersection Summary

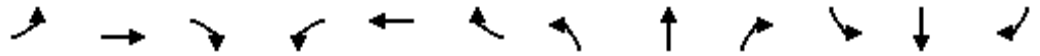
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

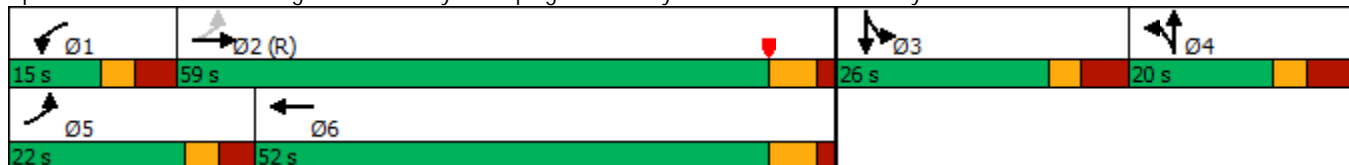


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1402	28	42	1373	200	38	60	40	137	63	81
Future Volume (vph)	118	1402	28	42	1373	200	38	60	40	137	63	81
Turn Type	pm+pt	NA	Free	Prot	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free			Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	35.0		15.0	35.0		19.0	19.0		19.0	19.0	
Total Split (s)	22.0	59.0		15.0	52.0		20.0	20.0		26.0	26.0	
Total Split (%)	18.3%	49.2%		12.5%	43.3%		16.7%	16.7%		21.7%	21.7%	
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.2	1.8		3.7	1.8		4.1	4.1		4.2	4.2	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.2	3.7		4.7	3.7		4.6	4.6		4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Act Effect Green (s)	82.0	73.1	120.0	8.8	68.6	120.0	12.6	12.6	120.0	13.3	13.3	120.0
Actuated g/C Ratio	0.68	0.61	1.00	0.07	0.57	1.00	0.10	0.10	1.00	0.11	0.11	1.00
v/c Ratio	0.54	0.71	0.02	0.19	0.74	0.14	0.12	0.34	0.03	0.41	0.32	0.06
Control Delay	34.1	8.9	0.0	73.8	15.6	0.1	48.4	54.4	0.0	52.6	52.6	0.1
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	34.1	8.9	0.0	73.8	15.6	0.1	48.4	54.4	0.0	52.6	52.6	0.1
LOS	C	A	A	E	B	A	D	D	A	D	D	A
Approach Delay		10.7			15.2			37.0			37.4	
Approach LOS		B			B			D			D	

Intersection Summary

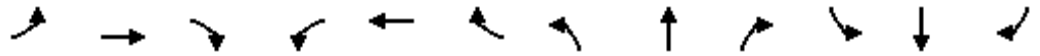
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 45 (38%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 15.8
 Intersection LOS: B
 Intersection Capacity Utilization 66.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway

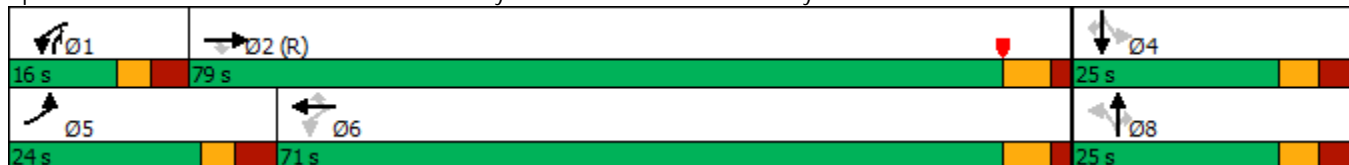


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↗	↕	↖	↗	↕	↖	↗	↕	↖
Traffic Volume (vph)	98	1481	6	21	1368	33	5	18	21	66	37	243
Future Volume (vph)	98	1481	6	21	1368	33	5	18	21	66	37	243
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases			2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	29.0	29.0	8.0	29.0	29.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	36.0	36.0	15.0	36.0	36.0	18.0	18.0	15.0	18.0	18.0	18.0
Total Split (s)	24.0	79.0	79.0	16.0	71.0	71.0	25.0	25.0	16.0	25.0	25.0	25.0
Total Split (%)	20.0%	65.8%	65.8%	13.3%	59.2%	59.2%	20.8%	20.8%	13.3%	20.8%	20.8%	20.8%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.6	3.6	3.0	3.6	3.6	3.6
All-Red Time (s)	3.8	1.9	1.9	3.3	1.9	1.9	3.0	3.0	3.3	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.8	4.3	4.3	4.3	4.3	4.3	4.1	4.1	4.3	4.1	4.1	4.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Act Effect Green (s)	11.1	87.5	87.5	90.2	80.2	80.2	15.5	15.5	29.6	15.5	15.5	15.5
Actuated g/C Ratio	0.09	0.73	0.73	0.75	0.67	0.67	0.13	0.13	0.25	0.13	0.13	0.13
v/c Ratio	0.34	0.62	0.01	0.08	0.65	0.03	0.03	0.09	0.05	0.42	0.17	0.73
Control Delay	60.3	16.1	0.0	3.9	14.2	0.1	43.0	44.5	0.2	54.2	46.3	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	16.1	0.0	3.9	14.2	0.1	43.0	44.5	0.2	54.2	46.3	28.7
LOS	E	B	A	A	B	A	D	D	A	D	D	C
Approach Delay		18.7			13.7			23.1			35.4	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 7 (6%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 18.4
 Intersection LOS: B
 Intersection Capacity Utilization 71.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway

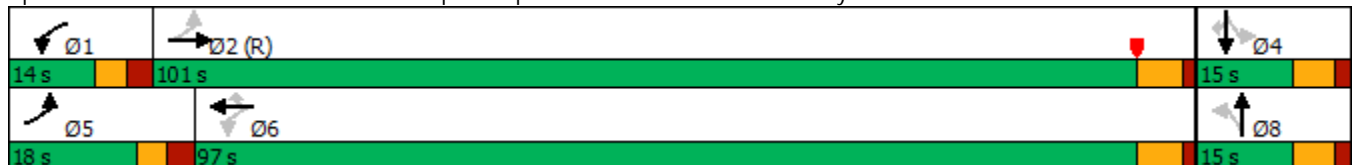


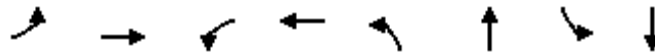
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	120	1690	5	2638	76	5	21	47	5	141
Future Volume (vph)	120	1690	5	2638	76	5	21	47	5	141
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	28.0	4.0	28.0	28.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	18.0	101.0	14.0	97.0	97.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	13.8%	77.7%	10.8%	74.6%	74.6%	11.5%	11.5%	11.5%	11.5%	11.5%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	112.3	110.7	103.6	97.8	97.8	10.7	10.7	10.7	10.7	10.7
Actuated g/C Ratio	0.86	0.85	0.80	0.75	0.75	0.08	0.08	0.08	0.08	0.08
v/c Ratio	0.64	0.43	0.02	1.03	0.07	0.04	0.18	0.45	0.03	0.68
Control Delay	42.3	2.9	0.6	45.3	0.1	55.2	49.9	69.5	54.6	38.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	2.9	0.6	45.3	0.1	55.2	49.9	69.5	54.6	38.1
LOS	D	A	A	D	A	E	D	E	D	D
Approach Delay		5.5		44.0			50.7		46.1	
Approach LOS		A		D			D		D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 74 (57%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 29.3
 Intersection Capacity Utilization 101.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service G

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



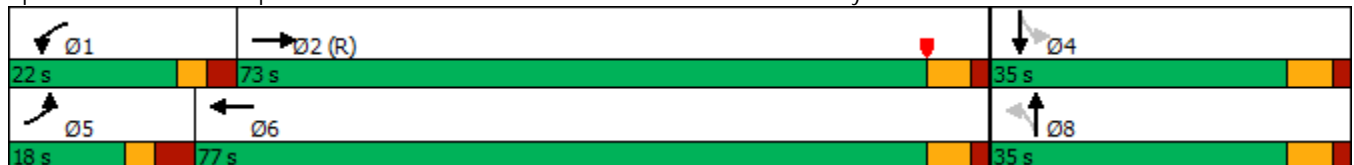


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	71	1714	100	2556	156	59	67	86
Future Volume (vph)	71	1714	100	2556	156	59	67	86
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	28.0	6.0	28.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	18.0	73.0	22.0	77.0	35.0	35.0	35.0	35.0
Total Split (%)	13.8%	56.2%	16.9%	59.2%	26.9%	26.9%	26.9%	26.9%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.9	2.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	Max	None	None	None	None
Act Effect Green (s)	11.6	78.1	14.4	82.5	27.0	27.0	27.0	27.0
Actuated g/C Ratio	0.09	0.60	0.11	0.63	0.21	0.21	0.21	0.21
v/c Ratio	0.49	0.50	0.55	0.68	0.76	0.37	0.40	0.30
Control Delay	65.1	14.7	85.0	7.9	70.3	28.8	49.8	40.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	14.7	85.0	7.9	70.3	28.8	49.8	40.2
LOS	E	B	F	A	E	C	D	D
Approach Delay		16.6		10.7		49.6		43.9
Approach LOS		B		B		D		D

Intersection Summary

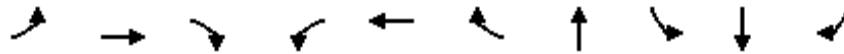
Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 49 (38%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 16.4
 Intersection LOS: B
 Intersection Capacity Utilization 75.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway

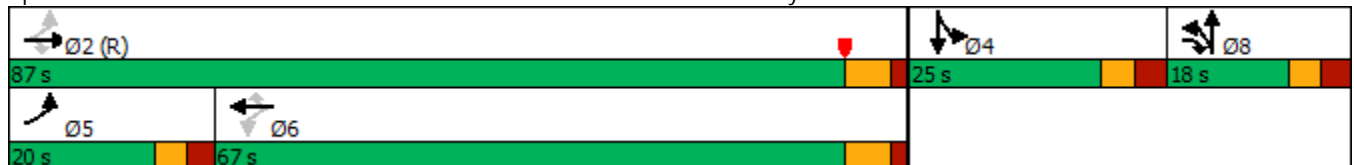


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	123	1527	48	11	1872	76	11	185	19	253
Future Volume (vph)	123	1527	48	11	1872	76	11	185	19	253
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	NA	Split	NA	Free
Protected Phases	5	2	8		6		8	4	4	
Permitted Phases	2		2	6		6				Free
Detector Phase	5	2	8	6	6	6	8	4	4	
Switch Phase										
Minimum Initial (s)	6.0	29.0	6.0	29.0	29.0	29.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	35.1	18.0	50.0	50.0	50.0	18.0	18.0	18.0	
Total Split (s)	20.0	87.0	18.0	67.0	67.0	67.0	18.0	25.0	25.0	
Total Split (%)	15.4%	66.9%	13.8%	51.5%	51.5%	51.5%	13.8%	19.2%	19.2%	
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	3.0	3.3	3.3	
All-Red Time (s)	2.8	1.7	3.1	1.7	1.7	1.7	3.1	3.1	3.1	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	3.8	4.1	4.1	4.1	4.1	4.1	4.1	4.4	4.4	
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	Max	None	None	None	
Act Effect Green (s)	89.0	88.7	105.5	73.0	73.0	73.0	12.7	16.0	16.0	130.0
Actuated g/C Ratio	0.68	0.68	0.81	0.56	0.56	0.56	0.10	0.12	0.12	1.00
v/c Ratio	0.62	0.69	0.04	0.11	1.03	0.09	0.50	0.57	0.56	0.18
Control Delay	46.0	5.9	0.3	15.9	45.0	1.0	63.6	64.2	63.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	5.9	0.3	15.9	45.0	1.0	63.6	64.2	63.8	0.2
LOS	D	A	A	B	D	A	E	E	E	A
Approach Delay		8.7			43.2		63.6		28.7	
Approach LOS		A			D		E		C	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 119 (92%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 28.0
 Intersection Capacity Utilization 89.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

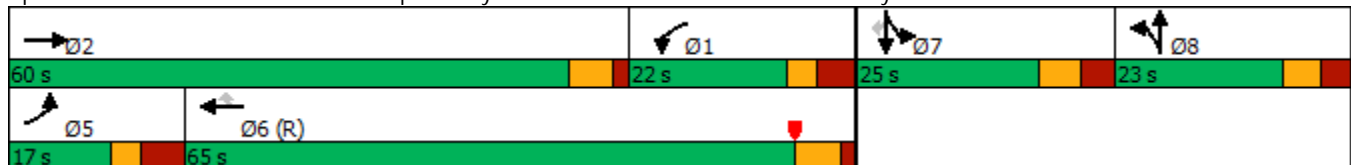
11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1227	15	141	1811	287	13	118	174	276	112	140
Future Volume (vph)	106	1227	15	141	1811	287	13	118	174	276	112	140
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	29.0		6.0	29.0	29.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	17.0	60.0		22.0	65.0	65.0	23.0	23.0		25.0	25.0	25.0
Total Split (%)	13.1%	46.2%		16.9%	50.0%	50.0%	17.7%	17.7%		19.2%	19.2%	19.2%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	12.4	60.1	130.0	17.2	64.5	64.5	16.8	16.8	130.0	19.6	19.6	19.6
Actuated g/C Ratio	0.10	0.46	1.00	0.13	0.50	0.50	0.13	0.13	1.00	0.15	0.15	0.15
v/c Ratio	0.71	0.85	0.01	0.71	0.81	0.38	0.07	0.56	0.13	0.85	0.86	0.39
Control Delay	67.3	29.3	0.0	56.9	23.4	8.9	48.9	62.1	0.2	82.5	82.6	5.6
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	67.3	29.3	0.0	56.9	23.4	8.9	48.9	62.1	0.2	82.5	82.6	5.6
LOS	E	C	A	E	C	A	D	E	A	F	F	A
Approach Delay		31.9			23.7			26.3			62.1	
Approach LOS		C			C			C			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 120 (92%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 31.0
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway

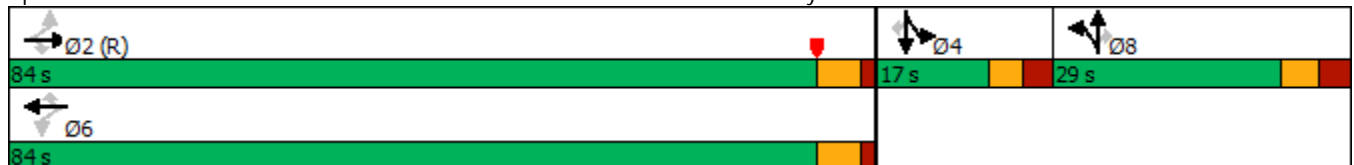


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	26	1066	175	44	1502	35	328	17	44	23	44
Future Volume (vph)	26	1066	175	44	1502	35	328	17	44	23	44
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	NA	Perm
Protected Phases		2			6		8	8		4	
Permitted Phases	2		2	6		6			8		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	29.0	29.0	29.0	29.0	29.0	29.0	8.0	8.0	8.0	6.0	6.0
Minimum Split (s)	49.0	49.0	49.0	35.0	35.0	35.0	18.0	18.0	18.0	15.0	15.0
Total Split (s)	84.0	84.0	84.0	84.0	84.0	84.0	29.0	29.0	29.0	17.0	17.0
Total Split (%)	64.6%	64.6%	64.6%	64.6%	64.6%	64.6%	22.3%	22.3%	22.3%	13.1%	13.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.6	3.6	3.6	3.3	3.3
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.3	3.3	3.3	2.9	2.9
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2	-2.2	-2.2
Total Lost Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	4.7	4.7	4.7	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	88.6	88.6	88.6	88.6	88.6	88.6	21.4	21.4	21.4	10.3	10.3
Actuated g/C Ratio	0.68	0.68	0.68	0.68	0.68	0.68	0.16	0.16	0.16	0.08	0.08
v/c Ratio	0.26	0.48	0.17	0.19	0.68	0.04	0.71	0.69	0.15	0.25	0.24
Control Delay	13.0	7.6	1.3	3.7	9.9	0.2	65.6	64.4	4.4	59.6	5.6
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	13.0	7.6	1.3	3.7	9.9	0.2	65.6	64.4	4.4	59.6	5.6
LOS	B	A	A	A	A	A	E	E	A	E	A
Approach Delay		6.9			9.5			58.2		28.8	
Approach LOS		A			A			E		C	

Intersection Summary

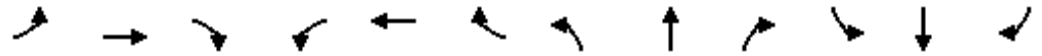
Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.7
 Intersection LOS: B
 Intersection Capacity Utilization 68.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

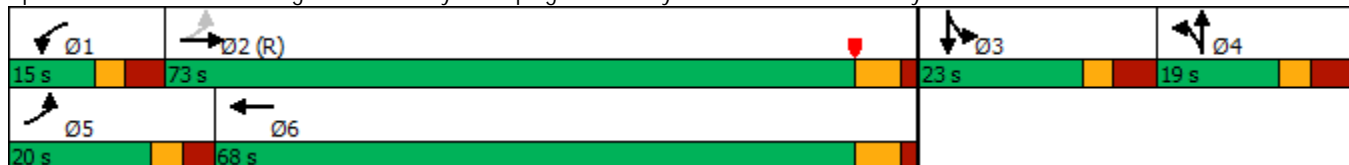


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	1037	37	56	1583	266	50	80	53	182	83	107
Future Volume (vph)	157	1037	37	56	1583	266	50	80	53	182	83	107
Turn Type	pm+pt	NA	Free	Prot	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free			Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	35.0		15.0	35.0		19.0	19.0		19.0	19.0	
Total Split (s)	20.0	73.0		15.0	68.0		19.0	19.0		23.0	23.0	
Total Split (%)	15.4%	56.2%		11.5%	52.3%		14.6%	14.6%		17.7%	17.7%	
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.2	1.8		3.7	1.8		4.1	4.1		4.2	4.2	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.2	3.7		4.7	3.7		4.6	4.6		4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Act Effect Green (s)	87.6	76.9	130.0	9.2	70.5	130.0	13.4	13.4	130.0	15.4	15.4	130.0
Actuated g/C Ratio	0.67	0.59	1.00	0.07	0.54	1.00	0.10	0.10	1.00	0.12	0.12	1.00
v/c Ratio	0.74	0.54	0.03	0.26	0.91	0.18	0.16	0.47	0.04	0.51	0.40	0.07
Control Delay	48.8	14.0	0.0	72.6	23.9	0.2	53.6	63.2	0.0	58.0	57.7	0.1
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	48.8	14.0	0.0	72.6	23.9	0.2	53.6	63.2	0.0	58.0	57.7	0.1
LOS	D	B	A	E	C	A	D	E	A	E	E	A
Approach Delay		18.0			22.0			42.3			41.3	
Approach LOS		B			C			D			D	

Intersection Summary

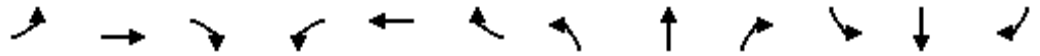
Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 60 (46%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 23.7
 Intersection LOS: C
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway

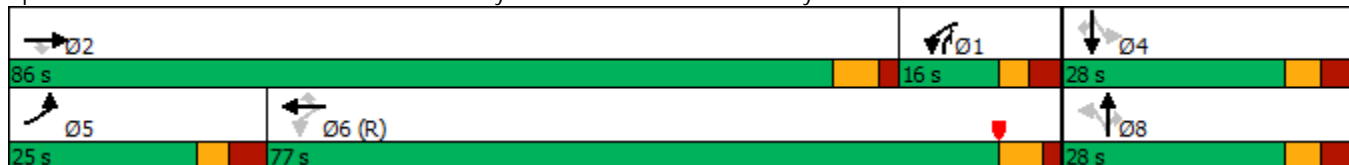


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↗	↕	↖	↗	↕	↖	↗	↕	↖
Traffic Volume (vph)	130	1129	7	28	1565	43	5	23	27	87	49	323
Future Volume (vph)	130	1129	7	28	1565	43	5	23	27	87	49	323
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases			2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	29.0	29.0	8.0	29.0	29.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	36.0	36.0	15.0	36.0	36.0	18.0	18.0	15.0	18.0	18.0	18.0
Total Split (s)	25.0	86.0	86.0	16.0	77.0	77.0	28.0	28.0	16.0	28.0	28.0	28.0
Total Split (%)	19.2%	66.2%	66.2%	12.3%	59.2%	59.2%	21.5%	21.5%	12.3%	21.5%	21.5%	21.5%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.6	3.6	3.0	3.6	3.6	3.6
All-Red Time (s)	3.8	1.9	1.9	3.3	1.9	1.9	3.0	3.0	3.3	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.8	4.3	4.3	4.3	4.3	4.3	4.1	4.1	4.3	4.1	4.1	4.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag			Lag			
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	12.4	91.0	91.0	86.6	86.6	86.6	17.8	17.8	32.4	17.8	17.8	17.8
Actuated g/C Ratio	0.10	0.70	0.70	0.67	0.67	0.67	0.14	0.14	0.25	0.14	0.14	0.14
v/c Ratio	0.44	0.50	0.01	0.08	0.75	0.05	0.03	0.10	0.07	0.52	0.22	0.81
Control Delay	42.7	17.9	0.0	10.8	18.7	0.4	45.2	47.3	0.3	60.8	49.8	30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	17.9	0.0	10.8	18.7	0.4	45.2	47.3	0.3	60.8	49.8	30.7
LOS	D	B	A	B	B	A	D	D	A	E	D	C
Approach Delay		20.4			18.1			23.6			38.5	
Approach LOS		C			B			C			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 32 (25%), Referenced to phase 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 21.7
 Intersection LOS: C
 Intersection Capacity Utilization 81.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway

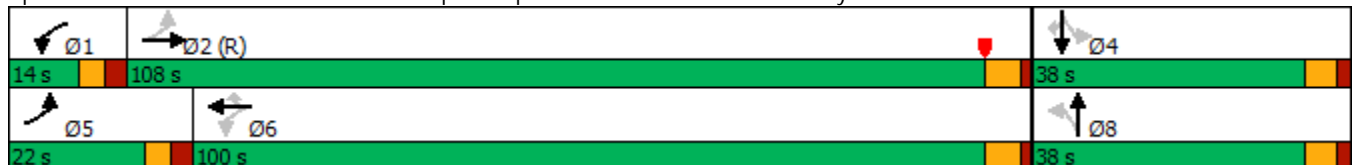


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↖	↖	↕	↖
Traffic Volume (vph)	148	1375	10	1610	71	5	5	39	5	161
Future Volume (vph)	148	1375	10	1610	71	5	5	39	5	161
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	28.0	4.0	28.0	28.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	22.0	108.0	14.0	100.0	100.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	13.8%	67.5%	8.8%	62.5%	62.5%	23.8%	23.8%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	140.0	136.3	128.0	122.1	122.1	13.0	13.0	13.0	13.0	13.0
Actuated g/C Ratio	0.88	0.85	0.80	0.76	0.76	0.08	0.08	0.08	0.08	0.08
v/c Ratio	0.55	0.35	0.04	0.63	0.06	0.05	0.08	0.37	0.03	0.69
Control Delay	15.6	3.4	0.7	10.0	0.1	65.2	42.9	77.3	64.6	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	3.4	0.7	10.0	0.1	65.2	42.9	77.3	64.6	33.2
LOS	B	A	A	A	A	E	D	E	E	C
Approach Delay		4.6		9.5			49.5		42.3	
Approach LOS		A		A			D		D	

Intersection Summary

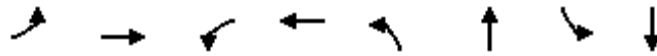
Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 101 (63%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 9.4
 Intersection Capacity Utilization 73.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway

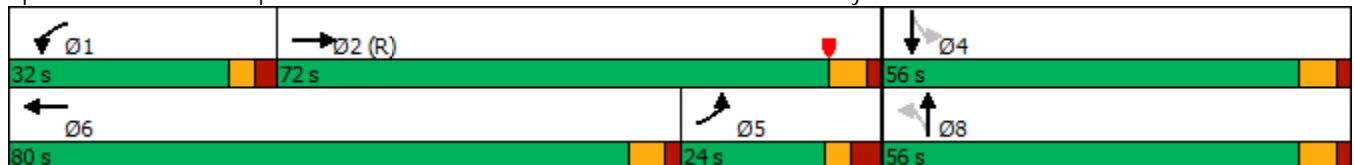


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↑↑↑↑	↶	↑↑↑↑	↶	↷	↶	↷
Traffic Volume (vph)	44	1237	85	1523	117	43	56	48
Future Volume (vph)	44	1237	85	1523	117	43	56	48
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	28.0	6.0	28.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	24.0	72.0	32.0	80.0	56.0	56.0	56.0	56.0
Total Split (%)	15.0%	45.0%	20.0%	50.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.9	2.9
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	Max	None	None	None	None
Act Effect Green (s)	17.0	109.4	15.3	109.3	24.8	24.8	24.8	24.8
Actuated g/C Ratio	0.11	0.68	0.10	0.68	0.16	0.16	0.16	0.16
v/c Ratio	0.26	0.33	0.55	0.39	0.68	0.36	0.44	0.22
Control Delay	65.1	9.8	87.0	6.0	81.1	33.6	69.9	52.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	9.8	87.0	6.0	81.1	33.6	69.9	52.8
LOS	E	A	F	A	F	C	E	D
Approach Delay		11.5		10.2		57.5		61.2
Approach LOS		B		B		E		E

Intersection Summary

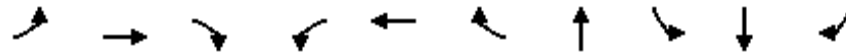
Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 88 (55%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 52.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



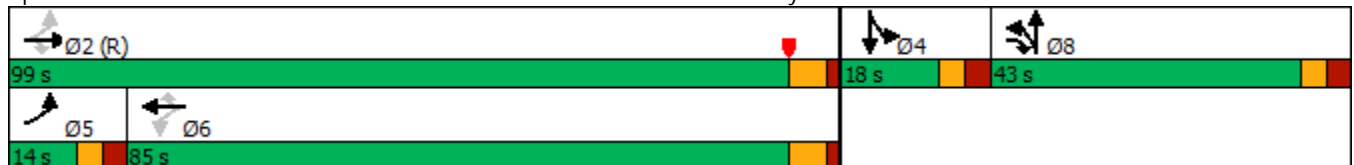
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	28	1261	27	14	1459	36	5	25	5	42
Future Volume (vph)	28	1261	27	14	1459	36	5	25	5	42
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	NA	Split	NA	Free
Protected Phases	5	2	8		6		8	4	4	
Permitted Phases	2		2	6		6				Free
Detector Phase	5	2	8	6	6	6	8	4	4	
Switch Phase										
Minimum Initial (s)	6.0	29.0	6.0	29.0	29.0	29.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	35.1	18.0	35.1	35.1	35.1	18.0	18.0	18.0	
Total Split (s)	14.0	99.0	43.0	85.0	85.0	85.0	43.0	18.0	18.0	
Total Split (%)	8.8%	61.9%	26.9%	53.1%	53.1%	53.1%	26.9%	11.3%	11.3%	
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	3.0	3.3	3.3	
All-Red Time (s)	2.8	1.7	3.1	1.7	1.7	1.7	3.1	3.1	3.1	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	3.8	4.1	4.1	4.1	4.1	4.1	4.1	4.4	4.4	
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	Max	None	None	None	
Act Effct Green (s)	135.7	136.2	148.7	129.1	129.1	129.1	10.0	10.2	10.2	160.0
Actuated g/C Ratio	0.85	0.85	0.93	0.81	0.81	0.81	0.06	0.06	0.06	1.00
v/c Ratio	0.10	0.44	0.02	0.05	0.53	0.03	0.26	0.14	0.15	0.03
Control Delay	2.9	2.7	0.1	2.3	2.9	0.1	67.0	73.9	74.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.9	2.7	0.1	2.3	2.9	0.1	67.0	73.9	74.0	0.0
LOS	A	A	A	A	A	A	E	E	E	A
Approach Delay		2.7			2.8		67.0		30.6	
Approach LOS		A			A		E		C	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 4.0
 Intersection Capacity Utilization 57.6%
 Analysis Period (min) 15

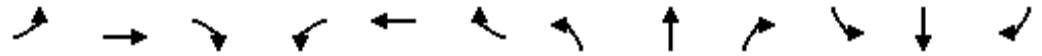
Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

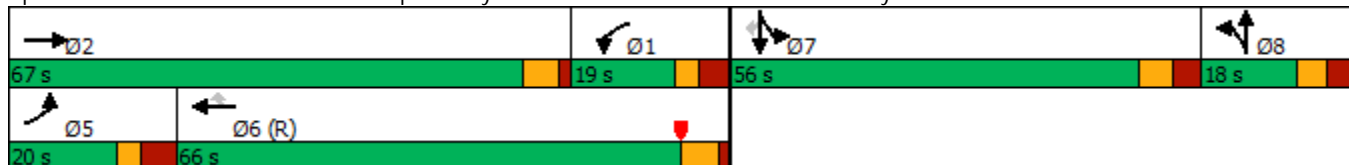


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↗	↗
Traffic Volume (vph)	48	1039	19	76	1289	237	13	89	100	207	90	64
Future Volume (vph)	48	1039	19	76	1289	237	13	89	100	207	90	64
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	29.0		6.0	29.0	29.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	20.0	67.0		19.0	66.0	66.0	18.0	18.0		56.0	56.0	56.0
Total Split (%)	12.5%	41.9%		11.9%	41.3%	41.3%	11.3%	11.3%		35.0%	35.0%	35.0%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	11.6	92.1	160.0	14.2	97.0	97.0	16.5	16.5	160.0	20.9	20.9	20.9
Actuated g/C Ratio	0.07	0.58	1.00	0.09	0.61	0.61	0.10	0.10	1.00	0.13	0.13	0.13
v/c Ratio	0.40	0.54	0.01	0.54	0.44	0.25	0.08	0.50	0.07	0.71	0.70	0.20
Control Delay	66.0	18.6	0.0	62.4	9.6	2.1	63.7	76.0	0.1	83.3	82.1	1.3
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	66.0	18.6	0.0	62.4	9.6	2.1	63.7	76.0	0.1	83.3	82.1	1.3
LOS	E	B	A	E	A	A	E	E	A	F	F	A
Approach Delay		20.3			11.0			37.8			68.2	
Approach LOS		C			B			D			E	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 154 (96%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 22.2
 Intersection LOS: C
 Intersection Capacity Utilization 60.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway

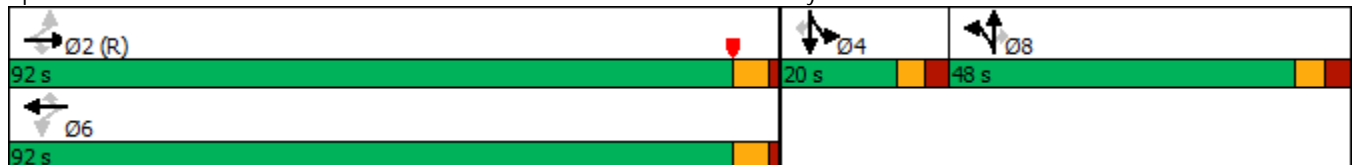


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	36	1094	144	57	1251	39	235	28	42	14	40
Future Volume (vph)	36	1094	144	57	1251	39	235	28	42	14	40
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	NA	Perm
Protected Phases		2			6		8	8		4	
Permitted Phases	2		2	6		6			8		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	29.0	29.0	29.0	29.0	29.0	29.0	8.0	8.0	8.0	6.0	6.0
Minimum Split (s)	49.0	49.0	49.0	35.0	35.0	35.0	18.0	18.0	18.0	15.0	15.0
Total Split (s)	92.0	92.0	92.0	92.0	92.0	92.0	48.0	48.0	48.0	20.0	20.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	57.5%	57.5%	30.0%	30.0%	30.0%	12.5%	12.5%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.6	3.6	3.6	3.3	3.3
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.3	3.3	3.3	2.9	2.9
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2	-2.2	-2.2
Total Lost Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	4.7	4.7	4.7	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	118.2	118.2	118.2	118.2	118.2	118.2	21.2	21.2	21.2	10.9	10.9
Actuated g/C Ratio	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.07	0.07
v/c Ratio	0.17	0.44	0.13	0.21	0.50	0.04	0.65	0.64	0.17	0.30	0.25
Control Delay	5.4	4.1	0.3	10.0	11.2	2.2	78.7	78.0	7.3	76.3	8.5
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	5.4	4.1	0.3	10.0	11.2	2.2	78.7	78.0	7.3	76.3	8.5
LOS	A	A	A	A	B	A	E	E	A	E	A
Approach Delay		3.7			10.9			68.5		39.9	
Approach LOS		A			B			E		D	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 14.4
 Intersection LOS: B
 Intersection Capacity Utilization 69.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway

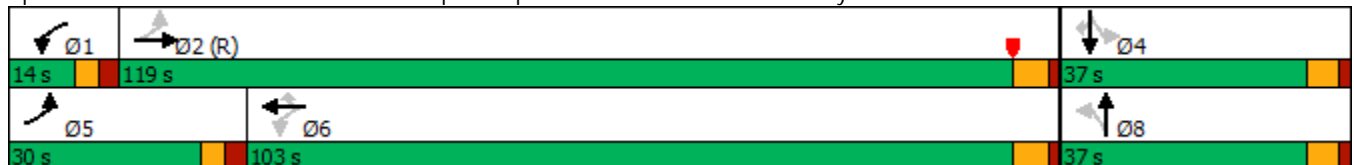


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	195	1813	9	1589	70	5	5	39	5	161
Future Volume (vph)	195	1813	9	1589	70	5	5	39	5	161
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	28.0	4.0	28.0	28.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	30.0	119.0	14.0	103.0	103.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	17.6%	70.0%	8.2%	60.6%	60.6%	21.8%	21.8%	21.8%	21.8%	21.8%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	150.7	147.1	132.7	126.8	126.8	12.3	12.3	12.3	12.3	12.3
Actuated g/C Ratio	0.89	0.87	0.78	0.75	0.75	0.07	0.07	0.07	0.07	0.07
v/c Ratio	0.63	0.45	0.05	0.63	0.06	0.05	0.09	0.42	0.04	0.63
Control Delay	24.9	3.4	1.4	13.8	0.1	72.2	46.4	87.3	71.6	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	3.4	1.4	13.8	0.1	72.2	46.4	87.3	71.6	19.9
LOS	C	A	A	B	A	E	D	F	E	B
Approach Delay		5.5		13.1			54.0		33.8	
Approach LOS		A		B			D		C	

Intersection Summary

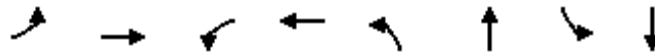
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 97 (57%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 10.4
 Intersection Capacity Utilization 75.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway

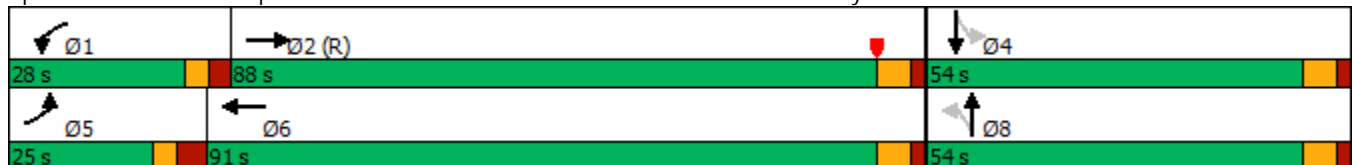


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	58	1631	83	1503	117	43	56	48
Future Volume (vph)	58	1631	83	1503	117	43	56	48
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	28.0	6.0	28.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	25.0	88.0	28.0	91.0	54.0	54.0	54.0	54.0
Total Split (%)	14.7%	51.8%	16.5%	53.5%	31.8%	31.8%	31.8%	31.8%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.9	2.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	Max	None	None	None	None
Act Effect Green (s)	13.0	118.1	15.6	119.7	25.8	25.8	25.8	25.8
Actuated g/C Ratio	0.08	0.69	0.09	0.70	0.15	0.15	0.15	0.15
v/c Ratio	0.47	0.43	0.56	0.37	0.70	0.37	0.46	0.22
Control Delay	83.7	11.2	88.8	14.4	87.4	39.1	75.4	56.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	11.2	88.8	14.4	87.4	39.1	75.4	56.6
LOS	F	B	F	B	F	D	E	E
Approach Delay		13.5		18.2		63.5		65.8
Approach LOS		B		B		E		E

Intersection Summary

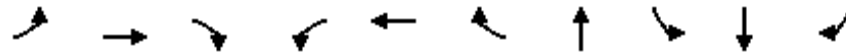
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 72 (42%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 20.1
 Intersection LOS: C
 Intersection Capacity Utilization 54.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	36	1663	35	13	1440	35	5	25	5	42
Future Volume (vph)	36	1663	35	13	1440	35	5	25	5	42
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	NA	Split	NA	Free
Protected Phases	5	2	8		6		8	4	4	
Permitted Phases	2		2	6		6				Free
Detector Phase	5	2	8	6	6	6	8	4	4	
Switch Phase										
Minimum Initial (s)	6.0	29.0	6.0	29.0	29.0	29.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	35.1	18.0	50.0	50.0	50.0	18.0	18.0	18.0	
Total Split (s)	14.0	110.0	42.0	96.0	96.0	96.0	42.0	18.0	18.0	
Total Split (%)	8.2%	64.7%	24.7%	56.5%	56.5%	56.5%	24.7%	10.6%	10.6%	
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	3.0	3.3	3.3	
All-Red Time (s)	2.8	1.7	3.1	1.7	1.7	1.7	3.1	3.1	3.1	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	3.8	4.1	4.1	4.1	4.1	4.1	4.1	4.4	4.4	
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	Max	None	None	None	
Act Effect Green (s)	145.5	146.0	158.6	136.5	136.5	136.5	10.1	10.3	10.3	170.0
Actuated g/C Ratio	0.86	0.86	0.93	0.80	0.80	0.80	0.06	0.06	0.06	1.00
v/c Ratio	0.13	0.57	0.02	0.08	0.53	0.03	0.27	0.15	0.16	0.03
Control Delay	3.4	3.2	0.3	3.3	4.3	0.1	71.8	79.1	79.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.4	3.2	0.3	3.3	4.3	0.1	71.8	79.1	79.2	0.0
LOS	A	A	A	A	A	A	E	E	E	A
Approach Delay		3.2			4.1		71.8		32.7	
Approach LOS		A			A		E		C	

Intersection Summary

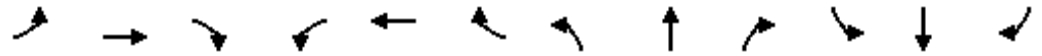
Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 4.8
 Intersection LOS: A
 Intersection Capacity Utilization 63.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

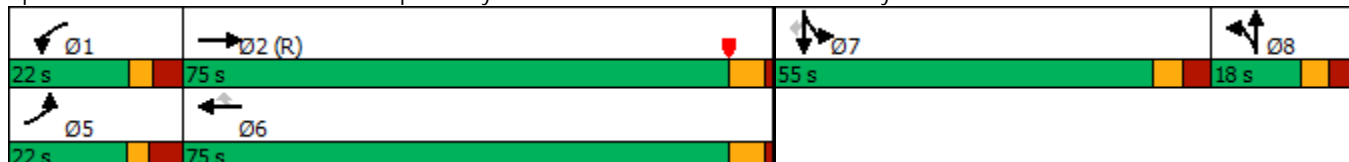


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	63	1369	25	75	1272	234	13	89	100	207	90	64
Future Volume (vph)	63	1369	25	75	1272	234	13	89	100	207	90	64
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	29.0		6.0	29.0	29.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	22.0	75.0		22.0	75.0	75.0	18.0	18.0		55.0	55.0	55.0
Total Split (%)	12.9%	44.1%		12.9%	44.1%	44.1%	10.6%	10.6%		32.4%	32.4%	32.4%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	Max	Max	None	None		None	None	None
Act Effect Green (s)	13.3	100.1	170.0	14.8	101.2	101.2	17.0	17.0	170.0	21.9	21.9	21.9
Actuated g/C Ratio	0.08	0.59	1.00	0.09	0.60	0.60	0.10	0.10	1.00	0.13	0.13	0.13
v/c Ratio	0.49	0.70	0.02	0.54	0.45	0.25	0.08	0.51	0.07	0.72	0.72	0.23
Control Delay	75.6	37.0	0.0	97.8	13.0	4.9	68.2	81.5	0.1	89.2	87.8	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	75.6	37.0	0.0	97.8	13.0	4.9	68.2	81.5	0.1	89.2	87.8	3.5
LOS	E	D	A	F	B	A	E	F	A	F	F	A
Approach Delay		38.1			15.9			40.5			73.4	
Approach LOS		D			B			D			E	

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 144 (85%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 32.0
 Intersection LOS: C
 Intersection Capacity Utilization 69.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	47	1442	189	56	1235	38	235	28	42	14	40
Future Volume (vph)	47	1442	189	56	1235	38	235	28	42	14	40
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	NA	Perm
Protected Phases		2			6		8	8		4	
Permitted Phases	2		2	6		6			8		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	29.0	29.0	29.0	29.0	29.0	29.0	8.0	8.0	8.0	6.0	6.0
Minimum Split (s)	49.0	49.0	49.0	35.0	35.0	35.0	18.0	18.0	18.0	15.0	15.0
Total Split (s)	106.0	106.0	106.0	106.0	106.0	106.0	44.0	44.0	44.0	20.0	20.0
Total Split (%)	62.4%	62.4%	62.4%	62.4%	62.4%	62.4%	25.9%	25.9%	25.9%	11.8%	11.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.6	3.6	3.6	3.3	3.3
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.3	3.3	3.3	2.9	2.9
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2	-2.2	-2.2
Total Lost Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	4.7	4.7	4.7	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	127.2	127.2	127.2	127.2	127.2	127.2	22.1	22.1	22.1	11.1	11.1
Actuated g/C Ratio	0.75	0.75	0.75	0.75	0.75	0.75	0.13	0.13	0.13	0.07	0.07
v/c Ratio	0.21	0.57	0.16	0.33	0.49	0.04	0.66	0.65	0.18	0.31	0.26
Control Delay	6.8	4.9	1.8	24.8	17.4	4.8	84.4	83.7	9.5	81.8	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	4.9	1.8	24.8	17.4	4.8	84.4	83.7	9.5	81.8	10.3
LOS	A	A	A	C	B	A	F	F	A	F	B
Approach Delay		4.6			17.4			73.7		43.3	
Approach LOS		A			B			E		D	

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 16.7
 Intersection LOS: B
 Intersection Capacity Utilization 68.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

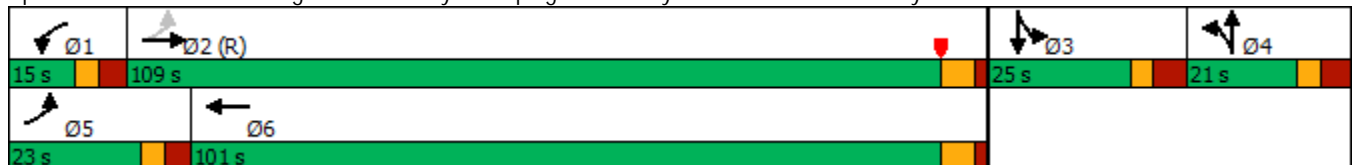
17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	138	1547	42	30	1439	326	6	14	45	59	17	190	
Future Volume (vph)	138	1547	42	30	1439	326	6	14	45	59	17	190	
Turn Type	pm+pt	NA	Free	Prot	NA	Free	Split	NA	Free	Split	NA	Free	
Protected Phases	5	2		1	6		4	4		3	3		
Permitted Phases	2		Free			Free			Free			Free	
Detector Phase	5	2		1	6		4	4		3	3		
Switch Phase													
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0		
Minimum Split (s)	15.0	35.2		15.0	35.0		19.0	19.0		19.0	19.0		
Total Split (s)	23.0	109.0		15.0	101.0		21.0	21.0		25.0	25.0		
Total Split (%)	13.5%	64.1%		8.8%	59.4%		12.4%	12.4%		14.7%	14.7%		
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.0		3.0	3.0		
All-Red Time (s)	3.2	1.8		3.7	1.8		4.1	4.1		4.2	4.2		
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5		
Total Lost Time (s)	4.2	3.7		4.7	3.7		4.6	4.6		4.7	4.7		
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead		
Lead-Lag Optimize?													
Recall Mode	None	C-Max		None	Max		None	None		None	None		
Act Effct Green (s)	142.1	133.7	170.0	8.8	127.6	170.0	10.7	10.7	170.0	11.5	11.5	170.0	
Actuated g/C Ratio	0.84	0.79	1.00	0.05	0.75	1.00	0.06	0.06	1.00	0.07	0.07	1.00	
v/c Ratio	0.49	0.57	0.03	0.18	0.56	0.21	0.03	0.13	0.03	0.27	0.14	0.13	
Control Delay	14.0	5.1	0.0	69.9	12.2	0.3	75.0	77.9	0.0	78.2	76.6	0.2	
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	14.0	5.1	0.0	69.9	12.2	0.3	75.0	77.9	0.0	78.2	76.6	0.2	
LOS	B	A	A	E	B	A	E	E	A	E	E	A	
Approach Delay		5.7			11.0			23.8				22.3	
Approach LOS		A			B			C				C	

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 65 (38%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 9.6
 Intersection Capacity Utilization 68.2%
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	192	2693	5	1317	38	5	5	44	5	173
Future Volume (vph)	192	2693	5	1317	38	5	5	44	5	173
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	24.0	4.0	24.0	24.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	25.0	104.0	14.0	93.0	93.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.9%	74.3%	10.0%	66.4%	66.4%	15.7%	15.7%	15.7%	15.7%	15.7%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	121.0	119.4	112.5	106.7	106.7	12.0	12.0	12.0	12.0	12.0
Actuated g/C Ratio	0.86	0.85	0.80	0.76	0.76	0.09	0.09	0.09	0.09	0.09
v/c Ratio	0.59	0.68	0.04	0.52	0.03	0.04	0.09	0.40	0.03	0.61
Control Delay	10.5	5.5	1.6	5.3	0.1	57.2	37.3	70.2	56.8	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	5.5	1.6	5.3	0.1	57.2	37.3	70.2	56.8	16.9
LOS	B	A	A	A	A	E	D	E	E	B
Approach Delay		5.8		5.2			42.8		28.4	
Approach LOS		A		A			D		C	

Intersection Summary

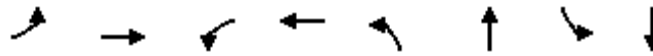
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 56 (40%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 6.9
 Intersection Capacity Utilization 76.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	47	2550	57	1085	132	38	71	37
Future Volume (vph)	47	2550	57	1085	132	38	71	37
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	23.0	6.0	23.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	16.0	92.0	16.0	92.0	32.0	32.0	32.0	32.0
Total Split (%)	11.4%	65.7%	11.4%	65.7%	22.9%	22.9%	22.9%	22.9%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.0	4.0
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.5	2.5
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	Max	None	None	None	None
Act Effect Green (s)	10.6	97.4	11.2	97.2	23.3	23.3	23.7	23.7
Actuated g/C Ratio	0.08	0.70	0.08	0.69	0.17	0.17	0.17	0.17
v/c Ratio	0.39	0.65	0.45	0.28	0.67	0.41	0.59	0.17
Control Delay	63.5	10.2	77.5	5.6	69.5	23.1	71.8	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	10.2	77.5	5.6	69.5	23.1	71.8	39.5
LOS	E	B	E	A	E	C	E	D
Approach Delay		11.1		9.0		44.4		58.5
Approach LOS		B		A		D		E

Intersection Summary

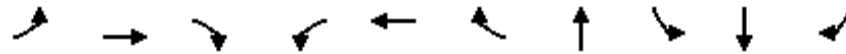
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 75 (54%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 14.0
 Intersection LOS: B
 Intersection Capacity Utilization 74.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	150	1835	57	5	950	76	8	74	5	80
Future Volume (vph)	150	1835	57	5	950	76	8	74	5	80
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	NA	Split	NA	Free
Protected Phases	5	2	8		6		8	4	4	
Permitted Phases	2		2	6		6				Free
Detector Phase	5	2	8	6	6	6	8	4	4	
Switch Phase										
Minimum Initial (s)	6.0	23.0	6.0	23.0	23.0	23.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	35.0	18.0	50.0	50.0	50.0	18.0	18.0	18.0	
Total Split (s)	22.0	96.0	18.0	74.0	74.0	74.0	18.0	26.0	26.0	
Total Split (%)	15.7%	68.6%	12.9%	52.9%	52.9%	52.9%	12.9%	18.6%	18.6%	
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	3.0	3.3	3.3	
All-Red Time (s)	2.8	1.7	3.1	1.7	1.7	1.7	3.1	3.1	3.1	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	3.8	4.1	4.1	4.1	4.1	4.1	4.1	4.4	4.4	
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	Max	None	None	None	
Act Effect Green (s)	110.2	110.8	123.4	95.4	95.4	95.4	10.9	11.8	11.8	140.0
Actuated g/C Ratio	0.79	0.79	0.88	0.68	0.68	0.68	0.08	0.08	0.08	1.00
v/c Ratio	0.40	0.73	0.04	0.07	0.44	0.08	0.33	0.32	0.33	0.06
Control Delay	3.8	4.5	0.1	4.8	3.2	0.2	62.0	66.0	66.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	4.5	0.1	4.8	3.2	0.2	62.0	66.0	66.3	0.1
LOS	A	A	A	A	A	A	E	E	E	A
Approach Delay		4.4			3.0		62.0		32.9	
Approach LOS		A			A		E		C	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 127 (91%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 6.0
 Intersection LOS: A
 Intersection Capacity Utilization 91.5%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	1643	5	101	861	136	7	64	151	201	164	77
Future Volume (vph)	92	1643	5	101	861	136	7	64	151	201	164	77
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	31.0	78.0		16.0	63.0	63.0	18.0	18.0		28.0	28.0	28.0
Total Split (%)	22.1%	55.7%		11.4%	45.0%	45.0%	12.9%	12.9%		20.0%	20.0%	20.0%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	15.2	81.5	140.0	11.2	77.1	77.1	13.1	13.1	140.0	20.9	20.9	20.9
Actuated g/C Ratio	0.11	0.58	1.00	0.08	0.55	0.55	0.09	0.09	1.00	0.15	0.15	0.15
v/c Ratio	0.55	0.91	0.00	0.84	0.35	0.17	0.05	0.41	0.11	0.80	0.80	0.22
Control Delay	75.9	24.2	0.0	84.7	9.2	1.3	57.7	67.0	0.1	80.4	79.1	1.3
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	75.9	24.2	0.0	84.7	9.2	1.3	57.7	67.0	0.1	80.4	79.1	1.3
LOS	E	C	A	F	A	A	E	E	A	F	E	A
Approach Delay		26.8			15.1			21.3			66.1	
Approach LOS		C			B			C			E	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 120 (86%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 27.8
 Intersection LOS: C
 Intersection Capacity Utilization 79.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	57	1694	184	30	926	24	120	20	44	12	34
Future Volume (vph)	57	1694	184	30	926	24	120	20	44	12	34
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	NA	Perm
Protected Phases		2			6		8	8		4	
Permitted Phases	2		2	6		6			8		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0
Minimum Split (s)	49.0	49.0	49.0	35.0	35.0	35.0	18.0	18.0	18.0	15.0	15.0
Total Split (s)	105.0	105.0	105.0	105.0	105.0	105.0	20.0	20.0	20.0	15.0	15.0
Total Split (%)	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	14.3%	14.3%	14.3%	10.7%	10.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.6	3.6	3.6	3.3	3.3
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.3	3.3	3.3	2.9	2.9
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2	-2.2	-2.2
Total Lost Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	4.7	4.7	4.7	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	106.7	106.7	106.7	106.7	106.7	106.7	13.5	13.5	13.5	10.2	10.2
Actuated g/C Ratio	0.76	0.76	0.76	0.76	0.76	0.76	0.10	0.10	0.10	0.07	0.07
v/c Ratio	0.18	0.70	0.16	0.31	0.38	0.02	0.50	0.50	0.23	0.36	0.21
Control Delay	4.4	4.7	0.5	28.6	16.3	2.4	71.0	70.8	8.1	69.7	3.1
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	4.4	4.7	0.5	28.6	16.3	2.4	71.0	70.8	8.1	69.7	3.1
LOS	A	A	A	C	B	A	E	E	A	E	A
Approach Delay		4.3			16.3			55.8		39.9	
Approach LOS		A			B			E		D	

Intersection Summary

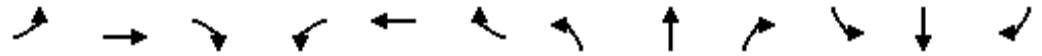
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 11.9
 Intersection LOS: B
 Intersection Capacity Utilization 70.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

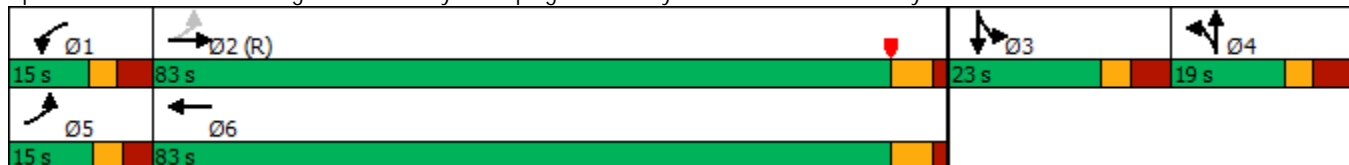


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘↗	↗	↘	↘↗	↗	↘	↘↗	↗	↘
Traffic Volume (vph)	147	1452	75	63	903	197	50	51	44	249	98	102
Future Volume (vph)	147	1452	75	63	903	197	50	51	44	249	98	102
Turn Type	pm+pt	NA	Free	Prot	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free			Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	35.0		15.0	35.0		19.0	19.0		19.0	19.0	
Total Split (s)	15.0	83.0		15.0	83.0		19.0	19.0		23.0	23.0	
Total Split (%)	10.7%	59.3%		10.7%	59.3%		13.6%	13.6%		16.4%	16.4%	
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.2	1.8		3.7	1.8		4.1	4.1		4.2	4.2	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.2	3.7		4.7	3.7		4.6	4.6		4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Act Effect Green (s)	96.9	88.5	140.0	9.6	85.6	140.0	12.3	12.3	140.0	17.4	17.4	140.0
Actuated g/C Ratio	0.69	0.63	1.00	0.07	0.61	1.00	0.09	0.09	1.00	0.12	0.12	1.00
v/c Ratio	0.44	0.73	0.05	0.31	0.46	0.14	0.19	0.36	0.03	0.66	0.45	0.07
Control Delay	4.7	10.3	0.1	71.3	12.4	0.2	60.1	66.2	0.0	66.7	62.9	0.1
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	4.7	10.3	0.1	71.3	12.4	0.2	60.1	66.2	0.0	66.7	62.9	0.1
LOS	A	B	A	E	B	A	E	E	A	E	E	A
Approach Delay		9.3			13.5			44.1			50.7	
Approach LOS		A			B			D			D	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 48 (34%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 17.6
 Intersection LOS: B
 Intersection Capacity Utilization 71.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	1401	20	26	897	116	9	44	51	81	30	225
Future Volume (vph)	243	1401	20	26	897	116	9	44	51	81	30	225
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases			2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	36.0	36.0	15.0	36.0	36.0	18.0	18.0	15.0	18.0	18.0	18.0
Total Split (s)	26.0	96.0	96.0	16.0	86.0	86.0	28.0	28.0	16.0	28.0	28.0	28.0
Total Split (%)	18.6%	68.6%	68.6%	11.4%	61.4%	61.4%	20.0%	20.0%	11.4%	20.0%	20.0%	20.0%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.6	3.6	3.0	3.6	3.6	3.6
All-Red Time (s)	3.8	1.9	1.9	3.3	1.9	1.9	3.0	3.0	3.3	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.8	4.3	4.3	4.3	4.3	4.3	4.1	4.1	4.3	4.1	4.1	4.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag			Lag			
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	17.6	101.6	101.6	92.0	92.0	92.0	17.2	17.2	31.8	17.2	17.2	17.2
Actuated g/C Ratio	0.13	0.73	0.73	0.66	0.66	0.66	0.12	0.12	0.23	0.12	0.12	0.12
v/c Ratio	0.62	0.60	0.02	0.09	0.44	0.13	0.06	0.23	0.14	0.55	0.15	0.60
Control Delay	65.5	3.9	0.0	12.7	13.3	3.3	52.1	55.9	3.9	69.6	54.1	12.6
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	65.5	3.9	0.0	12.7	13.3	3.3	52.1	55.9	3.9	69.6	54.1	12.6
LOS	E	A	A	B	B	A	D	E	A	E	D	B
Approach Delay		12.9			12.1			30.3			30.1	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 133 (95%), Referenced to phase 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 15.1
 Intersection LOS: B
 Intersection Capacity Utilization 68.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway

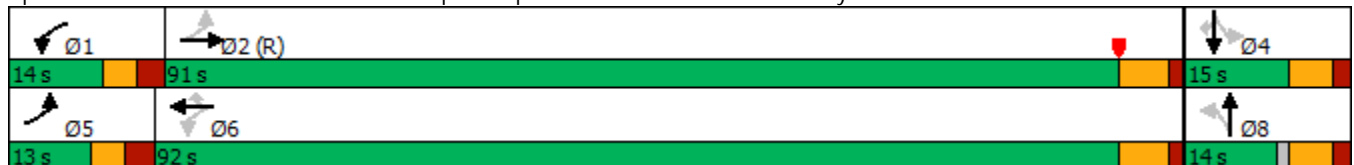


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	105	1998	5	1982	67	5	19	42	5	124
Future Volume (vph)	105	1998	5	1982	67	5	19	42	5	124
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	24.0	4.0	24.0	24.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	13.0	91.0	14.0	92.0	92.0	14.0	14.0	15.0	15.0	15.0
Total Split (%)	10.8%	75.8%	11.7%	76.7%	76.7%	11.7%	11.7%	12.5%	12.5%	12.5%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	102.5	100.9	96.4	90.5	90.5	10.4	10.4	10.4	10.4	10.4
Actuated g/C Ratio	0.85	0.84	0.80	0.75	0.75	0.09	0.09	0.09	0.09	0.09
v/c Ratio	0.64	0.53	0.03	0.81	0.06	0.04	0.16	0.40	0.03	0.58
Control Delay	39.8	3.7	1.2	12.1	0.1	50.2	45.2	61.9	49.8	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	3.7	1.2	12.1	0.1	50.2	45.2	61.9	49.8	26.1
LOS	D	A	A	B	A	D	D	E	D	C
Approach Delay		5.5		11.7			46.0		35.6	
Approach LOS		A		B			D		D	

Intersection Summary

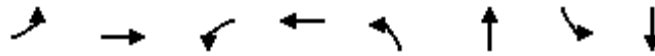
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 107 (89%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 9.8
 Intersection Capacity Utilization 81.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	55	1873	114	1925	112	45	53	39
Future Volume (vph)	55	1873	114	1925	112	45	53	39
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	23.0	6.0	23.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	16.0	67.0	24.0	75.0	29.0	29.0	29.0	29.0
Total Split (%)	13.3%	55.8%	20.0%	62.5%	24.2%	24.2%	24.2%	24.2%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.9	2.9
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?								
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effect Green (s)	10.5	69.4	20.2	80.6	19.9	19.9	19.9	19.9
Actuated g/C Ratio	0.09	0.58	0.17	0.67	0.17	0.17	0.17	0.17
v/c Ratio	0.40	0.59	0.43	0.51	0.58	0.42	0.47	0.19
Control Delay	56.9	21.9	52.3	9.2	56.7	22.9	56.3	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	21.9	52.3	9.2	56.7	22.9	56.3	32.5
LOS	E	C	D	A	E	C	E	C
Approach Delay		22.9		11.5		37.3		44.3
Approach LOS		C		B		D		D

Intersection Summary

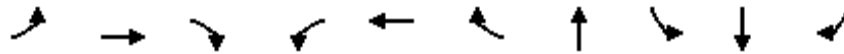
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 69 (58%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 18.9
 Intersection LOS: B
 Intersection Capacity Utilization 65.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway

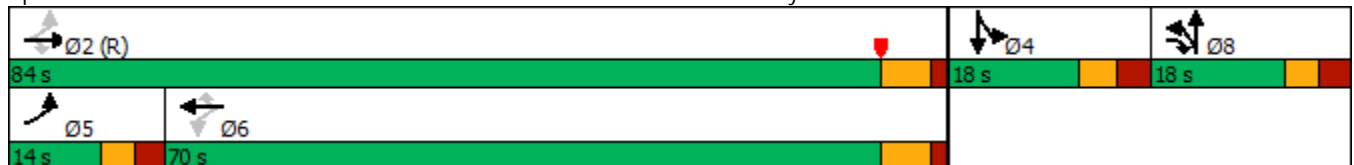


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	96	1822	38	18	1886	91	16	103	13	150
Future Volume (vph)	96	1822	38	18	1886	91	16	103	13	150
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	NA	Split	NA	Free
Protected Phases	5	2	8		6		8	4	4	
Permitted Phases	2		2	6		6				Free
Detector Phase	5	2	8	6	6	6	8	4	4	
Switch Phase										
Minimum Initial (s)	6.0	23.0	6.0	23.0	23.0	23.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	35.0	18.0	50.0	50.0	50.0	18.0	18.0	18.0	
Total Split (s)	14.0	84.0	18.0	70.0	70.0	70.0	18.0	18.0	18.0	
Total Split (%)	11.7%	70.0%	15.0%	58.3%	58.3%	58.3%	15.0%	15.0%	15.0%	
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	3.0	3.3	3.3	
All-Red Time (s)	2.8	1.7	3.1	1.7	1.7	1.7	3.1	3.1	3.1	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	3.8	4.1	4.1	4.1	4.1	4.1	4.1	4.4	4.4	
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	Max	None	None	None	
Act Effct Green (s)	90.2	90.8	103.3	76.7	76.7	76.7	10.9	11.9	11.9	120.0
Actuated g/C Ratio	0.75	0.76	0.86	0.64	0.64	0.64	0.09	0.10	0.10	1.00
v/c Ratio	0.51	0.74	0.03	0.25	0.90	0.10	0.35	0.39	0.39	0.10
Control Delay	34.6	4.4	0.0	11.2	14.3	0.3	50.1	57.6	57.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	4.4	0.0	11.2	14.3	0.3	50.1	57.6	57.3	0.1
LOS	C	A	A	B	B	A	D	E	E	A
Approach Delay		5.8			13.7		50.1		25.1	
Approach LOS		A			B		D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 4 (3%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 11.2
 Intersection LOS: B
 Intersection Capacity Utilization 91.8%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

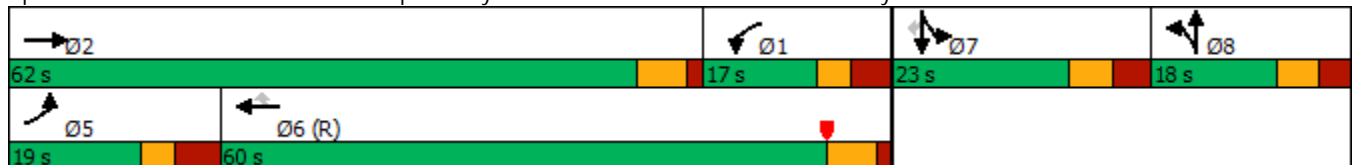
11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1459	12	134	1653	310	11	96	213	317	101	97
Future Volume (vph)	95	1459	12	134	1653	310	11	96	213	317	101	97
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	19.0	62.0		17.0	60.0	60.0	18.0	18.0		23.0	23.0	23.0
Total Split (%)	15.8%	51.7%		14.2%	50.0%	50.0%	15.0%	15.0%		19.2%	19.2%	19.2%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	12.5	59.9	120.0	12.2	59.1	59.1	13.5	13.5	120.0	18.2	18.2	18.2
Actuated g/C Ratio	0.10	0.50	1.00	0.10	0.49	0.49	0.11	0.11	1.00	0.15	0.15	0.15
v/c Ratio	0.58	0.93	0.01	0.87	0.74	0.39	0.06	0.52	0.15	0.91	0.91	0.26
Control Delay	46.3	34.3	0.0	79.8	25.4	10.3	47.8	59.3	0.2	87.6	86.8	1.5
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	46.3	34.3	0.0	79.8	25.4	10.3	47.8	59.3	0.2	87.6	86.8	1.5
LOS	D	C	A	E	C	B	D	E	A	F	F	A
Approach Delay		34.8			26.7			19.6			71.0	
Approach LOS		C			C			B			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 115 (96%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 34.1
 Intersection LOS: C
 Intersection Capacity Utilization 78.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway

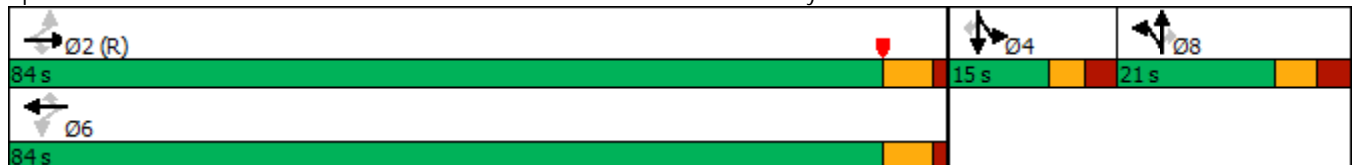


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	1756	154	39	1669	32	287	16	39	21	39
Future Volume (vph)	24	1756	154	39	1669	32	287	16	39	21	39
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	NA	Perm
Protected Phases		2			6		8	8		4	
Permitted Phases	2		2	6		6			8		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0
Minimum Split (s)	49.0	49.0	49.0	35.0	35.0	35.0	18.0	18.0	18.0	15.0	15.0
Total Split (s)	84.0	84.0	84.0	84.0	84.0	84.0	21.0	21.0	21.0	15.0	15.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	70.0%	70.0%	17.5%	17.5%	17.5%	12.5%	12.5%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.6	3.6	3.6	3.3	3.3
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.3	3.3	3.3	2.9	2.9
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2	-2.2	-2.2
Total Lost Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	4.7	4.7	4.7	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	None	None	None	None	None
Act Effct Green (s)	84.3	84.3	84.3	84.3	84.3	84.3	16.3	16.3	16.3	9.7	9.7
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.70	0.70	0.14	0.14	0.14	0.08	0.08
v/c Ratio	0.29	0.77	0.14	0.57	0.73	0.03	0.75	0.74	0.15	0.23	0.20
Control Delay	17.0	12.5	3.5	31.9	14.2	0.1	71.3	69.8	2.2	55.1	2.1
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	17.0	12.5	3.5	31.9	14.2	0.1	71.3	69.8	2.2	55.1	2.1
LOS	B	B	A	C	B	A	E	E	A	E	A
Approach Delay		11.9			14.3			62.8		25.8	
Approach LOS		B			B			E		C	

Intersection Summary

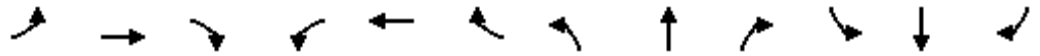
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 17.4
 Intersection LOS: B
 Intersection Capacity Utilization 72.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



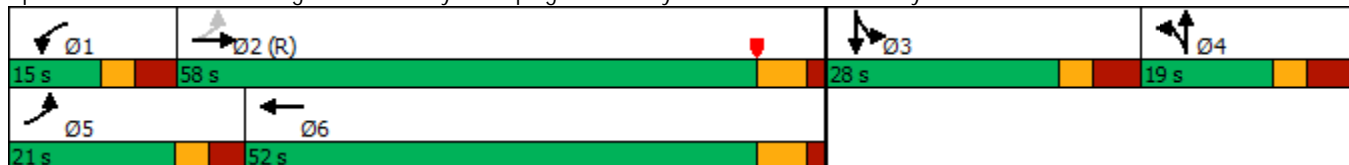
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	1634	33	49	1600	234	45	70	47	160	74	95
Future Volume (vph)	138	1634	33	49	1600	234	45	70	47	160	74	95
Turn Type	pm+pt	NA	Free	Prot	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free			Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	35.0		15.0	35.0		19.0	19.0		19.0	19.0	
Total Split (s)	21.0	58.0		15.0	52.0		19.0	19.0		28.0	28.0	
Total Split (%)	17.5%	48.3%		12.5%	43.3%		15.8%	15.8%		23.3%	23.3%	
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.2	1.8		3.7	1.8		4.1	4.1		4.2	4.2	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.2	3.7		4.7	3.7		4.6	4.6		4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Act Effect Green (s)	81.2	71.5	120.0	9.0	66.0	120.0	13.2	13.2	120.0	14.1	14.1	120.0
Actuated g/C Ratio	0.68	0.60	1.00	0.08	0.55	1.00	0.11	0.11	1.00	0.12	0.12	1.00
v/c Ratio	0.63	0.84	0.02	0.21	0.89	0.16	0.13	0.38	0.03	0.45	0.35	0.07
Control Delay	37.5	14.0	0.0	71.0	21.2	0.1	48.0	54.7	0.0	52.5	52.5	0.1
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	37.5	14.0	0.0	71.0	21.2	0.1	48.0	54.7	0.0	52.5	52.5	0.1
LOS	D	B	A	E	C	A	D	D	A	D	D	A
Approach Delay		15.6			19.9			37.0				37.4
Approach LOS		B			B			D				D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 45 (38%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 20.1
 Intersection Capacity Utilization 75.0%
 Analysis Period (min) 15

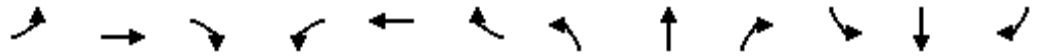
Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖	↖	↖	↖↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	115	1726	7	25	1594	39	5	21	25	77	44	284
Future Volume (vph)	115	1726	7	25	1594	39	5	21	25	77	44	284
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases			2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	36.0	36.0	15.0	36.0	36.0	18.0	18.0	15.0	18.0	18.0	18.0
Total Split (s)	25.0	72.0	72.0	16.0	63.0	63.0	32.0	32.0	16.0	32.0	32.0	32.0
Total Split (%)	20.8%	60.0%	60.0%	13.3%	52.5%	52.5%	26.7%	26.7%	13.3%	26.7%	26.7%	26.7%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.6	3.6	3.0	3.6	3.6	3.6
All-Red Time (s)	3.8	1.9	1.9	3.3	1.9	1.9	3.0	3.0	3.3	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.8	4.3	4.3	4.3	4.3	4.3	4.1	4.1	4.3	4.1	4.1	4.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag			Lag			
Lead-Lag Optimize?												
Recall Mode	None	Max	Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	11.5	83.3	83.3	79.7	79.7	79.7	15.5	15.5	30.1	15.5	15.5	15.5
Actuated g/C Ratio	0.10	0.69	0.69	0.66	0.66	0.66	0.13	0.13	0.25	0.13	0.13	0.13
v/c Ratio	0.38	0.76	0.01	0.11	0.76	0.04	0.03	0.10	0.06	0.49	0.21	0.67
Control Delay	63.8	5.9	0.0	13.6	17.6	0.1	43.2	45.0	0.3	57.2	47.1	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	5.9	0.0	13.6	17.6	0.1	43.2	45.0	0.3	57.2	47.1	13.8
LOS	E	A	A	B	B	A	D	D	A	E	D	B
Approach Delay		9.5			17.1			22.9			25.7	
Approach LOS		A			B			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 5 (4%), Referenced to phase 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 14.5
 Intersection LOS: B
 Intersection Capacity Utilization 80.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



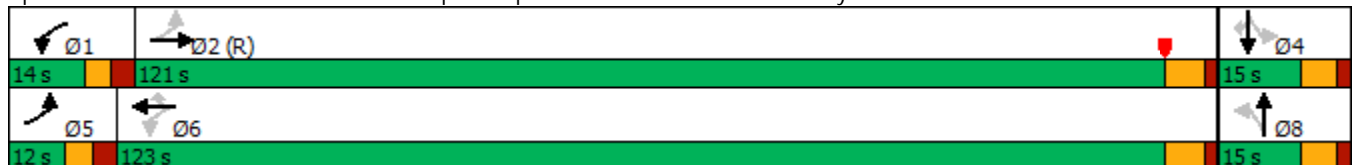
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	137	1933	5	3017	87	6	24	53	5	162
Future Volume (vph)	137	1933	5	3017	87	6	24	53	5	162
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	24.0	4.0	24.0	24.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	12.0	121.0	14.0	123.0	123.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	8.0%	80.7%	9.3%	82.0%	82.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	131.0	129.6	125.5	119.6	119.6	11.7	11.7	11.7	11.7	11.7
Actuated g/C Ratio	0.87	0.86	0.84	0.80	0.80	0.08	0.08	0.08	0.08	0.08
v/c Ratio	1.07	0.50	0.03	1.16	0.08	0.07	0.21	0.56	0.03	0.97
Control Delay	135.9	3.1	0.4	98.4	0.1	65.9	60.3	87.4	64.6	103.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	135.9	3.1	0.4	98.4	0.1	65.9	60.3	87.4	64.6	103.0
LOS	F	A	A	F	A	E	E	F	E	F
Approach Delay		11.8		95.6			61.4		98.4	
Approach LOS		B		F			E		F	

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 97 (65%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 63.3
 Intersection Capacity Utilization 113.0%
 Analysis Period (min) 15

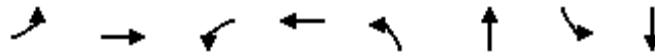
Intersection LOS: E
 ICU Level of Service H

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway

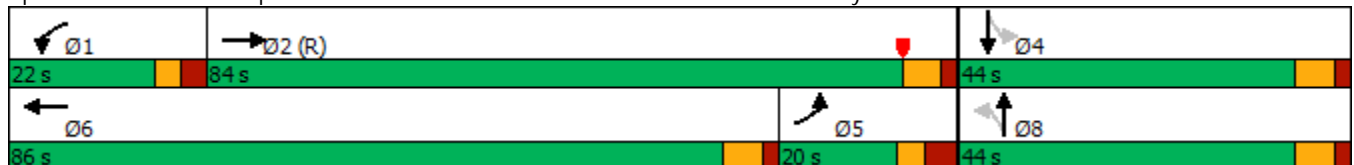


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	85	1673	110	2700	183	65	41	65
Future Volume (vph)	85	1673	110	2700	183	65	41	65
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	23.0	6.0	23.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	20.0	84.0	22.0	86.0	44.0	44.0	44.0	44.0
Total Split (%)	13.3%	56.0%	14.7%	57.3%	29.3%	29.3%	29.3%	29.3%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.9	2.9
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	Max	None	None	None	None
Act Effect Green (s)	15.2	89.3	16.2	89.3	34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.10	0.60	0.11	0.60	0.23	0.23	0.23	0.23
v/c Ratio	0.53	0.52	0.65	0.81	0.81	0.36	0.23	0.26
Control Delay	72.3	17.1	76.9	21.8	78.8	35.8	47.9	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	17.1	76.9	21.8	78.8	35.8	47.9	39.9
LOS	E	B	E	C	E	D	D	D
Approach Delay		19.5		23.8		58.9		42.2
Approach LOS		B		C		E		D

Intersection Summary

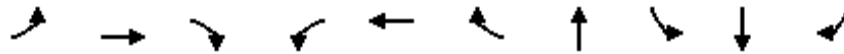
Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 82 (55%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 25.0
 Intersection LOS: C
 Intersection Capacity Utilization 79.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	61	1483	46	10	2117	46	7	28	5	219
Future Volume (vph)	61	1483	46	10	2117	46	7	28	5	219
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	NA	Split	NA	Free
Protected Phases	5	2	8		6		8	4	4	
Permitted Phases	2		2	6		6				Free
Detector Phase	5	2	8	6	6	6	8	4	4	
Switch Phase										
Minimum Initial (s)	6.0	23.0	6.0	23.0	23.0	23.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	35.0	18.0	50.0	50.0	50.0	18.0	18.0	18.0	
Total Split (s)	24.0	104.0	18.0	80.0	80.0	80.0	18.0	28.0	28.0	
Total Split (%)	16.0%	69.3%	12.0%	53.3%	53.3%	53.3%	12.0%	18.7%	18.7%	
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	3.0	3.3	3.3	
All-Red Time (s)	2.8	1.7	3.1	1.7	1.7	1.7	3.1	3.1	3.1	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	3.8	4.1	4.1	4.1	4.1	4.1	4.1	4.4	4.4	
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	Max	None	None	None	
Act Effect Green (s)	117.3	117.0	138.6	106.6	106.6	106.6	15.9	10.3	10.3	150.0
Actuated g/C Ratio	0.78	0.78	0.92	0.71	0.71	0.71	0.11	0.07	0.07	1.00
v/c Ratio	0.41	0.57	0.03	0.06	0.90	0.04	0.55	0.15	0.16	0.15
Control Delay	38.5	3.5	0.1	9.3	15.3	0.2	72.8	68.9	68.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	3.5	0.1	9.3	15.3	0.2	72.8	68.9	68.9	0.2
LOS	D	A	A	A	B	A	E	E	E	A
Approach Delay		4.8			14.9		72.8		9.1	
Approach LOS		A			B		E		A	

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 140 (93%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 12.0
 Intersection LOS: B
 Intersection Capacity Utilization 79.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

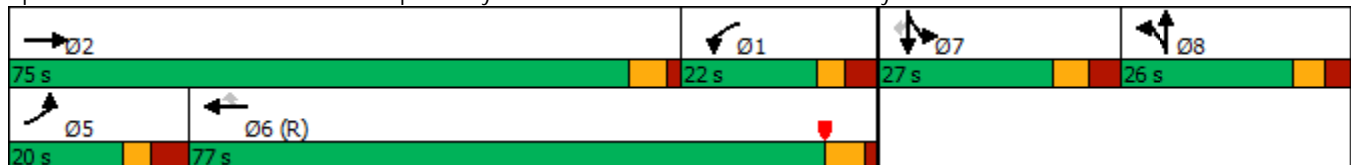
11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1195	7	104	1989	352	24	159	147	192	98	124
Future Volume (vph)	85	1195	7	104	1989	352	24	159	147	192	98	124
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	20.0	75.0		22.0	77.0	77.0	26.0	26.0		27.0	27.0	27.0
Total Split (%)	13.3%	50.0%		14.7%	51.3%	51.3%	17.3%	17.3%		18.0%	18.0%	18.0%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	13.1	78.1	150.0	17.2	81.8	81.8	20.1	20.1	150.0	18.3	18.3	18.3
Actuated g/C Ratio	0.09	0.52	1.00	0.11	0.55	0.55	0.13	0.13	1.00	0.12	0.12	0.12
v/c Ratio	0.57	0.68	0.00	0.56	0.75	0.40	0.10	0.66	0.10	0.72	0.73	0.38
Control Delay	75.7	15.8	0.0	57.9	18.8	5.6	56.8	74.6	0.1	82.2	82.3	5.6
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	75.7	15.8	0.0	57.9	18.8	5.6	56.8	74.6	0.1	82.2	82.3	5.6
LOS	E	B	A	E	B	A	E	E	A	F	F	A
Approach Delay		19.6			18.6			40.0			59.4	
Approach LOS		B			B			D			E	

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 145 (97%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 24.2
 Intersection LOS: C
 Intersection Capacity Utilization 75.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	30	1220	200	50	1718	40	375	19	50	26	50
Future Volume (vph)	30	1220	200	50	1718	40	375	19	50	26	50
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	NA	Perm
Protected Phases		2			6		8	8		4	
Permitted Phases	2		2	6		6			8		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0
Minimum Split (s)	49.0	49.0	49.0	35.0	35.0	35.0	18.0	18.0	18.0	15.0	15.0
Total Split (s)	100.0	100.0	100.0	100.0	100.0	100.0	35.0	35.0	35.0	15.0	15.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	66.7%	66.7%	23.3%	23.3%	23.3%	10.0%	10.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.6	3.6	3.6	3.3	3.3
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.3	3.3	3.3	2.9	2.9
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2	-2.2	-2.2
Total Lost Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	4.7	4.7	4.7	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	104.9	104.9	104.9	104.9	104.9	104.9	25.4	25.4	25.4	10.1	10.1
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.70	0.70	0.17	0.17	0.17	0.07	0.07
v/c Ratio	0.34	0.51	0.18	0.23	0.72	0.04	0.73	0.74	0.16	0.31	0.30
Control Delay	13.0	4.6	0.5	4.3	11.5	0.4	74.4	75.0	7.9	73.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	4.6	0.5	4.3	11.5	0.4	74.4	75.0	7.9	73.2	10.9
LOS	B	A	A	A	B	A	E	E	A	E	B
Approach Delay		4.2			11.0			67.2		37.6	
Approach LOS		A			B			E		D	

Intersection Summary

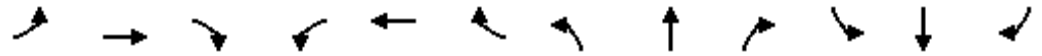
Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 15.6
 Intersection LOS: B
 Intersection Capacity Utilization 75.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway



Timings

17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway

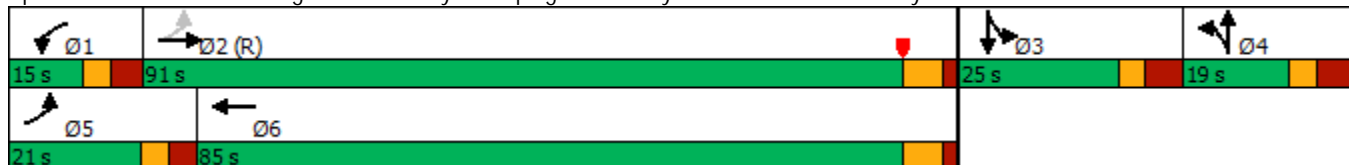


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑	↗	↘↗	↑	↗
Traffic Volume (vph)	180	1186	42	64	1811	304	57	91	61	208	95	122
Future Volume (vph)	180	1186	42	64	1811	304	57	91	61	208	95	122
Turn Type	pm+pt	NA	Free	Prot	NA	Free	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2		Free			Free			Free			Free
Detector Phase	5	2		1	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	23.0		6.0	23.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	35.0		15.0	35.0		19.0	19.0		19.0	19.0	
Total Split (s)	21.0	91.0		15.0	85.0		19.0	19.0		25.0	25.0	
Total Split (%)	14.0%	60.7%		10.0%	56.7%		12.7%	12.7%		16.7%	16.7%	
Yellow Time (s)	3.0	4.4		3.0	4.4		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.2	1.8		3.7	1.8		4.1	4.1		4.2	4.2	
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.2	3.7		4.7	3.7		4.6	4.6		4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Act Effect Green (s)	105.3	94.2	150.0	9.5	85.8	150.0	14.0	14.0	150.0	17.2	17.2	150.0
Actuated g/C Ratio	0.70	0.63	1.00	0.06	0.57	1.00	0.09	0.09	1.00	0.11	0.11	1.00
v/c Ratio	0.81	0.55	0.03	0.32	0.92	0.20	0.19	0.56	0.04	0.56	0.45	0.08
Control Delay	79.8	18.8	0.0	81.7	31.1	0.2	63.8	78.1	0.0	68.4	67.9	0.1
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	79.8	18.8	0.0	81.7	31.1	0.2	63.8	78.1	0.0	68.4	67.9	0.1
LOS	E	B	A	F	C	A	E	E	A	E	E	A
Approach Delay		26.0			28.3			51.5			48.7	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 77 (51%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 30.7
 Intersection LOS: C
 Intersection Capacity Utilization 84.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 17: Indigo Run Parkway/Whooping Crane Way & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕	↙	↕↕	↙	↙	↕	↙	↕	↙
Traffic Volume (vph)	173	2003	12	2533	83	5	5	46	5	188
Future Volume (vph)	173	2003	12	2533	83	5	5	46	5	188
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	24.0	4.0	24.0	24.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	17.0	128.0	14.0	125.0	125.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	9.4%	71.1%	7.8%	69.4%	69.4%	21.1%	21.1%	21.1%	21.1%	21.1%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	151.2	147.5	129.0	122.9	122.9	21.8	21.8	21.8	21.8	21.8
Actuated g/C Ratio	0.84	0.82	0.72	0.68	0.68	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.68	0.52	0.08	1.10	0.08	0.03	0.07	0.30	0.02	0.78
Control Delay	64.9	6.8	1.6	74.7	0.1	65.0	36.8	74.3	64.6	66.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	6.8	1.6	74.7	0.1	65.0	36.8	74.3	64.6	66.6
LOS	E	A	A	E	A	E	D	E	E	E
Approach Delay		11.4		72.0			43.8		68.0	
Approach LOS		B		E			D		E	

Intersection Summary

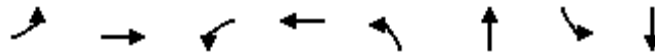
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 106 (59%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 45.6
 Intersection LOS: D
 Intersection Capacity Utilization 101.0%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway

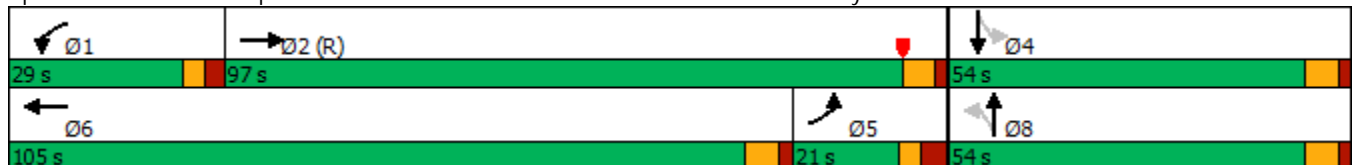


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	52	1802	100	2396	137	51	66	56
Future Volume (vph)	52	1802	100	2396	137	51	66	56
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	23.0	6.0	23.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	21.0	97.0	29.0	105.0	54.0	54.0	54.0	54.0
Total Split (%)	11.7%	53.9%	16.1%	58.3%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.9	2.9
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	Max	None	None	None	None
Act Effect Green (s)	14.6	121.1	18.0	126.0	30.5	30.5	30.5	30.5
Actuated g/C Ratio	0.08	0.67	0.10	0.70	0.17	0.17	0.17	0.17
v/c Ratio	0.40	0.48	0.62	0.59	0.75	0.40	0.53	0.23
Control Delay	78.9	11.3	101.4	6.4	93.6	46.5	80.8	58.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	11.3	101.4	6.4	93.6	46.5	80.8	58.5
LOS	E	B	F	A	F	D	F	E
Approach Delay		13.1		10.1		70.1		69.6
Approach LOS		B		B		E		E

Intersection Summary

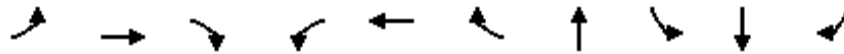
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 97 (54%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 16.2
 Intersection LOS: B
 Intersection Capacity Utilization 71.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



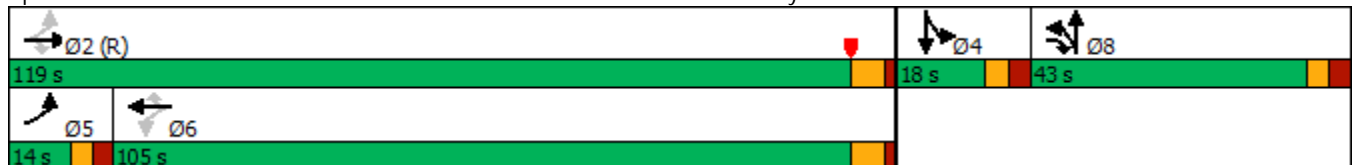
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	33	1837	32	17	2295	42	5	30	5	49
Future Volume (vph)	33	1837	32	17	2295	42	5	30	5	49
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	NA	Split	NA	Free
Protected Phases	5	2	8		6		8	4	4	
Permitted Phases	2		2	6		6				Free
Detector Phase	5	2	8	6	6	6	8	4	4	
Switch Phase										
Minimum Initial (s)	6.0	23.0	6.0	23.0	23.0	23.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	35.0	18.0	50.0	50.0	50.0	18.0	18.0	18.0	
Total Split (s)	14.0	119.0	43.0	105.0	105.0	105.0	43.0	18.0	18.0	
Total Split (%)	7.8%	66.1%	23.9%	58.3%	58.3%	58.3%	23.9%	10.0%	10.0%	
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	3.0	3.3	3.3	
All-Red Time (s)	2.8	1.7	3.1	1.7	1.7	1.7	3.1	3.1	3.1	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	3.8	4.1	4.1	4.1	4.1	4.1	4.1	4.4	4.4	
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	Max	None	None	None	
Act Effct Green (s)	152.0	152.5	164.7	143.0	143.0	143.0	10.5	10.5	10.5	180.0
Actuated g/C Ratio	0.84	0.85	0.92	0.79	0.79	0.79	0.06	0.06	0.06	1.00
v/c Ratio	0.29	0.64	0.02	0.13	0.85	0.04	0.31	0.19	0.20	0.03
Control Delay	27.8	3.1	0.3	5.1	7.9	0.1	77.9	85.1	85.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	3.1	0.3	5.1	7.9	0.1	77.9	85.1	85.3	0.0
LOS	C	A	A	A	A	A	E	F	F	A
Approach Delay		3.5				7.8		77.9		35.4
Approach LOS		A				A		E		D

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 4 (2%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 6.9
 Intersection Capacity Utilization 81.3%
 Analysis Period (min) 15

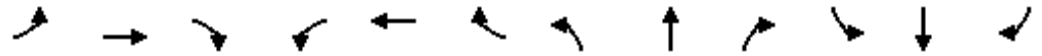
Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 8: Jarvis Park Road/Wilborn Road & William Hilton Parkway



Timings

11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

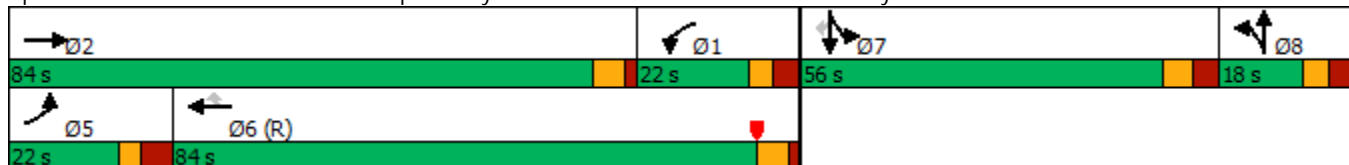


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	56	1514	23	89	2028	277	16	104	117	242	105	75
Future Volume (vph)	56	1514	23	89	2028	277	16	104	117	242	105	75
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	22.0	84.0		22.0	84.0	84.0	18.0	18.0		56.0	56.0	56.0
Total Split (%)	12.2%	46.7%		12.2%	46.7%	46.7%	10.0%	10.0%		31.1%	31.1%	31.1%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	12.9	101.2	180.0	17.2	105.1	105.1	19.4	19.4	180.0	25.9	25.9	25.9
Actuated g/C Ratio	0.07	0.56	1.00	0.10	0.58	0.58	0.11	0.11	1.00	0.14	0.14	0.14
v/c Ratio	0.47	0.81	0.02	0.58	0.73	0.31	0.09	0.55	0.08	0.76	0.75	0.23
Control Delay	73.4	40.8	0.0	69.4	15.7	5.4	71.1	86.0	0.1	92.8	91.1	1.5
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	73.4	40.8	0.0	69.4	15.7	5.4	71.1	86.0	0.1	92.8	91.1	1.5
LOS	E	D	A	E	B	A	E	F	A	F	F	A
Approach Delay		41.3			16.5			42.6			75.8	
Approach LOS		D			B			D			E	

Intersection Summary

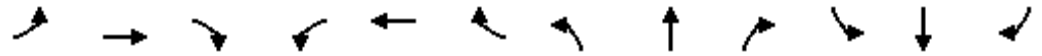
Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 8 (4%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 31.7
 Intersection Capacity Utilization 75.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

20: Gardner Drive/Beach City Road & William Hilton Parkway

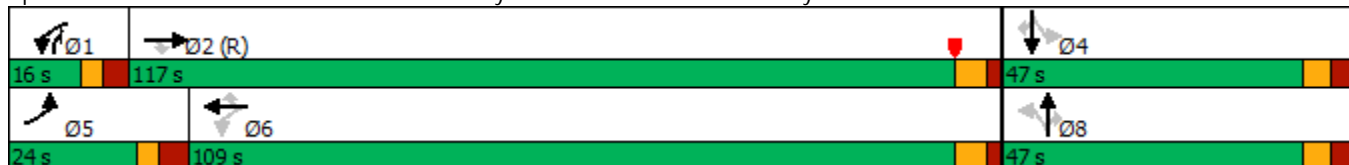


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↗	↕	↖	↗	↕	↖	↗	↕	↖
Traffic Volume (vph)	129	1706	7	42	2327	76	7	17	46	69	20	221
Future Volume (vph)	129	1706	7	42	2327	76	7	17	46	69	20	221
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases			2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	36.0	36.0	15.0	36.0	36.0	18.0	18.0	15.0	18.0	18.0	18.0
Total Split (s)	24.0	117.0	117.0	16.0	109.0	109.0	47.0	47.0	16.0	47.0	47.0	47.0
Total Split (%)	13.3%	65.0%	65.0%	8.9%	60.6%	60.6%	26.1%	26.1%	8.9%	26.1%	26.1%	26.1%
Yellow Time (s)	3.0	4.4	4.4	3.0	4.4	4.4	3.6	3.6	3.0	3.6	3.6	3.6
All-Red Time (s)	3.8	1.9	1.9	3.3	1.9	1.9	3.0	3.0	3.3	3.0	3.0	3.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.5	-2.5	-2.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.8	4.3	4.3	4.3	4.3	4.3	4.1	4.1	4.3	4.1	4.1	4.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Act Effect Green (s)	13.9	137.1	137.1	139.8	129.8	129.8	23.1	23.1	37.2	23.1	23.1	23.1
Actuated g/C Ratio	0.08	0.76	0.76	0.78	0.72	0.72	0.13	0.13	0.21	0.13	0.13	0.13
v/c Ratio	0.51	0.66	0.01	0.19	0.98	0.07	0.04	0.08	0.13	0.42	0.09	0.78
Control Delay	89.1	4.1	0.0	6.1	38.7	1.0	64.0	65.5	7.0	77.7	65.8	57.9
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	89.1	4.1	0.0	6.1	38.7	1.0	64.0	65.5	7.0	77.7	65.8	57.9
LOS	F	A	A	A	D	A	E	E	A	E	E	E
Approach Delay		10.0			37.0			26.9			62.8	
Approach LOS		B			D			C			E	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 96 (53%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 27.9
 Intersection LOS: C
 Intersection Capacity Utilization 96.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 20: Gardner Drive/Beach City Road & William Hilton Parkway



Timings

2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	228	2493	11	1852	82	5	5	46	5	188
Future Volume (vph)	228	2493	11	1852	82	5	5	46	5	188
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	1	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	4.0	24.0	4.0	24.0	24.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	37.0	12.0	37.0	37.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	34.0	138.0	14.0	118.0	118.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	17.9%	72.6%	7.4%	62.1%	62.1%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	1.5	2.6	1.5	1.5	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5
Total Lost Time (s)	3.7	3.4	3.6	3.4	3.4	3.3	3.3	3.3	3.3	3.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	169.2	165.5	142.7	136.8	136.8	13.8	13.8	13.8	13.8	13.8
Actuated g/C Ratio	0.89	0.87	0.75	0.72	0.72	0.07	0.07	0.07	0.07	0.07
v/c Ratio	0.75	0.61	0.11	0.77	0.08	0.05	0.11	0.50	0.04	0.68
Control Delay	62.5	4.8	3.4	18.4	0.1	80.2	46.1	100.7	79.4	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	4.8	3.4	18.4	0.1	80.2	46.1	100.7	79.4	22.6
LOS	E	A	A	B	A	F	D	F	E	C
Approach Delay		9.7		17.5			54.7		38.8	
Approach LOS		A		B			D		D	

Intersection Summary

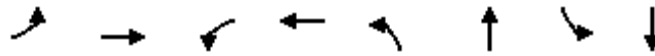
Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 105 (55%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 14.3
 Intersection LOS: B
 Intersection Capacity Utilization 84.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 2: Chamberlin Drive/Squire Pope Road & William Hilton Parkway



Timings

5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	68	2243	97	1752	137	51	66	56
Future Volume (vph)	68	2243	97	1752	137	51	66	56
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	6.0	23.0	6.0	23.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.0	35.0	14.0	35.0	18.0	18.0	18.0	18.0
Total Split (s)	23.0	110.0	28.0	115.0	52.0	52.0	52.0	52.0
Total Split (%)	12.1%	57.9%	14.7%	60.5%	27.4%	27.4%	27.4%	27.4%
Yellow Time (s)	3.0	4.4	3.0	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.8	1.9	2.8	1.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.5	-2.0	-2.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.8	3.8	3.8	3.8	2.9	2.9	2.9	2.9
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	Max	None	None	None	None
Act Effect Green (s)	18.2	129.3	18.3	128.4	31.9	31.9	31.9	31.9
Actuated g/C Ratio	0.10	0.68	0.10	0.68	0.17	0.17	0.17	0.17
v/c Ratio	0.44	0.59	0.63	0.45	0.77	0.41	0.54	0.23
Control Delay	85.0	14.7	85.2	22.9	99.5	51.2	85.9	63.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	14.7	85.2	22.9	99.5	51.2	85.9	63.1
LOS	F	B	F	C	F	D	F	E
Approach Delay		16.6		26.0		75.4		74.4
Approach LOS		B		C		E		E

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 108 (57%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 25.3
 Intersection LOS: C
 Intersection Capacity Utilization 71.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Spanish Wells Road/Wild Horse Road & William Hilton Parkway



Timings

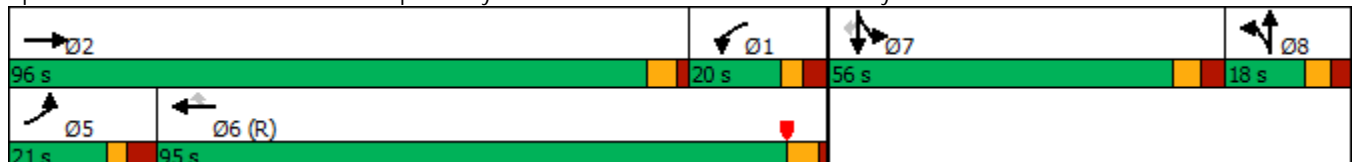
11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	1883	30	88	1483	273	16	104	117	242	105	75
Future Volume (vph)	74	1883	30	88	1483	273	16	104	117	242	105	75
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Free	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			Free			6			Free			7
Detector Phase	5	2		1	6	6	8	8		7	7	7
Switch Phase												
Minimum Initial (s)	6.0	24.0		6.0	24.0	24.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	16.0	35.0		15.0	35.0	35.0	18.0	18.0		19.0	19.0	19.0
Total Split (s)	21.0	96.0		20.0	95.0	95.0	18.0	18.0		56.0	56.0	56.0
Total Split (%)	11.1%	50.5%		10.5%	50.0%	50.0%	9.5%	9.5%		29.5%	29.5%	29.5%
Yellow Time (s)	3.0	4.4		3.0	4.4	4.4	3.6	3.6		4.0	4.0	4.0
All-Red Time (s)	4.2	1.5		3.8	1.5	1.5	3.1	3.1		3.4	3.4	3.4
Lost Time Adjust (s)	-2.0	-2.5		-2.0	-2.5	-2.5	-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	5.2	3.4		4.8	3.4	3.4	3.7	3.7		4.4	4.4	4.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	15.0	111.3	190.0	15.2	111.1	111.1	20.2	20.2	190.0	27.0	27.0	27.0
Actuated g/C Ratio	0.08	0.59	1.00	0.08	0.58	0.58	0.11	0.11	1.00	0.14	0.14	0.14
v/c Ratio	0.56	0.97	0.02	0.68	0.53	0.30	0.09	0.56	0.08	0.77	0.76	0.24
Control Delay	89.5	41.2	0.0	85.0	11.0	3.6	75.5	91.0	0.1	98.3	96.6	1.6
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	89.5	41.2	0.0	85.0	11.0	3.6	75.5	91.0	0.1	98.3	96.6	1.6
LOS	F	D	A	F	B	A	E	F	A	F	F	A
Approach Delay		42.4			13.4			45.1			80.3	
Approach LOS		D			B			D			F	

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 175 (92%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 34.2
 Intersection LOS: C
 Intersection Capacity Utilization 85.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 11: Sol Blatt Jr. Expressway/Gumtree Road & William Hilton Parkway



Timings

14: Pembroke Drive/Museum Street & William Hilton Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	55	1983	221	66	1439	45	274	33	49	17	47
Future Volume (vph)	55	1983	221	66	1439	45	274	33	49	17	47
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Split	NA	Perm	NA	Perm
Protected Phases		2			6		8	8		4	
Permitted Phases	2		2	6		6			8		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	23.0	23.0	23.0	23.0	23.0	23.0	8.0	8.0	8.0	6.0	6.0
Minimum Split (s)	49.0	49.0	49.0	35.0	35.0	35.0	18.0	18.0	18.0	15.0	15.0
Total Split (s)	120.0	120.0	120.0	120.0	120.0	120.0	45.0	45.0	45.0	25.0	25.0
Total Split (%)	63.2%	63.2%	63.2%	63.2%	63.2%	63.2%	23.7%	23.7%	23.7%	13.2%	13.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.6	3.6	3.6	3.3	3.3
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.3	3.3	3.3	2.9	2.9
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-2.5	-2.2	-2.2	-2.2	-2.2	-2.2
Total Lost Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	4.7	4.7	4.7	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	None	None	None	None	None
Act Effect Green (s)	139.2	139.2	139.2	139.2	139.2	139.2	26.4	26.4	26.4	12.3	12.3
Actuated g/C Ratio	0.73	0.73	0.73	0.73	0.73	0.73	0.14	0.14	0.14	0.06	0.06
v/c Ratio	0.34	0.80	0.20	1.21	0.58	0.04	0.72	0.71	0.20	0.38	0.32
Control Delay	9.4	8.9	1.8	210.2	22.9	5.8	95.0	94.1	16.0	93.7	19.4
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	9.1	1.8	210.2	22.9	5.8	95.0	94.1	16.0	93.7	19.4
LOS	A	A	A	F	C	A	F	F	B	F	B
Approach Delay		8.4			30.4			83.7		54.6	
Approach LOS		A			C			F		D	

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.21
 Intersection Signal Delay: 23.7
 Intersection LOS: C
 Intersection Capacity Utilization 78.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 14: Pembroke Drive/Museum Street & William Hilton Parkway

