

DRAFT INTERSECTION ANALYSIS

For

SR 472 at WESTBOUND I - 4 OFF RAMP

STUDY NO. 2
VOLUSIA COUNTY
SECTION 79181
MP 3.229

Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 5
Continuing Services for Traffic Engineering Contract Number C-7927
Financial Project No. 237988-1-32-02
Work Order No. 109
TEI No. 21074.A9
Task 102

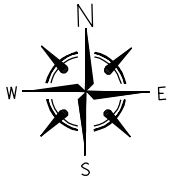
Prepared by:



Lake Mary, Florida

June 4, 2004

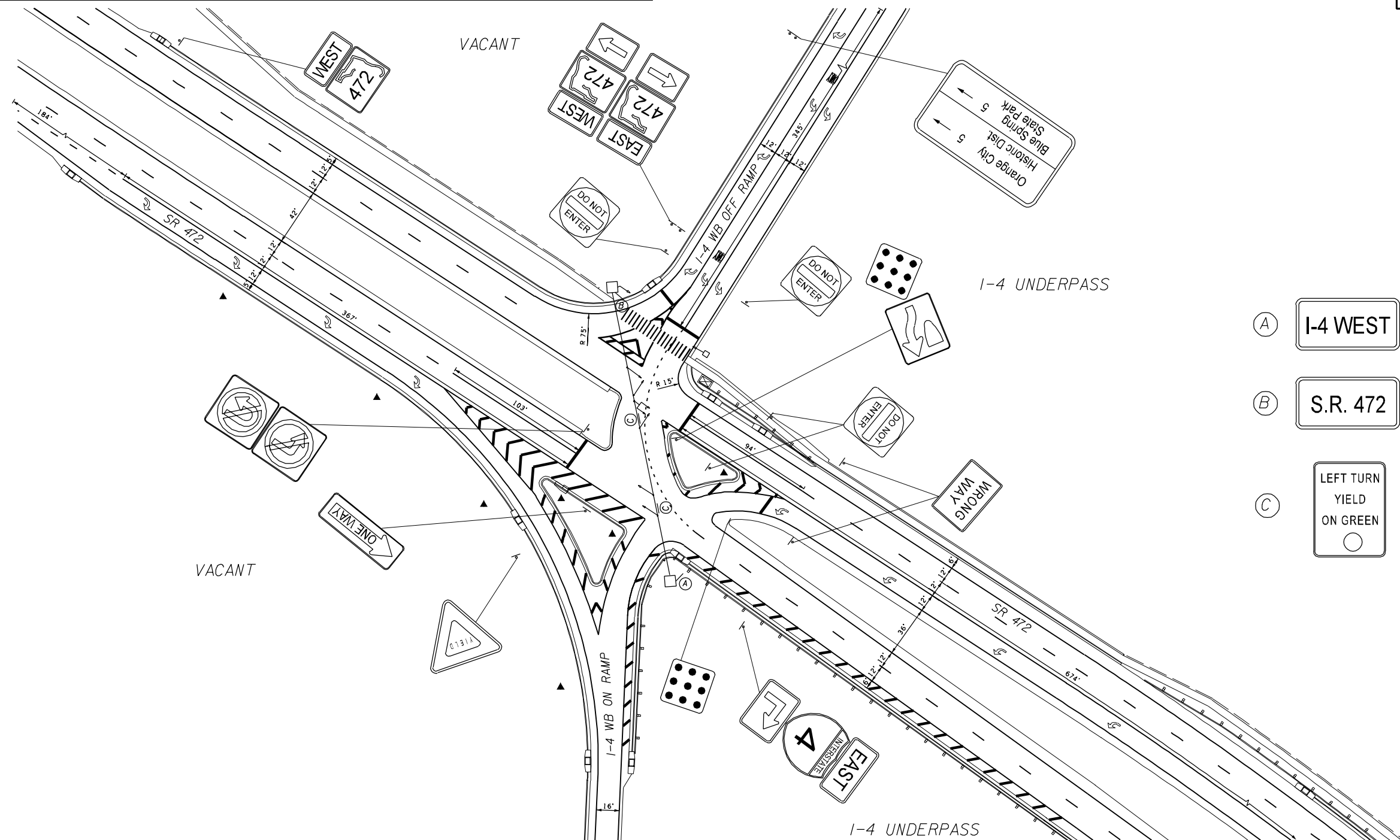
Professional Engineer: Edward S. Jarem
P.E. No. 45255



- (A) I-4 WEST
- (B) S.R. 472
- (C) LEFT TURN
YIELD
ON GREEN

0 20 80
FEET
1"=80'

SR 472 AT I-4 WESTBOUND OFF RAMP



SYMBOLS:

| | | | |
|--|---------------------|--|------------|
| | TREES | | DELINEATOR |
| | HEDGE | | HYDRANT |
| | RUMBLE STRIPS | | MAIL BOX |
| | POWER POLE | | FENCE |
| | SIGN | | GUARDRAIL |
| | TRAFFIC SIGNAL POLE | | BUILDING |
| | LIGHT POLE | | |
| | SIGNAL HEAD | | |
| | MITERED END SECTION | | |
| | FIBER OPTIC LINE | | |
| | CONTROLLER CABINET | | |

FIGURE 2
CONDITION DIAGRAM
CONTINUING SERVICES FOR TRAFFIC ENGINEERING

TURNING MOVEMENT COUNT

NORTH STREET: I 4 WESTBOUND OFF RAMP

SOUTH STREET: I 4 WESTBOUND ON RAMP

SR 472 AT I 4 WESTBOUND RAMPS

ALL VEHICLES

DATE: 4/13/2004

EAST STREET: SR 472

WEST STREET: SR 472

TIME: 7-9AM, 4-6PM

BY: DT

| START TIME | NORTHBOUND | | | | | SOUTHBOUND | | | | | NS TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | EW TOTAL | GRAND TOTAL |
|---------------|------------|----------|----------|----------|----------|------------|-----------|------------|----------|------------|------------|-----------|------------|------------|----------|--------------|------------|------------|----------|----------|--------------|--------------|----------------|
| | LEFT | THRU | RIGHT | U-TURN | TOTAL | LEFT | THRU | RIGHT | U-TURN | TOTAL | | LEFT | THRU | RIGHT | U-TURN | TOTAL | LEFT | THRU | RIGHT | U-TURN | TOTAL | | |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 16 | 16 | 0 | 55 | 95 | 0 | 150 | 112 | 127 | 0 | 0 | 239 | 389 | 405 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 17 | 17 | 0 | 69 | 136 | 0 | 205 | 131 | 173 | 0 | 0 | 304 | 509 | 526 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 16 | 0 | 21 | 21 | 0 | 87 | 102 | 0 | 189 | 95 | 254 | 0 | 0 | 349 | 538 | 559 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 18 | 0 | 30 | 30 | 0 | 76 | 95 | 0 | 171 | 102 | 273 | 0 | 0 | 375 | 546 | 576 |
| Total | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 55 | 0 | 84 | 84 | 0 | 287 | 428 | 0 | 715 | 440 | 827 | 0 | 0 | 1,267 | 1,982 | 2,066 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 0 | 16 | 16 | 0 | 65 | 102 | 0 | 167 | 99 | 210 | 0 | 0 | 309 | 476 | 492 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 16 | 0 | 29 | 29 | 0 | 64 | 104 | 1 | 169 | 106 | 193 | 0 | 0 | 299 | 468 | 497 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 32 | 32 | 0 | 56 | 109 | 0 | 165 | 66 | 158 | 0 | 0 | 224 | 389 | 421 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 16 | 0 | 31 | 31 | 0 | 62 | 80 | 0 | 142 | 63 | 161 | 0 | 0 | 224 | 366 | 397 |
| Total | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 52 | 0 | 108 | 108 | 0 | 247 | 395 | 1 | 643 | 334 | 722 | 0 | 0 | 1,056 | 1,699 | 1,807 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 29 | 0 | 64 | 64 | 0 | 86 | 90 | 0 | 176 | 38 | 162 | 0 | 0 | 200 | 376 | 440 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 32 | 0 | 68 | 68 | 0 | 123 | 102 | 0 | 225 | 34 | 169 | 0 | 0 | 203 | 428 | 496 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 40 | 0 | 76 | 76 | 0 | 121 | 100 | 0 | 221 | 41 | 175 | 0 | 0 | 216 | 437 | 513 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 38 | 0 | 74 | 74 | 0 | 124 | 100 | 0 | 224 | 45 | 167 | 0 | 0 | 212 | 436 | 510 |
| Total | 0 | 0 | 0 | 0 | 0 | 143 | 0 | 139 | 0 | 282 | 282 | 0 | 454 | 392 | 0 | 846 | 158 | 673 | 0 | 0 | 831 | 1,677 | 1,959 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 38 | 0 | 79 | 79 | 0 | 160 | 107 | 0 | 267 | 49 | 165 | 0 | 0 | 214 | 481 | 560 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 45 | 1 | 35 | 0 | 81 | 81 | 0 | 193 | 154 | 0 | 347 | 43 | 168 | 0 | 0 | 211 | 558 | 639 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 69 | 12 | 35 | 0 | 116 | 116 | 0 | 127 | 105 | 0 | 232 | 48 | 176 | 0 | 0 | 224 | 456 | 572 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 30 | 0 | 85 | 85 | 0 | 109 | 96 | 0 | 205 | 36 | 172 | 0 | 0 | 208 | 413 | 498 |
| Total | 0 | 0 | 0 | 0 | 0 | 209 | 14 | 138 | 0 | 361 | 361 | 0 | 589 | 462 | 0 | 1,051 | 176 | 681 | 0 | 0 | 857 | 1,908 | 2,269 |

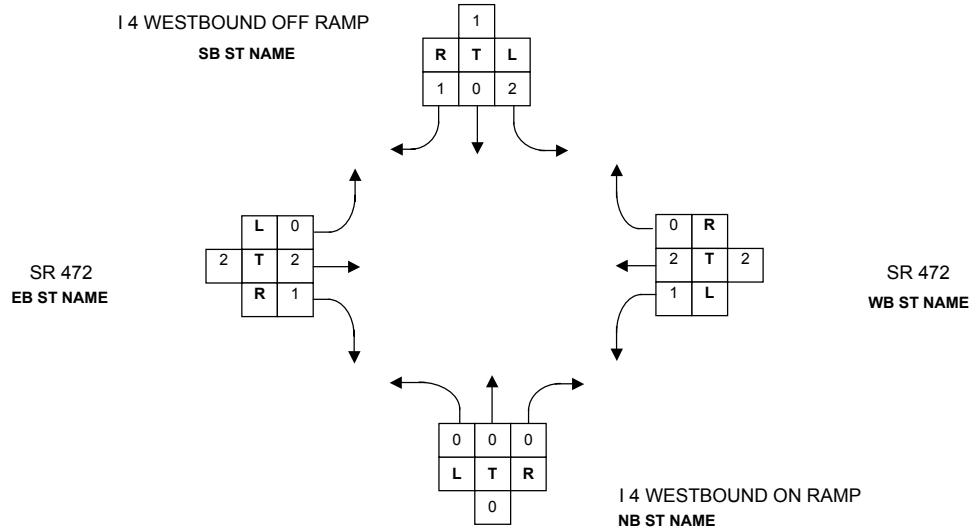
FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 79181 CITY DeLand COUNTY Volusia
 STATE ROUTE SR 472 INTERSECTING ROUTE I 4 Westbound Off Ramps
 OBSERVER DT DATE 4/13/2004 MILEPOST 3.229
 WEATHER Fair ROAD CONDITION Good
 REMARKS None

FORM COMPLETED BY GP

DATE 06/04/04



| TIME | NORTHBOUND | | | | | SOUTHBOUND | | | | | TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | TOTAL |
|-----------|------------|---|---|---|-----|------------|----|-----|---|-----|-------|-----------|-------|-------|---|-------|-----------|-------|---|---|-------|-------|
| BEGIN/END | L | T | R | U | TOT | L | T | R | U | TOT | N/S | L | T | R | U | TOT | L | T | R | U | TOT | E/W |
| 4 - 5 | | | | | | | | | | | | | | | | | | | | | | |
| 5 - 6 | | | | | | | | | | | | | | | | | | | | | | |
| 6 - 7 | | | | | | | | | | | | | | | | | | | | | | |
| 7 - 8 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 55 | 0 | 84 | 84 | 0 | 287 | 428 | 0 | 715 | 440 | 827 | 0 | 0 | 1,267 | 1,982 |
| 8 - 9 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 52 | 0 | 108 | 108 | 0 | 247 | 395 | 1 | 643 | 334 | 722 | 0 | 0 | 1,056 | 1,699 |
| 9 - 10 | | | | | | | | | | | | | | | | | | | | | | |
| 10 - 11 | | | | | | | | | | | | | | | | | | | | | | |
| 11 - 12 | | | | | | | | | | | | | | | | | | | | | | |
| 12 - 1 | | | | | | | | | | | | | | | | | | | | | | |
| 1 - 2 | | | | | | | | | | | | | | | | | | | | | | |
| 2 - 3 | | | | | | | | | | | | | | | | | | | | | | |
| 3 - 4 | | | | | | | | | | | | | | | | | | | | | | |
| 4 - 5 | 0 | 0 | 0 | 0 | 0 | 143 | 0 | 139 | 0 | 282 | 282 | 0 | 454 | 392 | 0 | 846 | 158 | 673 | 0 | 0 | 831 | 1,677 |
| 5 - 6 | 0 | 0 | 0 | 0 | 0 | 209 | 14 | 138 | 0 | 361 | 361 | 0 | 589 | 462 | 0 | 1,051 | 176 | 681 | 0 | 0 | 857 | 1,908 |
| 6 - 7 | | | | | | | | | | | | | | | | | | | | | | |
| 7 - 8 | | | | | | | | | | | | | | | | | | | | | | |
| 8 - 9 | | | | | | | | | | | | | | | | | | | | | | |
| 9 - 10 | | | | | | | | | | | | | | | | | | | | | | |
| 10 - 11 | | | | | | | | | | | | | | | | | | | | | | |
| 11 - 12 | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 437 | 14 | 384 | 0 | 835 | 835 | 0 | 1,577 | 1,677 | 1 | 3,255 | 1,108 | 2,903 | 0 | 0 | 4,011 | 7,266 |

| Percentage | 0% | 0% | 0% | 0% | | 52% | 2% | 46% | 0% | | | 0% | 48% | 52% | 0% | | 28% | 72% | 0% | 0% | | |
|------------|----|----|----|----|--|-----|----|-----|----|--|--|----|-----|-----|----|--|-----|-----|----|----|--|--|
| Maximum | 0 | 0 | 0 | 0 | | 209 | 14 | 139 | 0 | | | 0 | 589 | 462 | 1 | | 440 | 827 | 0 | 0 | | |
| Minimum | 0 | 0 | 0 | 0 | | 29 | 0 | 52 | 0 | | | 0 | 247 | 392 | 0 | | 158 | 673 | 0 | 0 | | |

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 79181
STATE ROUTE SR 472
OBSERVER DT

CITY DeLand
INTERSECTING ROUTE I 4 Westbound Off Ramps
DATE 4/13/2004

COUNTY Volusia
MILEPOST 3.229

REMARKS

FORM COMPLETED BY GP

DATE 06/04/04

I 4 WESTBOUND OFF RAMP
SB ST NAME

| 7-8 | 8-9 | | 4-5 | 5-6 | Total |
|-----|-----|--|-----|-----|-------|
| 0 | 0 | | 0 | 0 | 0 |
| 0 | 0 | | 0 | 0 | 0 |
| 0 | 0 | | 0 | 0 | 0 |

| | | | |
|-------|---|---|---|
| 7-8 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 |
| | | | |
| 4-5 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 |

SR 472
EB ST NAME

SR 472
WB ST NAME

| | | | |
|-------|---|---|---|
| 7-8 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 |
| | | | |
| 4-5 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 |

| 7-8 | 8-9 | | 4-5 | 5-6 | Total |
|-----|-----|--|-----|-----|-------|
| 0 | 0 | | 0 | 0 | 0 |
| 0 | 0 | | 0 | 0 | 0 |
| 0 | 0 | | 0 | 0 | 0 |

I 4 WESTBOUND ON RAMP
NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 79181
STATE ROUTE SR 472
OBSERVER DT

CITY DeLand
INTERSECTING ROUTE I 4 Westbound Off Ramps
DATE 4/13/2004

COUNTY Volusia
MILEPOST 3.229

REMARKS

FORM COMPLETED BY GP

DATE 06/04/04

I 4 WESTBOUND OFF RAMP
SB ST NAME

| 7-8 | 8-9 | | 4-5 | 5-6 | Total |
|-----|-----|--|-----|-----|-------|
| 0 | 0 | | 0 | 0 | 0 |
| 0 | 0 | | 0 | 0 | 0 |
| 0 | 0 | | 0 | 0 | 0 |

| | | | |
|-------|---|---|---|
| 7-8 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 |
| | | | |
| 4-5 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 |

SR 472
EB ST NAME

SR 472
WB ST NAME


| | | | |
|-------|---|---|---|
| 7-8 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 |
| | | | |
| 4-5 | 0 | 0 | 0 |
| 5-6 | 0 | 1 | 1 |
| Total | 0 | 1 | 1 |

| 7-8 | 8-9 | | 4-5 | 5-6 | Total |
|-----|-----|--|-----|-----|-------|
| 0 | 0 | | 0 | 0 | 0 |
| 0 | 0 | | 0 | 0 | 0 |
| 0 | 0 | | 0 | 0 | 0 |

I 4 WESTBOUND ON RAMP
NB ST NAME

SR 472 at I-WB Ramp
Cycle = 130 sec Coordinated

Baseline AM
WBLT Prot-Perm

| |  | | | | | | | | | | | |
|-------------------------|--|------|-------|-------|-------|------|------|------|------|--------|------|--------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↗ | ↖ | ↑↑ | | | | | ↖↗ | | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.467 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 853 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 489 | | | | | | | | | 67 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5160 | | | 6100 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.0 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 297 | 435 | 427 | 910 | 0 | 0 | 0 | 0 | 37 | 0 | 47 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 334 | 489 | 480 | 1022 | 0 | 0 | 0 | 0 | 53 | 0 | 67 |
| Turn Type | | | Free | pm+pt | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | 2 | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 56.0 | 0.0 | 48.0 | 104.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.0 | 0.0 | 26.0 |
| Act Effct Green (s) | | 97.1 | 130.0 | 114.8 | 115.6 | | | | | 9.5 | | 9.5 |
| Actuated g/C Ratio | | 0.75 | 1.00 | 0.88 | 0.89 | | | | | 0.07 | | 0.07 |
| v/c Ratio | | 0.13 | 0.31 | 0.57 | 0.33 | | | | | 0.21 | | 0.38 |
| Uniform Delay, d1 | | 4.9 | 0.0 | 1.4 | 1.5 | | | | | 57.8 | | 0.0 |
| Delay | | 5.6 | 0.0 | 1.6 | 1.6 | | | | | 56.2 | | 13.0 |
| LOS | | A | A | A | A | | | | | E | | B |
| Approach Delay | | 2.3 | | | 1.6 | | | | | | | |
| Approach LOS | | A | | | A | | | | | | | |
| Queue Length 50th (ft) | | 40 | 0 | 52 | 60 | | | | | 22 | | 0 |
| Queue Length 95th (ft) | | 67 | 0 | 88 | 88 | | | | | 33 | | 23 |
| Internal Link Dist (ft) | | 5080 | | | 6020 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 49.5 (38%), Referenced to phase 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

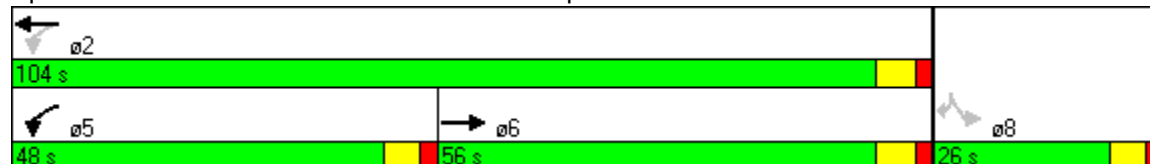
Intersection Signal Delay: 3.3

Intersection LOS: A

Intersection Capacity Utilization 49.1%













ICU Level of Service A

Splits and Phases: 3: SR 472 & I-4 WB Ramp



SR 472 at I-4 WB
Cycle = 110 sec Coordinated

Baseline PM
WBLT Prot-Perm

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↗ | ↖ | ↑↑ | | | | | ↖↗ | | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.289 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 528 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 524 | | | | | | | | | 209 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5160 | | | 6100 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.0 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 604 | 466 | 185 | 676 | 0 | 0 | 0 | 0 | 204 | 0 | 146 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 679 | 524 | 208 | 760 | 0 | 0 | 0 | 0 | 291 | 0 | 209 |
| Turn Type | | | Free | pm+pt | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | 2 | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 55.0 | 0.0 | 28.0 | 83.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.0 | 0.0 | 27.0 |
| Act Effct Green (s) | | 70.4 | 110.0 | 85.4 | 85.4 | | | | | 16.7 | | 16.7 |
| Actuated g/C Ratio | | 0.64 | 1.00 | 0.78 | 0.78 | | | | | 0.15 | | 0.15 |
| v/c Ratio | | 0.31 | 0.34 | 0.39 | 0.28 | | | | | 0.57 | | 0.51 |
| Uniform Delay, d1 | | 8.9 | 0.0 | 3.1 | 3.5 | | | | | 43.4 | | 0.0 |
| Delay | | 9.6 | 0.0 | 3.5 | 3.8 | | | | | 42.9 | | 5.6 |
| LOS | | A | A | A | A | | | | | D | | A |
| Approach Delay | | 5.4 | | | 3.8 | | | | | | | |
| Approach LOS | | A | | | A | | | | | | | |
| Queue Length 50th (ft) | | 102 | 0 | 30 | 65 | | | | | 100 | | 0 |
| Queue Length 95th (ft) | | 162 | 0 | 60 | 104 | | | | | 103 | | 19 |
| Internal Link Dist (ft) | | 5080 | | | 6020 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 49.5 (45%), Referenced to phase 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

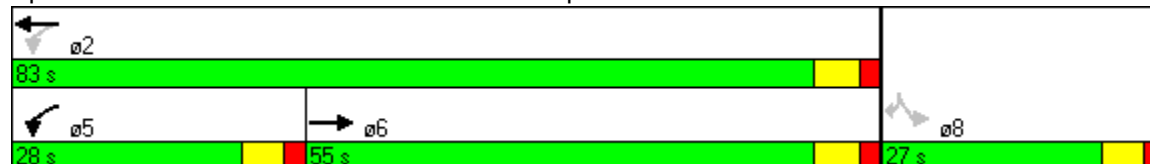
Intersection Signal Delay: 8.9

Intersection LOS: A

Intersection Capacity Utilization 48.6%

ICU Level of Service A

Splits and Phases: 3: SR 472 & I-4 WB Ramp



SR 472 at I-WB Ramp
Cycle = 130 sec Coordinated

Alternative 1 AM
WBLT Prot-Only

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-------|-------|-------|------|------|------|------|--------|------|--------|
| Lane Configurations | | ↑↑ | ↑ | ↑ | ↑↑ | | | | | ↑↑ | | ↑ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 489 | | | | | | | | | 67 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5160 | | | 6100 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.0 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 297 | 435 | 427 | 910 | 0 | 0 | 0 | 0 | 37 | 0 | 47 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 334 | 489 | 480 | 1022 | 0 | 0 | 0 | 0 | 53 | 0 | 67 |
| Turn Type | | | Free | Prot | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 36.0 | 0.0 | 63.0 | 99.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.0 | 0.0 | 31.0 |
| Act Effct Green (s) | | 70.0 | 130.0 | 40.8 | 115.6 | | | | | 9.5 | | 9.5 |
| Actuated g/C Ratio | | 0.54 | 1.00 | 0.31 | 0.89 | | | | | 0.07 | | 0.07 |
| v/c Ratio | | 0.18 | 0.31 | 0.88 | 0.33 | | | | | 0.22 | | 0.38 |
| Uniform Delay, d1 | | 15.9 | 0.0 | 42.3 | 1.5 | | | | | 57.8 | | 0.0 |
| Delay | | 17.9 | 0.0 | 41.4 | 1.6 | | | | | 56.2 | | 13.0 |
| LOS | | B | A | D | A | | | | | E | | B |
| Approach Delay | | 7.3 | | | 14.3 | | | | | | | |
| Approach LOS | | A | | | B | | | | | | | |
| Queue Length 50th (ft) | | 75 | 0 | 384 | 60 | | | | | 22 | | 0 |
| Queue Length 95th (ft) | | 129 | 0 | 450 | 88 | | | | | 33 | | 23 |
| Internal Link Dist (ft) | | 5080 | | | 6020 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 49.5 (38%), Referenced to phase 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

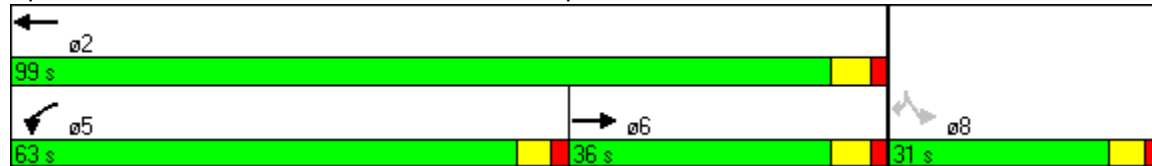
Intersection Signal Delay: 12.8

Intersection LOS: B

Intersection Capacity Utilization 49.1%

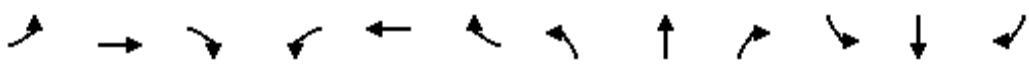
ICU Level of Service A

Splits and Phases: 3: SR 472 & I-4 WB Ramp



SR 472 at I-4 WB
Cycle = 110 sec Coordinated

Alternative 1 PM
WBLT Prot-Only

| |  | | | | | | | | | | | |
|-------------------------|--|------|-------|-------|------|------|------|------|------|--------|------|--------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↗ | ↖ | ↑↑ | | | | | ↖↗ | | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 524 | | | | | | | | | 209 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5160 | | | 6100 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.0 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 604 | 466 | 185 | 676 | 0 | 0 | 0 | 0 | 204 | 0 | 146 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 679 | 524 | 208 | 760 | 0 | 0 | 0 | 0 | 291 | 0 | 209 |
| Turn Type | | | Free | Prot | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 44.0 | 0.0 | 35.0 | 79.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.0 | 0.0 | 31.0 |
| Act Effct Green (s) | | 61.8 | 110.0 | 19.8 | 85.5 | | | | | 16.5 | | 16.5 |
| Actuated g/C Ratio | | 0.56 | 1.00 | 0.18 | 0.78 | | | | | 0.15 | | 0.15 |
| v/c Ratio | | 0.35 | 0.34 | 0.67 | 0.28 | | | | | 0.58 | | 0.51 |
| Uniform Delay, d1 | | 13.1 | 0.0 | 42.1 | 3.5 | | | | | 43.5 | | 0.0 |
| Delay | | 14.6 | 0.0 | 41.3 | 3.8 | | | | | 43.0 | | 5.6 |
| LOS | | B | A | D | A | | | | | D | | A |
| Approach Delay | | 8.2 | | | 11.8 | | | | | | | |
| Approach LOS | | A | | | B | | | | | | | |
| Queue Length 50th (ft) | | 129 | 0 | 139 | 65 | | | | | 100 | | 0 |
| Queue Length 95th (ft) | | 211 | 0 | 200 | 104 | | | | | 103 | | 19 |
| Internal Link Dist (ft) | | 5080 | | | 6020 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 49.5 (45%), Referenced to phase 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 13.1

Intersection LOS: B

Intersection Capacity Utilization 48.6%













ICU Level of Service A

Splits and Phases: 3: SR 472 & I-4 WB Ramp



SR 472 at I-WB Ramp
Cycle = 65 Sec Coordinated

Alternative 2 AM
WBLT Prot-Only

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↗ | ↖ | ↑↑ | | | | | ↖↗ | | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 489 | | | | | | | | | 67 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5160 | | | 6100 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.0 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 297 | 435 | 427 | 910 | 0 | 0 | 0 | 0 | 37 | 0 | 47 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 334 | 489 | 480 | 1022 | 0 | 0 | 0 | 0 | 53 | 0 | 67 |
| Turn Type | | | Free | Prot | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 20.0 | 0.0 | 23.0 | 43.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.0 | 0.0 | 22.0 |
| Act Effct Green (s) | | 27.7 | 65.0 | 19.0 | 51.5 | | | | | 8.6 | | 8.6 |
| Actuated g/C Ratio | | 0.43 | 1.00 | 0.29 | 0.79 | | | | | 0.13 | | 0.13 |
| v/c Ratio | | 0.23 | 0.31 | 0.95 | 0.37 | | | | | 0.12 | | 0.25 |
| Uniform Delay, d1 | | 12.6 | 0.0 | 22.5 | 2.6 | | | | | 25.8 | | 0.0 |
| Delay | | 13.2 | 0.0 | 44.6 | 2.9 | | | | | 24.4 | | 7.7 |
| LOS | | B | A | D | A | | | | | C | | A |
| Approach Delay | | 5.4 | | | 16.2 | | | | | | | |
| Approach LOS | | A | | | B | | | | | | | |
| Queue Length 50th (ft) | | 45 | 0 | 184 | 55 | | | | | 9 | | 0 |
| Queue Length 95th (ft) | | 75 | 0 | #350 | 90 | | | | | 17 | | 17 |
| Internal Link Dist (ft) | | 5080 | | | 6020 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 49.5 (76%), Referenced to phase 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 12.5

Intersection LOS: B

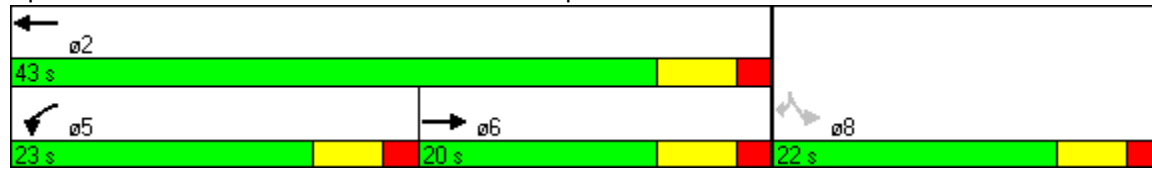
Intersection Capacity Utilization 49.1%

ICU Level of Service A

95th percentile volume exceeds capacity, queue may be longer.

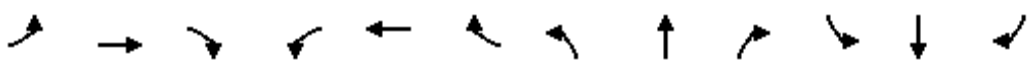
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 472 & I-4 WB Ramp



SR 472 at I-4 WB
Cycle = 110 sec Coordinated

Alternative 2 PM
WBLT Prot-Only

| |  | | | | | | | | | | | |
|-------------------------|--|------|-------|-------|------|------|------|------|------|--------|------|--------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↗ | ↖ | ↑↑ | | | | | ↖↗ | | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 524 | | | | | | | | | 209 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5160 | | | 6100 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.0 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 604 | 466 | 185 | 676 | 0 | 0 | 0 | 0 | 204 | 0 | 146 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 679 | 524 | 208 | 760 | 0 | 0 | 0 | 0 | 291 | 0 | 209 |
| Turn Type | | | Free | Prot | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 44.0 | 0.0 | 35.0 | 79.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.0 | 0.0 | 31.0 |
| Act Effct Green (s) | | 61.8 | 110.0 | 19.8 | 85.5 | | | | | 16.5 | | 16.5 |
| Actuated g/C Ratio | | 0.56 | 1.00 | 0.18 | 0.78 | | | | | 0.15 | | 0.15 |
| v/c Ratio | | 0.35 | 0.34 | 0.67 | 0.28 | | | | | 0.58 | | 0.51 |
| Uniform Delay, d1 | | 13.1 | 0.0 | 42.1 | 3.5 | | | | | 43.5 | | 0.0 |
| Delay | | 14.6 | 0.0 | 41.3 | 3.8 | | | | | 43.0 | | 5.6 |
| LOS | | B | A | D | A | | | | | D | | A |
| Approach Delay | | 8.2 | | | 11.8 | | | | | | | |
| Approach LOS | | A | | | B | | | | | | | |
| Queue Length 50th (ft) | | 129 | 0 | 139 | 65 | | | | | 100 | | 0 |
| Queue Length 95th (ft) | | 211 | 0 | 200 | 104 | | | | | 103 | | 19 |
| Internal Link Dist (ft) | | 5080 | | | 6020 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 49.5 (45%), Referenced to phase 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

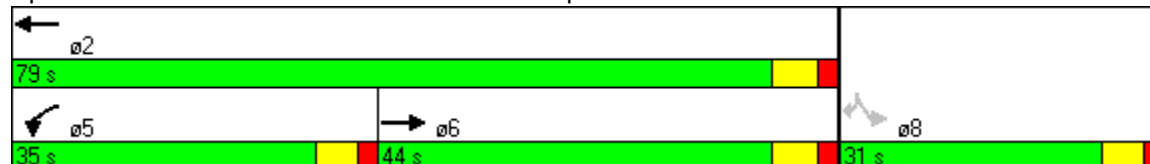
Intersection Signal Delay: 13.1

Intersection LOS: B

Intersection Capacity Utilization 48.6%













ICU Level of Service A

Splits and Phases: 3: SR 472 & I-4 WB Ramp



SR 472 at I-WB Ramp
Cycle = 130 sec Coordinated

Alternative 3 AM
WBLT Prot-Only / Dual Lefts

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↑ | ↑↑ | ↑↑ | | | | | ↑↑ | | ↑ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 2 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 3367 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 3367 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 489 | | | | | | | | | 67 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5160 | | | 6100 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.0 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 297 | 435 | 427 | 910 | 0 | 0 | 0 | 0 | 37 | 0 | 47 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 334 | 489 | 480 | 1022 | 0 | 0 | 0 | 0 | 53 | 0 | 67 |
| Turn Type | | | Free | Prot | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 44.0 | 0.0 | 47.0 | 91.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.0 | 0.0 | 39.0 |
| Act Effct Green (s) | | 86.5 | 130.0 | 24.4 | 115.7 | | | | | 9.4 | | 9.4 |
| Actuated g/C Ratio | | 0.67 | 1.00 | 0.19 | 0.89 | | | | | 0.07 | | 0.07 |
| v/c Ratio | | 0.14 | 0.31 | 0.76 | 0.33 | | | | | 0.22 | | 0.39 |
| Uniform Delay, d1 | | 8.5 | 0.0 | 50.0 | 1.4 | | | | | 57.8 | | 0.0 |
| Delay | | 9.3 | 0.0 | 49.6 | 1.5 | | | | | 56.4 | | 13.0 |
| LOS | | A | A | D | A | | | | | E | | B |
| Approach Delay | | 3.8 | | | 16.9 | | | | | | | |
| Approach LOS | | A | | | B | | | | | | | |
| Queue Length 50th (ft) | | 53 | 0 | 199 | 59 | | | | | 22 | | 0 |
| Queue Length 95th (ft) | | 87 | 0 | 243 | 87 | | | | | 33 | | 23 |
| Internal Link Dist (ft) | | 5080 | | | 6020 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 49.5 (38%), Referenced to phase 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

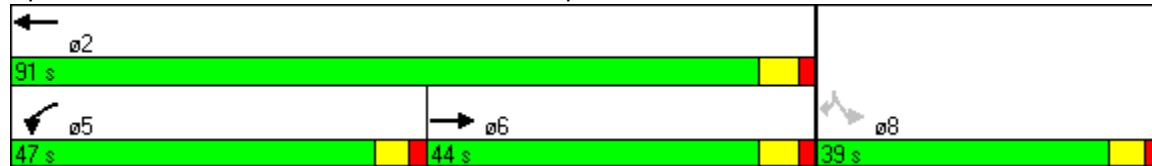
Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 39.1%


ICU Level of Service A

Splits and Phases: 3: SR 472 & I-4 WB Ramp



SR 472 at I-4 WB
Cycle = 110 sec Coordinated

Alternative 3 PM
WBLT Prot-Only / Dual Lefts

| |  | | | | | | | | | | | |
|-------------------------|--|------|-------|-------|------|------|------|------|------|--------|------|--------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↗ | ↖↗ | ↑↑ | | | | | ↖↗ | | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 2 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 3367 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 3367 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 524 | | | | | | | | | 209 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5160 | | | 6100 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.0 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 604 | 466 | 185 | 676 | 0 | 0 | 0 | 0 | 204 | 0 | 146 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 679 | 524 | 208 | 760 | 0 | 0 | 0 | 0 | 291 | 0 | 209 |
| Turn Type | | | Free | Prot | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 47.0 | 0.0 | 27.0 | 74.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.0 | 0.0 | 36.0 |
| Act Effct Green (s) | | 67.9 | 110.0 | 13.8 | 85.7 | | | | | 16.3 | | 16.3 |
| Actuated g/C Ratio | | 0.62 | 1.00 | 0.13 | 0.78 | | | | | 0.15 | | 0.15 |
| v/c Ratio | | 0.32 | 0.34 | 0.49 | 0.28 | | | | | 0.58 | | 0.51 |
| Uniform Delay, d1 | | 10.0 | 0.0 | 44.8 | 3.4 | | | | | 43.7 | | 0.0 |
| Delay | | 10.9 | 0.0 | 44.4 | 3.7 | | | | | 43.3 | | 5.6 |
| LOS | | B | A | D | A | | | | | D | | A |
| Approach Delay | | 6.1 | | | 12.5 | | | | | | | |
| Approach LOS | | A | | | B | | | | | | | |
| Queue Length 50th (ft) | | 110 | 0 | 71 | 64 | | | | | 100 | | 0 |
| Queue Length 95th (ft) | | 173 | 0 | 104 | 103 | | | | | 103 | | 19 |
| Internal Link Dist (ft) | | 5080 | | | 6020 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 49.5 (45%), Referenced to phase 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 12.4

Intersection LOS: B

Intersection Capacity Utilization 43.0%













ICU Level of Service A

Splits and Phases: 3: SR 472 & I-4 WB Ramp



SR 472 at I-WB Ramp
Cycle = 80 Free Operation

Alternative 4 AM
WBLT Prot-Only

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↑ | ↑ | ↑↑ | | | | | ↑↑ | | ↑ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 489 | | | | | | | | | 67 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5175 | | | 6077 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.2 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 297 | 435 | 427 | 910 | 0 | 0 | 0 | 0 | 37 | 0 | 47 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 334 | 489 | 480 | 1022 | 0 | 0 | 0 | 0 | 53 | 0 | 67 |
| Turn Type | | | Free | Prot | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 28.0 | 0.0 | 30.0 | 58.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.0 | 0.0 | 22.0 |
| Act Effct Green (s) | | 13.5 | 49.8 | 21.0 | 41.4 | | | | | 8.7 | | 8.7 |
| Actuated g/C Ratio | | 0.27 | 1.00 | 0.42 | 0.83 | | | | | 0.16 | | 0.16 |
| v/c Ratio | | 0.35 | 0.31 | 0.66 | 0.35 | | | | | 0.10 | | 0.22 |
| Uniform Delay, d1 | | 15.5 | 0.0 | 13.0 | 2.5 | | | | | 21.2 | | 0.0 |
| Delay | | 17.6 | 0.0 | 14.0 | 2.6 | | | | | 22.6 | | 7.8 |
| LOS | | B | A | B | A | | | | | C | | A |
| Approach Delay | | 7.1 | | | 6.3 | | | | | | | |
| Approach LOS | | A | | | A | | | | | | | |
| Queue Length 50th (ft) | | 52 | 0 | 127 | 54 | | | | | 8 | | 0 |
| Queue Length 95th (ft) | | 90 | 0 | 253 | 92 | | | | | 18 | | 18 |
| Internal Link Dist (ft) | | 5095 | | | 5997 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 49.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

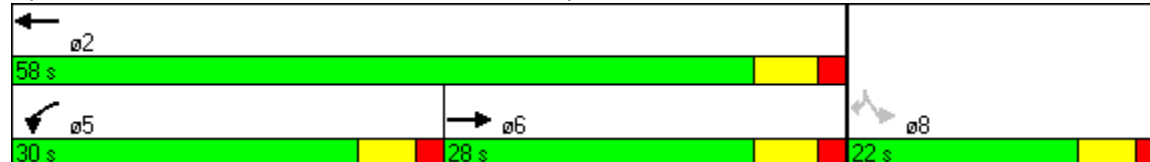
Intersection Signal Delay: 6.9

Intersection LOS: A

Intersection Capacity Utilization 49.1%

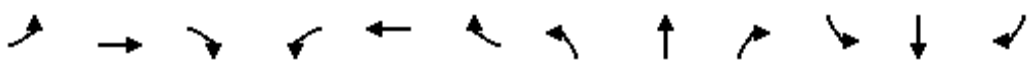
ICU Level of Service A

Splits and Phases: 3: SR 472 & I-4 WB Ramp



SR 472 at I-4 WB
Cycle = 70 sec Free Operation

Alternative 4 PM
WBLT Prot-Only

| |  | | | | | | | | | | | |
|-------------------------|--|------|------|-------|------|------|------|------|------|--------|------|--------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↗ | ↖ | ↑↑ | | | | | ↖↗ | | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 551 | 674 | | 0 | 0 | | 0 | 500 | | 500 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| 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 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3471 | 1553 | 1736 | 3471 | 0 | 0 | 0 | 0 | 3367 | 0 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 524 | | | | | | | | | 209 |
| Link Speed (mph) | | 55 | | | 55 | | | 45 | | | 45 | |
| Link Distance (ft) | | 5160 | | | 6100 | | | 3529 | | | 4231 | |
| Travel Time (s) | | 64.0 | | | 75.6 | | | 53.5 | | | 64.1 | |
| Volume (vph) | 0 | 604 | 466 | 185 | 676 | 0 | 0 | 0 | 0 | 204 | 0 | 146 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 679 | 524 | 208 | 760 | 0 | 0 | 0 | 0 | 291 | 0 | 209 |
| Turn Type | | | Free | Prot | | | | | | custom | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | | | |
| Permitted Phases | | | Free | | | | | | | 8 | | 8 |
| Total Split (s) | 0.0 | 28.0 | 0.0 | 20.0 | 48.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.0 | 0.0 | 22.0 |
| Act Effct Green (s) | | 20.5 | 54.8 | 12.9 | 33.9 | | | | | 12.4 | | 12.4 |
| Actuated g/C Ratio | | 0.37 | 1.00 | 0.23 | 0.62 | | | | | 0.23 | | 0.23 |
| v/c Ratio | | 0.52 | 0.34 | 0.53 | 0.35 | | | | | 0.38 | | 0.41 |
| Uniform Delay, d1 | | 13.9 | 0.0 | 20.2 | 4.7 | | | | | 18.5 | | 0.0 |
| Delay | | 15.8 | 0.0 | 21.0 | 5.1 | | | | | 19.9 | | 4.1 |
| LOS | | B | A | C | A | | | | | B | | A |
| Approach Delay | | 8.9 | | | 8.5 | | | | | | | |
| Approach LOS | | A | | | A | | | | | | | |
| Queue Length 50th (ft) | | 98 | 0 | 60 | 50 | | | | | 43 | | 0 |
| Queue Length 95th (ft) | | 168 | 0 | 137 | 93 | | | | | 63 | | 19 |
| Internal Link Dist (ft) | | 5080 | | | 6020 | | | 3449 | | | 4151 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | 551 | 674 | | | | | | 500 | | 500 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 54.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 9.6

Intersection LOS: A

Intersection Capacity Utilization 48.6%

ICU Level of Service A

Splits and Phases: 3: SR 472 & I-4 WB Ramp

