S.R. 58 Corridor Study

Cleveland Avenue/North Ridge Road to Tower Boulevard

Cities of Amherst and Lorain

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801 Moore Rd.
Avon, OH 44011
(440) 934-7878
www.bramhall-engineering.com

BRAMHALL ENGINEERING & SURVEYING COMPANY

TRANSYSTEMS

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Executive Summary

The S.R. 58 corridor in the vicinity of the S.R. 2 interchange/Cooper Foster Park Road intersection in the Cities of Amherst and Lorain has long been associated with congestion and crashes. Low- to medium-cost countermeasures such as lane additions, access management, and signal timing updates have been implemented over the years in an attempt to reduce crashes and congestion, but both continue to persist throughout the corridor. The Cities of Amherst and Lorain commissioned this study to evaluate the corridor and develop more substantive alternatives that could be implemented to mitigate the congestion and safety concerns. The corridor study begins at the Cleveland Avenue/North Ridge Road intersection at the south and extends north to the Tower Boulevard intersection for a total length of approximately 1.7 miles.

The corridor study was divided into three (3) segments based on Average Daily Traffic as follows:

- Segment A: The interchange area encompassing the section from the Spruce Tree Lane intersection to the Meijer's Plaza, including the S.R. 2 interchange and Cooper Foster Park Road (heaviest volume/highest crash segment).
- Segment B: S.R. 58 from Meijer's Plaza to Tower Boulevard.
- Segment C: S.R. 58 from Cleveland Avenue/North Ridge Road to the Spruce Tree Lane intersection.

For the Segment A interchange area, options for improvements to the S.R. 2 interchange section range from adding an additional left turn lane at the EB exit ramp to converting the interchange to a Diverging Diamond Interchange (DDI). At the intersections of Kresge Drive and Cooper Foster Park Road, options include eliminating left turns at one or both intersections by re-routing left turning traffic to a new bypass road around Meijer's and/or Kresge Drive and Amchester Road. The options in this segment aim to reduce both congestion and crashes in this high-volume segment of roadway.

For Segment B from the Meijer's Plaza to Tower Boulevard, improvements range from converting traffic signal operations to protected-only for left turns to installing roundabouts at Jaeger Road and/or Tower Boulevard as a means to reduce crashes.

For Segment C from Cleveland Avenue/North Ridge Road to Spruce Tree Lane, spot safety improvements (e.g., consolidating driveways, converting driveways to right-in/right-out operation, extending marginal roadways) are included as a means to reduce crashes in this segment.

In addition, there are locations corridor-wide for other spot safety improvements (driveway consolidation, lane management), as well as bicycle and pedestrian improvements including completing gaps in the sidewalk network and developing a bike plan for the area south of Meijer's Plaza to provide continuity for bicycle travel.

The alternatives for each roadway segment have been formulated to have independent utility while being mindful of the overall operation and safety of the corridor as a whole. Once alternatives have been identified to move forward for further development, the next step would be completion of a Preliminary Engineering Study to more comprehensively evaluate the implementation, operations, impacts, and costs.

Background

The S.R. 58 corridor in the vicinity of the S.R 2 interchange/Cooper Foster Park Road intersection in the Cities of Amherst and Lorain has long been plagued by congestion and crashes. Over the years, there have been several low- to medium-level/low- to medium-cost projects implemented to alleviate these issues, most recently an ODOT Safety project in 2010-2011 that added turn lanes to the S.R. 2 exit ramps and modified the traffic signals. A signal timing and interconnect project was performed at the same time. Prior to that, the City of Amherst added dedicated right turn lanes on NB and SB S.R. 58 at the S.R. 2 entrance ramps in 2006 and added a NB dedicated right turn lane on S.R. 58 from S.R. 2 to Kresge Drive in 2008. However, the corridor continues to be characterized by crashes, congestion, and safety concerns that have been compounded as development has increased in the area. As such, the Cities of Amherst and Lorain commissioned this study to evaluate the corridor with an eye towards more innovative ideas that could be implemented along with more traditional measures to mitigate the congestion and safety concerns.

The corridor study begins at Cleveland Avenue/North Ridge Road in the City of Amherst to the south, and terminates at Tower Boulevard in the City of Lorain to the north. The project termini of Cleveland Avenue/North Ridge Road and Tower Boulevard were selected after reviewing traffic volumes from ODOT's Transportation Information Mapping System (TIMS), as well as segments of S.R. 58 with high crash rates. These two intersections serve as logical end points due to the change in traffic volumes at these roadways. An aerial view of the existing corridor is included in Appendix 1. The study team was tasked with identifying corridor-wide improvements, while also developing micro level recommendations for specific roadway segments that would have independent utility and could be implemented individually while complementing the strategic plan for the entire corridor.

The goals of this Study are to identify improvements that can be made to alleviate congestion, as well as to improve safety for all modes of travel. This study will include an evaluation of existing conditions from an operational and safety perspective, develop broad based recommendations that would mitigate congestion and/or safety issues along the corridor, as well as general costs associated with each recommendation.

Concurrently with, but separately from this Study, an ODOT Task Order Consultant is conducting a signal timing analysis for an overlapping section of S.R. 58, namely the section from Spruce Tree Lane to Tower Boulevard. Any signal timing revisions implemented from that analysis is expected to provide marginal improvement over the existing condition, and is not expected to impact the alternatives as presented in this report.

Existing Conditions

The majority of the corridor is characterized by a relatively dense population of commercial businesses with multiple access points from the beginning of the study area until north of the Meijer's Plaza Drive, where the land use transitions to primarily residential and vacant land with a few commercial businesses interspersed. A brief description and graphic of the roadway typical sections throughout the corridor are included in this narrative.

South of the interchange area, the roadway is a 5-lane section with two through lanes in each direction and a center Two Way Left Turn Lane (TWLTL) that transitions to a dedicated left turn lane at the intersections of Cleveland Avenue/North Ridge Road and Spruce Tree Lane. Although intermittent sidewalks are present, there are no other multi-modal features in this segment.

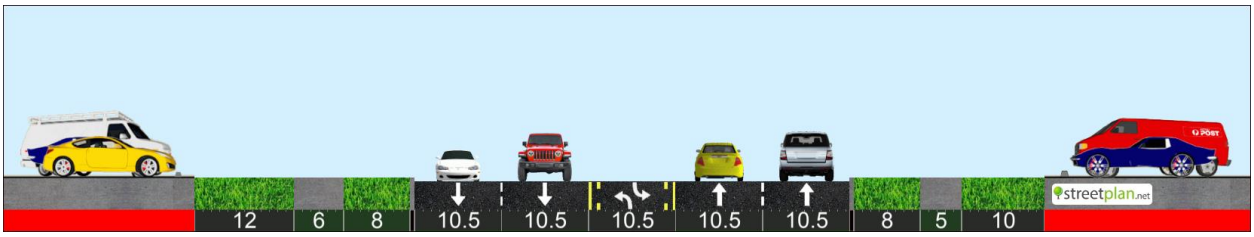


Figure 1 – Typical Section showing lane use and lane widths from the Cleveland Avenue/North Ridge Road intersection to the Spruce Tree Lane intersection.

The 5-lane section continues through the interchange area with the center lane functioning as a dedicated turn lane at the intersections of the S.R. 2 EB and WB ramps, Kresge Drive, Cooper Foster Park Road, and both driveways for the Meijer's Plaza. S.R. 58 at the southern driveway into the Meijer's plaza also has a dedicated SB right turn lane into the plaza. The interchange is a conventional diamond interchange with the ramp terminals operating under signal control. There is a concrete median present that prevents left turns into or out of the driveways between the WB ramps and Cooper Foster Park Road.

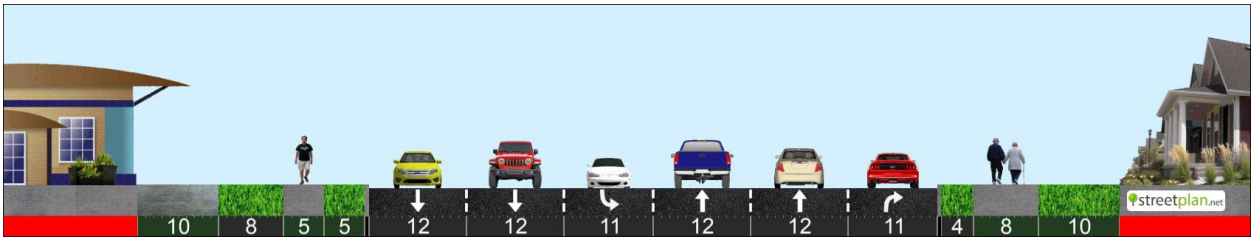


Figure 2 – Typical Section showing lane use and lane widths from the Spruce Tree Lane intersection to the S.R. 2 EB ramp intersection.

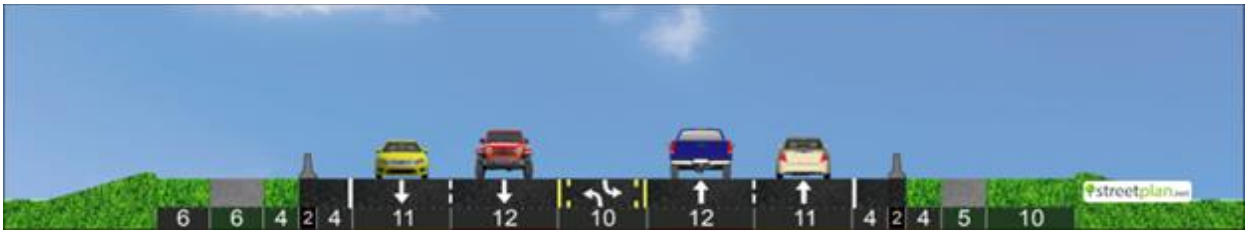


Figure 3 – Typical Section showing lane use and lane widths from the S.R. 2 EB ramp intersection to the S.R. 2 WB ramp intersection.

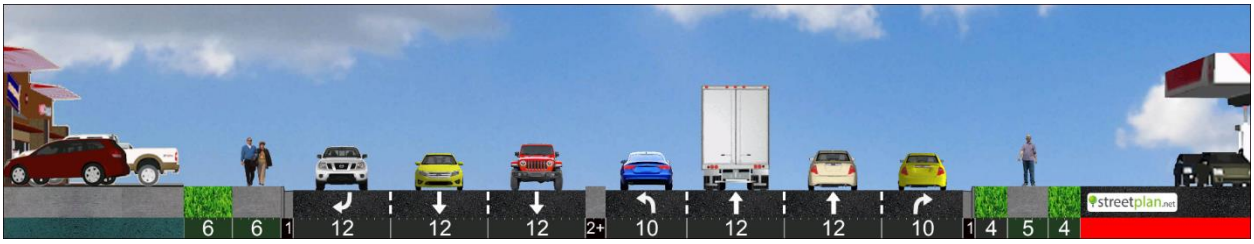


Figure 4 – Typical Section showing lane use and lane widths from the S.R. 2 WB ramps to Cooper Foster Park Road.

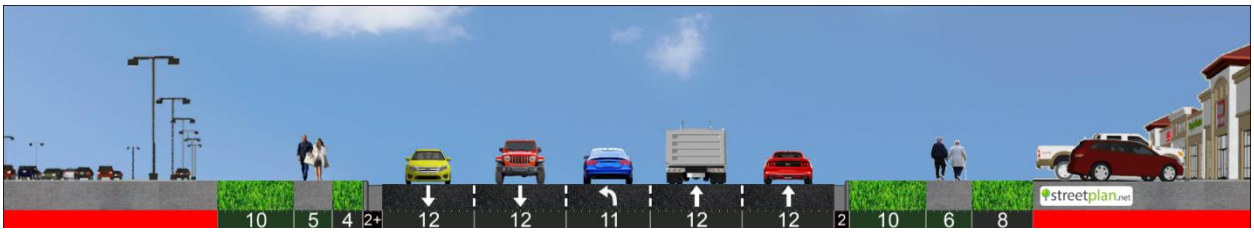


Figure 5 – Typical Section showing lane use and lane widths from Cooper Foster Park Road to Meijer's Plaza.

North of Meijer's Plaza the roadway typical section consists of 4 lanes, two through lanes in each direction, and on-road bike lanes on both sides. The 4-lane section widens out at the Jaeger Road/North Nantucket Drive intersection to provide for NB and SB dedicated left turn lanes as well as a SB dedicated right turn lane, narrows back to 4 lanes, then widens out again at Tower Boulevard to provide NB and SB dedicated left turn lanes as well as a NB dedicated right turn lane.

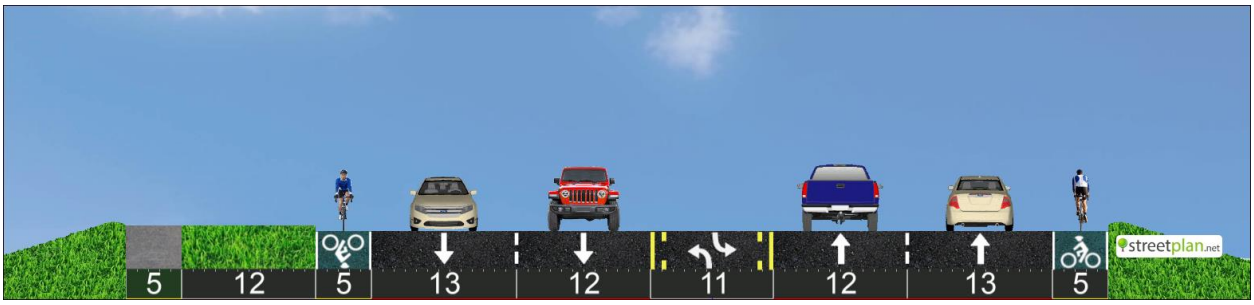


Figure 6 – Typical Section showing lane use and lane widths from Meijer's Plaza to Tower Boulevard.

Appendix 1 contains aerial strip views of the existing corridor.

This study utilized the recent traffic data that was collected by ODOT's Task Order Consultant as part of the S.R. 58 re-timing study at the following intersections with S.R. 58:

- Drug Mart Driveway
- Spruce Tree Lane
- S.R. 2 EB ramps
- S.R. 2 WB ramps
- Kresge Drive
- Cooper Foster Park Road
- Meijer/Walgreen's Driveway
- Jaeger Road/North Nantucket Drive
- Tower Boulevard

The Cleveland Avenue/North Ridge Road intersection is not part of the ODOT signal timing analysis, so traffic data was not collected by ODOT's Task Order Consultant. Therefore, traffic counts at this intersection were taken as part of this corridor study.

Detailed Traffic Data is included in Appendix 9.

Figure 7 below shows the Average Daily Traffic for segments of the corridor.

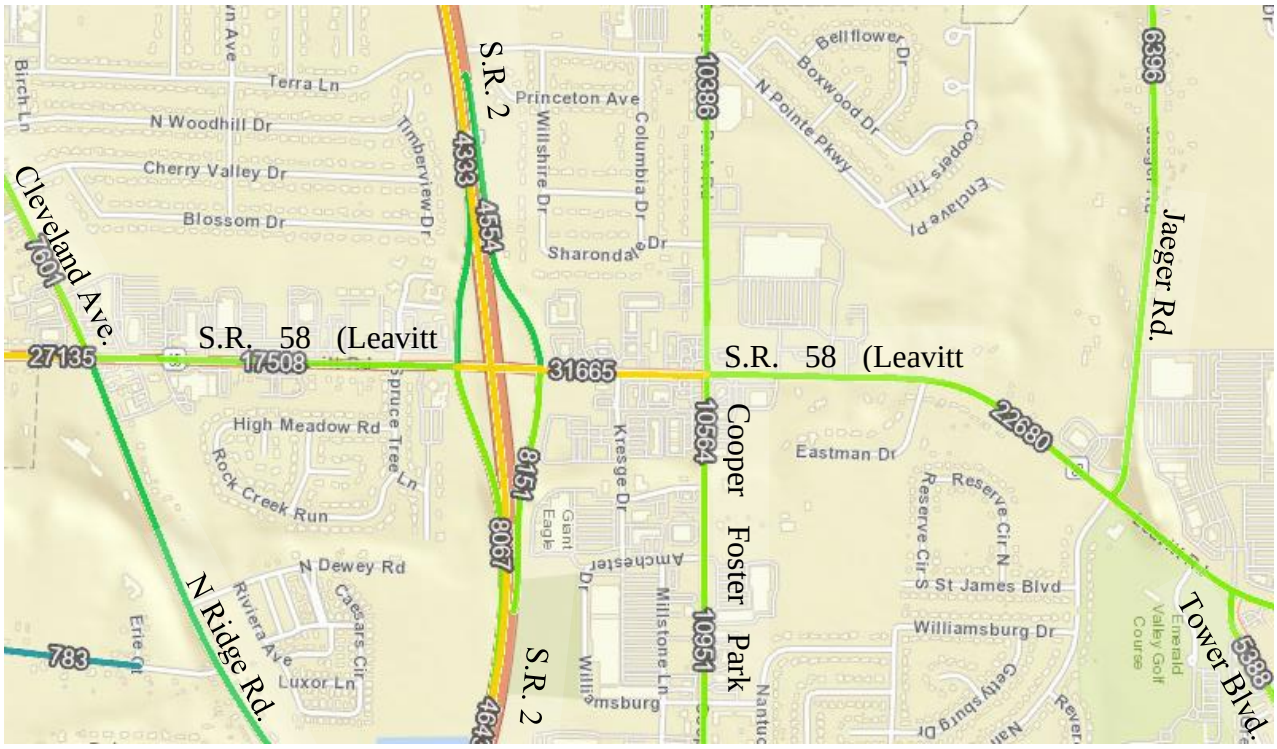


Figure 7 – Average Daily Traffic (ADT) from ODOT's Transportation Information Mapping System (TIMS).

The extent of commercial development and the interchange are large traffic generators which result in congestion and delay along the corridor. This translates into driver frustration, poor intersection performance, and crashes. This is discussed in the Level of Service and Crash Analysis sections below.

Level of Service (LOS)

Level of Service (LOS) is a term used to qualitatively describe the operating conditions of a roadway or intersection based on factors such as speed, travel time, maneuverability, and delay. The level of service of a facility is designated with a letter *A* to *F*, with *A* representing the best operating conditions and *F* the worst. Figure 8 below shows the relation between LOS and delay time for various intersection control types:

Level of Service (LOS)	Unsignalized Average Delay Per Vehicle (seconds)	Signalized Average Delay Per Vehicle (seconds)	Roundabout Average Delay Per Vehicle (seconds)
A	≤10	≤10	≤10
B	>10 - 15	>10 - 20	>10 - 20
C	>15 - 25	>20 - 35	>20 - 35
D	>25 - 35	>35 - 55	>35 - 50
E	>35 - 50	>55 - 80	>50 - 70
F	>50	>80	>70

Figure 8 – Level of Service Delay Times for Intersection Control Types

Figure 9 below lists the existing levels of service for intersections along the corridor:

Intersection with S.R. 58	Existing Level of Service (LOS) AM / PM
Spruce Tree Lane	B
	B
S.R. 2 EB Ramps	D
	E
S.R. 2 WB Ramps	B
	C
Kresge Drive	B
	D
Cooper Foster Park Road	C
	D
Meijer's Plaza North Driveway	A
	B
Jaeger Road/North Nantucket Drive	B
	C
Tower Boulevard	B
	C

Figure 9 – Existing Level of Service of Intersections along S.R. 58 Corridor

While the LOS calculations seem to indicate the corridor is generally operating at a level of service that is acceptable for an urbanized area, field observations and the crash history seem to tell a different story. ODOT's task order consultant conducting a signal timing analysis through a segment of the corridor noted that while their models showed an acceptable level of service, their own field observations while on site indicated gridlock, which more typifies the day-to-day user experience within the corridor. There are times when models yield more optimistic results than what is actually occurring on the ground, and this corridor appears to be one of those situations. Therefore, further investigation of this "phenomenon" was needed to better understand why this discrepancy between the traffic modeling and actual field conditions exists.

To aid in identifying why the model output varies from the actual traffic operations, we reviewed video Miovision footage that was collected by ODOT's task order consultant for the S.R. 58 signal re-timing analysis. The footage indicates vehicle queues from one intersection is extending to upstream intersections, blocking vehicles from continuing through the upstream intersection until the downstream intersection clears. This condition exists during peak hour traffic at the S.R. 2 EB ramps (visible from the SB Spruce Tree Lane intersection), the SR 2 WB ramps (visible from the NB Kresge Drive intersection), the Kresge Drive intersection (visible from the SB S.R. 2 WB ramp intersection), and the Cooper Foster Park Drive intersection (visible from the SB Kresge Drive intersection). This queue blocking condition is caused by both through traffic and turning traffic at each of the offending intersections. Insufficient storage exists for some of these movements. This could contribute to the models arriving at a higher LOS than what is experienced in reality. In essence, vehicle counts at these intersections are "corrupted" in that they are not reflecting true vehicle demand at these intersections because vehicles are blocked from getting there.

Crash Analysis

ODOT's GIS Crash Analysis Tool (GCAT) recorded 437 crashes for the study area during the three-year period from 2019 through 2022. Below in Figures 10 and 11 is a breakdown of the recorded crash types:

Total Crashes	Injury Level				
Crash Type	(2) Serious Inju	(3) Minor Injury	(4) Injury Possi	(5) PDO/No Inju	Grand Total
Rear End	0	10	25	160	195
Angle	0	11	9	49	69
Left Turn	3	6	5	49	63
Sideswipe - Passing	0	1	1	45	47
Right Turn	1	1	2	33	37
Fixed Object	0	1	0	9	10
Backing	0	0	0	6	6
Head On	0	1	2	2	5
Pedestrian	1	1	0	0	2
Sideswipe - Opposite Direction	0	0	0	1	1
Sideswipe - Meeting	0	0	0	1	1
Pedalcycles	0	0	1	0	1
Grand Total	5	32	45	355	437

Figure 10 – Total Crashes by Type

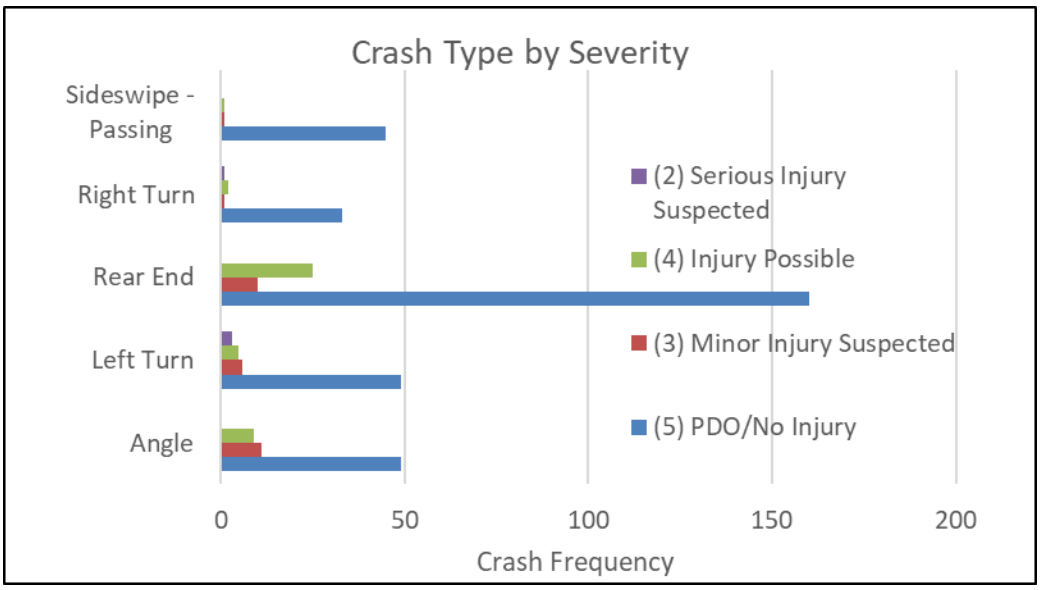


Figure 11 – Total Crashes by Severity

Nearly half of the total crashes were rear end crashes, which is generally indicative of a congestion issue throughout the study area. The congestion further manifests itself in sideswipe crashes (4th highest type), of which a main cause is motorists abruptly changing lanes in an attempt to avoid long downstream queues. Angle crashes (2nd highest type) are also prevalent throughout the corridor. These are also indicative of congestion, as motorists attempt to find gaps in traffic to enter the roadway from adjacent driveways. Access management is one of the corridor-wide improvements discussed later in this report, and should be considered to reduce the overall number of conflict points.

The third highest crash type is left turn crashes, which are recorded throughout the corridor but primarily at the Kresge Drive and Cooper Foster Park Road intersections with S.R. 58. Signals at both of these intersections allow for protected/permissive turn movements. These crashes may also indicate congestion issues, as delay can create frustration in drivers and increase the likelihood of entering the intersection on green ball or yellow indications. Changing left turns at Kresge Drive and/or Cooper Foster Park Road to protected-only left turns or prohibiting left turns entirely would mitigate this crash type; however, LOS would be compromised by the use of protected-only left turns in an already congested corridor.

There were some instances of sideswiping for intersections that have dual turning lanes, both for the WB to SB movement at Kresge Drive and the WB to NB movement at the WB S.R. 2 ramp intersection. These locations should have dotted lines striped out for the turning movements, and the turn radii should be evaluated and possibly widened if issues still occur.

Additionally, there were a relatively high number of angle and left turn crashes that involved red light running. This is usually indicative of either visibility issues or congestion issues leading to driver frustration and impatience. Combined with the other types of crashes seen throughout the corridor, it is likely that these crashes are a further result of congestion. However, visibility should be considered for any site improvements as general practice.

As noted, an ODOT Task Order Consultant is conducting a Signal Timing Analysis concurrently with and separately from this study. The Signal Timing Analysis overlaps with this corridor study from Spruce Tree Lane to Tower Boulevard. The consultant has identified areas where equipment needs replaced or upgraded prior to implementing revised signal timing along the corridor. The updated signal timing is projected to lead to incremental improvement in the corridor's operation as well potentially helping to reduce red light running crash types. Any alternatives from this study that are advanced for a Preliminary Engineering evaluation will be refreshed with the signal timing implemented with the Signal Timing Analysis as well as any updated crash data available, so the most up to date information is being used as the alternatives are further analyzed.

Appendix 2 contains the crash diagrams for the corridor.

Evaluation and Analysis

As noted, the study team was tasked with evaluating the corridor for safety and operational improvements and developing a corridor-wide mitigation strategy. Due to the length of the study area, it seemed advantageous to identify localized improvements with independent utility that could be implemented individually as funding allows, while remaining a cohesive complement to the corridor-wide plan.

For the purposes of evaluating alternatives by identifying logical termini for the recommended improvements, the study area has been divided into three (3) separate segments based on Average Daily Traffic (ADT) and ordered from highest ADT to lowest ADT as follows:

- Segment A: The interchange area encompassing the section from the Spruce Tree Lane intersection to the Meijer's Plaza, including the S.R. 2 interchange and Cooper Foster Park Road.
- Segment B: S.R. 58 from Meijer's Plaza to Tower Boulevard.
- Segment C: S.R. 58 from Cleveland Avenue/North Ridge Road to the Spruce Tree Lane intersection.

Segment A - S.R. 2 Interchange Area Alternatives

The S.R. 2 interchange area comprises the section from the Spruce Tree Lane intersection to the Meijer's Plaza northern driveway entrance. This segment was initially identified to end at Cooper Foster Park Road; however, options to improve both the geometry and operations of the interchange with S.R. 2 and nearby Cooper Foster Park Road include alternatives that extend north to the intersection of the Meijer's Plaza. Therefore, this segment was extended to encompass that additional section of roadway. This segment is approximately 3,200' (0.61 miles) long.

Alternatives considered were based on the governing criteria that any proposed improvement would not impact the existing S.R. 2 bridges over S.R. 58. Therefore, a Single Point Urban Interchange (SPUI) was not considered, as the required geometry for a SPUI would result in the need to relocate the existing bridge piers. Options evaluated ranged from "traditional" improvements such as adding additional lanes to "innovative" alternatives such as re-configuring the interchange layout.

The options evaluated in this segment and a discussion of each alternative are as follows:

1.) Adding lanes - there are two areas where adding lanes would improve the operability and congestion in the interchange area.
   1a.) Add an additional dedicated left turn lane on the EB exit ramp. An exhibit of this option is included in Appendix 3.
   1b.) Add an additional NB through lane between the WB ramps and Kresge Drive. An exhibit of this option is included in Appendix 4.

2.) Installing roundabouts at the ramp terminals

3.) Eliminating left turns at Cooper Foster Park Road and/or at Kresge Drive – this alternative would re-route left turning movements, which would eliminate the need for left turn phasing of the main intersection of S.R. 58 and Cooper Foster Park Road. Left turns would be displaced by means of a jug-handle roadway, resulting in all intersections within this segment of S.R. 58 operating with a more efficient 2- or 3-phase signal control (instead of the existing 8-phase). An exhibit of this alternative is included as Appendix 5.
4.) Diverging Diamond Interchange (DDI) – this would reconfigure the interchange layout. An exhibit of this alternative is included as Appendix 6.

Synchro traffic simulation files for the above alternatives are included in Appendix 10.

Alternative 1 – Adding lanes

The models indicate the poorest level of service in the interchange area is at the EB exit ramp in the PM peak. Adding an additional dedicated left turn lane at this ramp terminal shows a marked improvement to the level of service. Including an additional NB through lane between the WB ramps and Kresge Drive also improves the level of service in this segment.

These lane additions can be implemented either in tandem or separately, depending on the areas targeted for improvement. For example, while adding the additional EB exit ramp left turn lane improves the operation of the interchange, it does not improve the operation of Kresge Drive or Cooper Foster Park Road. Likewise, adding the additional NB through lane between the WB ramps and Kresge Drive doesn't really improve the operation of the EB exit ramp.

Alternative 2 – Roundabouts at ramps

The volume of traffic did not allow for sufficient gaps for the EB exiting traffic to enter the roundabout in the PM peak. Because the EB exiting traffic would be unable to get into the roundabout, this would result in backups on S.R. 2. Therefore, this alternative was eliminated from further consideration.

Alternative 3 – Eliminating left turns at Cooper Foster Park Road and/or Kresge Drive

Options to improve capacity at the Cooper Foster Park Road and Kresge Drive intersections are constrained by the need for left-turning phases. This, combined with the history of left turn crashes, led to investigating options to modify or eliminate the left turning movement. Both of these intersections currently allow for permissive left turns. This means that cars can turn on the "green ball" indication when there is a suitable gap in opposing traffic that allows them to do so.

Revising the left turns to protected-only (turns only allowed on the arrow indication) presented significant operational issues at both intersections due to the high demand. Too much available green time would be lost to protected-only left turns for efficient signal operations at either intersection. Therefore, an alternative was developed that would eliminate all or some left turns at the Cooper Foster Park Road and/or the Kresge Drive/Denny's driveway intersections, thereby increasing the available green time to the through and right turn movements while also eliminating the safety issue associated with the left turn conflicts.

The option at the Cooper Foster Park Road intersection is to eliminate all left turns by re-routing this movement to a new access road constructed around the Meijer's Plaza, a new roundabout at the westernmost Meijer's Drive and Cooper Foster Park Road intersection to facilitate U-turns,

and/or using Kresge Drive/Amchester Drive. This would eliminate the need for left turn phasing of the signal, thus increasing intersection efficiency and also improving the coordination timing of signals along the corridor. That time would be re-allocated to the through/right turn movements which increases the volume of vehicles that can be moved through the intersection thus improving capacity and overall operation. The existing access and traffic signal at the Meijer's driveway east of the new roundabout would be further evaluated in the Preliminary Engineering phase to determine how best to address this location without compromising the overall traffic flow, congestion, and safety improvements.

The option at the Kresge Drive intersection is to eliminate the left turns from S.R. 58. The access on the west side of S.R. 58 across from Kresge Drive would be closed. Left turns from Kresge Drive onto S.R. 58 would remain a permissible movement. The signals would be re-timed with the elimination of the SB left turn phase. Similar to the left turn restrictions at Cooper Foster Park Road, this will allow reallocation of green time to the Kresge Drive movements and the through movements for S.R. 58. While left turns are still permitted for the WB Kresge Drive approach, there is no opposing traffic during the WB phasing, thereby eliminating left turn conflict points.

Eliminating left turns from Kresge Drive was also reviewed. If left turns were prohibited from Kresge Drive, this movement would be relocated to the Cooper Foster Park Road intersection. If the left turn movement remains permissible at Cooper Foster Park Road, this would place more demand on an already over-taxed intersection and compound the congestion and crashes already occurring. If left turns are also eliminated at Cooper Foster Park Road, then the left turns from Kresge would also be utilizing the new access road around Meijer's Plaza and/or the new roundabout at the westernmost Meijer's Drive and Cooper Foster Park Road as a way to access the freeway ramps. This would add a lot of demand to the Cooper Foster Park Road intersection and likely diminish any improvements to LOS that would be gained by eliminating the left turn phasing at that intersection.

Alternative 4 – Diverging Diamond Interchange (DDI)

The primary difference between a DDI and a conventional diamond interchange is the design of directional crossovers on either side of the interchange. This eliminates the need for left-turning vehicles to cross the paths of approaching vehicles, which in turn allows for the left-turn phasing of the traffic signals to be eliminated. Similar to eliminating the left turns at the Cooper Foster Park Road intersection, the time assigned to left turns would be re-allocated to the through/right turn movements thus improving capacity.

This option provides the most drastic improvement in capacity at the interchange. Improving the LOS to this extent would mitigate both the congestion and crashes by (1.) reducing the number of signal phases/conflict points, (2.) reducing speeding through the corridor by means of introducing traffic calming DDI geometry, and (3.) addressing the queuing occurrences previously mentioned that constricts upstream vehicles from entering downstream intersections. An ODOT ECAT analysis would need to be completed as part of the next phase to determine the overall crash reduction potential and improved safety components associated with this alternative.

Interchange Area Alternatives – Comparison of Alternative LOS

Figure 12 below compares the existing LOS with the LOS for each of the options under consideration:

Intersection	Existing/ No Build AM PM	1a.) Add Left Turn Lane at EB Exit Ramp AM PM	1b.) Additional NB Thru Lane between WB Ramps and Kresge Drive AM PM	3.) Eliminate Left Turns at Cooper Foster Park Road and Kresge Drive AM PM	4.) DDI AM PM
Spruce Tree Lane	B	N/A	B	N/A	A
	B		A	N/A	A
S.R. 2 EB Ramps	D	D	C	B	A
	E	C	C	C	A
S.R. 2 WB Ramps	B	N/A	B	A	A
	C		C	C	C
Kresge Drive	B	N/A	B	A	B
	D		C	B	D
Cooper Foster Park Road	C	N/A	N/A	B	N/A
	D			C	
Meijer's North Driveway	A	N/A	N/A	A	N/A
	B			A	

Figure 12 – Level of Service (LOS) for Interchange Area Alternatives
Note – Option 2. (installing roundabouts at the ramp terminals) was discarded after failing at the EB ramp in the PM peak.)

Segment B – Interchange Area to Tower Boulevard Alternatives

This section was originally defined from Cooper Foster Park Road to Tower Boulevard, however once improvements to the interchange area were identified and that segment extended to the Meijer's Plaza, this segment was shortened appropriately. This segment is approximately 3,500' (0.66 miles) long.

This section of the corridor has sufficient capacity, and both the Jaeger Road/North Nantucket Drive and Tower Boulevard intersections are operating at an acceptable Level of Service (both intersections operate at LOS B in the AM Peak and LOS C in the PM Peak). The crash analysis did reflect crashes occurring primarily at the intersections in this segment, with the majority being rear end and left turn related.

While a road diet (reducing the number of through lanes and re-purposing the pavement for a center two way left turn lane and/or use by alternative modes) was evaluated and could be implemented in between intersections, the fact that there are already on-road bike lanes negates the need to re-purpose pavement to provide them. This, combined with the need to maintain all the existing turn lanes at the intersections for capacity, leads to a road diet being unjustified in this section.

Traffic analysis indicates sufficient capacity within this segment, therefore focus was directed to providing alternatives that would alleviate the crashes that were occurring. Both traffic signals operate with protected/permissive or permissive-only for left turns; converting the signals to protected-only left turn operation would help to mitigate crashes. As a longer-term mitigation strategy, installing roundabouts at the intersections of Jaeger Road and Tower Boulevard would contribute to crash reduction. However, an ODOT ECAT analysis would need to be performed in the next phase to determine the cost/benefit of installing roundabouts at one or both of these intersections. An exhibit of the roundabouts is included in Appendix 7.

Segment C - Cleveland Avenue/North Ridge Road Intersection to Interchange Area Alternatives

This section begins at the Cleveland Avenue/North Ridge Road intersection and extends to the Spruce Tree Lane intersection. This segment is approximately 2,300' (0.44 miles) long.

While congestion in this area is not as pronounced as it is in the interchange area, there is a history of crashes predominately at the Cleveland Avenue/North Ridge Road intersection and at driveways. The intersection crashes are primarily rear end and left turn related, while the driveway crashes are angle crashes from vehicles exiting/entering driveways being struck by vehicles on S.R. 58. There are also sideswipe crashes occurring throughout the segment.

To address the intersection crashes, the signal timing at the Cleveland Avenue/North Ridge Road intersection should be reviewed to see if current timing plans meet safe design criteria. This would include minimum greens/yellow/all red intervals, the presence of dilemma zone detection, reviewing if the intersection has sufficient capacity to convert the signals to protected-only left turns, and other factors that could help mitigate the rear end/angle crashes that are occurring.

In addition, there are several locations that could benefit from spot safety improvements (e.g., driveway consolidation/closure and conversion of select driveways to Right-In/Right-Out

operation). This would provide a substantial impact towards alleviating the driveway related crashes occurring along this segment of the corridor. Appropriate access would be maintained by extending the existing marginal roads along the west and east sides of S.R. 58. Recommended driveway consolidations and/or conversions can be reviewed with safety forces (e.g., the fire department) to ensure public safety isn't compromised. Suggested areas of driveway consolidation are included in Appendix 8 for discussion purposes.

A contributing factor to the sideswipe crashes occurring in this segment of the corridor could be the narrow lane widths and lack of sufficient offset between the edge of the traffic lane and the curb. As previously noted, this section is comprised of 5 lanes (two through lanes in each direction with a center two way left turn lane) with each lane being only 10.5' wide. S.R. 58 is classified as a Minor Arterial and is part of the National Highway System, which requires at least one 12' through lane in each direction. Further, current standards for a roadway of this functional classification, speed (40 mph), and ADT requires 11' as the minimum lane width with 1'-2' paved shoulders. Performing a minor widening through this segment could mitigate the sideswipe crashes that are occurring.

A road diet was evaluated in this section and could be implemented if the City wanted to repurpose the roadway pavement for other uses, such as bike lanes. It is generally not recommended to install bike lanes haphazardly or sporadically, which is usually what happens when there is a lack of a city-wide bike thoroughfare plan. In the absence of such a plan, it would seem prudent to keep the road diet option as a tool in the toolbox that could be revisited in the future if a city-wide bike plan was ever adopted.

Corridor-Wide Improvements

While access management is specifically discussed in Segment C above, there may be other opportunities for access management along the remainder of the corridor that would be further evaluated once the extent of the proposed improvements are identified. Although left turns are currently restricted by a concrete median between Kresge Drive and Cooper Foster Park Road, consolidating driveways could be implemented in tandem with any of the alternatives. This would be further evaluated once alternatives are selected for further development. For example, driveways would be impacted differently by the geometry of a DDI than if the additional left turn lane at the EB exit ramp option were selected. Driveways may be selected for conversion to right-in/right-out or complete closure depending on how the footprints of the various alternatives impact the driveways and overall traffic operations.

A bicycle/pedestrian plan should also be established for the entire corridor, and integrated with regional bike plans and into the two communities as a whole. This will ensure continuity and through access for these types of facilities. Specifically, studying and establishing a bike thoroughfare plan will determine if there are other nearby routes that may prove to be safer or more convenient for on-road bike lanes than, for example, along S.R. 58 through the interchange. While on-road bike lanes begin a couple hundred feet north of Meijer's plaza and are continuously present through the northern segment of the project, the corridor to the south does not have bike accommodations or consistent pedestrian facilities. Additionally, sidewalks are also not continuous in other areas of the corridor.

Costs and Potential Funding Sources

The costs for the suite of alternatives range from relatively low-cost options (e.g., consolidating driveways) to high-cost options (e.g., DDI). The table below lists the costs associated with the highest dollar options discussed in this report.

Phase	DDI at S.R. 2	Eliminate Left Turns at Cooper Foster Park Road & Kresge Drive	Jaeger Road & Tower Boulevard Roundabouts	Spot Safety Improvements	Bike & Pedestrian Improvements
Design & R/W	$2.1 M	$1.7 M	$1.5 M	$0.1 M	$0.7 M
Construction (2022 Dollars)	$6.7 M	$5.0 M	$3.2 M	$0.3 M	$2.0 M
Totals	$8.8 M	$6.7 M	$4.7 M	$0.4 M	$2.7 M

In addition to the Tax Increment Financing (TIF) the City of Lorain has already implemented, below are some additional funding sources that could be evaluated for suitability for the various components included in this study. It is anticipated multiple funding sources will need to be assembled to achieve a funding package for implementing these improvements. It may also be advantageous to prioritize and phase the improvements based on the funding availability and cycles of each program. As noted, each of the recommendations has independent utility while still fitting into the corridor-wide strategy, so implementing them in phases will not degrade the ultimate safety or operational benefits of the corridor. Further, some of these funding sources may require additional and/or supplemental studies in order to receive funding. Each program also has their own funding match requirements, as well as potential limitations on which phases funds can be used for (e.g., design and/or R/W phases or just the construction phase).

ODOT: Safety Program, TRAC, Jobs & Commerce, State Infrastructure Bank

Federal Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act: There are several discretionary grant programs included as part of the BIL/IIJA that these improvements would be eligible to pursue.

NOACA: Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA), Transportation for Livable Communities (TLCI)

ODNR: Clean Ohio Trails Fund, Recreational Trails Program

Lorain County: TID, other funding programs that may become available.

Other: Federal and State Budget Appropriation Requests.

Summary

There are a buffet of options that could be implemented along this corridor to improve capacity as well as mitigate crashes. Any safety benefits of the proposed options would need to be further evaluated by performing an ODOT ECAT analysis as part of the next phase. The ECAT analysis would assign a cost/benefit to each of the options, which would help identify appropriate funding sources for each of the alternatives. Performing additional analysis using TransModeler to further evaluate traffic network performance should also be completed.

The improvements identified in this study for each segment are not an "all-or-nothing" scenario, but have independent utility that would allow them to be constructed in phases as funding becomes available. Approaching implementation in this manner would allow for lower cost options to be installed sooner, while pursuing funding for a more impactful alternative. For example, if a DDI is selected as the preferred alternative at the interchange, the additional left turn lane at the EB exit ramp could still be installed as an interim improvement while the DDI alternative is designed, R/W acquired, and funding assembled for construction. Further, not all options need to be implemented to recognize benefits in other areas of the corridor (e.g., left turn lanes could be prohibited at Kresge Drive and/or Cooper Foster Park Road without needing to construct a DDI at the interchange).

The next step would be conducting a Preliminary Engineering Analysis on the alternatives selected to move forward. The PE Study would be a thorough, comprehensive evaluation of the alternatives to better define the impacts and costs of each alternative. The PE Study would more thoroughly vet each alternative, explore the impacts associated with each, and develop definitive recommendations for implementation and funding.

Appendix 1

Aerial Views of the Existing Corridor



S.R. 58 Corridor Study
Overall Exhibit



S.R. 58 Corridor Study
Segment A
Spruce Tree Ln. to Meijer's Plaza



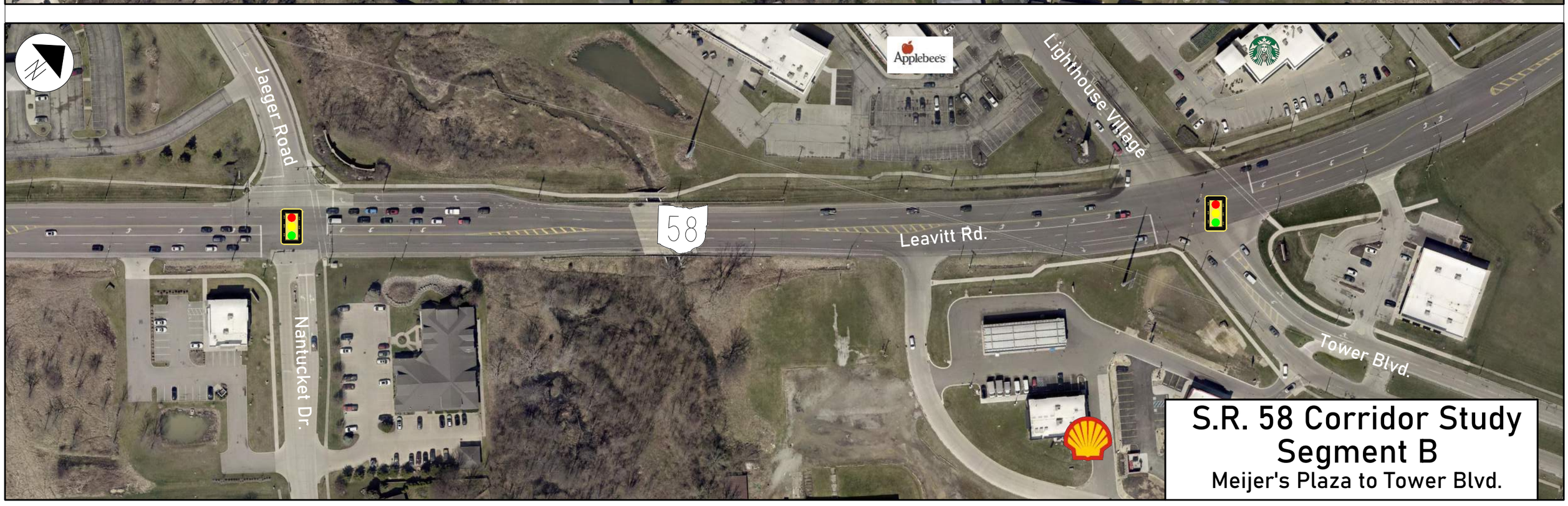
Amchester St./Kresge Dr. Commercial Area



Meijer's Plaza Commercial Area

S.R. 58 Corridor Study Segment A

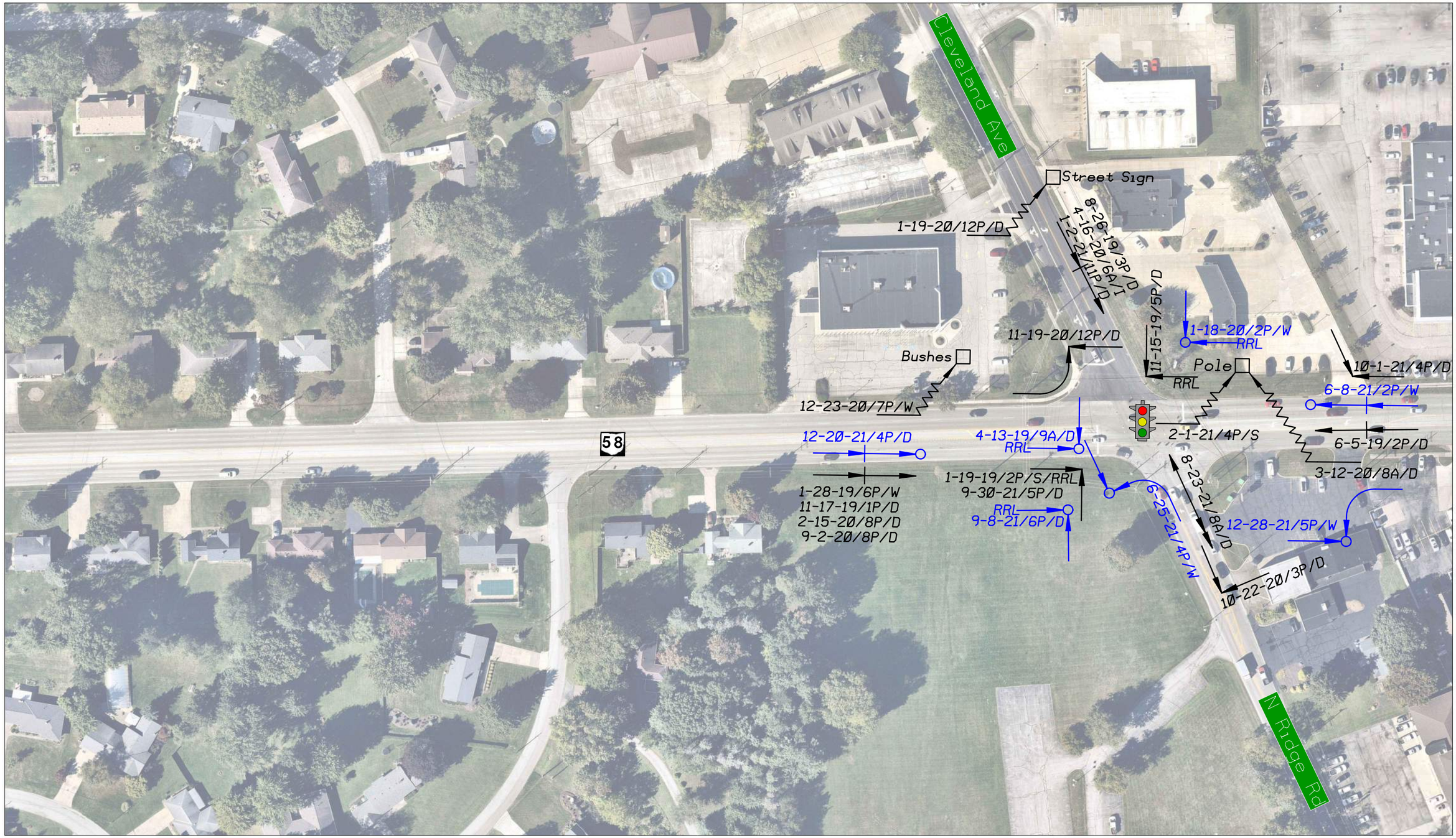

58
Leavitt Rd.


Jaeger Road
Applebee's
Lighthouse Village
58
Leavitt Rd.
Nantucket Dr.
Tower Blvd.
S.R. 58 Corridor Study
Segment B
Meijer's Plaza to Tower Blvd.


Cleveland Ave.
N. Ridge Road
58
Leavitt Rd.
Tuffy
Tire & Auto
Service
O'Reilly
AUTO PARTS
DISCOUNT
drug
mart
FOOD FAIR
UNITED STATES
POSTAL SERVICE
CONRAD'S
McDonald's
KFC
enterprise
Spruce Tree Ln.
S.R. 58 Corridor Study
Segment C
Cleveland Avenue/North Ridge Road
to Spruce Tree Lane

Appendix 2

Crash Diagrams



Vehicle Direction
Backing
Pedestrian
Out of Control
Overturn

Injury
Fatal
Fixed Object
Parked Vehicle
TEXT Date/Time/Road/Egress Direction

Road:
D = Dry
W = Wet
I = Ice
S = Snow

FTC = Failure To Control
FTS = Failure To Stop
FTY = Failure To Yield
LOC = Left of Center
RRL = Ran Red Light
OVI = Operating Vehicle Impaired

TOTAL CRASHES ON PAGE

FREQUENCY	CRASH SEVERITY
7 2019	19 NON - INJURY
9 2020	7 INJURY OR FATAL
10 2021	26 TOTAL

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM

OH SR-58 AT OH SR-2

2019-2021



Vehicle Direction
Backing
Pedestrian
Out of Control
Overturn

Injury
Fatal
Fixed Object
Parked Vehicle
TEXT Date/Time/Road/Egress Direction

Road:
D = Dry
W = Wet
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FTC = Failure To Control
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TOTAL CRASHES ON PAGE

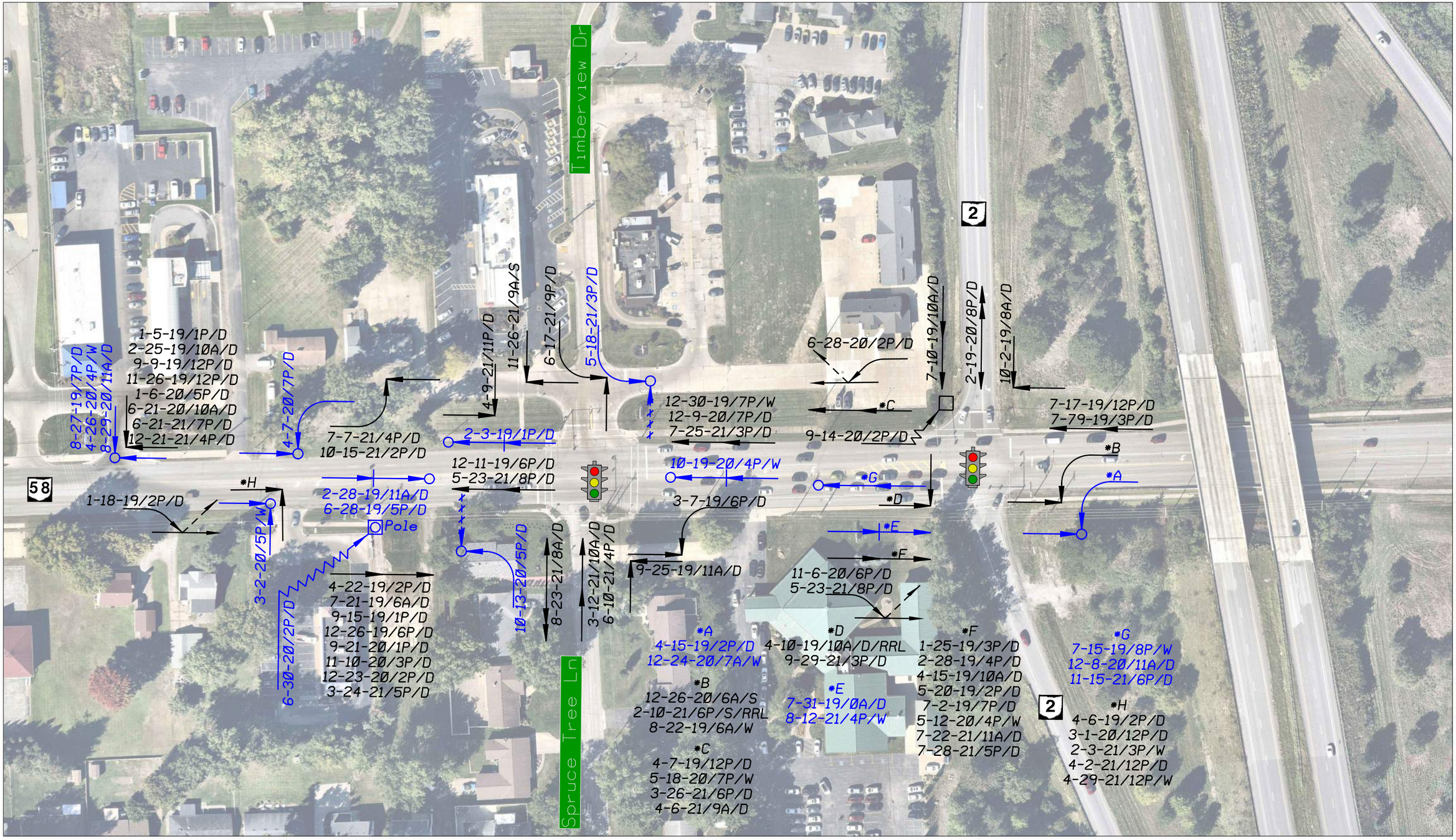
FREQUENCY		CRASH SEVERITY
9	2019	16 NON - INJURY
2	2020	1 INJURY OR FATAL
6	2021	17 TOTAL

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM

OH SR-58 AT OH SR-2

2019-2021



Vehicle Direction
Backing
Pedestrian
Out of Control
Overturn

Injury
Fatal
Fixed Object
Parked Vehicle
TEXT Date/Time/Road/Egress Direction

Road:
D = Dry
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TOTAL CRASHES ON PAGE

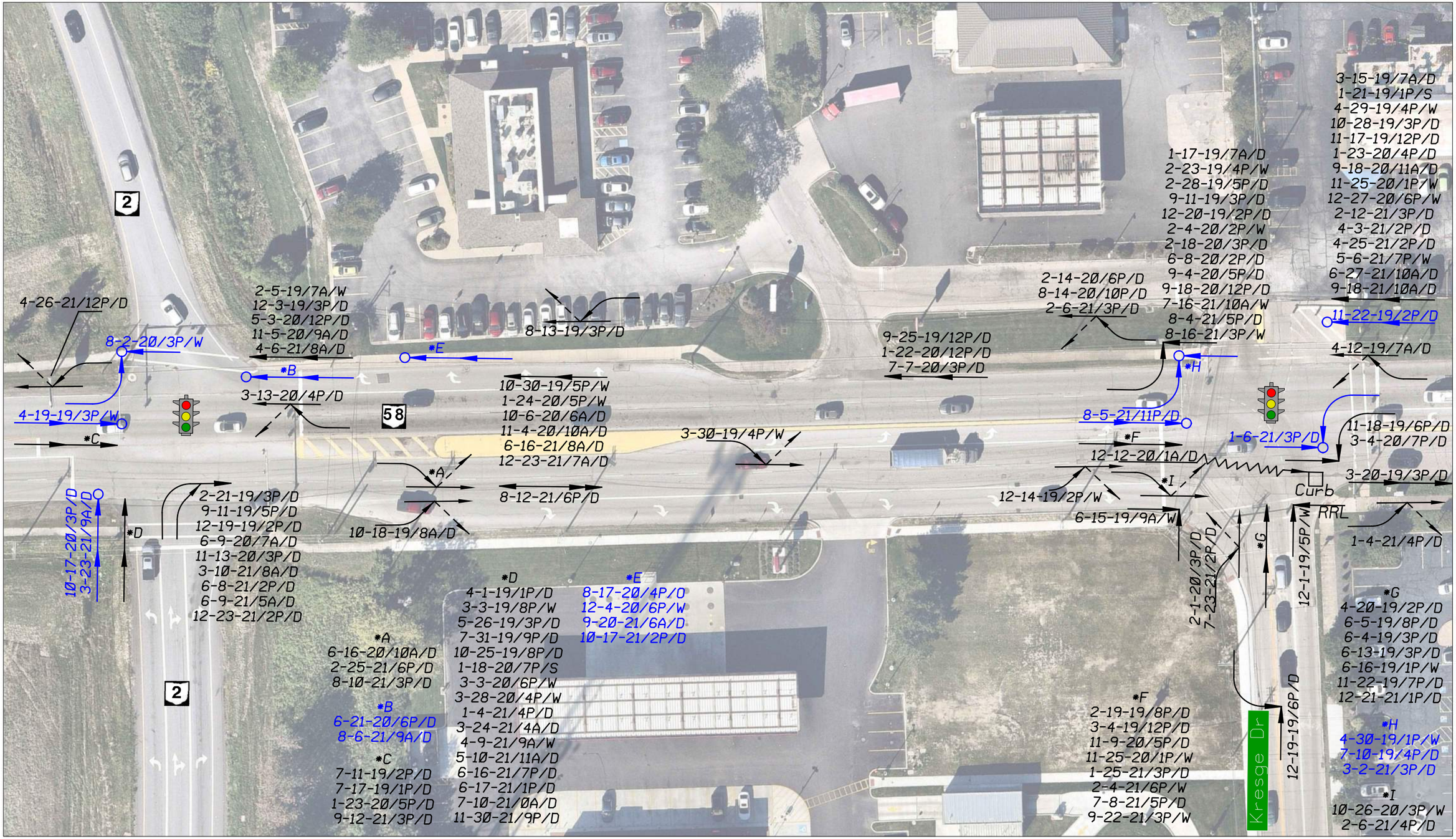
FREQUENCY	CRASH SEVERITY
33 2019	61 NON - INJURY
23 2020	19 INJURY OR FATAL
24 2021	80 TOTAL

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM

OH SR-58 AT OH SR-2

2019-2021

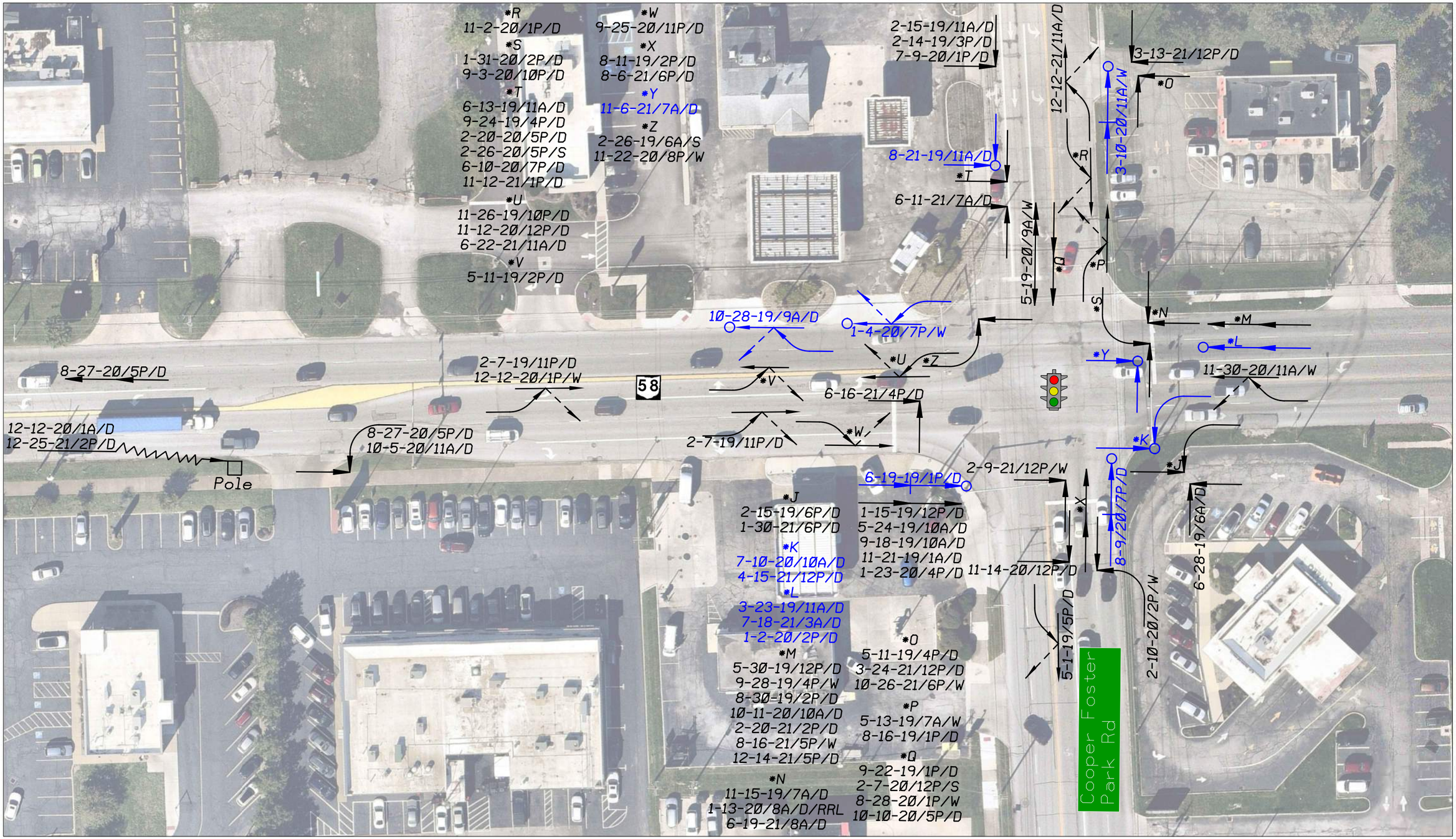


Vehicle Direction Backing Pedestrian Out of Control Overturn	Injury Fatal Fixed Object Parked Vehicle TEXT Date/Time/Road/Egress Direction	Road: D = Dry W = Wet I = Ice S = Snow	FTC = Failure To Control FTS = Failure To Stop FTY = Failure To Yield LOC = Left of Center RRL = Ran Red Light OVI = Operating Vehicle Impaired	TOTAL CRASHES ON PAGE FREQUENCY: 46 2019, 37 2020, 45 2021 CRASH SEVERITY: 112 NON - INJURY; 16 INJURY OR FATAL; 128 TOTAL	STATE OF OHIO DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM

OH SR-58 AT OH SR-2

2019-2021



Vehicle Direction
Backing
Pedestrian
Out of Control
Overturn

Injury
Fatal
Fixed Object
Parked Vehicle
TEXT Date/Time/Road/Egress Direction

Road:
D = Dry
W = Wet
I = Ice
S = Snow

FTC = Failure To Control
FTS = Failure To Stop
FTY = Failure To Yield
LOC = Left of Center
RRL = Ran Red Light
OVI = Operating Vehicle Impaired

TOTAL CRASHES ON PAGE

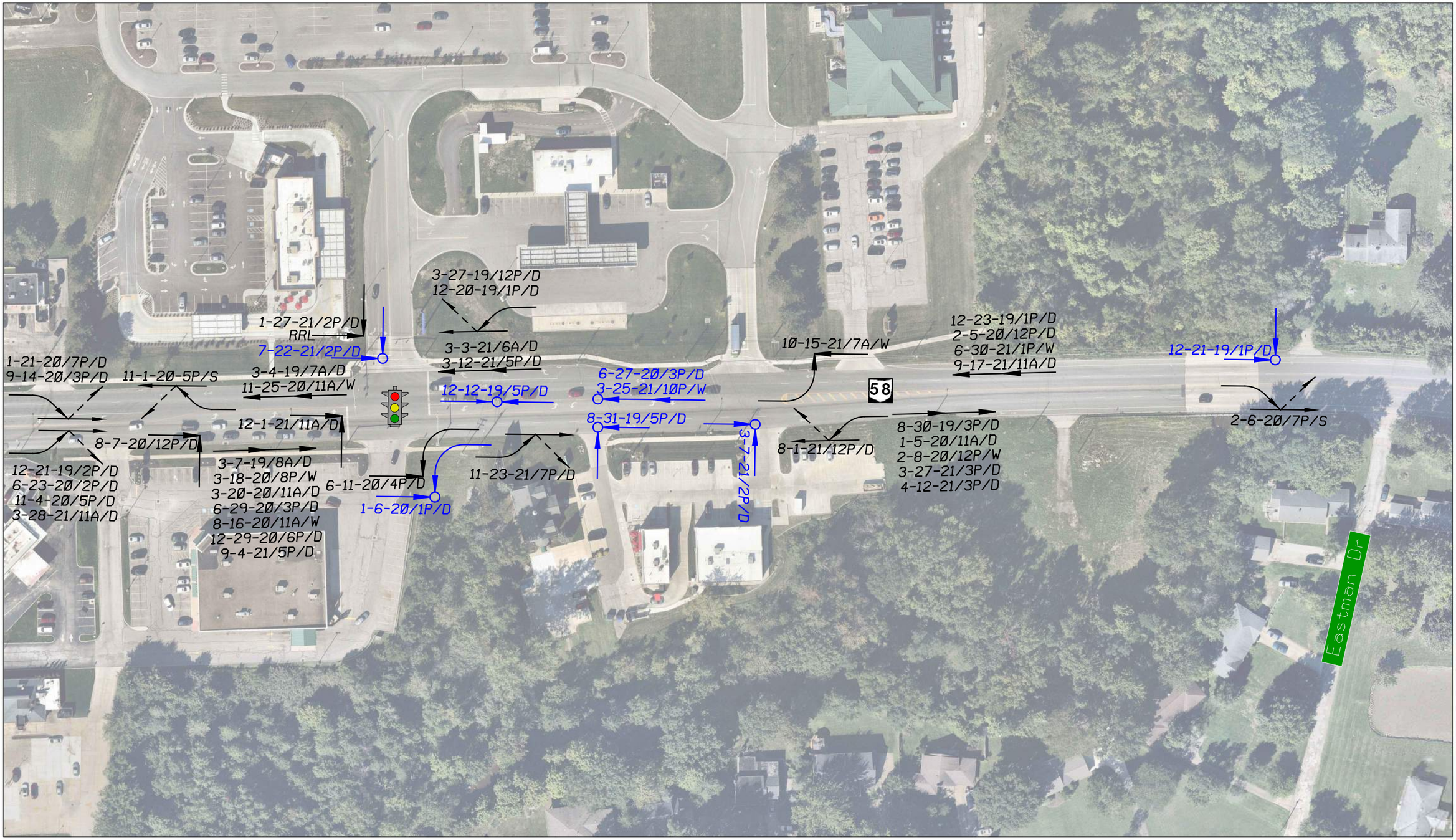
FREQUENCY	CRASH SEVERITY
28 2019	63 NON - INJURY
28 2020	12 INJURY OR FATAL
19 2021	75 TOTAL

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM

OH SR-58 AT OH SR-2

2019-2021



Vehicle Direction
Backing
Pedestrian
Out of Control
Overturn

Injury
Fatal
Fixed Object
Parked Vehicle
TEXT Date/Time/Road/Egress Direction

Road:
D = Dry
W = Wet
I = Ice
S = Snow

FTC = Failure To Control
FTS = Failure To Stop
FTY = Failure To Yield
LOC = Left of Center
RRL = Ran Red Light
OVI = Operating Vehicle Impaired

TOTAL CRASHES ON PAGE

FREQUENCY	CRASH SEVERITY
10 2019	37 NON - INJURY
19 2020	8 INJURY OR FATAL
16 2021	45 TOTAL

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM

OH SR-58 AT OH SR-2

2019-2021

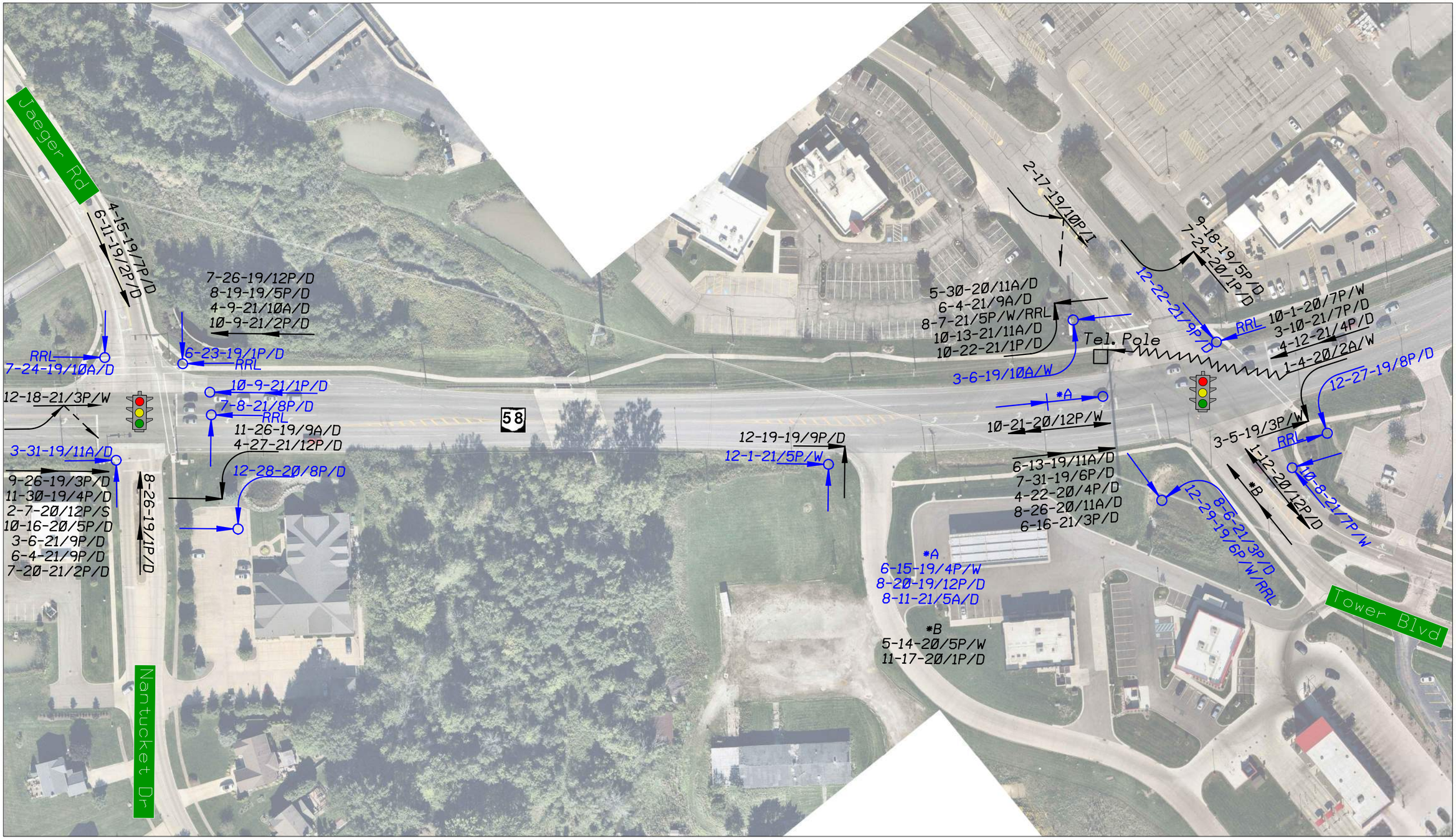


Vehicle Direction Backing Pedestrian Out of Control Overturn	Injury Fatal Fixed Object Parked Vehicle TEXT Date/Time/Road/Egress Direction	Road: D = Dry W = Wet I = Ice S = Snow	FTC = Failure To Control FTS = Failure To Stop FTY = Failure To Yield LOC = Left of Center RRL = Ran Red Light OVI = Operating Vehicle Impaired	TOTAL CRASHES ON PAGE FREQUENCY: 0 2019, 3 2020, 3 2021 CRASH SEVERITY: 4 NON - INJURY, 2 INJURY OR FATAL, 6 TOTAL	STATE OF OHIO DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM

OH SR-58 AT OH SR-2

2019-2021



Vehicle Direction Backing Pedestrian Out of Control Overturn	Injury Fatal Fixed Object Parked Vehicle TEXT Date/Time/Road/Egress Direction	Road: D = Dry W = Wet I = Ice S = Snow	FTC = Failure To Control FTS = Failure To Stop FTY = Failure To Yield LOC = Left of Center RRL = Ran Red Light OVI = Operating Vehicle Impaired	TOTAL CRASHES ON PAGE FREQUENCY: 22 2019, 13 2020, 21 2021 CRASH SEVERITY: 39 NON - INJURY; 17 INJURY OR FATAL; 56 TOTAL	STATE OF OHIO DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM

OH SR-58 AT OH SR-2

2019-2021

Appendix 3

Segment A – EB Exit Ramp - Additional Left Turn Lane Exhibit

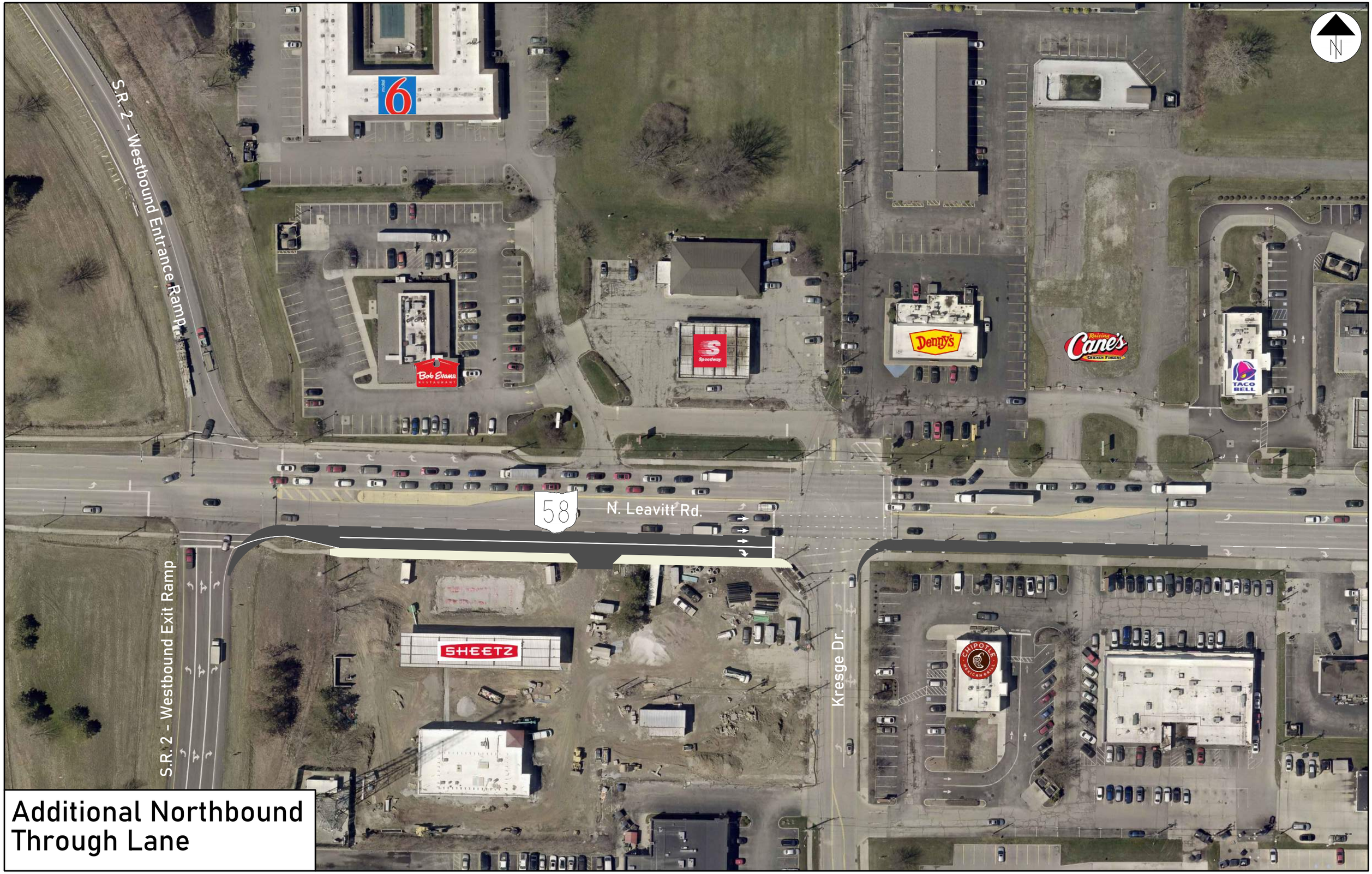


Eastbound Exit Ramp Additional Left Turn Lane*

* Length of additional left turn lane will be determined during preliminary engineering.

Appendix 4

Segment A – Additional NB Through Lane Exhibit


S.R. 2 – Westbound Entrance Ramp
N
Bob Evans
Speedway
Denny's
Raising Cane's
TACO BELL
58
N. Leavitt Rd.
S.R. 2 - Westbound Exit Ramp
SHEETZ
Kresge Dr.
CHIPOTLE
Additional Northbound Through Lane

Appendix 5

Segment A – Cooper Foster Park Road and/or Kresge Drive Left Turn Elimination Exhibit

Cooper Foster Park Rd. and/or Kresge Dr. Left Turn Elimination

* Existing traffic control at other intersections will be further evaluated as part of Preliminary Engineering

N

New Bypass Roadway

meijer

New Signal

Existing Signal

58

Existing Signal

Cooper Foster Park Rd.

Existing Signal

Existing Signal

N. Leavitt Rd.

Liberty Bell Dr.

Amchester Dr.

Existing Signal

Kresge Dr.

Traffic Control To Be Determined

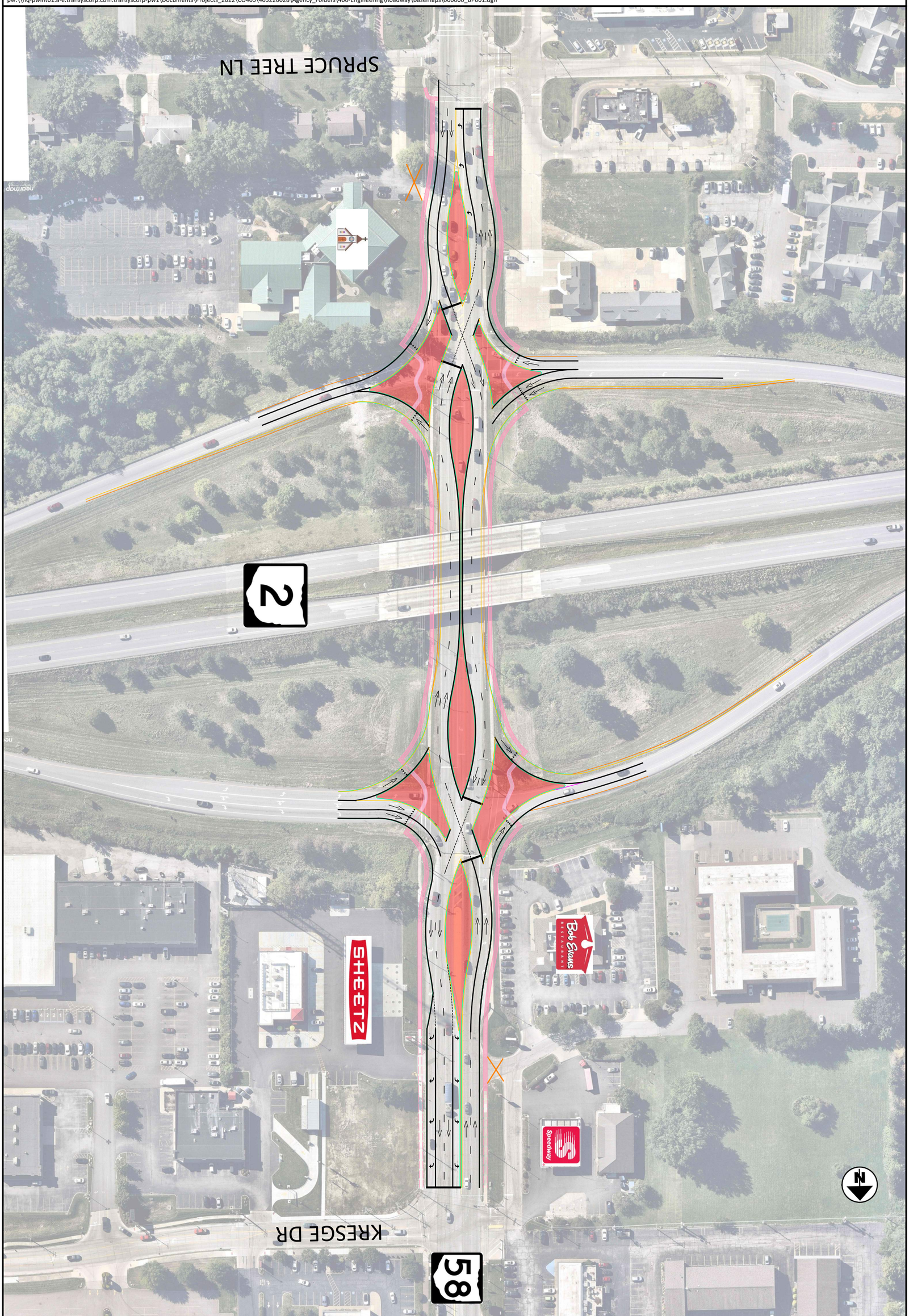
ACCESS CLOSED

Appendix 6

Segment A – Diverging Diamond Interchange (DDI) Exhibit

CTY-RTE-SECTION

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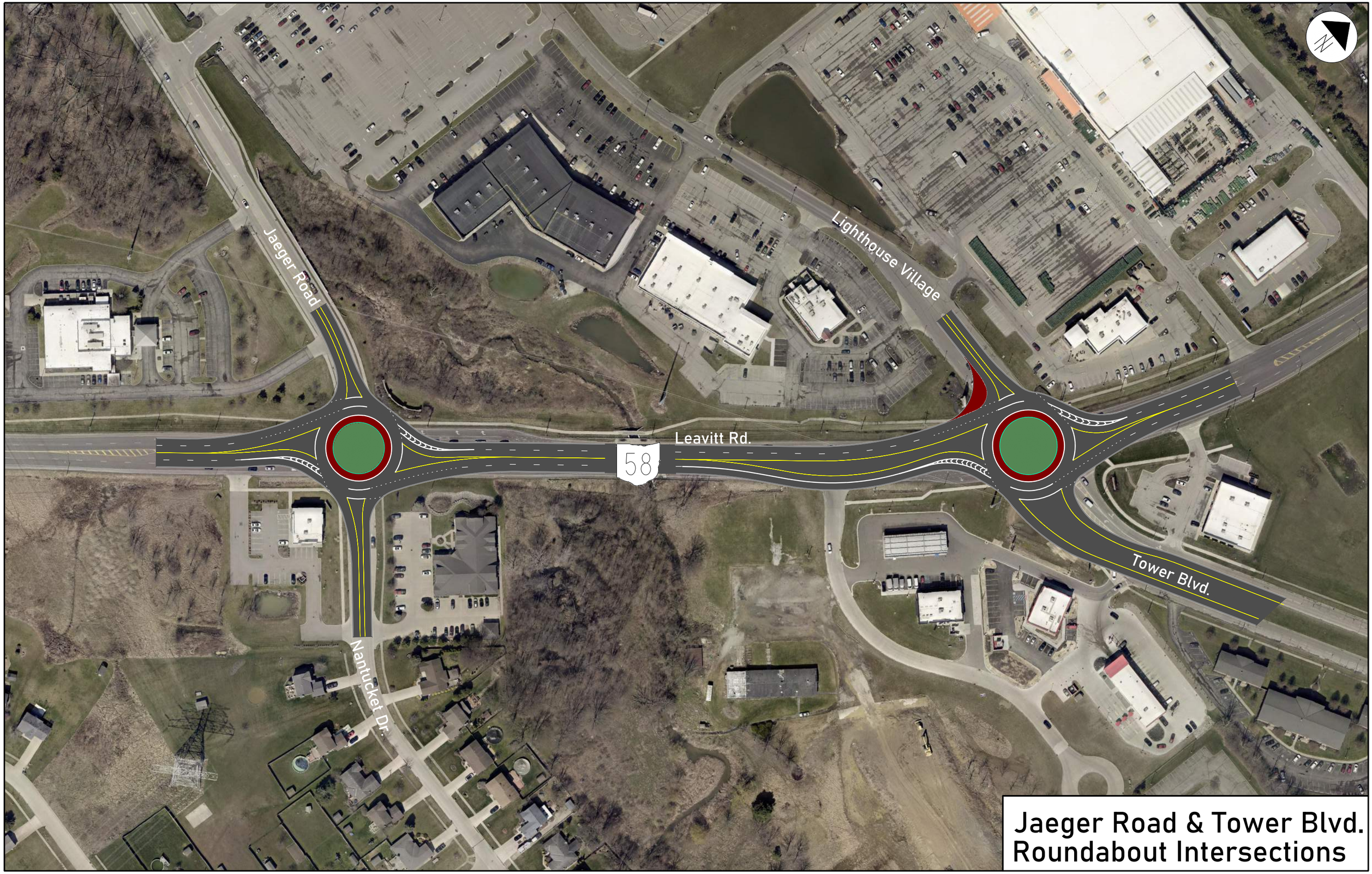
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P.1 / TOTAL 1	0	XXX MM-DD-YY	MSW	TRANSYSTEMS 400 W. NATIONWIDE BLVD., STE 225 COLUMBUS, OHIO 43215

SR-58 CORRIDOR STUDY
DIVERGING DIAMOND INTERCHANGE OPTION

HORIZONTAL SCALE IN FEET
0 60
30 120

Appendix 7

Segment B – Jaeger Road and Tower Boulevard Roundabouts Exhibit



Jaeger Road & Tower Blvd. Roundabout Intersections

Appendix 8

Segment C – Driveway Consolidation Exhibit


Leavitt Rd.
58
Marginal Road Connection
N. Ridge Road
High Meadow Rd.
Spruce Tree Ln.
Possible Driveway Relocation & Marginal Road Connection
LORAIN COUNTY PROFESSIONAL OFFICE BUILDING
QUARRY CENTER
WESTWINDS
RUSSELL
Tuffy Tire & Auto Service
O'Reilly AUTO PARTS
UNITED STATES POSTAL SERVICE
CONRAD'S
Blue Falls CAR WASH
McDonald's
KFC
enterprise
DISCOUNT drug mart FOOD FAIR
S.R. 58 Potential * Driveway Consolidation
* Driveway inventory will be further evaluated as part of Preliminary Engineering

Appendix 9

Traffic Data

TranSystems

400 W. Nationwide Boulevard, Suite 225
Columbus, OH 43215

Raw (unfactored) data.

File Name : Amherst_2022-10-20
Site Code : 00000000
Start Date : 10/20/2022
Page No : 1

Groups Printed- Passenger Vehicles - Commercial Vehicles

	N LEAVITT RD Southbound					CLEVELAND AVE Westbound					N LEAVITT RD Northbound					CLEVELAND AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
08:30 AM	10	60	14	0	84	12	3	12	0	27	4	67	12	0	83	31	13	12	0	56	250
08:45 AM	9	64	10	0	83	11	7	18	0	36	7	70	12	0	89	43	8	7	0	58	266
Total	19	124	24	0	167	23	10	30	0	63	11	137	24	0	172	74	21	19	0	114	516
09:00 AM	9	75	21	0	105	5	12	10	0	27	6	68	5	0	79	41	15	9	0	65	276
09:15 AM	14	56	23	0	93	12	9	18	0	39	7	71	6	0	84	32	9	7	0	48	264
*** BREAK ***																					
Total	23	131	44	0	198	17	21	28	0	66	13	139	11	0	163	73	24	16	0	113	540
*** BREAK ***																					
12:00 PM	35	84	57	0	176	15	15	18	0	48	14	94	7	0	115	44	12	14	0	70	409
12:15 PM	20	98	62	0	180	12	10	15	0	37	5	87	5	0	97	43	21	13	0	77	391
12:30 PM	20	86	49	0	155	9	13	13	0	35	8	105	6	0	119	46	18	10	0	74	383
12:45 PM	20	100	46	0	166	11	15	27	0	53	11	89	11	0	111	40	15	8	0	63	393
Total	95	368	214	0	677	47	53	73	0	173	38	375	29	0	442	173	66	45	0	284	1576
*** BREAK ***																					
04:00 PM	25	98	56	0	179	18	17	20	0	55	10	100	19	0	129	36	30	12	0	78	441
04:15 PM	26	117	68	0	211	18	25	10	0	53	13	123	18	0	154	52	21	13	0	86	504
04:30 PM	30	116	80	0	226	23	31	25	0	79	25	122	16	0	163	47	22	8	0	77	545
04:45 PM	25	116	88	0	229	16	26	18	0	60	7	110	11	0	128	51	23	10	0	84	501
Total	106	447	292	0	845	75	99	73	0	247	55	455	64	0	574	186	96	43	0	325	1991
Grand Total	243	1070	574	0	1887	162	183	204	0	549	117	1106	128	0	1351	506	207	123	0	836	4623
Apprch %	12.9	56.7	30.4	0		29.5	33.3	37.2	0		8.7	81.9	9.5	0		60.5	24.8	14.7	0		
Total %	5.3	23.1	12.4	0	40.8	3.5	4	4.4	0	11.9	2.5	23.9	2.8	0	29.2	10.9	4.5	2.7	0	18.1	
Passenger Vehicles		1058										1080									
% Passenger Vehicles	100	98.9	99.3	0	99.2	99.4	99.5	100	0	99.6	99.1	97.6	100	0	98	99.8	99.5	99.2	0	99.6	99
Commercial Vehicles																					
% Commercial Vehicles	0	1.1	0.7	0	0.8	0.6	0.5	0	0	0.4	0.9	2.4	0	0	2	0.2	0.5	0.8	0	0.4	1

TranSystems

400 W. Nationwide Boulevard, Suite 225
Columbus, OH 43215

File Name : Amherst_2022-10-20
Site Code : 00000000
Start Date : 10/20/2022
Page No : 2

Groups Printed- Passenger Vehicles

	N LEAVITT RD Southbound					CLEVELAND AVE Westbound					N LEAVITT RD Northbound					CLEVELAND AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
08:30 AM	10	58	14	0	82	12	3	12	0	27	4	63	12	0	79	31	13	12	0	56	244
08:45 AM	9	63	10	0	82	11	7	18	0	36	6	68	12	0	86	43	8	6	0	57	261
Total	19	121	24	0	164	23	10	30	0	63	10	131	24	0	165	74	21	18	0	113	505
09:00 AM	9	74	21	0	104	5	12	10	0	27	6	66	5	0	77	40	15	9	0	64	272
09:15 AM	14	55	22	0	91	12	9	18	0	39	7	68	6	0	81	32	9	7	0	48	259
*** BREAK ***																					
Total	23	129	43	0	195	17	21	28	0	66	13	134	11	0	158	72	24	16	0	112	531
*** BREAK ***																					
12:00 PM	35	83	57	0	175	14	15	18	0	47	14	89	7	0	110	44	12	14	0	70	402
12:15 PM	20	97	62	0	179	12	10	15	0	37	5	85	5	0	95	43	21	13	0	77	388
12:30 PM	20	83	49	0	152	9	13	13	0	35	8	104	6	0	118	46	18	10	0	74	379
12:45 PM	20	99	46	0	165	11	15	27	0	53	11	87	11	0	109	40	15	8	0	63	390
Total	95	362	214	0	671	46	53	73	0	172	38	365	29	0	432	173	66	45	0	284	1559
*** BREAK ***																					
04:00 PM	25	98	54	0	177	18	17	20	0	55	10	98	19	0	127	36	29	12	0	77	436
04:15 PM	26	117	68	0	211	18	24	10	0	52	13	123	18	0	154	52	21	13	0	86	503
04:30 PM	30	115	79	0	224	23	31	25	0	79	25	121	16	0	162	47	22	8	0	77	542
04:45 PM	25	116	88	0	229	16	26	18	0	60	7	108	11	0	126	51	23	10	0	84	499
Total	106	446	289	0	841	75	98	73	0	246	55	450	64	0	569	186	95	43	0	324	1980
Grand Total	243	1058	570	0	1871	161	182	204	0	547	116	1080	128	0	1324	505	206	122	0	833	4575
Apprch %	13	56.5	30.5	0		29.4	33.3	37.3	0		8.8	81.6	9.7	0		60.6	24.7	14.6	0		
Total %	5.3	23.1	12.5	0	40.9	3.5	4	4.5	0	12	2.5	23.6	2.8	0	28.9	11	4.5	2.7	0	18.2	

TranSystems

400 W. Nationwide Boulevard, Suite 225
Columbus, OH 43215

File Name : Amherst_2022-10-20
Site Code : 00000000
Start Date : 10/20/2022
Page No : 3

Groups Printed- Commercial Vehicles

	N LEAVITT RD Southbound					CLEVELAND AVE Westbound					N LEAVITT RD Northbound					CLEVELAND AVE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:45 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	5
Total	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	11
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
09:15 AM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
*** BREAK ***																					
Total	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9
*** BREAK ***																					
12:00 PM	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	7
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	6	0	0	6	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	17
*** BREAK ***																					
04:00 PM	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	3	0	4	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	11
Grand Total	0	12	4	0	16	1	1	0	0	2	1	26	0	0	27	1	1	1	0	3	48
Apprch %	0	75	25	0		50	50	0	0		3.7	96.3	0	0		33.3	33.3	33.3	0		
Total %	0	25	8.3	0	33.3	2.1	2.1	0	0	4.2	2.1	54.2	0	0	56.2	2.1	2.1	2.1	0	6.2	

SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

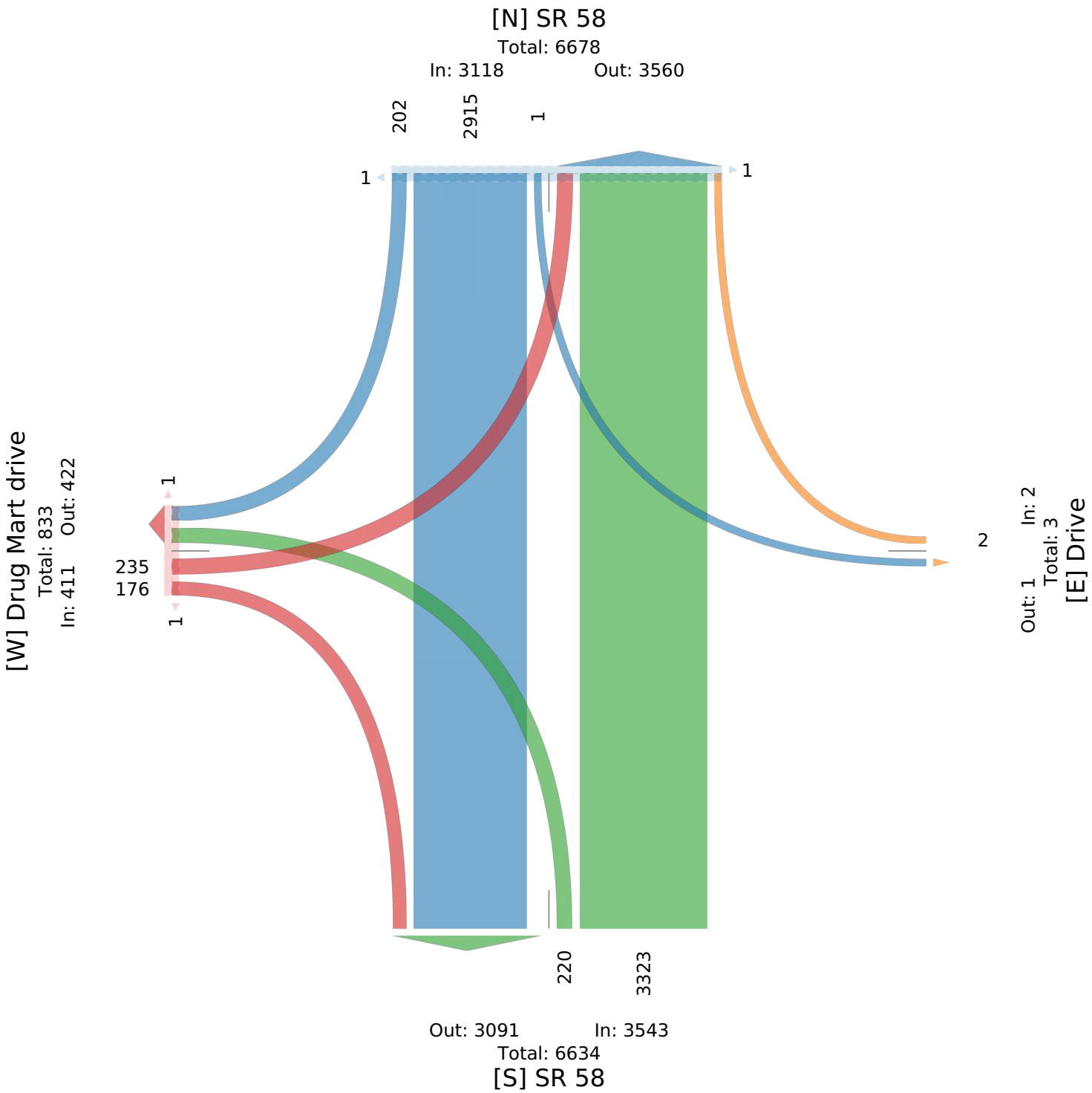
Leg Direction	Drug Mart drive Eastbound						Drive Westbound						SR 58 Northbound						SR 58 Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	0	0	0	0	**0**	1	0	0	0	0	**0**	0	3	248	0	0	**251**	0	0	198	2	0	**200**	0	**451**
8:00AM	18	0	2	0	**20**	0	0	0	0	0	**0**	0	17	236	0	0	**253**	0	0	232	17	0	**249**	0	**522**
9:00AM	12	0	12	0	**24**	0	0	0	0	0	**0**	0	20	275	0	0	**295**	0	0	179	15	0	**194**	0	**513**
12:00PM	65	0	51	0	**116**	0	0	0	1	0	**1**	0	57	673	0	0	**730**	0	1	595	49	0	**645**	2	**1492**
4:00PM	54	0	61	0	**115**	0	0	0	1	0	**1**	0	59	784	0	0	**843**	0	0	693	42	0	**735**	0	**1694**
2022-07-30 8:00AM	12	0	14	0	**26**	1	0	0	0	0	**0**	0	18	378	0	0	**396**	0	0	320	19	0	**339**	0	**761**
11:00AM	74	0	36	0	**110**	0	0	0	0	0	**0**	0	46	729	0	0	**775**	0	0	698	58	0	**756**	0	**1641**
Total	235	0	176	0	**411**	2	0	0	2	0	**2**	0	220	3323	0	0	**3543**	0	1	2915	202	0	**3118**	2	**7074**
% Approach	57.2%	0%	42.8%	0%	**-**	-	0%	0%	100%	0%	**-**	-	6.2%	93.8%	0%	0%	**-**	-	0%	93.5%	6.5%	0%	**-**	-	-
% Total	3.3%	0%	2.5%	0%	**5.8%**	-	0%	0%	0%	0%	**0%**	-	3.1%	47.0%	0%	0%	**50.1%**	-	0%	41.2%	2.9%	0%	**44.1%**	-	-
Lights	232	0	176	0	**408**	-	0	0	2	0	**2**	-	218	3233	0	0	**3451**	-	1	2859	200	0	**3060**	-	6921
% Lights	98.7%	0%	100%	0%	**99.3%**	-	0%	0%	100%	0%	**100%**	-	99.1%	97.3%	0%	0%	**97.4%**	-	100%	98.1%	99.0%	0%	**98.1%**	-	97.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	26	0	0	**27**	-	0	15	0	0	**15**	-	42
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0.8%	0%	0%	**0.8%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	3	0	0	0	**3**	-	0	0	0	0	**0**	-	1	64	0	0	**65**	-	0	41	2	0	**43**	-	111
% Buses and Single-Unit Trucks	1.3%	0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.5%	1.9%	0%	0%	**1.8%**	-	0%	1.4%	1.0%	0%	**1.4%**	-	1.6%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

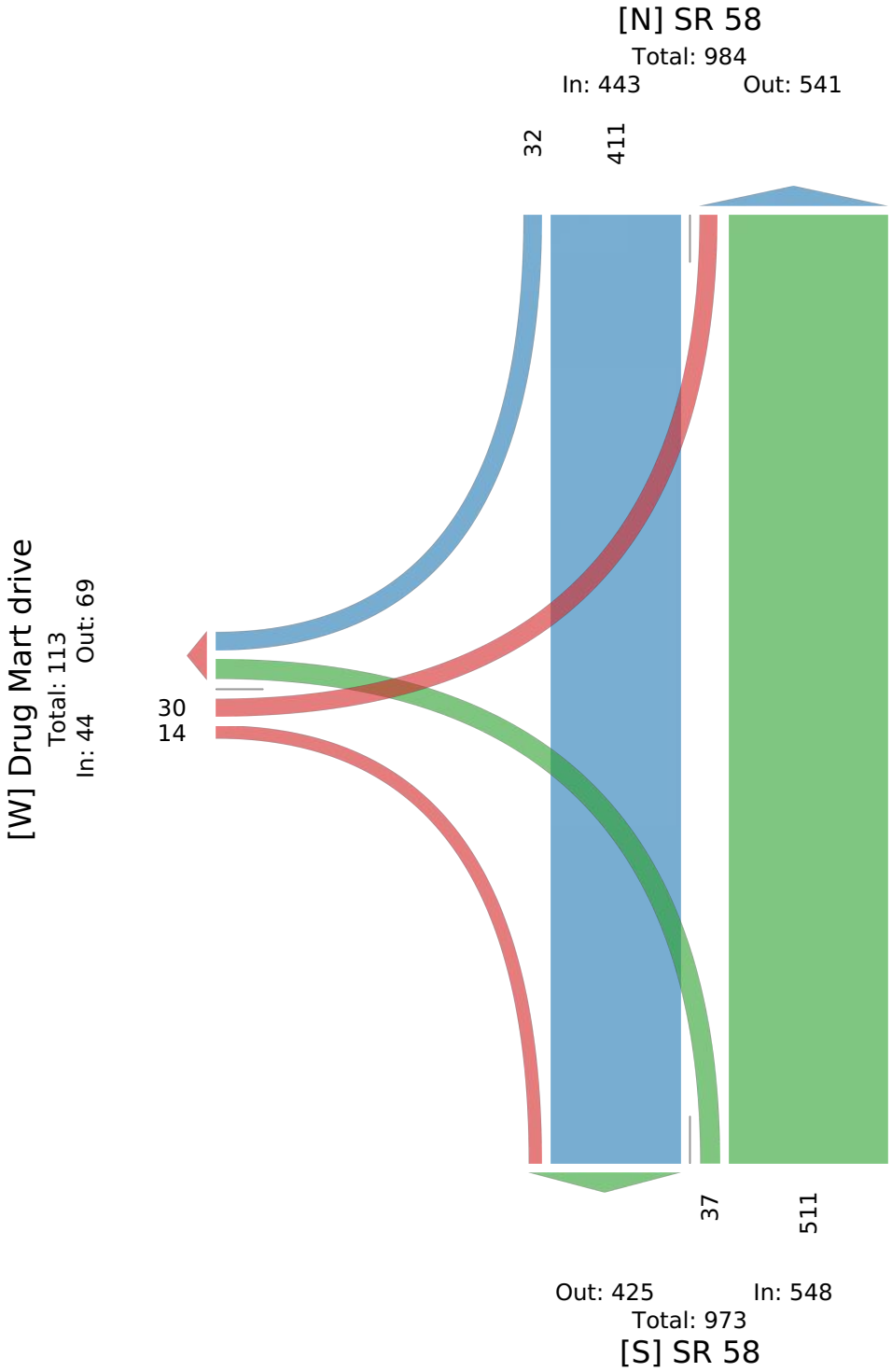
Leg	Drug Mart drive						Drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	8	0	2	0	**10**	0	0	0	0	0	**0**	0	4	125	0	0	**129**	0	0	109	6	0	**115**	0	**254**
8:45AM	10	0	0	0	**10**	0	0	0	0	0	**0**	0	13	111	0	0	**124**	0	0	123	11	0	**134**	0	**268**
9:00AM	6	0	5	0	**11**	0	0	0	0	0	**0**	0	14	131	0	0	**145**	0	0	91	8	0	**99**	0	**255**
9:15AM	6	0	7	0	**13**	0	0	0	0	0	**0**	0	6	144	0	0	**150**	0	0	88	7	0	**95**	0	**258**
Total	30	0	14	0	**44**	0	0	0	0	0	**0**	0	37	511	0	0	**548**	0	0	411	32	0	**443**	0	**1035**
% Approach	68.2%	0%	31.8%	0%	**-**	-	0%	0%	0%	0%	**-**	-	6.8%	93.2%	0%	0%	**-**	-	0%	92.8%	7.2%	0%	**-**	-	**-**
% Total	2.9%	0%	1.4%	0%	**4.3%**	-	0%	0%	0%	0%	**0%**	-	3.6%	49.4%	0%	0%	**52.9%**	-	0%	39.7%	3.1%	0%	**42.8%**	-	**-**
PHF	0.750	-	0.500	-	**0.846**	-	-	-	-	-	**-**	-	0.661	0.887	-	-	**0.913**	-	-	0.835	0.727	-	**0.826**	-	0.965
Lights	29	0	14	0	**43**	-	0	0	0	0	**0**	-	36	481	0	0	**517**	-	0	392	31	0	**423**	-	983
% Lights	96.7%	0%	100%	0%	**97.7%**	-	0%	0%	0%	0%	**-**	-	97.3%	94.1%	0%	0%	**94.3%**	-	0%	95.4%	96.9%	0%	**95.5%**	-	95.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	11	0	0	**12**	-	0	5	0	0	**5**	-	17
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	2.7%	2.2%	0%	0%	**2.2%**	-	0%	1.2%	0%	0%	**1.1%**	-	1.6%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	19	0	0	**19**	-	0	14	1	0	**15**	-	35
% Buses and Single-Unit Trucks	3.3%	0%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**-**	-	0%	3.7%	0%	0%	**3.5%**	-	0%	3.4%	3.1%	0%	**3.4%**	-	3.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

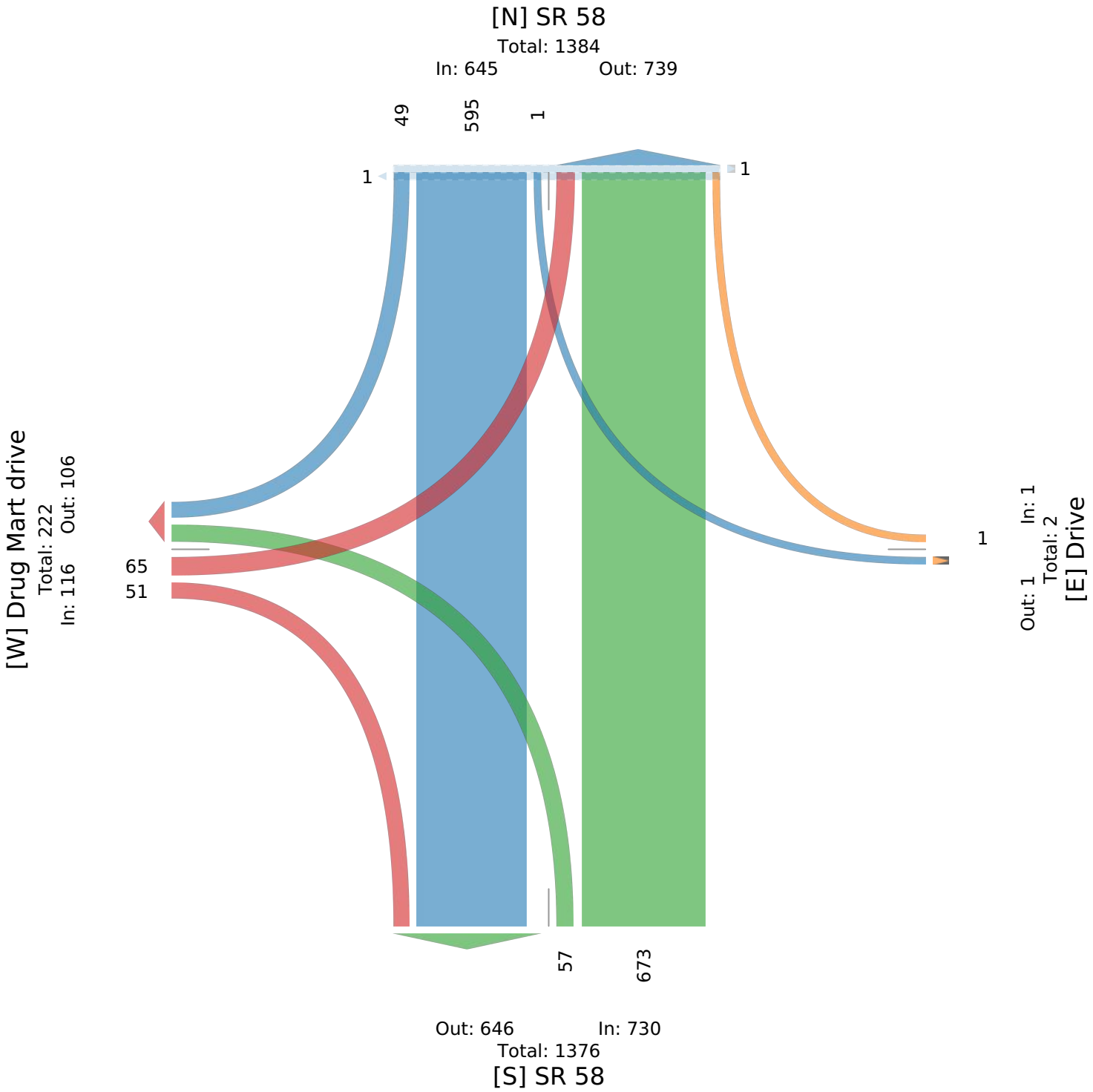
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Drug Mart drive						Drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	11	0	10	0	**21**	0	0	0	0	0	**0**	0	12	174	0	0	**186**	0	0	140	10	0	**150**	0	**357**
12:15PM	17	0	11	0	**28**	0	0	0	1	0	**1**	0	10	182	0	0	**192**	0	1	152	13	0	**166**	0	**387**
12:30PM	15	0	17	0	**32**	0	0	0	0	0	**0**	0	13	159	0	0	**172**	0	0	155	18	0	**173**	2	**377**
12:45PM	22	0	13	0	**35**	0	0	0	0	0	**0**	0	22	158	0	0	**180**	0	0	148	8	0	**156**	0	**371**
Total	65	0	51	0	**116**	0	0	0	1	0	**1**	0	57	673	0	0	**730**	0	1	595	49	0	**645**	2	**1492**
% Approach	56.0%	0%	44.0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	7.8%	92.2%	0%	0%	**-**	-	0.2%	92.2%	7.6%	0%	**-**	-	**-**
% Total	4.4%	0%	3.4%	0%	**7.8%**	-	0%	0%	0.1%	0%	**0.1%**	-	3.8%	45.1%	0%	0%	**48.9%**	-	0.1%	39.9%	3.3%	0%	**43.2%**	-	**-**
PHF	0.739	-	0.750	-	**0.829**	-	-	-	0.250	-	**0.250**	-	0.648	0.924	-	-	**0.951**	-	0.250	0.960	0.681	-	**0.932**	-	0.964
Lights	64	0	51	0	**115**	-	0	0	1	0	**1**	-	57	645	0	0	**702**	-	1	585	49	0	**635**	-	1453
% Lights	98.5%	0%	100%	0%	**99.1%**	-	0%	0%	100%	0%	**100%**	-	100%	95.8%	0%	0%	**96.2%**	-	100%	98.3%	100%	0%	**98.4%**	-	97.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	3	0	0	**3**	-	8
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.5%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	23	0	0	**23**	-	0	7	0	0	**7**	-	31
% Buses and Single-Unit Trucks	1.5%	0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	3.4%	0%	0%	**3.2%**	-	0%	1.2%	0%	0%	**1.1%**	-	2.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

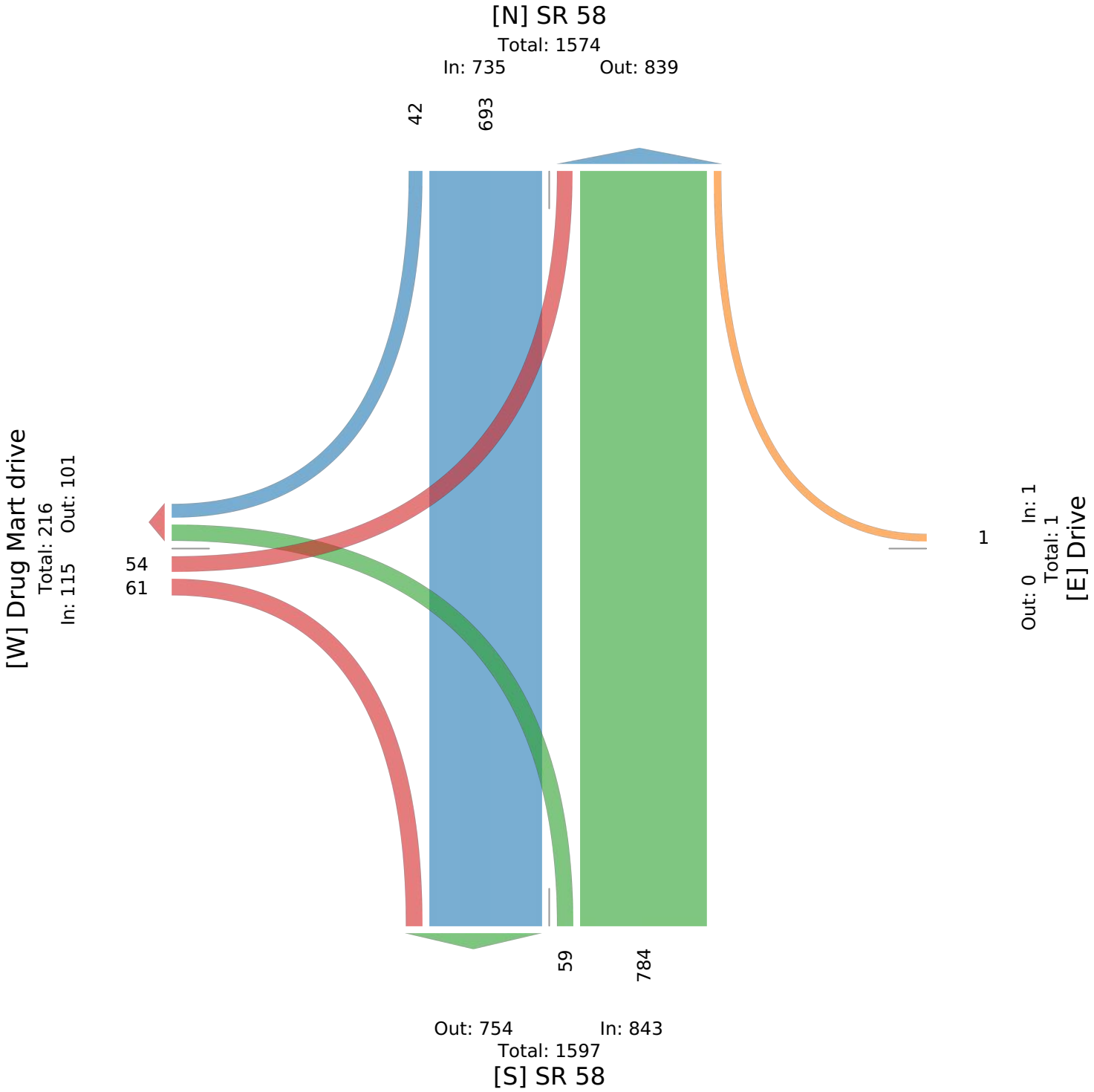
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg / Direction	Drug Mart drive Eastbound						Drive Westbound						SR 58 Northbound						SR 58 Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	11	0	16	0	**27**	0	0	0	0	0	**0**	0	10	198	0	0	**208**	0	0	158	11	0	**169**	0	**404**
4:15PM	17	0	12	0	**29**	0	0	0	0	0	**0**	0	15	176	0	0	**191**	0	0	175	12	0	**187**	0	**407**
4:30PM	11	0	13	0	**24**	0	0	0	0	0	**0**	0	17	212	0	0	**229**	0	0	180	7	0	**187**	0	**440**
4:45PM	15	0	20	0	**35**	0	0	0	1	0	**1**	0	17	198	0	0	**215**	0	0	180	12	0	**192**	0	**443**
Total	54	0	61	0	**115**	0	0	0	1	0	**1**	0	59	784	0	0	**843**	0	0	693	42	0	**735**	0	**1694**
% Approach	47.0%	0%	53.0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	7.0%	93.0%	0%	0%	**-**	-	0%	94.3%	5.7%	0%	**-**	-	**-**
% Total	3.2%	0%	3.6%	0%	**6.8%**	-	0%	0%	0.1%	0%	**0.1%**	-	3.5%	46.3%	0%	0%	**49.8%**	-	0%	40.9%	2.5%	0%	**43.4%**	-	**-**
PHF	0.794	-	0.763	-	**0.821**	-	-	-	0.250	-	**0.250**	-	0.868	0.925	-	-	**0.920**	-	-	0.963	0.875	-	**0.957**	-	0.956
Lights	53	0	61	0	**114**	-	0	0	1	0	**1**	-	59	775	0	0	**834**	-	0	682	42	0	**724**	-	1673
% Lights	98.1%	0%	100%	0%	**99.1%**	-	0%	0%	100%	0%	**100%**	-	100%	98.9%	0%	0%	**98.9%**	-	0%	98.4%	100%	0%	**98.5%**	-	98.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	3	0	0	**3**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.2%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	8	0	0	**8**	-	0	8	0	0	**8**	-	17
% Buses and Single-Unit Trucks	1.9%	0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	1.2%	0%	0%	**1.1%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

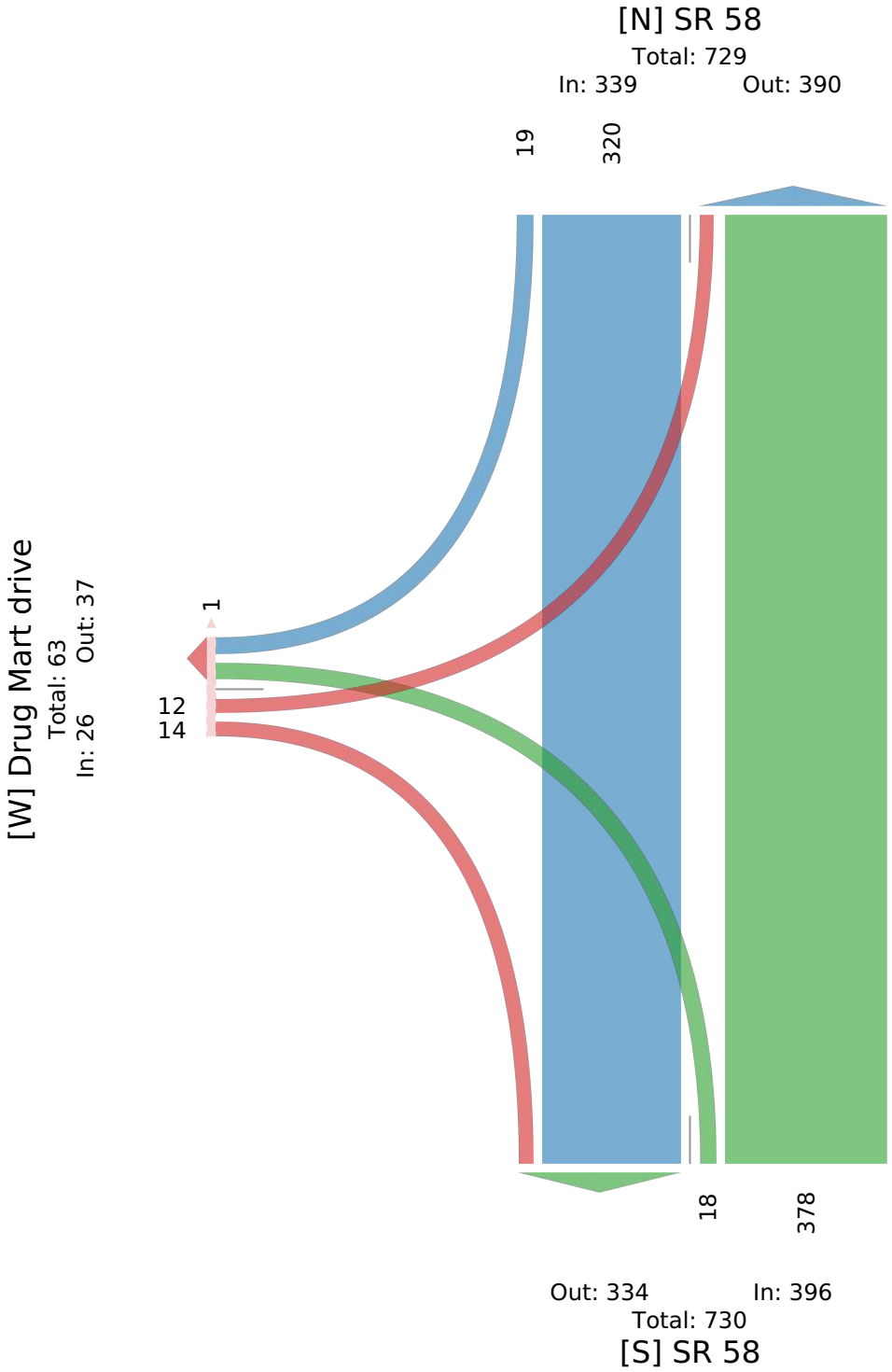
Leg	Drug Mart drive						Drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-30 8:00AM	4	0	1	0	**5**	0	0	0	0	0	**0**	0	1	70	0	0	**71**	0	0	59	3	0	**62**	0	**138**
8:15AM	3	0	4	0	**7**	1	0	0	0	0	**0**	0	3	88	0	0	**91**	0	0	76	2	0	**78**	0	**176**
8:30AM	1	0	6	0	**7**	0	0	0	0	0	**0**	0	8	91	0	0	**99**	0	0	95	6	0	**101**	0	**207**
8:45AM	4	0	3	0	**7**	0	0	0	0	0	**0**	0	6	129	0	0	**135**	0	0	90	8	0	**98**	0	**240**
Total	12	0	14	0	**26**	1	0	0	0	0	**0**	0	18	378	0	0	**396**	0	0	320	19	0	**339**	0	**761**
% Approach	46.2%	0%	53.8%	0%	**-**	-	0%	0%	0%	0%	**-**	-	4.5%	95.5%	0%	0%	**-**	-	0%	94.4%	5.6%	0%	**-**	-	**-**
% Total	1.6%	0%	1.8%	0%	**3.4%**	-	0%	0%	0%	0%	**0%**	-	2.4%	49.7%	0%	0%	**52.0%**	-	0%	42.0%	2.5%	0%	**44.5%**	-	**-**
PHF	0.750	-	0.583	-	**0.929**	-	-	-	-	-	**-**	-	0.563	0.733	-	-	**0.733**	-	-	0.842	0.594	-	**0.839**	-	0.793
Lights	12	0	14	0	**26**	-	0	0	0	0	**0**	-	17	372	0	0	**389**	-	0	316	19	0	**335**	-	750
% Lights	100%	0%	100%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	94.4%	98.4%	0%	0%	**98.2%**	-	0%	98.8%	100%	0%	**98.8%**	-	98.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	5	0	0	**6**	-	0	3	0	0	**3**	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	5.6%	1.3%	0%	0%	**1.5%**	-	0%	0.9%	0%	0%	**0.9%**	-	1.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

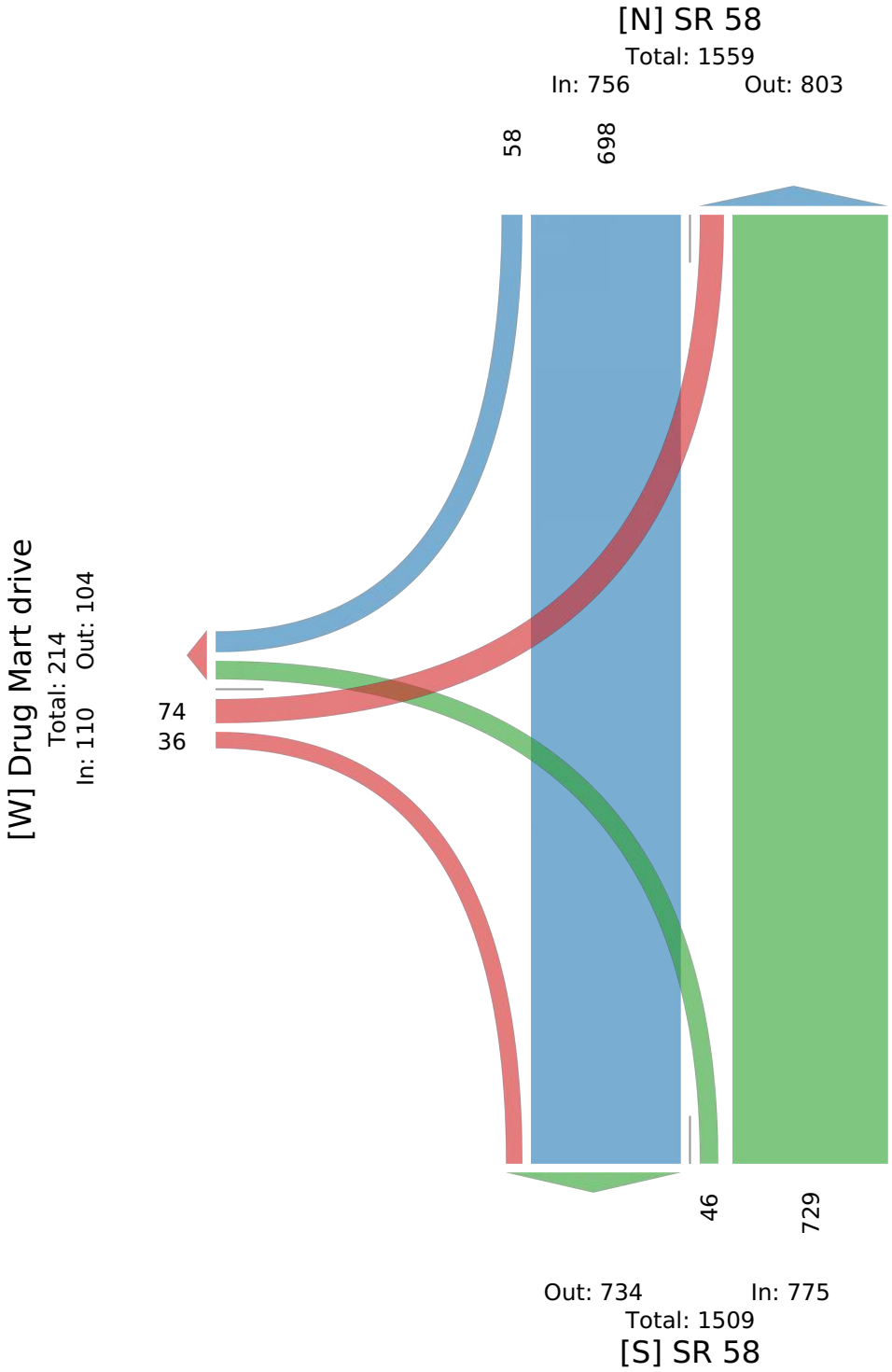
Leg	Drug Mart drive						Drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-30 11:00AM	19	0	12	0	**31**	0	0	0	0	0	**0**	0	20	169	0	0	**189**	0	0	169	15	0	**184**	0	**404**
11:15AM	12	0	12	0	**24**	0	0	0	0	0	**0**	0	10	185	0	0	**195**	0	0	187	13	0	**200**	0	**419**
11:30AM	24	0	8	0	**32**	0	0	0	0	0	**0**	0	5	185	0	0	**190**	0	0	173	12	0	**185**	0	**407**
11:45AM	19	0	4	0	**23**	0	0	0	0	0	**0**	0	11	190	0	0	**201**	0	0	169	18	0	**187**	0	**411**
Total	74	0	36	0	**110**	0	0	0	0	0	**0**	0	46	729	0	0	**775**	0	0	698	58	0	**756**	0	**1641**
% Approach	67.3%	0%	32.7%	0%	**-**	-	0%	0%	0%	0%	**-**	-	5.9%	94.1%	0%	0%	**-**	-	0%	92.3%	7.7%	0%	**-**	-	**-**
% Total	4.5%	0%	2.2%	0%	**6.7%**	-	0%	0%	0%	0%	**0%**	-	2.8%	44.4%	0%	0%	**47.2%**	-	0%	42.5%	3.5%	0%	**46.1%**	-	**-**
PHF	0.771	-	0.750	-	**0.859**	-	-	-	-	-	**-**	-	0.575	0.959	-	-	**0.964**	-	-	0.933	0.806	-	**0.945**	-	0.979
Lights	74	0	36	0	**110**	-	0	0	0	0	**0**	-	46	723	0	0	**769**	-	0	692	57	0	**749**	-	1628
% Lights	100%	0%	100%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	99.2%	0%	0%	**99.2%**	-	0%	99.1%	98.3%	0%	**99.1%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	5	1	0	**6**	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.7%	1.7%	0%	**0.8%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

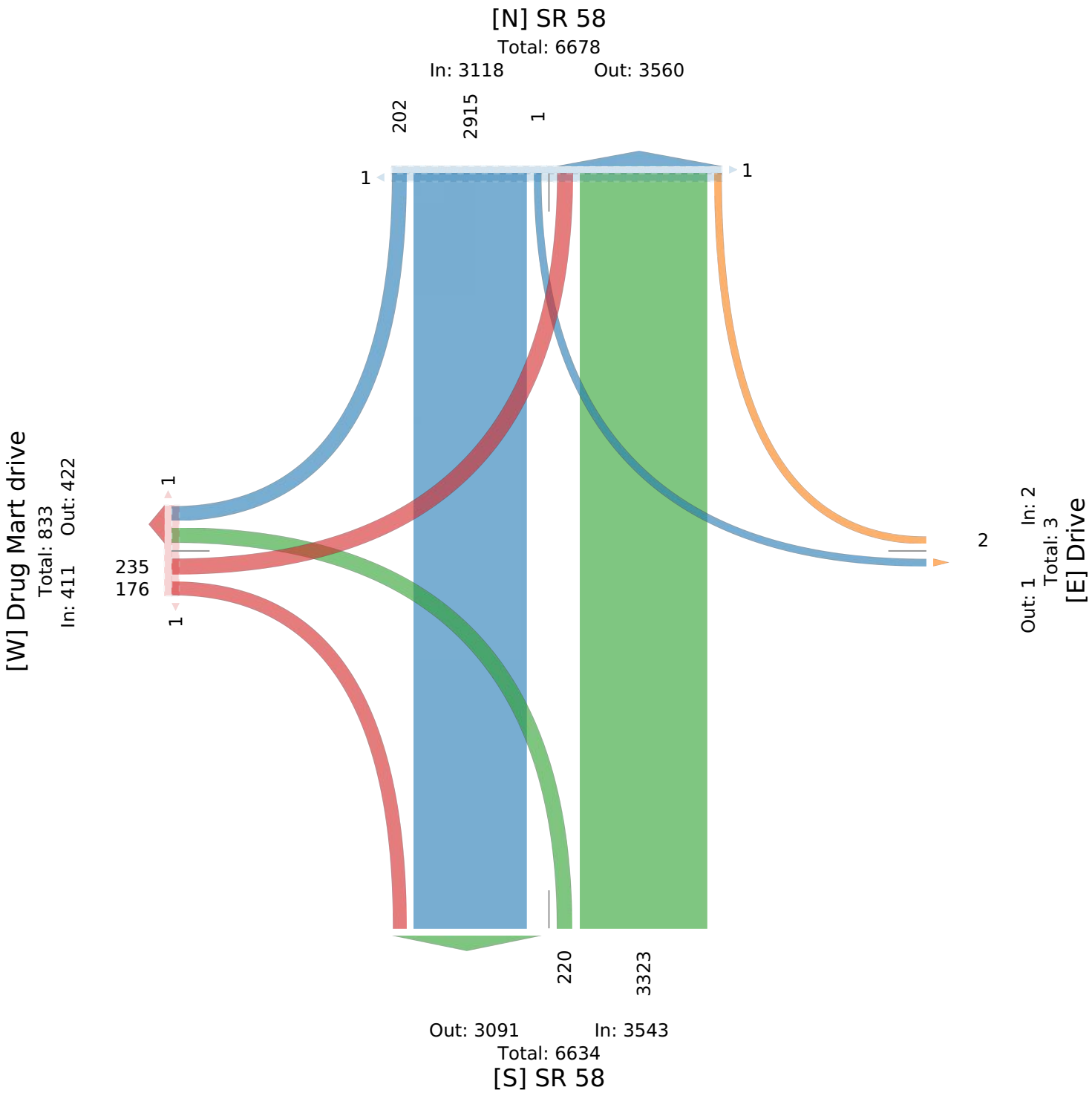
Leg Direction	Drug Mart drive Eastbound						Drive Westbound						SR 58 Northbound						SR 58 Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	52	0	0	**52**	0	0	35	0	0	**35**	0	**87**
6:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	51	0	0	**51**	0	0	56	0	0	**56**	0	**107**
6:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	58	0	0	**58**	0	0	59	0	0	**59**	0	**117**
6:45AM	0	0	0	0	**0**	1	0	0	0	0	**0**	0	3	87	0	0	**90**	0	0	48	2	0	**50**	0	**140**
Hourly Total	0	0	0	0	**0**	1	0	0	0	0	**0**	0	3	248	0	0	**251**	0	0	198	2	0	**200**	0	**451**
8:30AM	8	0	2	0	**10**	0	0	0	0	0	**0**	0	4	125	0	0	**129**	0	0	109	6	0	**115**	0	**254**
8:45AM	10	0	0	0	**10**	0	0	0	0	0	**0**	0	13	111	0	0	**124**	0	0	123	11	0	**134**	0	**268**
Hourly Total	18	0	2	0	**20**	0	0	0	0	0	**0**	0	17	236	0	0	**253**	0	0	232	17	0	**249**	0	**522**
9:00AM	6	0	5	0	**11**	0	0	0	0	0	**0**	0	14	131	0	0	**145**	0	0	91	8	0	**99**	0	**255**
9:15AM	6	0	7	0	**13**	0	0	0	0	0	**0**	0	6	144	0	0	**150**	0	0	88	7	0	**95**	0	**258**
Hourly Total	12	0	12	0	**24**	0	0	0	0	0	**0**	0	20	275	0	0	**295**	0	0	179	15	0	**194**	0	**513**
12:00PM	11	0	10	0	**21**	0	0	0	0	0	**0**	0	12	174	0	0	**186**	0	0	140	10	0	**150**	0	**357**
12:15PM	17	0	11	0	**28**	0	0	0	1	0	**1**	0	10	182	0	0	**192**	0	1	152	13	0	**166**	0	**387**
12:30PM	15	0	17	0	**32**	0	0	0	0	0	**0**	0	13	159	0	0	**172**	0	0	155	18	0	**173**	2	**377**
12:45PM	22	0	13	0	**35**	0	0	0	0	0	**0**	0	22	158	0	0	**180**	0	0	148	8	0	**156**	0	**371**
Hourly Total	65	0	51	0	**116**	0	0	0	1	0	**1**	0	57	673	0	0	**730**	0	1	595	49	0	**645**	2	**1492**
4:00PM	11	0	16	0	**27**	0	0	0	0	0	**0**	0	10	198	0	0	**208**	0	0	158	11	0	**169**	0	**404**
4:15PM	17	0	12	0	**29**	0	0	0	0	0	**0**	0	15	176	0	0	**191**	0	0	175	12	0	**187**	0	**407**
4:30PM	11	0	13	0	**24**	0	0	0	0	0	**0**	0	17	212	0	0	**229**	0	0	180	7	0	**187**	0	**440**
4:45PM	15	0	20	0	**35**	0	0	0	1	0	**1**	0	17	198	0	0	**215**	0	0	180	12	0	**192**	0	**443**
Hourly Total	54	0	61	0	**115**	0	0	0	1	0	**1**	0	59	784	0	0	**843**	0	0	693	42	0	**735**	0	**1694**
2022-07-30 8:00AM	4	0	1	0	**5**	0	0	0	0	0	**0**	0	1	70	0	0	**71**	0	0	59	3	0	**62**	0	**138**
8:15AM	3	0	4	0	**7**	1	0	0	0	0	**0**	0	3	88	0	0	**91**	0	0	76	2	0	**78**	0	**176**
8:30AM	1	0	6	0	**7**	0	0	0	0	0	**0**	0	8	91	0	0	**99**	0	0	95	6	0	**101**	0	**207**
8:45AM	4	0	3	0	**7**	0	0	0	0	0	**0**	0	6	129	0	0	**135**	0	0	90	8	0	**98**	0	**240**
Hourly Total	12	0	14	0	**26**	1	0	0	0	0	**0**	0	18	378	0	0	**396**	0	0	320	19	0	**339**	0	**761**
11:00AM	19	0	12	0	**31**	0	0	0	0	0	**0**	0	20	169	0	0	**189**	0	0	169	15	0	**184**	0	**404**
11:15AM	12	0	12	0	**24**	0	0	0	0	0	**0**	0	10	185	0	0	**195**	0	0	187	13	0	**200**	0	**419**
11:30AM	24	0	8	0	**32**	0	0	0	0	0	**0**	0	5	185	0	0	**190**	0	0	173	12	0	**185**	0	**407**
11:45AM	19	0	4	0	**23**	0	0	0	0	0	**0**	0	11	190	0	0	**201**	0	0	169	18	0	**187**	0	**411**
Hourly Total	74	0	36	0	**110**	0	0	0	0	0	**0**	0	46	729	0	0	**775**	0	0	698	58	0	**756**	0	**1641**
Total	235	0	176	0	**411**	2	0	0	2	0	**2**	0	220	3323	0	0	**3543**	0	1	2915	202	0	**3118**	2	**7074**
% Approach	57.2%	0%	42.8%	0%	**-**	-	0%	0%	100%	0%	**-**	-	6.2%	93.8%	0%	0%	**-**	-	0%	93.5%	6.5%	0%	**-**	-	-
% Total	3.3%	0%	2.5%	0%	**5.8%**	-	0%	0%	0%	0%	**0%**	-	3.1%	47.0%	0%	0%	**50.1%**	-	0%	41.2%	2.9%	0%	**44.1%**	-	-
Lights	232	0	176	0	**408**	-	0	0	2	0	**2**	-	218	3233	0	0	**3451**	-	1	2859	200	0	**3060**	-	6921
% Lights	98.7%	0%	100%	0%	**99.3%**	-	0%	0%	100%	0%	**100%**	-	99.1%	97.3%	0%	0%	**97.4%**	-	100%	98.1%	99.0%	0%	**98.1%**	-	97.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	26	0	0	**27**	-	0	15	0	0	**15**	-	42
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0.8%	0%	0%	**0.8%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	3	0	0	0	**3**	-	0	0	0	0	**0**	-	1	64	0	0	**65**	-	0	41	2	0	**43**	-	111
% Buses and Single-Unit Trucks	1.3%	0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.5%	1.9%	0%	0%	**1.8%**	-	0%	1.4%	1.0%	0%	**1.4%**	-	1.6%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

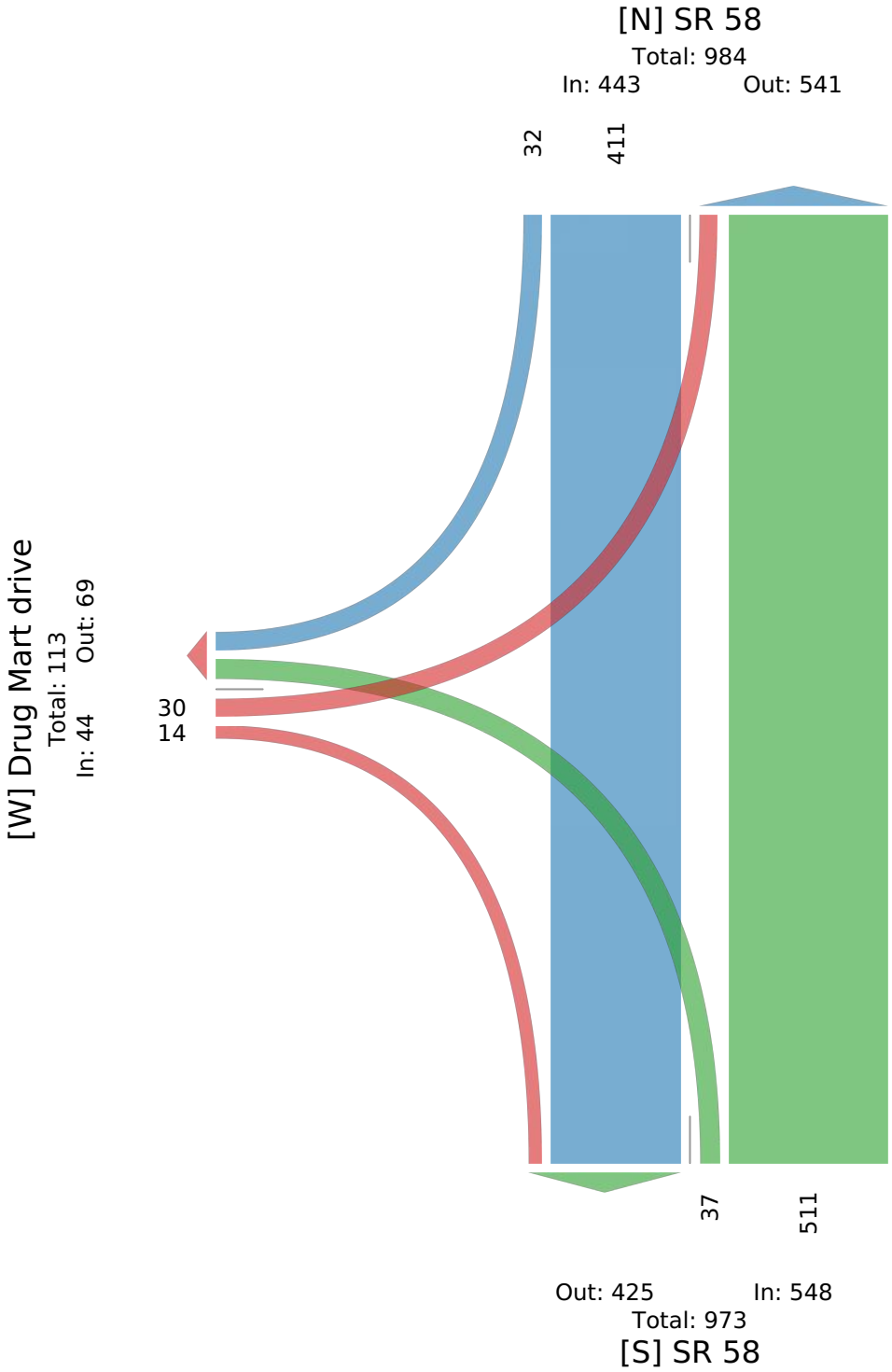
Leg	Drug Mart drive						Drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	8	0	2	0	**10**	0	0	0	0	0	**0**	0	4	125	0	0	**129**	0	0	109	6	0	**115**	0	**254**
8:45AM	10	0	0	0	**10**	0	0	0	0	0	**0**	0	13	111	0	0	**124**	0	0	123	11	0	**134**	0	**268**
9:00AM	6	0	5	0	**11**	0	0	0	0	0	**0**	0	14	131	0	0	**145**	0	0	91	8	0	**99**	0	**255**
9:15AM	6	0	7	0	**13**	0	0	0	0	0	**0**	0	6	144	0	0	**150**	0	0	88	7	0	**95**	0	**258**
Total	30	0	14	0	**44**	0	0	0	0	0	**0**	0	37	511	0	0	**548**	0	0	411	32	0	**443**	0	**1035**
% Approach	68.2%	0%	31.8%	0%	**-**	-	0%	0%	0%	0%	**-**	-	6.8%	93.2%	0%	0%	**-**	-	0%	92.8%	7.2%	0%	**-**	-	**-**
% Total	2.9%	0%	1.4%	0%	**4.3%**	-	0%	0%	0%	0%	**0%**	-	3.6%	49.4%	0%	0%	**52.9%**	-	0%	39.7%	3.1%	0%	**42.8%**	-	**-**
PHF	0.750	-	0.500	-	**0.846**	-	-	-	-	-	**-**	-	0.661	0.887	-	-	**0.913**	-	-	0.835	0.727	-	**0.826**	-	0.965
Lights	29	0	14	0	**43**	-	0	0	0	0	**0**	-	36	481	0	0	**517**	-	0	392	31	0	**423**	-	983
% Lights	96.7%	0%	100%	0%	**97.7%**	-	0%	0%	0%	0%	**-**	-	97.3%	94.1%	0%	0%	**94.3%**	-	0%	95.4%	96.9%	0%	**95.5%**	-	95.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	11	0	0	**12**	-	0	5	0	0	**5**	-	17
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	2.7%	2.2%	0%	0%	**2.2%**	-	0%	1.2%	0%	0%	**1.1%**	-	1.6%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	19	0	0	**19**	-	0	14	1	0	**15**	-	35
% Buses and Single-Unit Trucks	3.3%	0%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**-**	-	0%	3.7%	0%	0%	**3.5%**	-	0%	3.4%	3.1%	0%	**3.4%**	-	3.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

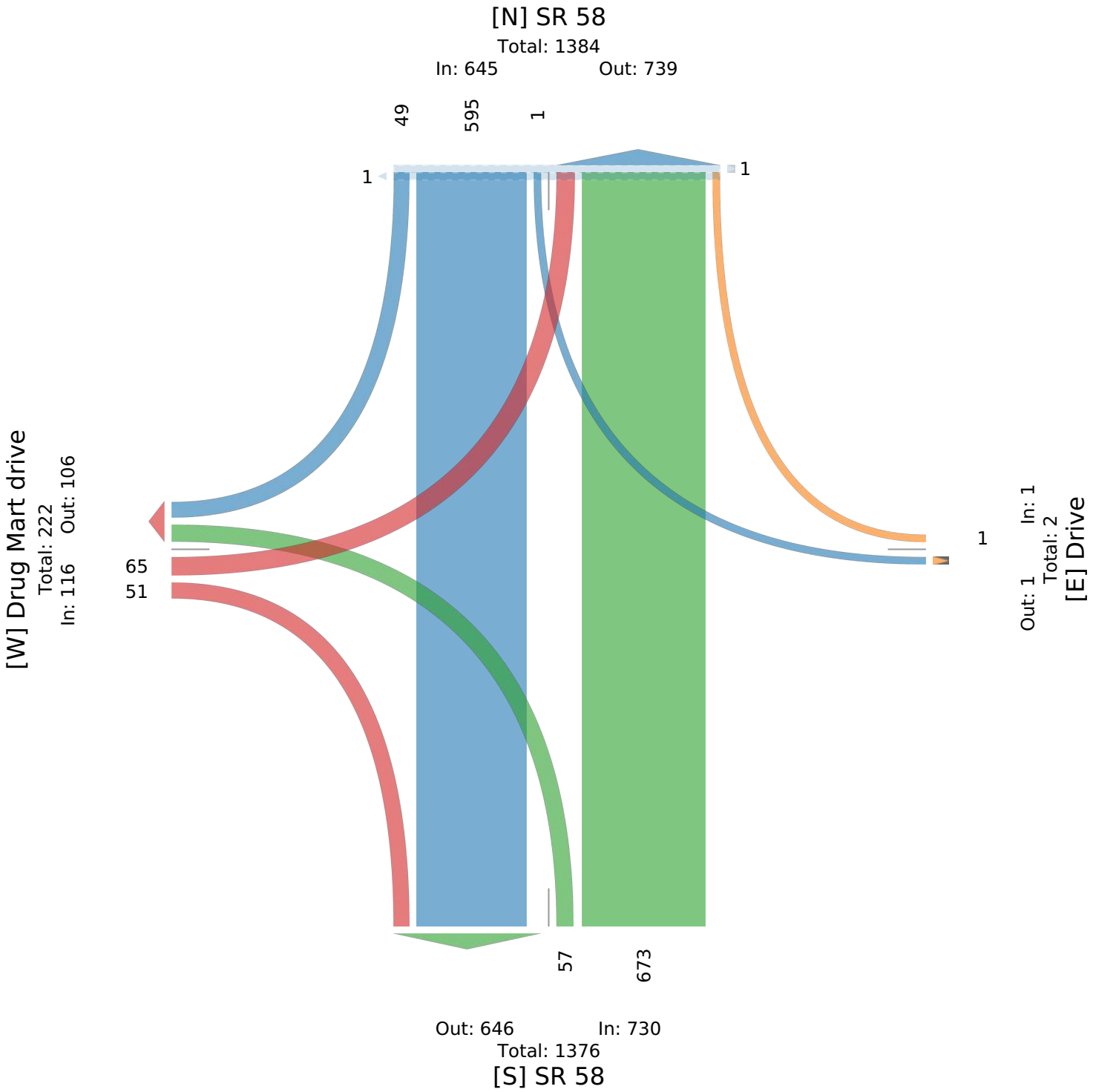
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Drug Mart drive						Drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	11	0	10	0	**21**	0	0	0	0	0	**0**	0	12	174	0	0	**186**	0	0	140	10	0	**150**	0	**357**
12:15PM	17	0	11	0	**28**	0	0	0	1	0	**1**	0	10	182	0	0	**192**	0	1	152	13	0	**166**	0	**387**
12:30PM	15	0	17	0	**32**	0	0	0	0	0	**0**	0	13	159	0	0	**172**	0	0	155	18	0	**173**	2	**377**
12:45PM	22	0	13	0	**35**	0	0	0	0	0	**0**	0	22	158	0	0	**180**	0	0	148	8	0	**156**	0	**371**
Total	65	0	51	0	**116**	0	0	0	1	0	**1**	0	57	673	0	0	**730**	0	1	595	49	0	**645**	2	**1492**
% Approach	56.0%	0%	44.0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	7.8%	92.2%	0%	0%	**-**	-	0.2%	92.2%	7.6%	0%	**-**	-	**-**
% Total	4.4%	0%	3.4%	0%	**7.8%**	-	0%	0%	0.1%	0%	**0.1%**	-	3.8%	45.1%	0%	0%	**48.9%**	-	0.1%	39.9%	3.3%	0%	**43.2%**	-	**-**
PHF	0.739	-	0.750	-	**0.829**	-	-	-	0.250	-	**0.250**	-	0.648	0.924	-	-	**0.951**	-	0.250	0.960	0.681	-	**0.932**	-	0.964
Lights	64	0	51	0	**115**	-	0	0	1	0	**1**	-	57	645	0	0	**702**	-	1	585	49	0	**635**	-	1453
% Lights	98.5%	0%	100%	0%	**99.1%**	-	0%	0%	100%	0%	**100%**	-	100%	95.8%	0%	0%	**96.2%**	-	100%	98.3%	100%	0%	**98.4%**	-	97.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	3	0	0	**3**	-	8
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.5%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	23	0	0	**23**	-	0	7	0	0	**7**	-	31
% Buses and Single-Unit Trucks	1.5%	0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	3.4%	0%	0%	**3.2%**	-	0%	1.2%	0%	0%	**1.1%**	-	2.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

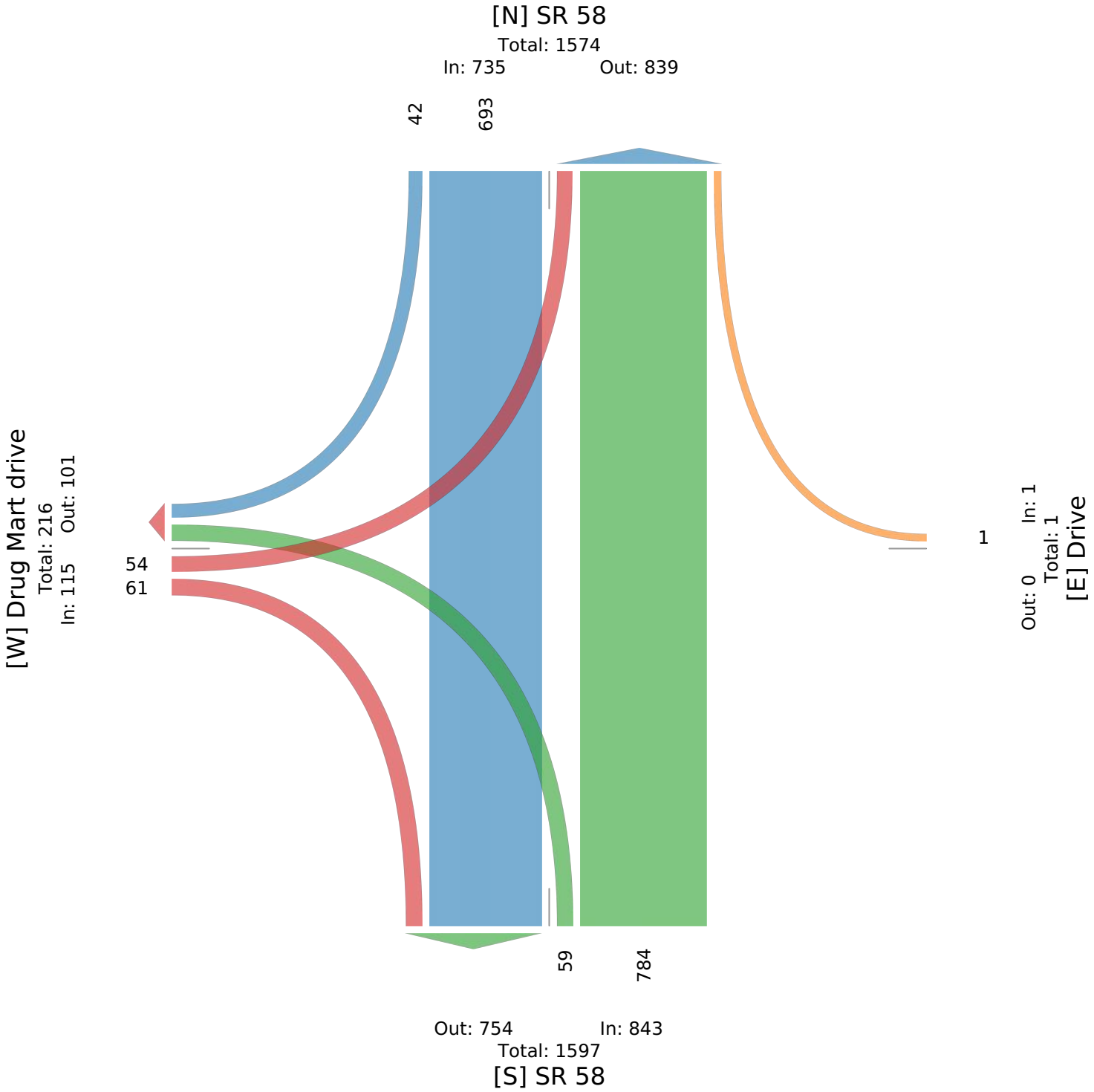
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg / Direction	Drug Mart drive Eastbound						Drive Westbound						SR 58 Northbound						SR 58 Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	11	0	16	0	**27**	0	0	0	0	0	**0**	0	10	198	0	0	**208**	0	0	158	11	0	**169**	0	**404**
4:15PM	17	0	12	0	**29**	0	0	0	0	0	**0**	0	15	176	0	0	**191**	0	0	175	12	0	**187**	0	**407**
4:30PM	11	0	13	0	**24**	0	0	0	0	0	**0**	0	17	212	0	0	**229**	0	0	180	7	0	**187**	0	**440**
4:45PM	15	0	20	0	**35**	0	0	0	1	0	**1**	0	17	198	0	0	**215**	0	0	180	12	0	**192**	0	**443**
Total	54	0	61	0	**115**	0	0	0	1	0	**1**	0	59	784	0	0	**843**	0	0	693	42	0	**735**	0	**1694**
% Approach	47.0%	0%	53.0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	7.0%	93.0%	0%	0%	**-**	-	0%	94.3%	5.7%	0%	**-**	-	**-**
% Total	3.2%	0%	3.6%	0%	**6.8%**	-	0%	0%	0.1%	0%	**0.1%**	-	3.5%	46.3%	0%	0%	**49.8%**	-	0%	40.9%	2.5%	0%	**43.4%**	-	**-**
PHF	0.794	-	0.763	-	**0.821**	-	-	-	0.250	-	**0.250**	-	0.868	0.925	-	-	**0.920**	-	-	0.963	0.875	-	**0.957**	-	0.956
Lights	53	0	61	0	**114**	-	0	0	1	0	**1**	-	59	775	0	0	**834**	-	0	682	42	0	**724**	-	1673
% Lights	98.1%	0%	100%	0%	**99.1%**	-	0%	0%	100%	0%	**100%**	-	100%	98.9%	0%	0%	**98.9%**	-	0%	98.4%	100%	0%	**98.5%**	-	98.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	3	0	0	**3**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.2%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	8	0	0	**8**	-	0	8	0	0	**8**	-	17
% Buses and Single-Unit Trucks	1.9%	0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	1.2%	0%	0%	**1.1%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

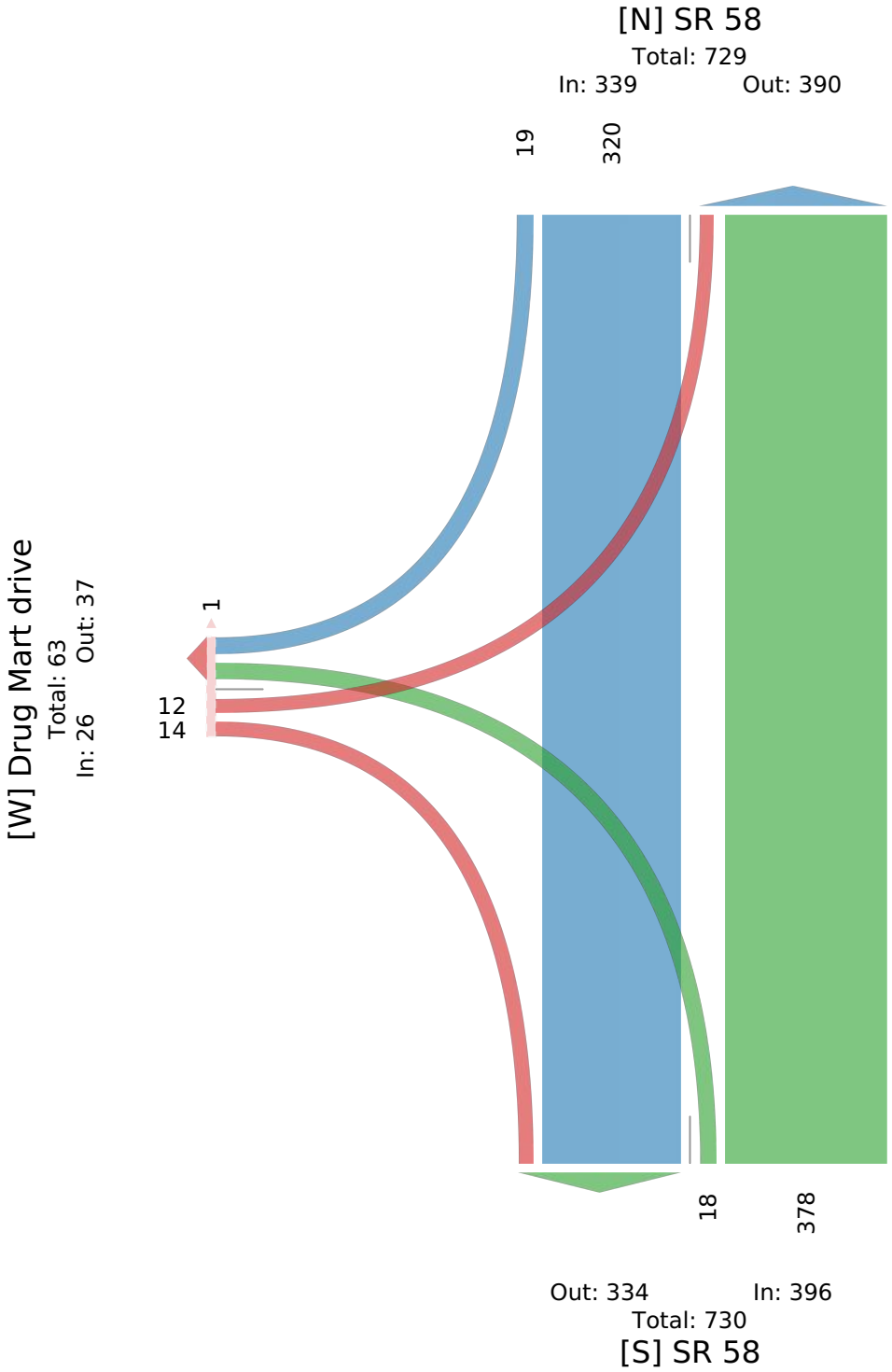
Leg	Drug Mart drive						Drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-30 8:00AM	4	0	1	0	**5**	0	0	0	0	0	**0**	0	1	70	0	0	**71**	0	0	59	3	0	**62**	0	**138**
8:15AM	3	0	4	0	**7**	1	0	0	0	0	**0**	0	3	88	0	0	**91**	0	0	76	2	0	**78**	0	**176**
8:30AM	1	0	6	0	**7**	0	0	0	0	0	**0**	0	8	91	0	0	**99**	0	0	95	6	0	**101**	0	**207**
8:45AM	4	0	3	0	**7**	0	0	0	0	0	**0**	0	6	129	0	0	**135**	0	0	90	8	0	**98**	0	**240**
Total	12	0	14	0	**26**	1	0	0	0	0	**0**	0	18	378	0	0	**396**	0	0	320	19	0	**339**	0	**761**
% Approach	46.2%	0%	53.8%	0%	**-**	-	0%	0%	0%	0%	**-**	-	4.5%	95.5%	0%	0%	**-**	-	0%	94.4%	5.6%	0%	**-**	-	**-**
% Total	1.6%	0%	1.8%	0%	**3.4%**	-	0%	0%	0%	0%	**0%**	-	2.4%	49.7%	0%	0%	**52.0%**	-	0%	42.0%	2.5%	0%	**44.5%**	-	**-**
PHF	0.750	-	0.583	-	**0.929**	-	-	-	-	-	**-**	-	0.563	0.733	-	-	**0.733**	-	-	0.842	0.594	-	**0.839**	-	0.793
Lights	12	0	14	0	**26**	-	0	0	0	0	**0**	-	17	372	0	0	**389**	-	0	316	19	0	**335**	-	750
% Lights	100%	0%	100%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	94.4%	98.4%	0%	0%	**98.2%**	-	0%	98.8%	100%	0%	**98.8%**	-	98.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	5	0	0	**6**	-	0	3	0	0	**3**	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	5.6%	1.3%	0%	0%	**1.5%**	-	0%	0.9%	0%	0%	**0.9%**	-	1.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Drug Mart drive - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

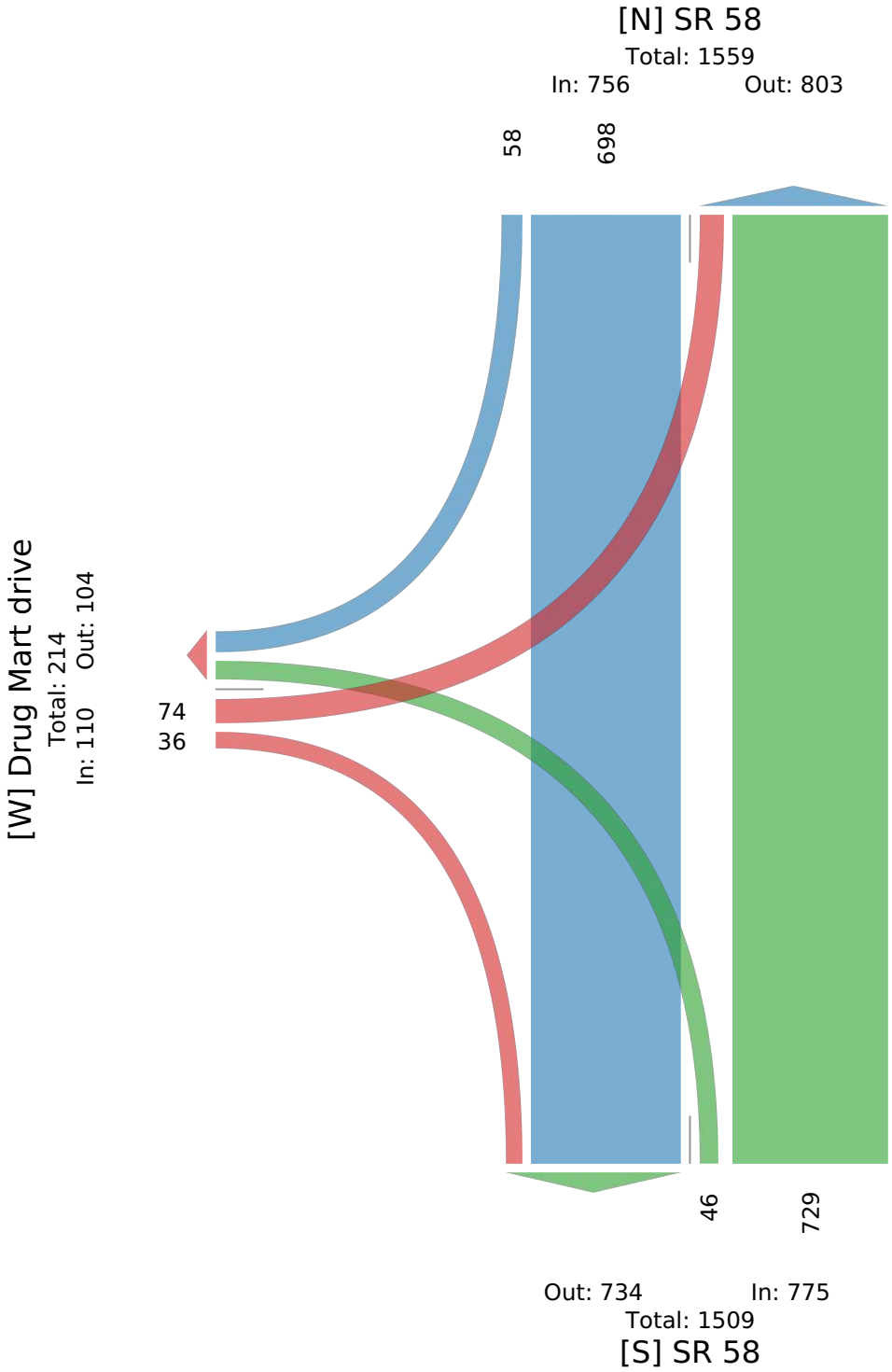
Leg	Drug Mart drive						Drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-30 11:00AM	19	0	12	0	**31**	0	0	0	0	0	**0**	0	20	169	0	0	**189**	0	0	169	15	0	**184**	0	**404**
11:15AM	12	0	12	0	**24**	0	0	0	0	0	**0**	0	10	185	0	0	**195**	0	0	187	13	0	**200**	0	**419**
11:30AM	24	0	8	0	**32**	0	0	0	0	0	**0**	0	5	185	0	0	**190**	0	0	173	12	0	**185**	0	**407**
11:45AM	19	0	4	0	**23**	0	0	0	0	0	**0**	0	11	190	0	0	**201**	0	0	169	18	0	**187**	0	**411**
Total	74	0	36	0	**110**	0	0	0	0	0	**0**	0	46	729	0	0	**775**	0	0	698	58	0	**756**	0	**1641**
% Approach	67.3%	0%	32.7%	0%	**-**	-	0%	0%	0%	0%	**-**	-	5.9%	94.1%	0%	0%	**-**	-	0%	92.3%	7.7%	0%	**-**	-	**-**
% Total	4.5%	0%	2.2%	0%	**6.7%**	-	0%	0%	0%	0%	**0%**	-	2.8%	44.4%	0%	0%	**47.2%**	-	0%	42.5%	3.5%	0%	**46.1%**	-	**-**
PHF	0.771	-	0.750	-	**0.859**	-	-	-	-	-	**-**	-	0.575	0.959	-	-	**0.964**	-	-	0.933	0.806	-	**0.945**	-	0.979
Lights	74	0	36	0	**110**	-	0	0	0	0	**0**	-	46	723	0	0	**769**	-	0	692	57	0	**749**	-	1628
% Lights	100%	0%	100%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	99.2%	0%	0%	**99.2%**	-	0%	99.1%	98.3%	0%	**99.1%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	5	1	0	**6**	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0.7%	1.7%	0%	**0.8%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Drug Mart drive - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978594, Location: 41.40889, -82.209247

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING
Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

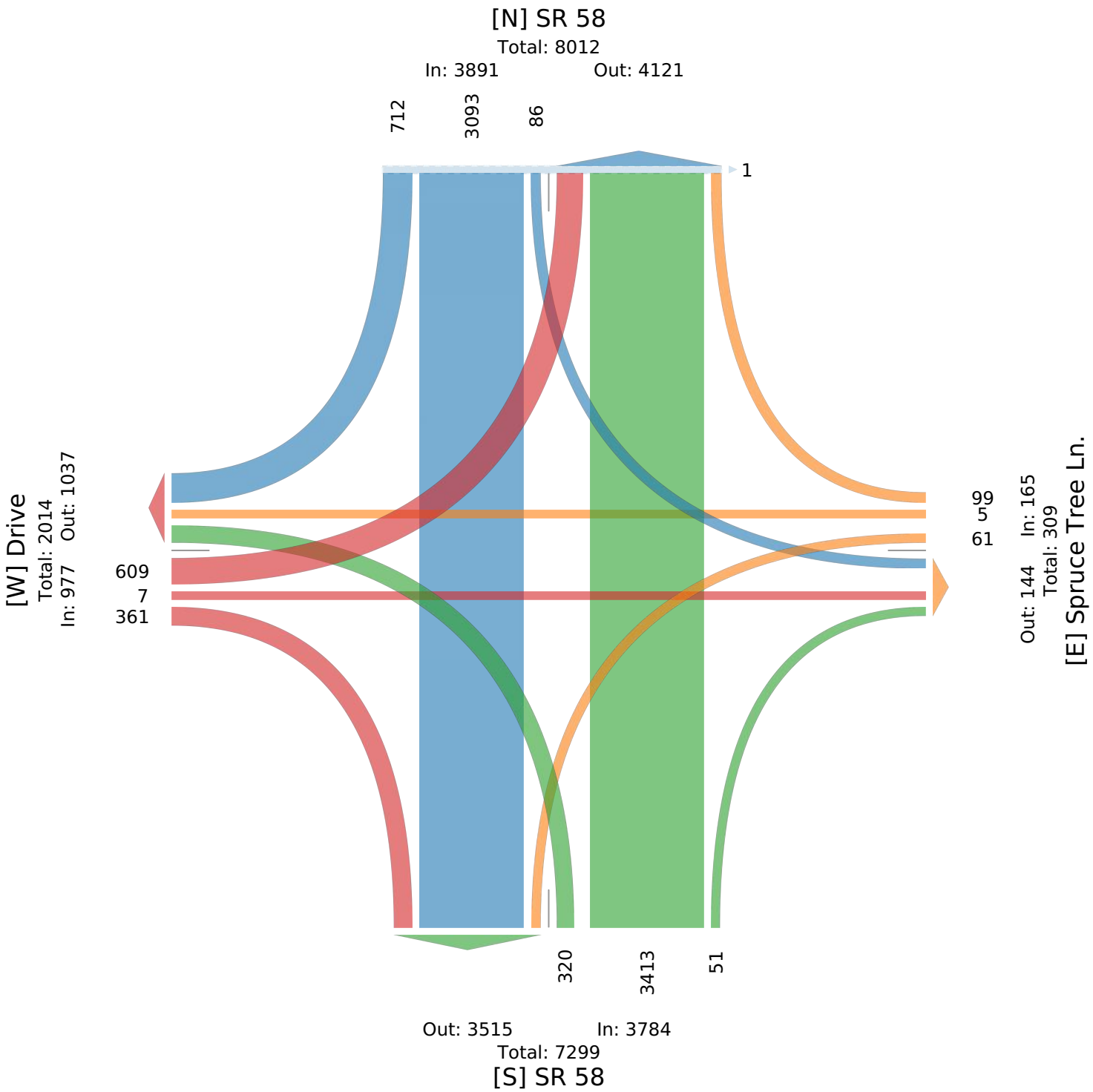
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-28 6:00AM	17	0	4	0	**21**	0	1	0	4	0	**5**	0	6	45	1	0	**52**	0	0	32	18	0	**50**	0	**128**
6:15AM	12	0	9	0	**21**	0	4	0	5	0	**9**	0	4	52	0	0	**56**	0	2	52	21	0	**75**	0	**161**
6:30AM	20	0	9	0	**29**	0	0	1	4	0	**5**	0	5	53	1	0	**59**	0	1	47	16	0	**64**	0	**157**
6:45AM	16	1	4	0	**21**	0	1	0	1	0	**2**	0	6	83	0	0	**89**	0	1	50	15	0	**66**	0	**178**
Hourly Total	65	1	26	0	**92**	0	6	1	14	0	**21**	0	21	233	2	0	**256**	0	4	181	70	0	**255**	0	**624**
8:30AM	21	0	17	0	**38**	0	4	0	9	0	**13**	0	12	126	1	0	**139**	0	5	112	37	0	**154**	0	**344**
8:45AM	32	0	18	0	**50**	0	4	0	4	0	**8**	0	16	104	3	0	**123**	0	2	127	31	0	**160**	0	**341**
Hourly Total	53	0	35	0	**88**	0	8	0	13	0	**21**	0	28	230	4	0	**262**	0	7	239	68	0	**314**	0	**685**
9:00AM	25	0	9	0	**34**	0	0	0	3	0	**3**	0	18	118	4	0	**140**	0	4	96	30	0	**130**	0	**307**
9:15AM	22	0	17	0	**39**	0	2	0	2	0	**4**	0	22	144	0	0	**166**	0	4	91	35	0	**130**	0	**339**
Hourly Total	47	0	26	0	**73**	0	2	0	5	0	**7**	0	40	262	4	0	**306**	0	8	187	65	0	**260**	0	**646**
12:00PM	37	0	19	0	**56**	0	6	0	7	0	**13**	0	22	179	4	0	**205**	0	7	153	35	0	**195**	0	**469**
12:15PM	33	1	35	0	**69**	0	3	1	3	0	**7**	0	23	167	2	0	**192**	0	5	148	43	0	**196**	0	**464**
12:30PM	35	1	29	0	**65**	0	4	0	4	0	**8**	0	21	190	1	0	**212**	0	5	162	35	0	**202**	0	**487**
12:45PM	40	1	16	0	**57**	0	2	0	3	0	**5**	0	13	161	4	0	**178**	0	2	163	51	0	**216**	0	**456**
Hourly Total	145	3	99	0	**247**	0	15	1	17	0	**33**	0	79	697	11	0	**787**	0	19	626	164	0	**809**	0	**1876**
4:00PM	25	0	18	0	**43**	0	0	0	7	0	**7**	0	12	221	3	0	**236**	0	3	175	35	0	**213**	0	**499**
4:15PM	26	0	19	0	**45**	0	3	0	5	0	**8**	0	7	194	2	0	**203**	0	6	191	23	0	**220**	0	**476**
4:30PM	24	0	12	0	**36**	0	2	0	2	0	**4**	0	13	222	3	0	**238**	0	10	190	16	0	**216**	0	**494**
4:45PM	25	1	12	0	**38**	0	5	0	7	0	**12**	0	13	219	5	0	**237**	0	7	215	28	0	**250**	1	**537**
Hourly Total	100	1	61	0	**162**	0	10	0	21	0	**31**	0	45	856	13	0	**914**	0	26	771	102	0	**899**	1	**2006**
2022-07-30 8:00AM	19	0	12	0	**31**	0	2	0	4	0	**6**	0	9	65	1	0	**75**	0	1	61	30	0	**92**	0	**204**
8:15AM	24	0	8	0	**32**	0	3	1	4	0	**8**	0	17	72	1	0	**90**	0	0	72	31	0	**103**	0	**233**
8:30AM	21	0	15	0	**36**	0	1	0	5	0	**6**	0	11	87	1	0	**99**	0	1	105	36	0	**142**	0	**283**
8:45AM	29	1	19	0	**49**	0	0	0	3	0	**3**	0	14	121	0	0	**135**	0	3	95	46	0	**144**	0	**331**
Hourly Total	93	1	54	0	**148**	0	6	1	16	0	**23**	0	51	345	3	0	**399**	0	5	333	143	0	**481**	0	**1051**
11:00AM	21	1	19	0	**41**	0	5	0	4	0	**9**	0	7	189	0	0	**196**	0	6	175	28	0	**209**	0	**455**
11:15AM	24	0	13	0	**37**	0	2	1	1	0	**4**	0	16	203	3	0	**222**	0	3	205	23	0	**231**	0	**494**
11:30AM	33	0	17	0	**50**	0	3	1	4	0	**8**	0	15	198	8	0	**221**	0	5	193	19	0	**217**	0	**496**
11:45AM	28	0	11	0	**39**	0	4	0	4	0	**8**	0	18	200	3	0	**221**	0	3	183	30	0	**216**	0	**484**
Hourly Total	106	1	60	0	**167**	0	14	2	13	0	**29**	0	56	790	14	0	**860**	0	17	756	100	0	**873**	0	**1929**
Total	609	7	361	0	**977**	0	61	5	99	0	**165**	0	320	3413	51	0	**3784**	0	86	3093	712	0	**3891**	1	**8817**
% Approach	62.3%	0.7%	36.9%	0%	**-**	-	37.0%	3.0%	60.0%	0%	**-**	-	8.5%	90.2%	1.3%	0%	**-**	-	2.2%	79.5%	18.3%	0%	**-**	-	-
% Total	6.9%	0.1%	4.1%	0%	**11.1%**	-	0.7%	0.1%	1.1%	0%	**1.9%**	-	3.6%	38.7%	0.6%	0%	**42.9%**	-	1.0%	35.1%	8.1%	0%	**44.1%**	-	-
Lights	606	7	357	0	**970**	-	60	5	98	0	**163**	-	318	3326	51	0	**3695**	-	84	3035	708	0	**3827**	-	8655
% Lights	99.5%	100%	98.9%	0%	**99.3%**	-	98.4%	100%	99.0%	0%	**98.8%**	-	99.4%	97.5%	100%	0%	**97.6%**	-	97.7%	98.1%	99.4%	0%	**98.4%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	27	0	0	**27**	-	0	16	0	0	**16**	-	43
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	3	0	4	0	**7**	-	1	0	1	0	**2**	-	2	60	0	0	**62**	-	2	42	4	0	**48**	-	119
% Buses and Single-Unit Trucks	0.5%	0%	1.1%	0%	**0.7%**	-	1.6%	0%	1.0%	0%	**1.2%**	-	0.6%	1.8%	0%	0%	**1.6%**	-	2.3%	1.4%	0.6%	0%	**1.2%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 100%		-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

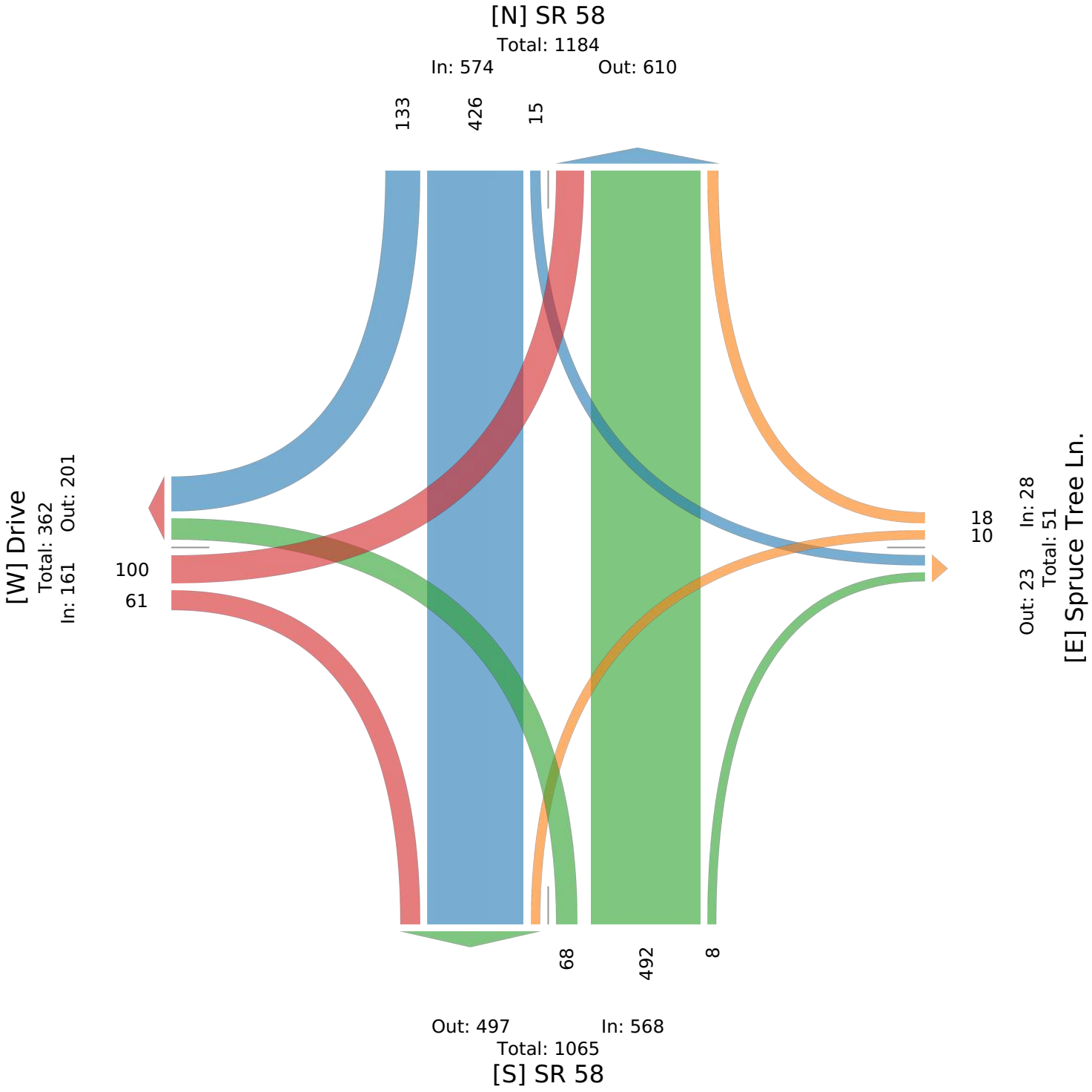
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	21	0	17	0	**38**	0	4	0	9	0	**13**	0	12	126	1	0	**139**	0	5	112	37	0	**154**	0	**344**
8:45AM	32	0	18	0	**50**	0	4	0	4	0	**8**	0	16	104	3	0	**123**	0	2	127	31	0	**160**	0	**341**
9:00AM	25	0	9	0	**34**	0	0	0	3	0	**3**	0	18	118	4	0	**140**	0	4	96	30	0	**130**	0	**307**
9:15AM	22	0	17	0	**39**	0	2	0	2	0	**4**	0	22	144	0	0	**166**	0	4	91	35	0	**130**	0	**339**
Total	100	0	61	0	**161**	0	10	0	18	0	**28**	0	68	492	8	0	**568**	0	15	426	133	0	**574**	0	**1331**
% Approach	62.1%	0%	37.9%	0%	**-**	-	35.7%	0%	64.3%	0%	**-**	-	12.0%	86.6%	1.4%	0%	**-**	-	2.6%	74.2%	23.2%	0%	**-**	-	-
% Total	7.5%	0%	4.6%	0%	**12.1%**	-	0.8%	0%	1.4%	0%	**2.1%**	-	5.1%	37.0%	0.6%	0%	**42.7%**	-	1.1%	32.0%	10.0%	0%	**43.1%**	-	-
PHF	0.781	-	0.847	-	**0.805**	-	0.625	-	0.500	-	**0.538**	-	0.773	0.854	0.500	-	**0.855**	-	0.750	0.839	0.899	-	**0.897**	-	0.967
Lights	99	0	59	0	**158**	-	9	0	17	0	**26**	-	67	466	8	0	**541**	-	13	410	130	0	**553**	-	1278
% Lights	99.0%	0%	96.7%	0%	**98.1%**	-	90.0%	0%	94.4%	0%	**92.9%**	-	98.5%	94.7%	100%	0%	**95.2%**	-	86.7%	96.2%	97.7%	0%	**96.3%**	-	96.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	10	0	0	**10**	-	0	5	0	0	**5**	-	15
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.0%	0%	0%	**1.8%**	-	0%	1.2%	0%	0%	**0.9%**	-	1.1%
Buses and Single-Unit Trucks	1	0	2	0	**3**	-	1	0	1	0	**2**	-	1	16	0	0	**17**	-	2	11	3	0	**16**	-	38
% Buses and Single-Unit Trucks	1.0%	0%	3.3%	0%	**1.9%**	-	10.0%	0%	5.6%	0%	**7.1%**	-	1.5%	3.3%	0%	0%	**3.0%**	-	13.3%	2.6%	2.3%	0%	**2.8%**	-	2.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

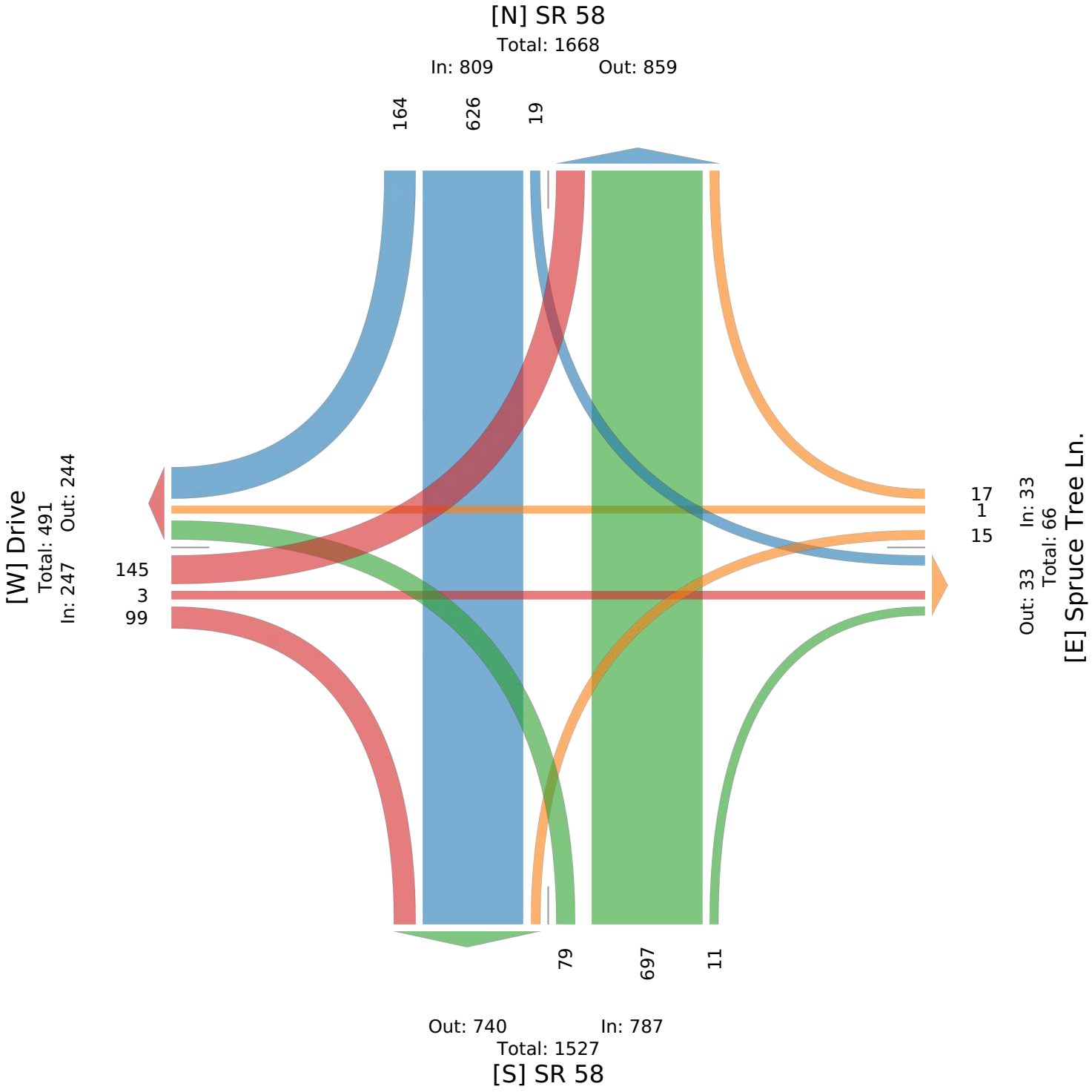
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	37	0	19	0	**56**	0	6	0	7	0	**13**	0	22	179	4	0	**205**	0	7	153	35	0	**195**	0	**469**
12:15PM	33	1	35	0	**69**	0	3	1	3	0	**7**	0	23	167	2	0	**192**	0	5	148	43	0	**196**	0	**464**
12:30PM	35	1	29	0	**65**	0	4	0	4	0	**8**	0	21	190	1	0	**212**	0	5	162	35	0	**202**	0	**487**
12:45PM	40	1	16	0	**57**	0	2	0	3	0	**5**	0	13	161	4	0	**178**	0	2	163	51	0	**216**	0	**456**
Total	145	3	99	0	**247**	0	15	1	17	0	**33**	0	79	697	11	0	**787**	0	19	626	164	0	**809**	0	**1876**
% Approach	58.7%	1.2%	40.1%	0%	**-**	-	45.5%	3.0%	51.5%	0%	**-**	-	10.0%	88.6%	1.4%	0%	**-**	-	2.3%	77.4%	20.3%	0%	**-**	-	-
% Total	7.7%	0.2%	5.3%	0%	**13.2%**	-	0.8%	0.1%	0.9%	0%	**1.8%**	-	4.2%	37.2%	0.6%	0%	**42.0%**	-	1.0%	33.4%	8.7%	0%	**43.1%**	-	-
PHF	0.906	0.750	0.707	-	**0.895**	-	0.625	0.250	0.607	-	**0.635**	-	0.859	0.917	0.688	-	**0.928**	-	0.679	0.960	0.804	-	**0.936**	-	0.963
Lights	144	3	98	0	**245**	-	15	1	17	0	**33**	-	79	670	11	0	**760**	-	19	615	164	0	**798**	-	1836
% Lights	99.3%	100%	99.0%	0%	**99.2%**	-	100%	100%	100%	0%	**100%**	-	100%	96.1%	100%	0%	**96.6%**	-	100%	98.2%	100%	0%	**98.6%**	-	97.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	3	0	0	**3**	-	10
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	1	0	1	0	**2**	-	0	0	0	0	**0**	-	0	20	0	0	**20**	-	0	8	0	0	**8**	-	30
% Buses and Single-Unit Trucks	0.7%	0%	1.0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	2.9%	0%	0%	**2.5%**	-	0%	1.3%	0%	0%	**1.0%**	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

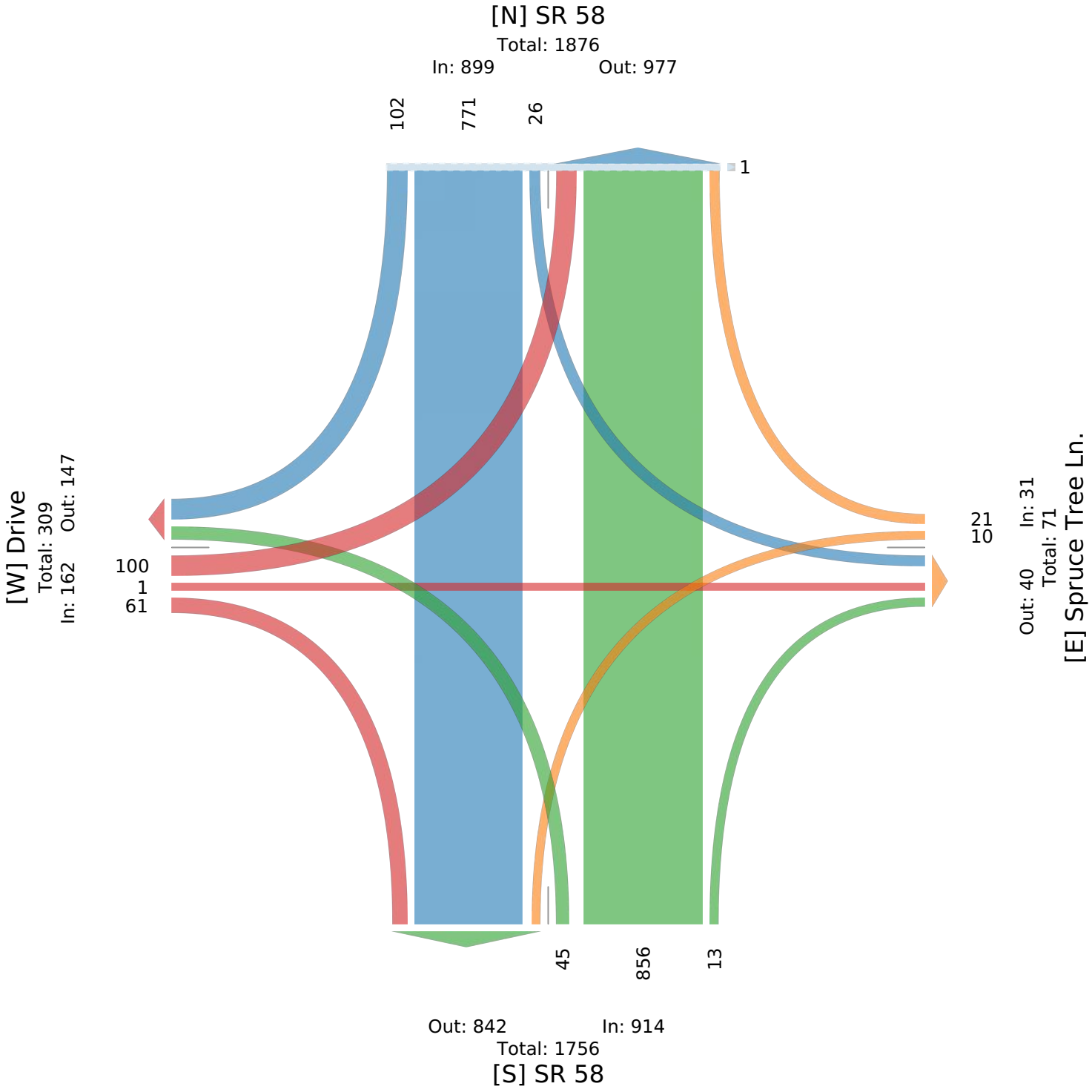
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	25	0	18	0	**43**	0	0	0	7	0	**7**	0	12	221	3	0	**236**	0	3	175	35	0	**213**	0	**499**
4:15PM	26	0	19	0	**45**	0	3	0	5	0	**8**	0	7	194	2	0	**203**	0	6	191	23	0	**220**	0	**476**
4:30PM	24	0	12	0	**36**	0	2	0	2	0	**4**	0	13	222	3	0	**238**	0	10	190	16	0	**216**	0	**494**
4:45PM	25	1	12	0	**38**	0	5	0	7	0	**12**	0	13	219	5	0	**237**	0	7	215	28	0	**250**	1	**537**
Total	100	1	61	0	**162**	0	10	0	21	0	**31**	0	45	856	13	0	**914**	0	26	771	102	0	**899**	1	**2006**
% Approach	61.7%	0.6%	37.7%	0%	**-**	-	32.3%	0%	67.7%	0%	**-**	-	4.9%	93.7%	1.4%	0%	**-**	-	2.9%	85.8%	11.3%	0%	**-**	-	-
% Total	5.0%	0%	3.0%	0%	**8.1%**	-	0.5%	0%	1.0%	0%	**1.5%**	-	2.2%	42.7%	0.6%	0%	**45.6%**	-	1.3%	38.4%	5.1%	0%	**44.8%**	-	-
PHF	0.962	0.250	0.803	-	**0.900**	-	0.500	-	0.750	-	**0.646**	-	0.865	0.964	0.650	-	**0.960**	-	0.650	0.897	0.729	-	**0.899**	-	0.934
Lights	99	1	61	0	**161**	-	10	0	21	0	**31**	-	44	846	13	0	**903**	-	26	757	102	0	**885**	-	1980
% Lights	99.0%	100%	100%	0%	**99.4%**	-	100%	0%	100%	0%	**100%**	-	97.8%	98.8%	100%	0%	**98.8%**	-	100%	98.2%	100%	0%	**98.4%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	4	0	0	**4**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.2%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1	9	0	0	**10**	-	0	10	0	0	**10**	-	21
% Buses and Single-Unit Trucks	1.0%	0%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	2.2%	1.1%	0%	0%	**1.1%**	-	0%	1.3%	0%	0%	**1.1%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

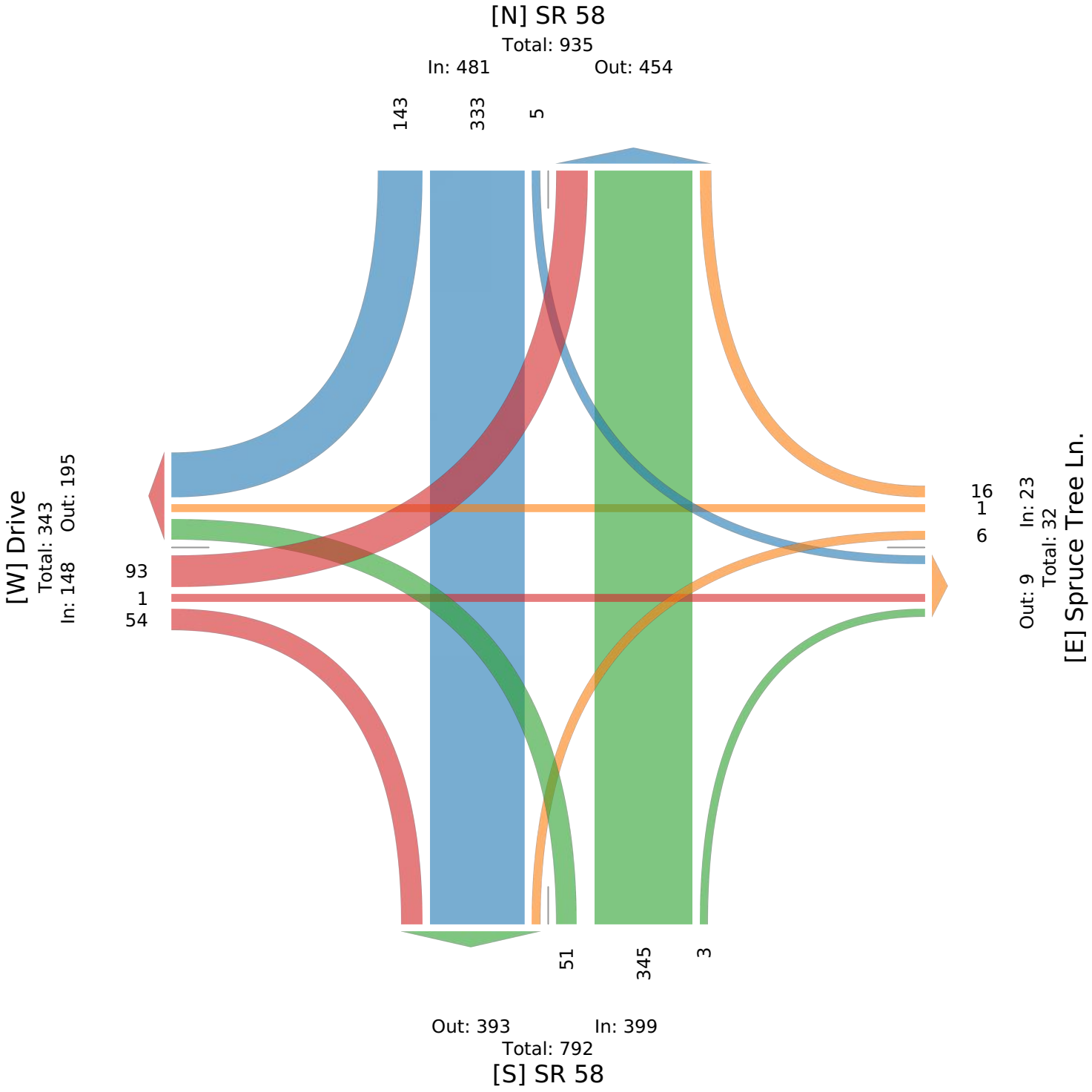
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	19	0	12	0	**31**	0	2	0	4	0	**6**	0	9	65	1	0	**75**	0	1	61	30	0	**92**	0	**204**
8:15AM	24	0	8	0	**32**	0	3	1	4	0	**8**	0	17	72	1	0	**90**	0	0	72	31	0	**103**	0	**233**
8:30AM	21	0	15	0	**36**	0	1	0	5	0	**6**	0	11	87	1	0	**99**	0	1	105	36	0	**142**	0	**283**
8:45AM	29	1	19	0	**49**	0	0	0	3	0	**3**	0	14	121	0	0	**135**	0	3	95	46	0	**144**	0	**331**
Total	93	1	54	0	**148**	0	6	1	16	0	**23**	0	51	345	3	0	**399**	0	5	333	143	0	**481**	0	**1051**
% Approach	62.8%	0.7%	36.5%	0%	**-**	-	26.1%	4.3%	69.6%	0%	**-**	-	12.8%	86.5%	0.8%	0%	**-**	-	1.0%	69.2%	29.7%	0%	**-**	-	-
% Total	8.8%	0.1%	5.1%	0%	**14.1%**	-	0.6%	0.1%	1.5%	0%	**2.2%**	-	4.9%	32.8%	0.3%	0%	**38.0%**	-	0.5%	31.7%	13.6%	0%	**45.8%**	-	-
PHF	0.802	0.250	0.711	-	**0.755**	-	0.500	0.250	0.800	-	**0.719**	-	0.750	0.713	0.750	-	**0.739**	-	0.417	0.793	0.777	-	**0.835**	-	0.794
Lights	93	1	53	0	**147**	-	6	1	16	0	**23**	-	51	339	3	0	**393**	-	5	330	143	0	**478**	-	1041
% Lights	100%	100%	98.1%	0%	**99.3%**	-	100%	100%	100%	0%	**100%**	-	100%	98.3%	100%	0%	**98.5%**	-	100%	99.1%	100%	0%	**99.4%**	-	99.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0.3%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	2	0	0	**2**	-	8
% Buses and Single-Unit Trucks	0%	0%	1.9%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.3%**	-	0%	0.6%	0%	0%	**0.4%**	-	0.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

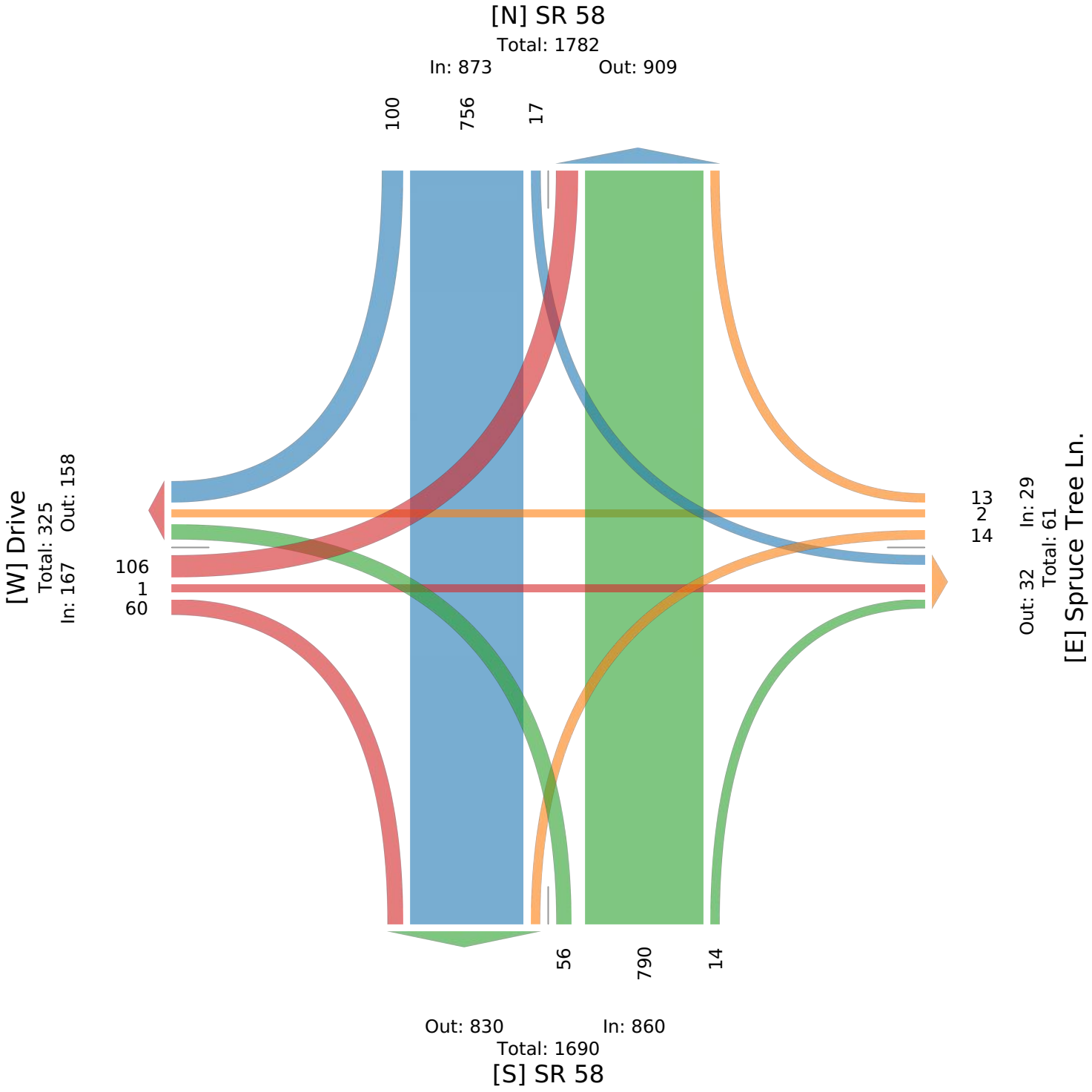
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	21	1	19	0	**41**	0	5	0	4	0	**9**	0	7	189	0	0	**196**	0	6	175	28	0	**209**	0	**455**
11:15AM	24	0	13	0	**37**	0	2	1	1	0	**4**	0	16	203	3	0	**222**	0	3	205	23	0	**231**	0	**494**
11:30AM	33	0	17	0	**50**	0	3	1	4	0	**8**	0	15	198	8	0	**221**	0	5	193	19	0	**217**	0	**496**
11:45AM	28	0	11	0	**39**	0	4	0	4	0	**8**	0	18	200	3	0	**221**	0	3	183	30	0	**216**	0	**484**
Total	106	1	60	0	**167**	0	14	2	13	0	**29**	0	56	790	14	0	**860**	0	17	756	100	0	**873**	0	**1929**
% Approach	63.5%	0.6%	35.9%	0%	**-**	-	48.3%	6.9%	44.8%	0%	**-**	-	6.5%	91.9%	1.6%	0%	**-**	-	1.9%	86.6%	11.5%	0%	**-**	-	-
% Total	5.5%	0.1%	3.1%	0%	**8.7%**	-	0.7%	0.1%	0.7%	0%	**1.5%**	-	2.9%	41.0%	0.7%	0%	**44.6%**	-	0.9%	39.2%	5.2%	0%	**45.3%**	-	-
PHF	0.803	0.250	0.789	-	**0.835**	-	0.700	0.500	0.813	-	**0.806**	-	0.778	0.973	0.438	-	**0.968**	-	0.708	0.922	0.833	-	**0.945**	-	0.972
Lights	106	1	60	0	**167**	-	14	2	13	0	**29**	-	56	783	14	0	**853**	-	17	748	99	0	**864**	-	1913
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.1%	100%	0%	**99.2%**	-	100%	98.9%	99.0%	0%	**99.0%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	7	1	0	**8**	-	12
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0.9%	1.0%	0%	**0.9%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

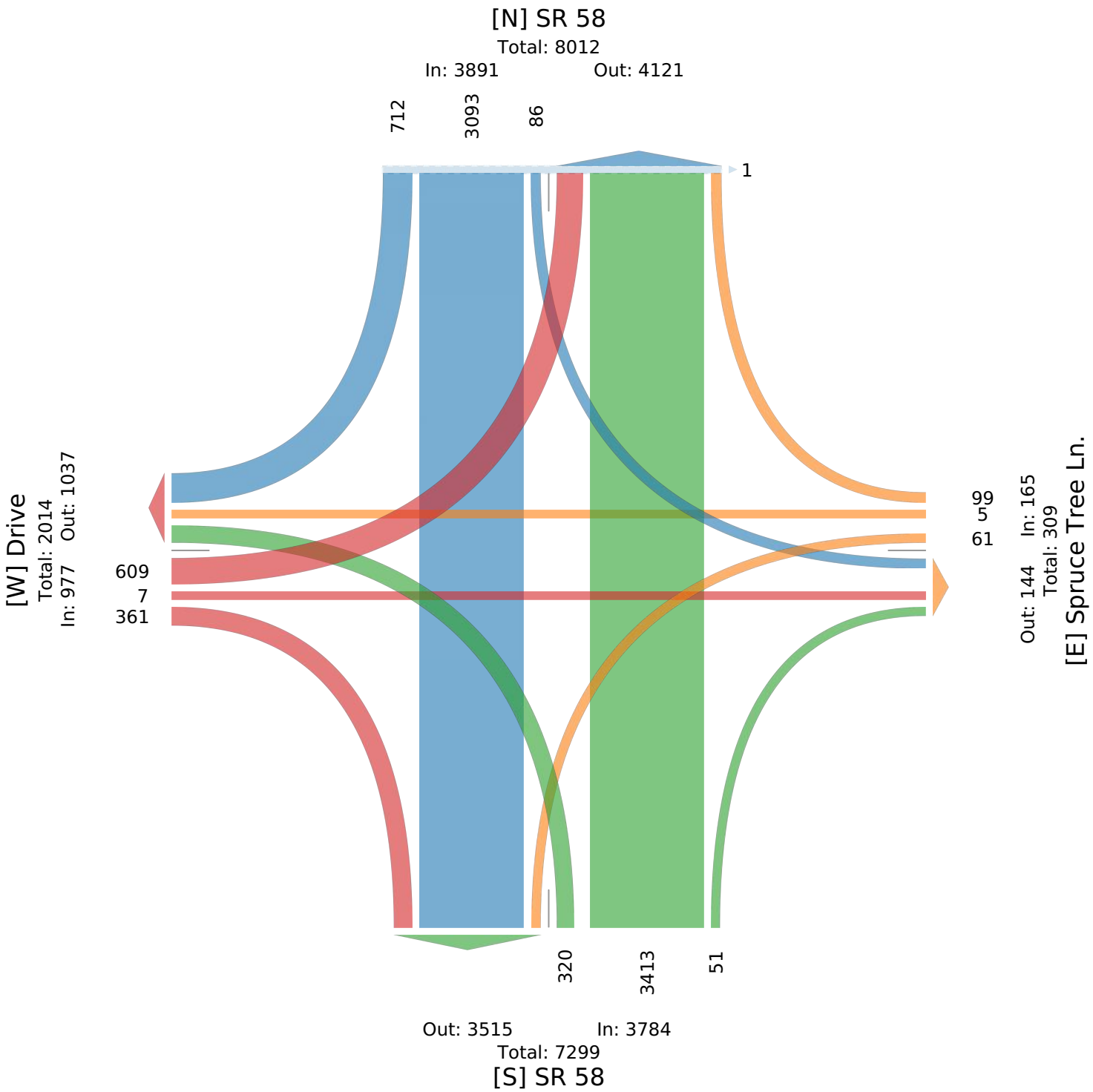
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	65	1	26	0	**92**	0	6	1	14	0	**21**	0	21	233	2	0	**256**	0	4	181	70	0	**255**	0	**624**
8:00AM	53	0	35	0	**88**	0	8	0	13	0	**21**	0	28	230	4	0	**262**	0	7	239	68	0	**314**	0	**685**
9:00AM	47	0	26	0	**73**	0	2	0	5	0	**7**	0	40	262	4	0	**306**	0	8	187	65	0	**260**	0	**646**
12:00PM	145	3	99	0	**247**	0	15	1	17	0	**33**	0	79	697	11	0	**787**	0	19	626	164	0	**809**	0	**1876**
4:00PM	100	1	61	0	**162**	0	10	0	21	0	**31**	0	45	856	13	0	**914**	0	26	771	102	0	**899**	1	**2006**
2022-07-30 8:00AM	93	1	54	0	**148**	0	6	1	16	0	**23**	0	51	345	3	0	**399**	0	5	333	143	0	**481**	0	**1051**
11:00AM	106	1	60	0	**167**	0	14	2	13	0	**29**	0	56	790	14	0	**860**	0	17	756	100	0	**873**	0	**1929**
Total	609	7	361	0	**977**	0	61	5	99	0	**165**	0	320	3413	51	0	**3784**	0	86	3093	712	0	**3891**	1	**8817**
% Approach	62.3%	0.7%	36.9%	0%	**-**	-	37.0%	3.0%	60.0%	0%	**-**	-	8.5%	90.2%	1.3%	0%	**-**	-	2.2%	79.5%	18.3%	0%	**-**	-	-
% Total	6.9%	0.1%	4.1%	0%	**11.1%**	-	0.7%	0.1%	1.1%	0%	**1.9%**	-	3.6%	38.7%	0.6%	0%	**42.9%**	-	1.0%	35.1%	8.1%	0%	**44.1%**	-	-
Lights	606	7	357	0	**970**	-	60	5	98	0	**163**	-	318	3326	51	0	**3695**	-	84	3035	708	0	**3827**	-	8655
% Lights	99.5%	100%	98.9%	0%	**99.3%**	-	98.4%	100%	99.0%	0%	**98.8%**	-	99.4%	97.5%	100%	0%	**97.6%**	-	97.7%	98.1%	99.4%	0%	**98.4%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	27	0	0	**27**	-	0	16	0	0	**16**	-	43
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	3	0	4	0	**7**	-	1	0	1	0	**2**	-	2	60	0	0	**62**	-	2	42	4	0	**48**	-	119
% Buses and Single-Unit Trucks	0.5%	0%	1.1%	0%	**0.7%**	-	1.6%	0%	1.0%	0%	**1.2%**	-	0.6%	1.8%	0%	0%	**1.6%**	-	2.3%	1.4%	0.6%	0%	**1.2%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

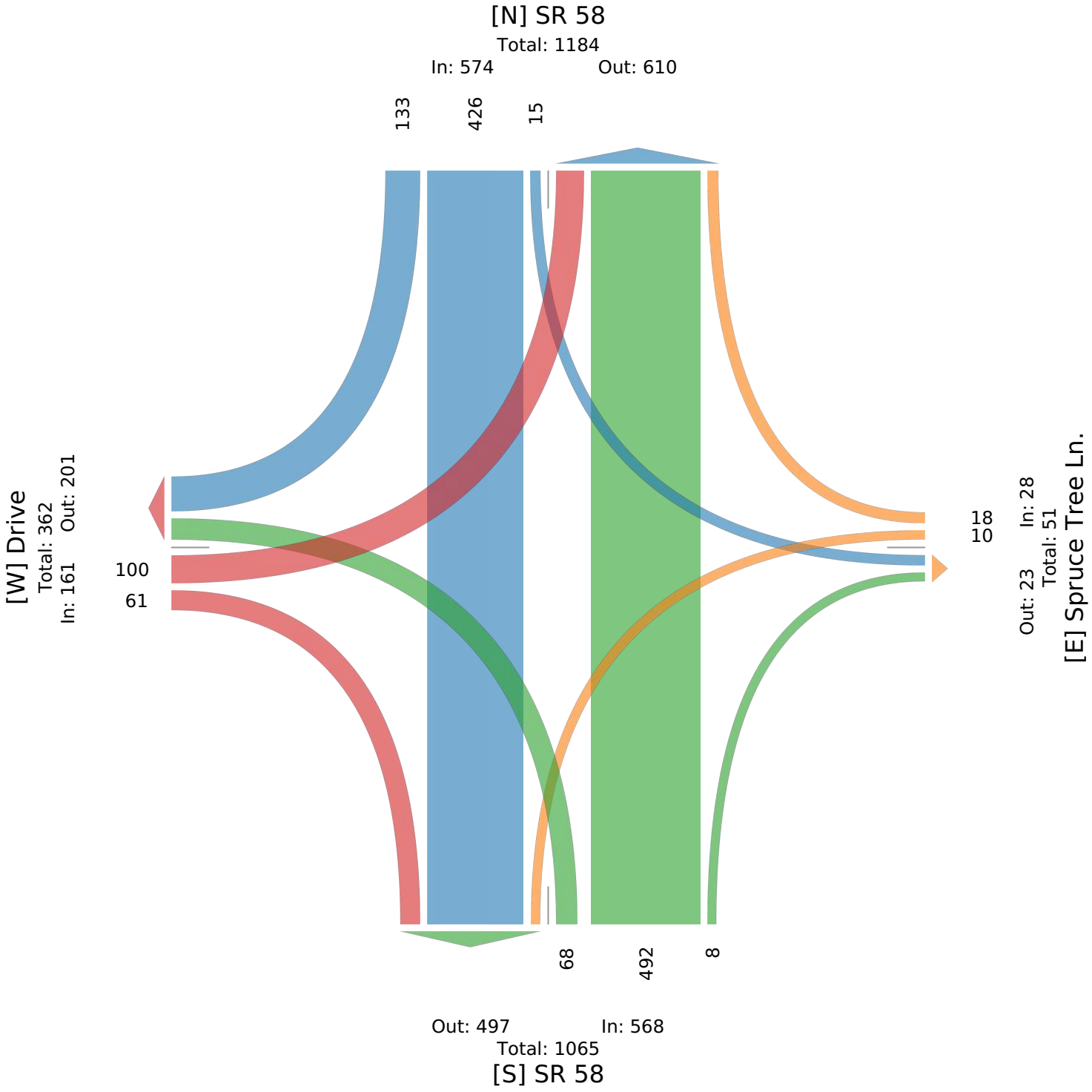
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	21	0	17	0	**38**	0	4	0	9	0	**13**	0	12	126	1	0	**139**	0	5	112	37	0	**154**	0	**344**
8:45AM	32	0	18	0	**50**	0	4	0	4	0	**8**	0	16	104	3	0	**123**	0	2	127	31	0	**160**	0	**341**
9:00AM	25	0	9	0	**34**	0	0	0	3	0	**3**	0	18	118	4	0	**140**	0	4	96	30	0	**130**	0	**307**
9:15AM	22	0	17	0	**39**	0	2	0	2	0	**4**	0	22	144	0	0	**166**	0	4	91	35	0	**130**	0	**339**
Total	100	0	61	0	**161**	0	10	0	18	0	**28**	0	68	492	8	0	**568**	0	15	426	133	0	**574**	0	**1331**
% Approach	62.1%	0%	37.9%	0%	**-**	-	35.7%	0%	64.3%	0%	**-**	-	12.0%	86.6%	1.4%	0%	**-**	-	2.6%	74.2%	23.2%	0%	**-**	-	-
% Total	7.5%	0%	4.6%	0%	**12.1%**	-	0.8%	0%	1.4%	0%	**2.1%**	-	5.1%	37.0%	0.6%	0%	**42.7%**	-	1.1%	32.0%	10.0%	0%	**43.1%**	-	-
PHF	0.781	-	0.847	-	**0.805**	-	0.625	-	0.500	-	**0.538**	-	0.773	0.854	0.500	-	**0.855**	-	0.750	0.839	0.899	-	**0.897**	-	0.967
Lights	99	0	59	0	**158**	-	9	0	17	0	**26**	-	67	466	8	0	**541**	-	13	410	130	0	**553**	-	1278
% Lights	99.0%	0%	96.7%	0%	**98.1%**	-	90.0%	0%	94.4%	0%	**92.9%**	-	98.5%	94.7%	100%	0%	**95.2%**	-	86.7%	96.2%	97.7%	0%	**96.3%**	-	96.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	10	0	0	**10**	-	0	5	0	0	**5**	-	15
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.0%	0%	0%	**1.8%**	-	0%	1.2%	0%	0%	**0.9%**	-	1.1%
Buses and Single-Unit Trucks	1	0	2	0	**3**	-	1	0	1	0	**2**	-	1	16	0	0	**17**	-	2	11	3	0	**16**	-	38
% Buses and Single-Unit Trucks	1.0%	0%	3.3%	0%	**1.9%**	-	10.0%	0%	5.6%	0%	**7.1%**	-	1.5%	3.3%	0%	0%	**3.0%**	-	13.3%	2.6%	2.3%	0%	**2.8%**	-	2.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

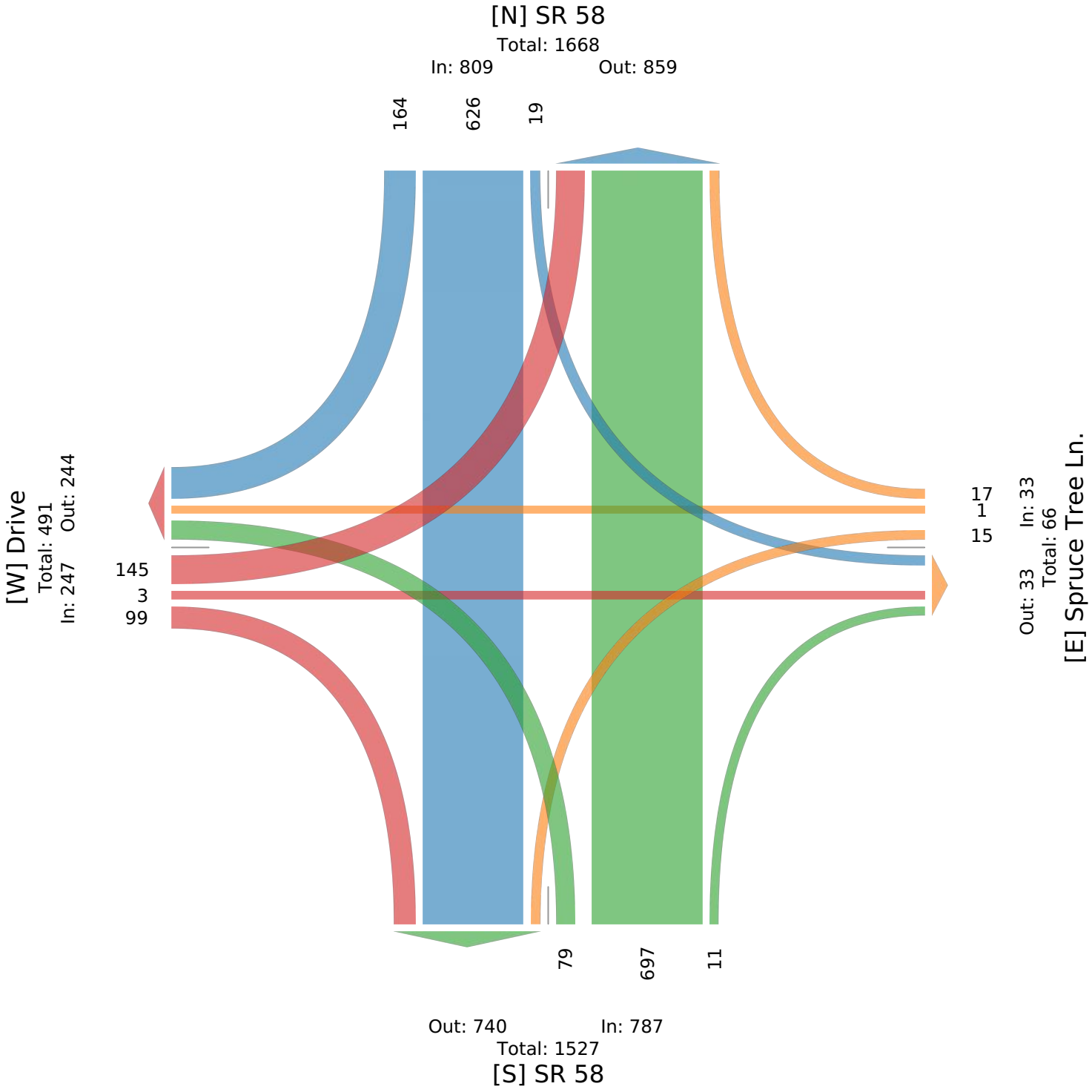
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	37	0	19	0	**56**	0	6	0	7	0	**13**	0	22	179	4	0	**205**	0	7	153	35	0	**195**	0	**469**
12:15PM	33	1	35	0	**69**	0	3	1	3	0	**7**	0	23	167	2	0	**192**	0	5	148	43	0	**196**	0	**464**
12:30PM	35	1	29	0	**65**	0	4	0	4	0	**8**	0	21	190	1	0	**212**	0	5	162	35	0	**202**	0	**487**
12:45PM	40	1	16	0	**57**	0	2	0	3	0	**5**	0	13	161	4	0	**178**	0	2	163	51	0	**216**	0	**456**
Total	145	3	99	0	**247**	0	15	1	17	0	**33**	0	79	697	11	0	**787**	0	19	626	164	0	**809**	0	**1876**
% Approach	58.7%	1.2%	40.1%	0%	**-**	-	45.5%	3.0%	51.5%	0%	**-**	-	10.0%	88.6%	1.4%	0%	**-**	-	2.3%	77.4%	20.3%	0%	**-**	-	-
% Total	7.7%	0.2%	5.3%	0%	**13.2%**	-	0.8%	0.1%	0.9%	0%	**1.8%**	-	4.2%	37.2%	0.6%	0%	**42.0%**	-	1.0%	33.4%	8.7%	0%	**43.1%**	-	-
PHF	0.906	0.750	0.707	-	**0.895**	-	0.625	0.250	0.607	-	**0.635**	-	0.859	0.917	0.688	-	**0.928**	-	0.679	0.960	0.804	-	**0.936**	-	0.963
Lights	144	3	98	0	**245**	-	15	1	17	0	**33**	-	79	670	11	0	**760**	-	19	615	164	0	**798**	-	1836
% Lights	99.3%	100%	99.0%	0%	**99.2%**	-	100%	100%	100%	0%	**100%**	-	100%	96.1%	100%	0%	**96.6%**	-	100%	98.2%	100%	0%	**98.6%**	-	97.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	3	0	0	**3**	-	10
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	1	0	1	0	**2**	-	0	0	0	0	**0**	-	0	20	0	0	**20**	-	0	8	0	0	**8**	-	30
% Buses and Single-Unit Trucks	0.7%	0%	1.0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	2.9%	0%	0%	**2.5%**	-	0%	1.3%	0%	0%	**1.0%**	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

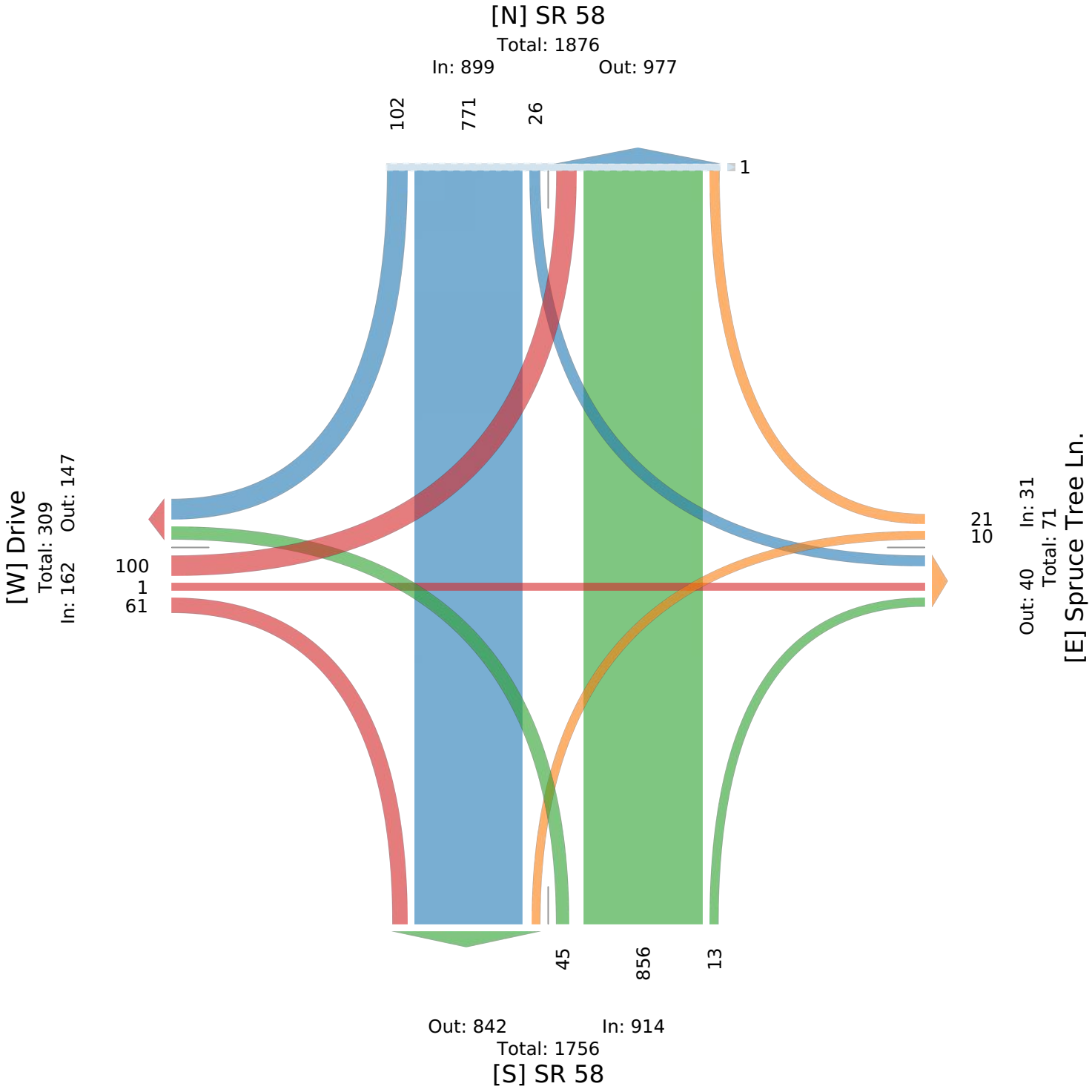
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	25	0	18	0	**43**	0	0	0	7	0	**7**	0	12	221	3	0	**236**	0	3	175	35	0	**213**	0	**499**
4:15PM	26	0	19	0	**45**	0	3	0	5	0	**8**	0	7	194	2	0	**203**	0	6	191	23	0	**220**	0	**476**
4:30PM	24	0	12	0	**36**	0	2	0	2	0	**4**	0	13	222	3	0	**238**	0	10	190	16	0	**216**	0	**494**
4:45PM	25	1	12	0	**38**	0	5	0	7	0	**12**	0	13	219	5	0	**237**	0	7	215	28	0	**250**	1	**537**
Total	100	1	61	0	**162**	0	10	0	21	0	**31**	0	45	856	13	0	**914**	0	26	771	102	0	**899**	1	**2006**
% Approach	61.7%	0.6%	37.7%	0%	**-**	-	32.3%	0%	67.7%	0%	**-**	-	4.9%	93.7%	1.4%	0%	**-**	-	2.9%	85.8%	11.3%	0%	**-**	-	-
% Total	5.0%	0%	3.0%	0%	**8.1%**	-	0.5%	0%	1.0%	0%	**1.5%**	-	2.2%	42.7%	0.6%	0%	**45.6%**	-	1.3%	38.4%	5.1%	0%	**44.8%**	-	-
PHF	0.962	0.250	0.803	-	**0.900**	-	0.500	-	0.750	-	**0.646**	-	0.865	0.964	0.650	-	**0.960**	-	0.650	0.897	0.729	-	**0.899**	-	0.934
Lights	99	1	61	0	**161**	-	10	0	21	0	**31**	-	44	846	13	0	**903**	-	26	757	102	0	**885**	-	1980
% Lights	99.0%	100%	100%	0%	**99.4%**	-	100%	0%	100%	0%	**100%**	-	97.8%	98.8%	100%	0%	**98.8%**	-	100%	98.2%	100%	0%	**98.4%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	4	0	0	**4**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.2%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1	9	0	0	**10**	-	0	10	0	0	**10**	-	21
% Buses and Single-Unit Trucks	1.0%	0%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	2.2%	1.1%	0%	0%	**1.1%**	-	0%	1.3%	0%	0%	**1.1%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

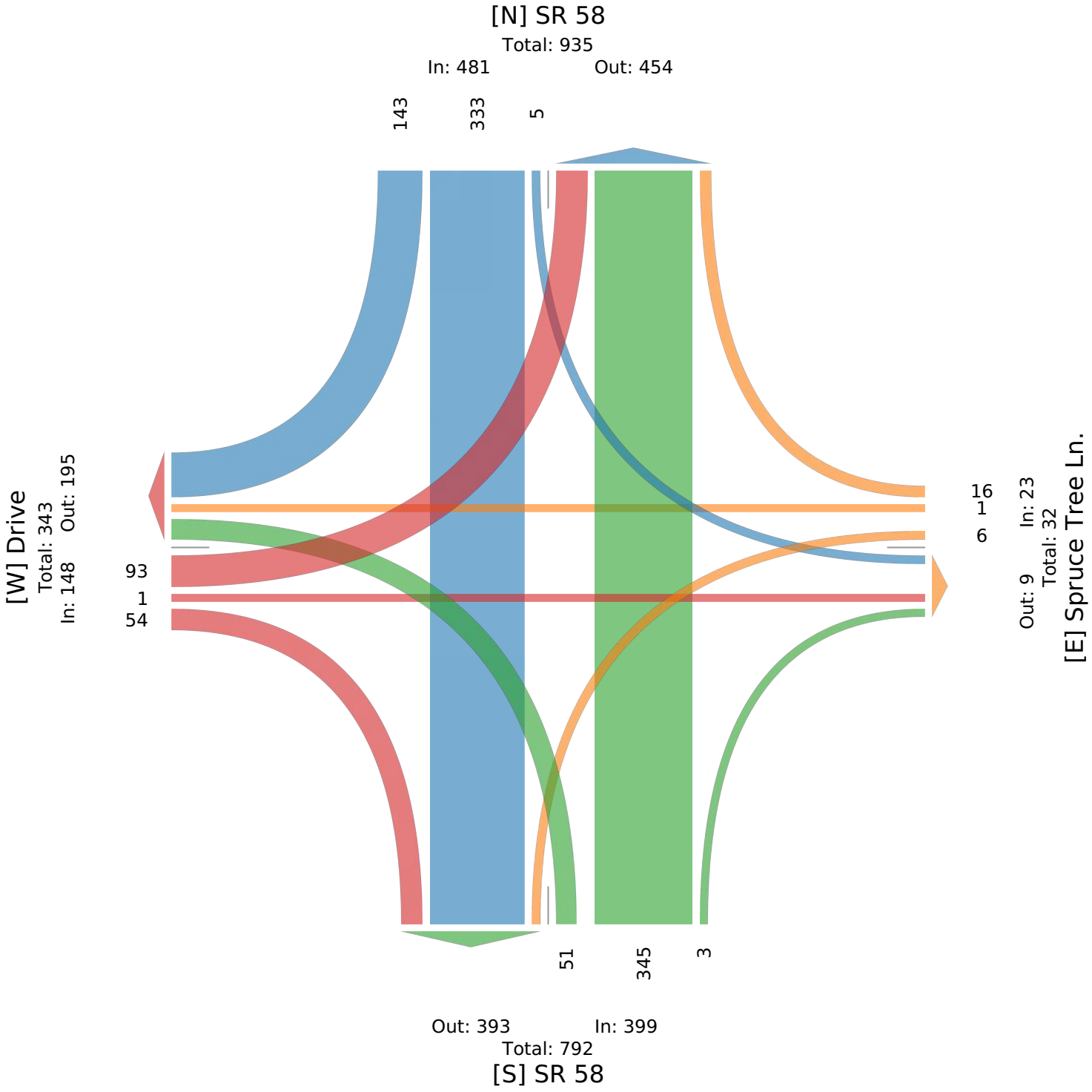
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	19	0	12	0	**31**	0	2	0	4	0	**6**	0	9	65	1	0	**75**	0	1	61	30	0	**92**	0	**204**
8:15AM	24	0	8	0	**32**	0	3	1	4	0	**8**	0	17	72	1	0	**90**	0	0	72	31	0	**103**	0	**233**
8:30AM	21	0	15	0	**36**	0	1	0	5	0	**6**	0	11	87	1	0	**99**	0	1	105	36	0	**142**	0	**283**
8:45AM	29	1	19	0	**49**	0	0	0	3	0	**3**	0	14	121	0	0	**135**	0	3	95	46	0	**144**	0	**331**
Total	93	1	54	0	**148**	0	6	1	16	0	**23**	0	51	345	3	0	**399**	0	5	333	143	0	**481**	0	**1051**
% Approach	62.8%	0.7%	36.5%	0%	**-**	-	26.1%	4.3%	69.6%	0%	**-**	-	12.8%	86.5%	0.8%	0%	**-**	-	1.0%	69.2%	29.7%	0%	**-**	-	-
% Total	8.8%	0.1%	5.1%	0%	**14.1%**	-	0.6%	0.1%	1.5%	0%	**2.2%**	-	4.9%	32.8%	0.3%	0%	**38.0%**	-	0.5%	31.7%	13.6%	0%	**45.8%**	-	-
PHF	0.802	0.250	0.711	-	**0.755**	-	0.500	0.250	0.800	-	**0.719**	-	0.750	0.713	0.750	-	**0.739**	-	0.417	0.793	0.777	-	**0.835**	-	0.794
Lights	93	1	53	0	**147**	-	6	1	16	0	**23**	-	51	339	3	0	**393**	-	5	330	143	0	**478**	-	1041
% Lights	100%	100%	98.1%	0%	**99.3%**	-	100%	100%	100%	0%	**100%**	-	100%	98.3%	100%	0%	**98.5%**	-	100%	99.1%	100%	0%	**99.4%**	-	99.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0.3%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	2	0	0	**2**	-	8
% Buses and Single-Unit Trucks	0%	0%	1.9%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.3%**	-	0%	0.6%	0%	0%	**0.4%**	-	0.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Spruce Tree Ln. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

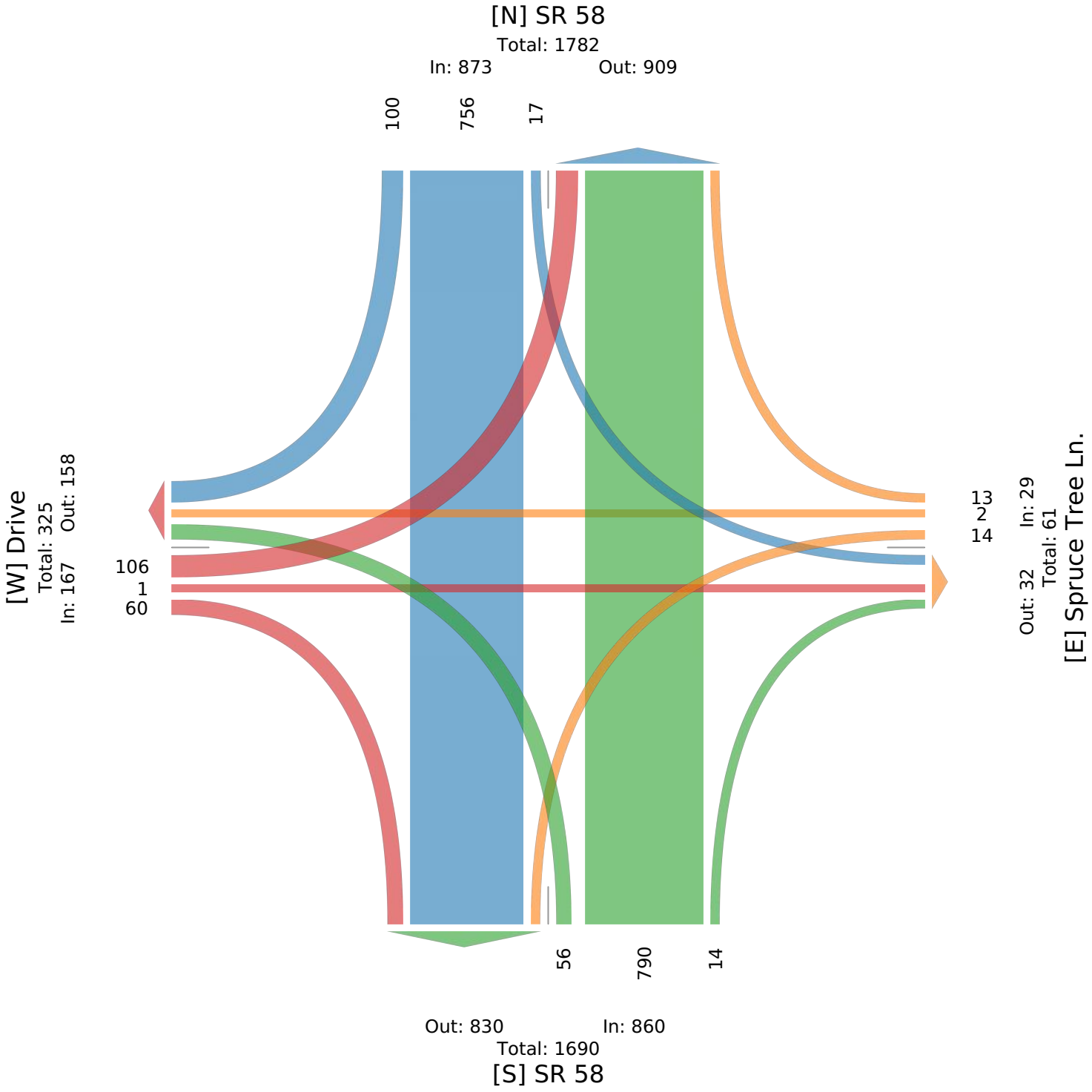
Leg	Drive						Spruce Tree Ln.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	21	1	19	0	**41**	0	5	0	4	0	**9**	0	7	189	0	0	**196**	0	6	175	28	0	**209**	0	**455**
11:15AM	24	0	13	0	**37**	0	2	1	1	0	**4**	0	16	203	3	0	**222**	0	3	205	23	0	**231**	0	**494**
11:30AM	33	0	17	0	**50**	0	3	1	4	0	**8**	0	15	198	8	0	**221**	0	5	193	19	0	**217**	0	**496**
11:45AM	28	0	11	0	**39**	0	4	0	4	0	**8**	0	18	200	3	0	**221**	0	3	183	30	0	**216**	0	**484**
Total	106	1	60	0	**167**	0	14	2	13	0	**29**	0	56	790	14	0	**860**	0	17	756	100	0	**873**	0	**1929**
% Approach	63.5%	0.6%	35.9%	0%	**-**	-	48.3%	6.9%	44.8%	0%	**-**	-	6.5%	91.9%	1.6%	0%	**-**	-	1.9%	86.6%	11.5%	0%	**-**	-	-
% Total	5.5%	0.1%	3.1%	0%	**8.7%**	-	0.7%	0.1%	0.7%	0%	**1.5%**	-	2.9%	41.0%	0.7%	0%	**44.6%**	-	0.9%	39.2%	5.2%	0%	**45.3%**	-	-
PHF	0.803	0.250	0.789	-	**0.835**	-	0.700	0.500	0.813	-	**0.806**	-	0.778	0.973	0.438	-	**0.968**	-	0.708	0.922	0.833	-	**0.945**	-	0.972
Lights	106	1	60	0	**167**	-	14	2	13	0	**29**	-	56	783	14	0	**853**	-	17	748	99	0	**864**	-	1913
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.1%	100%	0%	**99.2%**	-	100%	98.9%	99.0%	0%	**99.0%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	7	1	0	**8**	-	12
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0.9%	1.0%	0%	**0.9%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Spruce Tree Ln. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978595, Location: 41.412139, -82.209128

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

LOUKAS engineering
TRAFFIC DATA & CONSULTING
Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

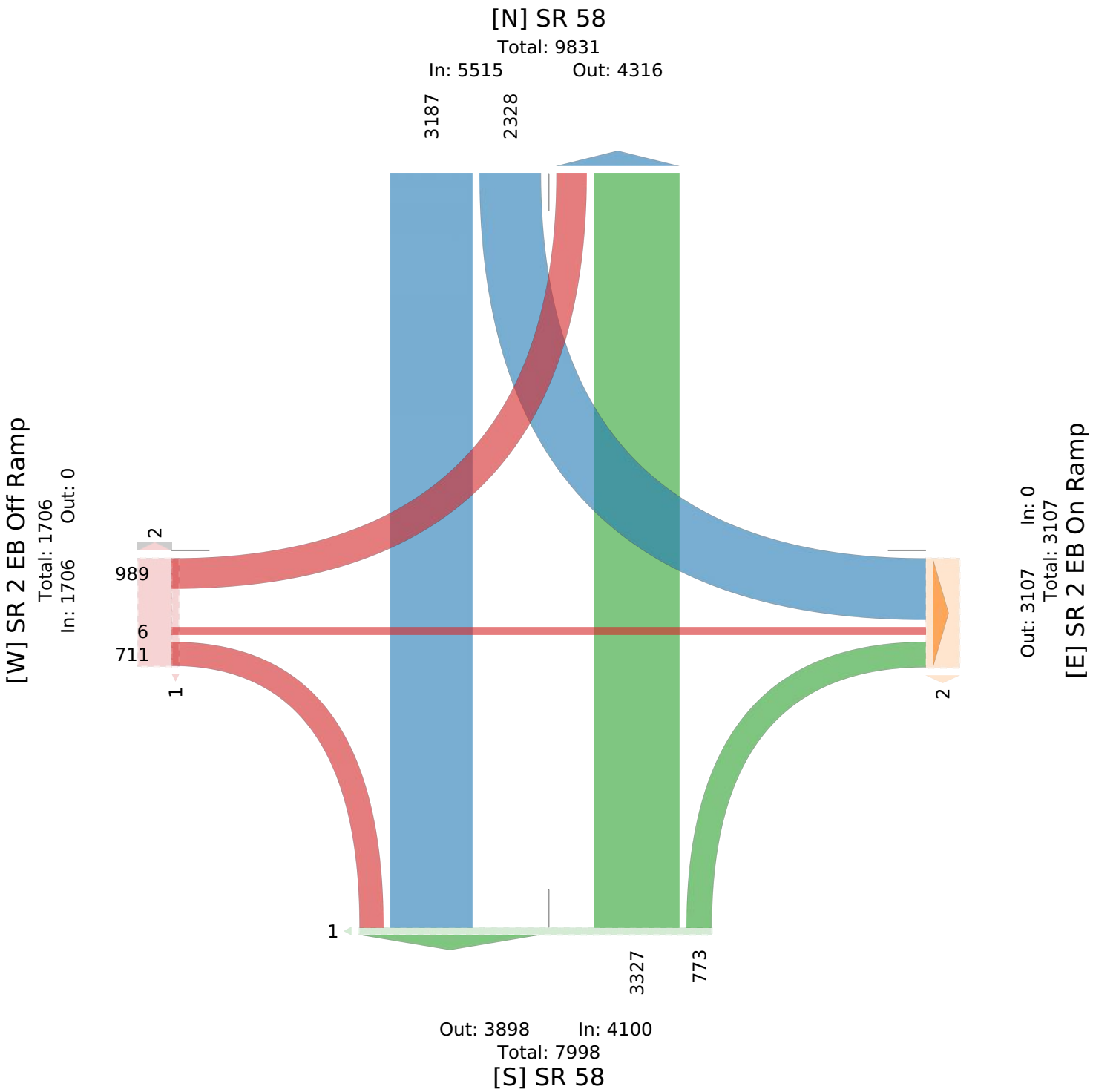
Leg Direction	SR 2 EB Off Ramp Eastbound					SR 2 EB On Ramp Westbound		SR 58 Northbound					SR 58 Southbound					
Time	L	T	R	**App**	Ped*	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	71	1	55	**127**	0	**0**	0	211	102	0	**313**	0	402	200	0	**602**	0	**1042**
8:00AM	73	2	81	**156**	1	**0**	1	223	72	0	**295**	1	207	231	0	**438**	0	**889**
9:00AM	85	0	55	**140**	0	**0**	0	264	54	0	**318**	0	184	206	0	**390**	0	**848**
12:00PM	199	0	135	**334**	0	**0**	0	735	132	0	**867**	0	398	678	0	**1076**	0	**2277**
4:00PM	224	2	149	**375**	1	**0**	1	803	178	0	**981**	0	502	748	0	**1250**	0	**2606**
2022-07-30 8:00AM	111	0	102	**213**	1	**0**	0	360	93	0	**453**	0	243	380	0	**623**	0	**1289**
11:00AM	226	1	134	**361**	0	**0**	0	731	142	0	**873**	0	392	744	0	**1136**	0	**2370**
Total	989	6	711	**1706**	3	**0**	2	3327	773	0	**4100**	1	2328	3187	0	**5515**	0	**11321**
% Approach	58.0%	0.4%	41.7%	**-**	-	**-**	-	81.1%	18.9%	0%	**-**	-	42.2%	57.8%	0%	**-**	-	-
% Total	8.7%	0.1%	6.3%	**15.1%**	-	**0%**	-	29.4%	6.8%	0%	**36.2%**	-	20.6%	28.2%	0%	**48.7%**	-	-
Lights	969	5	689	**1663**	-	**0**	-	3258	751	0	**4009**	-	2267	3142	0	**5409**	-	11081
% Lights	98.0%	83.3%	96.9%	**97.5%**	-	**-**	-	97.9%	97.2%	0%	**97.8%**	-	97.4%	98.6%	0%	**98.1%**	-	97.9%
Articulated Trucks	6	0	6	**12**	-	**0**	-	23	5	0	**28**	-	19	10	0	**29**	-	69
% Articulated Trucks	0.6%	0%	0.8%	**0.7%**	-	**-**	-	0.7%	0.6%	0%	**0.7%**	-	0.8%	0.3%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	14	1	16	**31**	-	**0**	-	46	17	0	**63**	-	42	35	0	**77**	-	171
% Buses and Single-Unit Trucks	1.4%	16.7%	2.3%	**1.8%**	-	**-**	-	1.4%	2.2%	0%	**1.5%**	-	1.8%	1.1%	0%	**1.4%**	-	1.5%
Pedestrians	-	-	-	-	3	-	2	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	100%	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

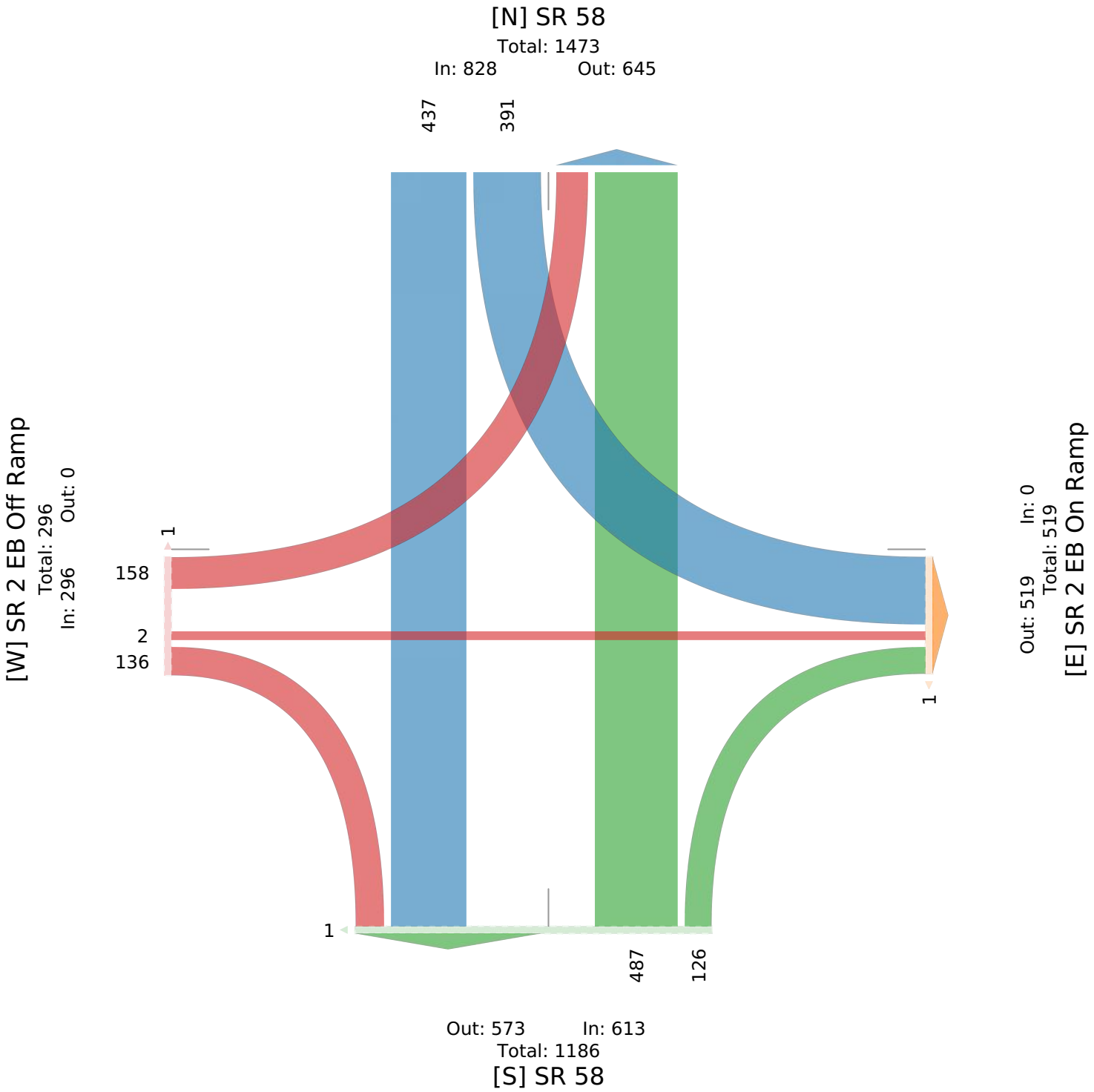
Leg / Direction	SR 2 EB Off Ramp Eastbound					SR 2 EB On Ramp Westbound		SR 58 Northbound					SR 58 Southbound					
Time	L	T	R	**App**	Ped*	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	33	1	38	**72**	0	**0**	1	118	43	0	**161**	0	118	107	0	**225**	0	**458**
8:45AM	40	1	43	**84**	1	**0**	0	105	29	0	**134**	1	89	124	0	**213**	0	**431**
9:00AM	43	0	32	**75**	0	**0**	0	130	29	0	**159**	0	84	95	0	**179**	0	**413**
9:15AM	42	0	23	**65**	0	**0**	0	134	25	0	**159**	0	100	111	0	**211**	0	**435**
Total	158	2	136	**296**	1	**0**	1	487	126	0	**613**	1	391	437	0	**828**	0	**1737**
% Approach	53.4%	0.7%	45.9%	**-**	-	**-**	-	79.4%	20.6%	0%	**-**	-	47.2%	52.8%	0%	**-**	-	**-**
% Total	9.1%	0.1%	7.8%	**17.0%**	-	**0%**	-	28.0%	7.3%	0%	**35.3%**	-	22.5%	25.2%	0%	**47.7%**	-	**-**
PHF	0.919	0.500	0.791	**0.881**	-	**-**	-	0.909	0.733	-	**0.952**	-	0.828	0.881	-	**0.920**	-	0.948
Lights	155	2	128	**285**	-	**0**	-	468	120	0	**588**	-	378	424	0	**802**	-	1675
% Lights	98.1%	100%	94.1%	**96.3%**	-	**-**	-	96.1%	95.2%	0%	**95.9%**	-	96.7%	97.0%	0%	**96.9%**	-	96.4%
Articulated Trucks	0	0	3	**3**	-	**0**	-	7	2	0	**9**	-	1	2	0	**3**	-	15
% Articulated Trucks	0%	0%	2.2%	**1.0%**	-	**-**	-	1.4%	1.6%	0%	**1.5%**	-	0.3%	0.5%	0%	**0.4%**	-	0.9%
Buses and Single-Unit Trucks	3	0	5	**8**	-	**0**	-	12	4	0	**16**	-	12	11	0	**23**	-	47
% Buses and Single-Unit Trucks	1.9%	0%	3.7%	**2.7%**	-	**-**	-	2.5%	3.2%	0%	**2.6%**	-	3.1%	2.5%	0%	**2.8%**	-	2.7%
Pedestrians	-	-	-	-	1	-	1	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	100%	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

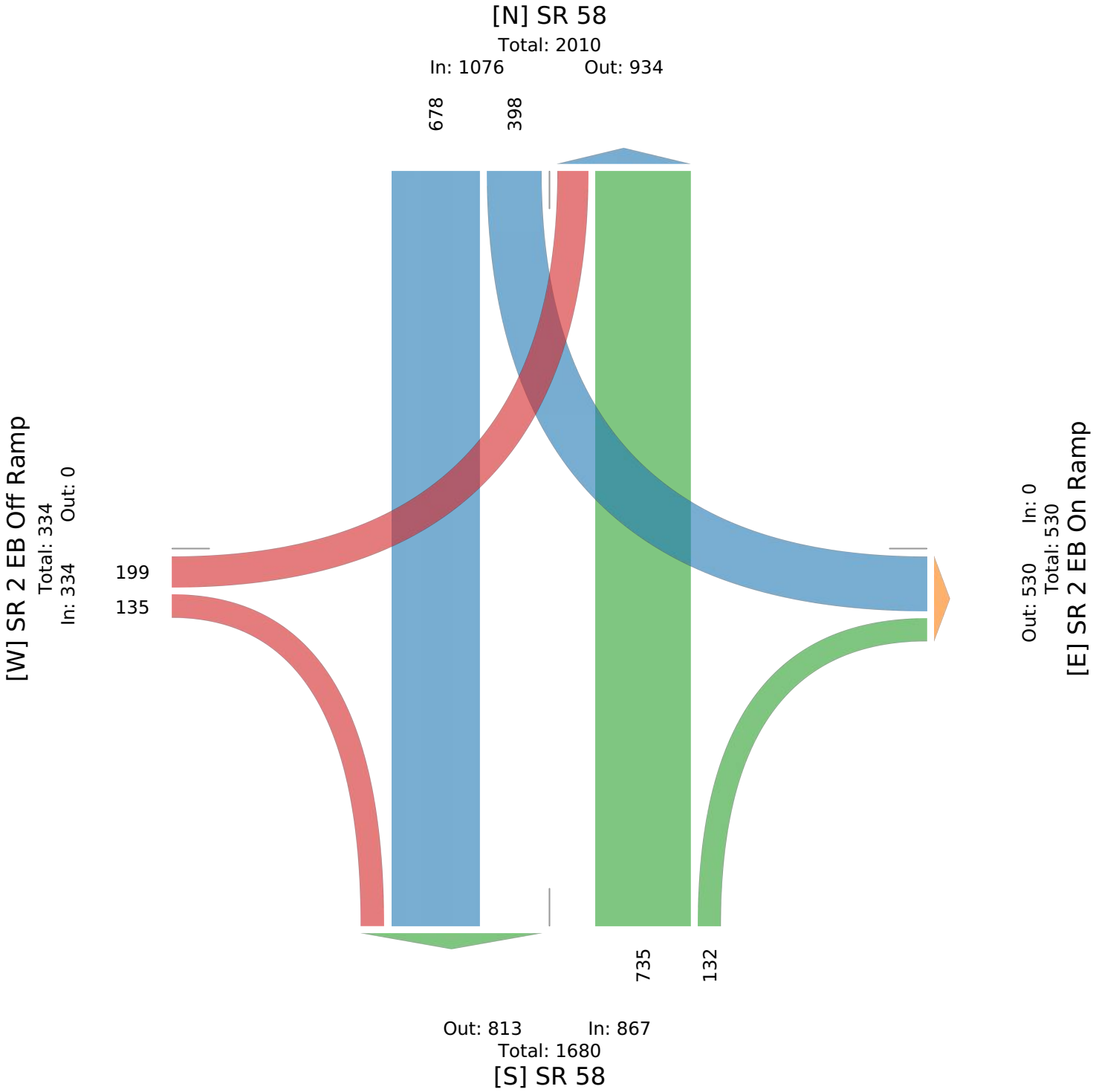
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 EB Off Ramp					SR 2 EB On Ramp		SR 58					SR 58					
Direction	Eastbound					Westbound		Northbound					Southbound					
Time	L	T	R	**App**	Ped*	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	45	0	35	**80**	0	**0**	0	198	35	0	**233**	0	100	153	0	**253**	0	**566**
12:15PM	53	0	35	**88**	0	**0**	0	163	34	0	**197**	0	102	176	0	**278**	0	**563**
12:30PM	51	0	32	**83**	0	**0**	0	201	38	0	**239**	0	89	154	0	**243**	0	**565**
12:45PM	50	0	33	**83**	0	**0**	0	173	25	0	**198**	0	107	195	0	**302**	0	**583**
Total	199	0	135	**334**	0	**0**	0	735	132	0	**867**	0	398	678	0	**1076**	0	**2277**
% Approach	59.6%	0%	40.4%	**-**	-	**-**	-	84.8%	15.2%	0%	**-**	-	37.0%	63.0%	0%	**-**	-	**-**
% Total	8.7%	0%	5.9%	**14.7%**	-	**0%**	-	32.3%	5.8%	0%	**38.1%**	-	17.5%	29.8%	0%	**47.3%**	-	**-**
PHF	0.939	-	0.964	**0.949**	-	**-**	-	0.914	0.868	-	**0.907**	-	0.930	0.869	-	**0.891**	-	0.976
Lights	191	0	132	**323**	-	**0**	-	711	125	0	**836**	-	386	668	0	**1054**	-	2213
% Lights	96.0%	0%	97.8%	**96.7%**	-	**-**	-	96.7%	94.7%	0%	**96.4%**	-	97.0%	98.5%	0%	**98.0%**	-	97.2%
Articulated Trucks	2	0	1	**3**	-	**0**	-	8	1	0	**9**	-	5	2	0	**7**	-	19
% Articulated Trucks	1.0%	0%	0.7%	**0.9%**	-	**-**	-	1.1%	0.8%	0%	**1.0%**	-	1.3%	0.3%	0%	**0.7%**	-	0.8%
Buses and Single-Unit Trucks	6	0	2	**8**	-	**0**	-	16	6	0	**22**	-	7	8	0	**15**	-	45
% Buses and Single-Unit Trucks	3.0%	0%	1.5%	**2.4%**	-	**-**	-	2.2%	4.5%	0%	**2.5%**	-	1.8%	1.2%	0%	**1.4%**	-	2.0%
Pedestrians	-	-	-	-	0	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

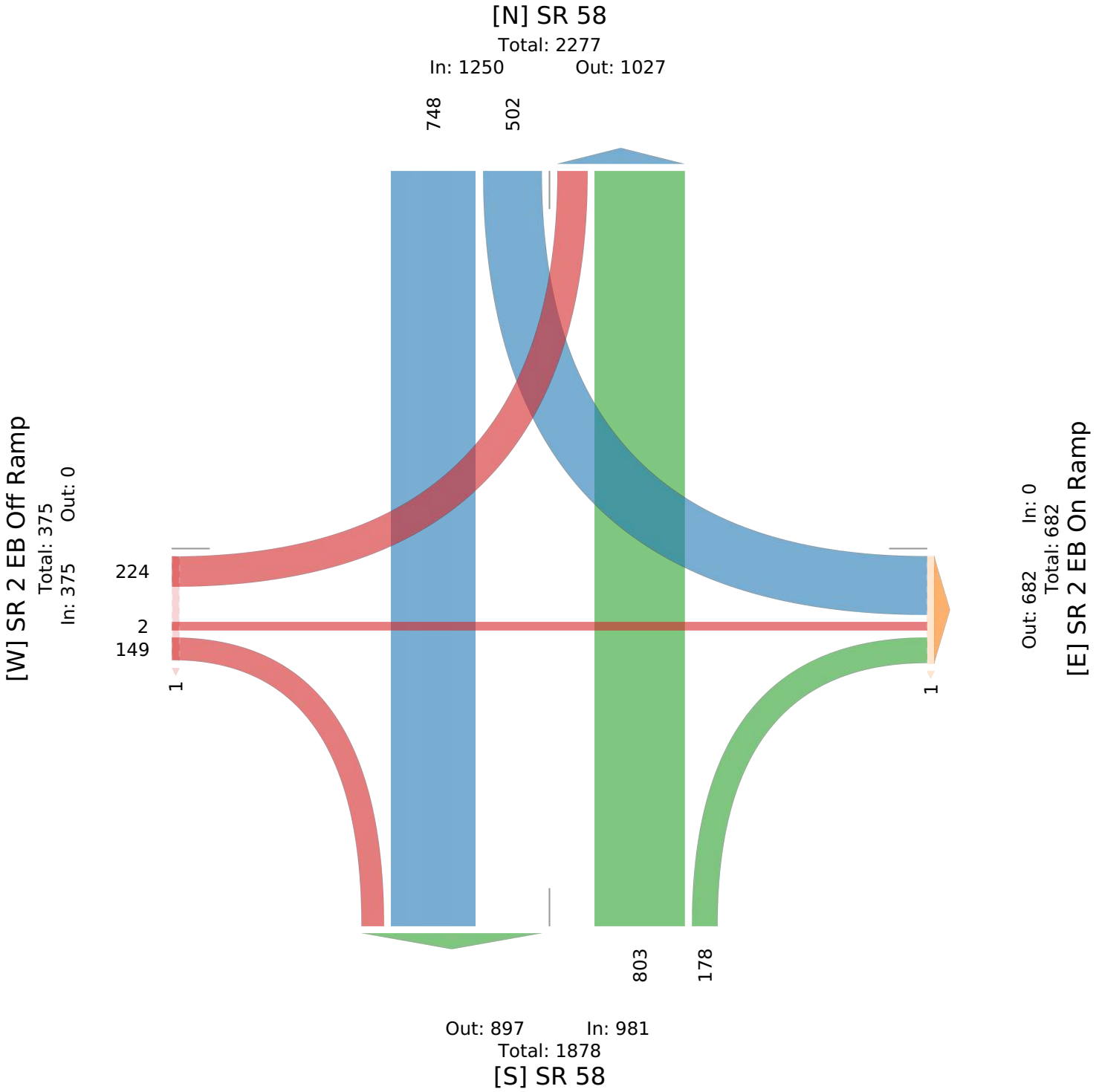
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 EB Off Ramp					SR 2 EB On Ramp		SR 58					SR 58					
Direction	Eastbound					Westbound		Northbound					Southbound					
Time	L	T	R	**App**	Ped*	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	58	0	42	**100**	0	**0**	0	203	42	0	**245**	0	131	159	0	**290**	0	**635**
4:15PM	62	0	30	**92**	0	**0**	0	189	44	0	**233**	0	130	203	0	**333**	0	**658**
4:30PM	53	2	39	**94**	0	**0**	0	207	39	0	**246**	0	119	171	0	**290**	0	**630**
4:45PM	51	0	38	**89**	1	**0**	1	204	53	0	**257**	0	122	215	0	**337**	0	**683**
Total	224	2	149	**375**	1	**0**	1	803	178	0	**981**	0	502	748	0	**1250**	0	**2606**
% Approach	59.7%	0.5%	39.7%	**-**	-	**-**	-	81.9%	18.1%	0%	**-**	-	40.2%	59.8%	0%	**-**	-	-
% Total	8.6%	0.1%	5.7%	**14.4%**	-	**0%**	-	30.8%	6.8%	0%	**37.6%**	-	19.3%	28.7%	0%	**48.0%**	-	-
PHF	0.903	0.250	0.887	**0.938**	-	**-**	-	0.970	0.840	-	**0.954**	-	0.958	0.870	-	**0.927**	-	0.954
Lights	223	2	142	**367**	-	**0**	-	797	173	0	**970**	-	492	740	0	**1232**	-	2569
% Lights	99.6%	100%	95.3%	**97.9%**	-	**-**	-	99.3%	97.2%	0%	**98.9%**	-	98.0%	98.9%	0%	**98.6%**	-	98.6%
Articulated Trucks	1	0	2	**3**	-	**0**	-	0	1	0	**1**	-	6	1	0	**7**	-	11
% Articulated Trucks	0.4%	0%	1.3%	**0.8%**	-	**-**	-	0%	0.6%	0%	**0.1%**	-	1.2%	0.1%	0%	**0.6%**	-	0.4%
Buses and Single-Unit Trucks	0	0	5	**5**	-	**0**	-	6	4	0	**10**	-	4	7	0	**11**	-	26
% Buses and Single-Unit Trucks	0%	0%	3.4%	**1.3%**	-	**-**	-	0.7%	2.2%	0%	**1.0%**	-	0.8%	0.9%	0%	**0.9%**	-	1.0%
Pedestrians	-	-	-	-	1	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	100%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

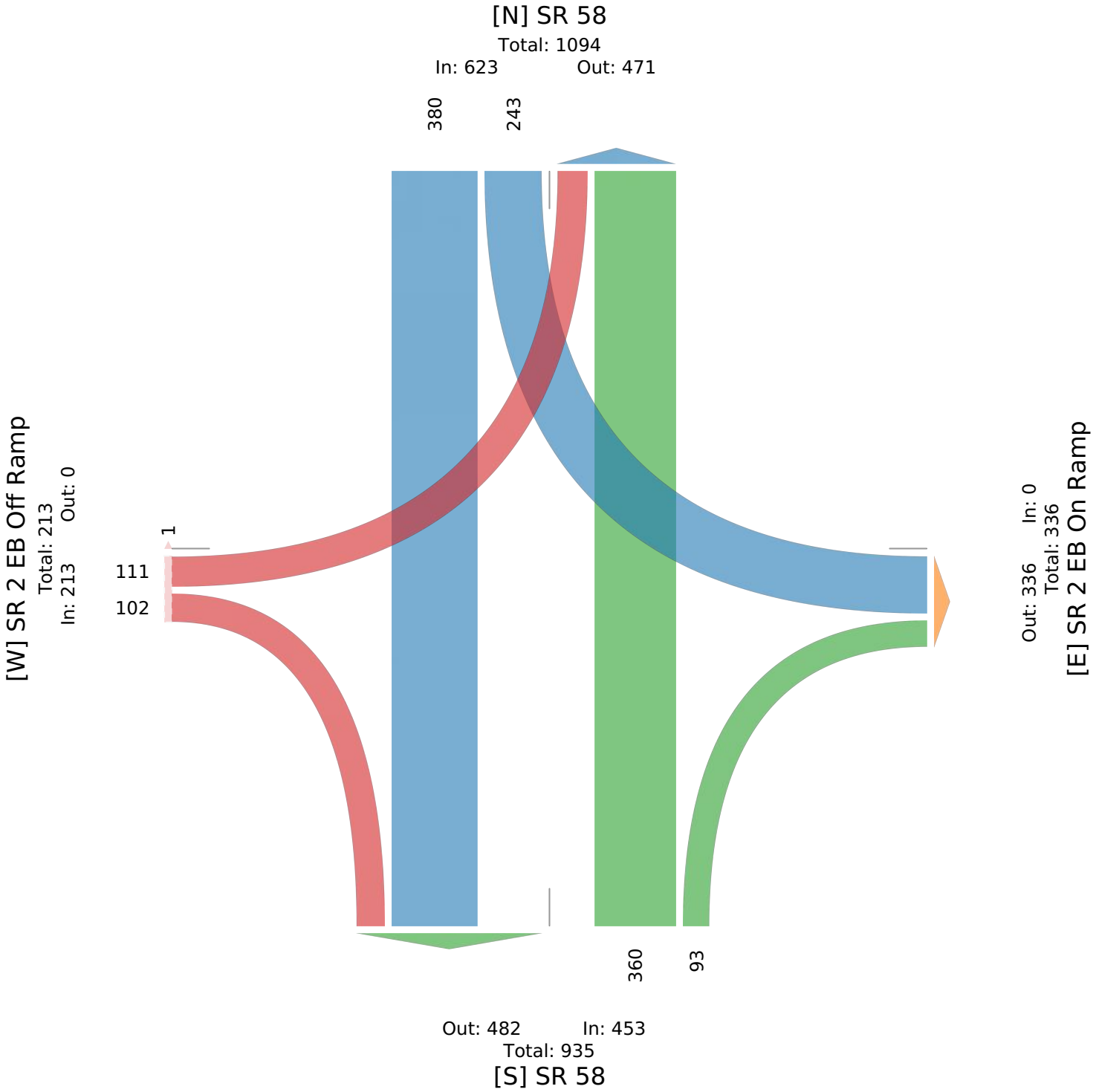
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 EB Off Ramp					SR 2 EB On Ramp		SR 58					SR 58					
Direction	Eastbound					Westbound		Northbound					Southbound					
Time	L	T	R	**App**	Ped*	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	24	0	22	**46**	0	**0**	0	70	20	0	**90**	0	66	69	0	**135**	0	**271**
8:15AM	17	0	16	**33**	1	**0**	0	79	17	0	**96**	0	47	90	0	**137**	0	**266**
8:30AM	32	0	35	**67**	0	**0**	0	91	27	0	**118**	0	71	103	0	**174**	0	**359**
8:45AM	38	0	29	**67**	0	**0**	0	120	29	0	**149**	0	59	118	0	**177**	0	**393**
Total	111	0	102	**213**	1	**0**	0	360	93	0	**453**	0	243	380	0	**623**	0	**1289**
% Approach	52.1%	0%	47.9%	**-**	-	**-**	-	79.5%	20.5%	0%	**-**	-	39.0%	61.0%	0%	**-**	-	-
% Total	8.6%	0%	7.9%	**16.5%**	-	**0%**	-	27.9%	7.2%	0%	**35.1%**	-	18.9%	29.5%	0%	**48.3%**	-	-
PHF	0.730	-	0.729	**0.795**	-	**-**	-	0.750	0.802	-	**0.760**	-	0.856	0.805	-	**0.880**	-	0.820
Lights	110	0	101	**211**	-	**0**	-	356	91	0	**447**	-	235	378	0	**613**	-	1271
% Lights	99.1%	0%	99.0%	**99.1%**	-	**-**	-	98.9%	97.8%	0%	**98.7%**	-	96.7%	99.5%	0%	**98.4%**	-	98.6%
Articulated Trucks	1	0	0	**1**	-	**0**	-	1	0	0	**1**	-	2	1	0	**3**	-	5
% Articulated Trucks	0.9%	0%	0%	**0.5%**	-	**-**	-	0.3%	0%	0%	**0.2%**	-	0.8%	0.3%	0%	**0.5%**	-	0.4%
Buses and Single-Unit Trucks	0	0	1	**1**	-	**0**	-	3	2	0	**5**	-	6	1	0	**7**	-	13
% Buses and Single-Unit Trucks	0%	0%	1.0%	**0.5%**	-	**-**	-	0.8%	2.2%	0%	**1.1%**	-	2.5%	0.3%	0%	**1.1%**	-	1.0%
Pedestrians	-	-	-	-	1	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

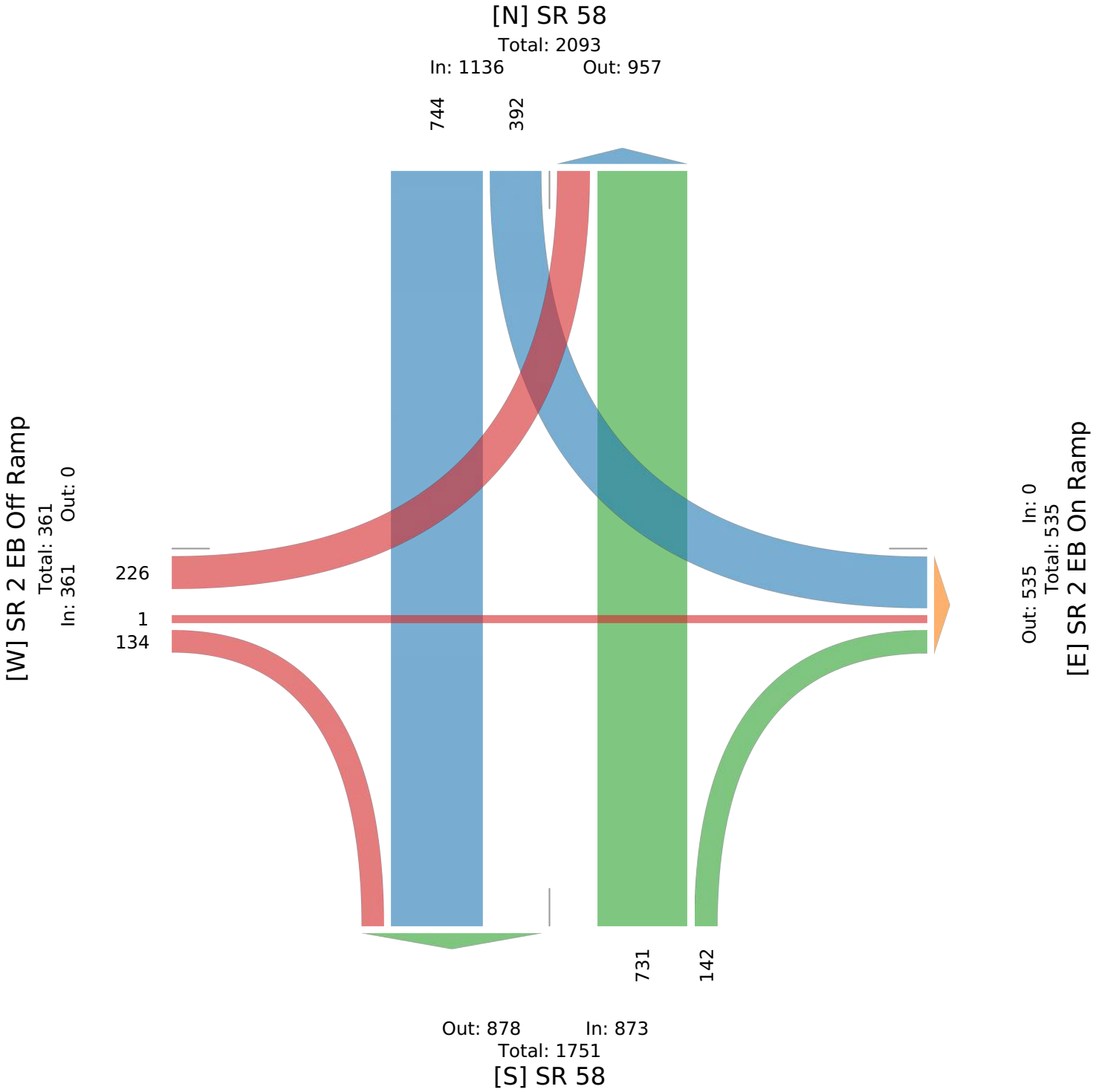
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 EB Off Ramp					SR 2 EB On Ramp		SR 58					SR 58					
Direction	Eastbound					Westbound		Northbound					Southbound					
Time	L	T	R	App	Ped*	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2022-07-30 11:00AM	47	0	35	**82**	0	**0**	0	166	37	0	**203**	0	93	190	0	**283**	0	**568**
11:15AM	70	0	34	**104**	0	**0**	0	184	40	0	**224**	0	100	179	0	**279**	0	**607**
11:30AM	54	0	37	**91**	0	**0**	0	196	34	0	**230**	0	107	192	0	**299**	0	**620**
11:45AM	55	1	28	**84**	0	**0**	0	185	31	0	**216**	0	92	183	0	**275**	0	**575**
Total	226	1	134	**361**	0	**0**	0	731	142	0	**873**	0	392	744	0	**1136**	0	**2370**
% Approach	62.6%	0.3%	37.1%	**-**	-	**-**	-	83.7%	16.3%	0%	**-**	-	34.5%	65.5%	0%	**-**	-	-
% Total	9.5%	0%	5.7%	**15.2%**	-	**0%**	-	30.8%	6.0%	0%	**36.8%**	-	16.5%	31.4%	0%	**47.9%**	-	-
PHF	0.807	0.250	0.905	**0.868**	-	**-**	-	0.932	0.888	-	**0.949**	-	0.916	0.969	-	**0.950**	-	0.956
Lights	223	0	131	**354**	-	**0**	-	726	141	0	**867**	-	385	738	0	**1123**	-	2344
% Lights	98.7%	0%	97.8%	**98.1%**	-	**-**	-	99.3%	99.3%	0%	**99.3%**	-	98.2%	99.2%	0%	**98.9%**	-	98.9%
Articulated Trucks	1	0	0	**1**	-	**0**	-	3	0	0	**3**	-	2	1	0	**3**	-	7
% Articulated Trucks	0.4%	0%	0%	**0.3%**	-	**-**	-	0.4%	0%	0%	**0.3%**	-	0.5%	0.1%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	2	1	3	**6**	-	**0**	-	2	1	0	**3**	-	5	5	0	**10**	-	19
% Buses and Single-Unit Trucks	0.9%	100%	2.2%	**1.7%**	-	**-**	-	0.3%	0.7%	0%	**0.3%**	-	1.3%	0.7%	0%	**0.9%**	-	0.8%
Pedestrians	-	-	-	-	0	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

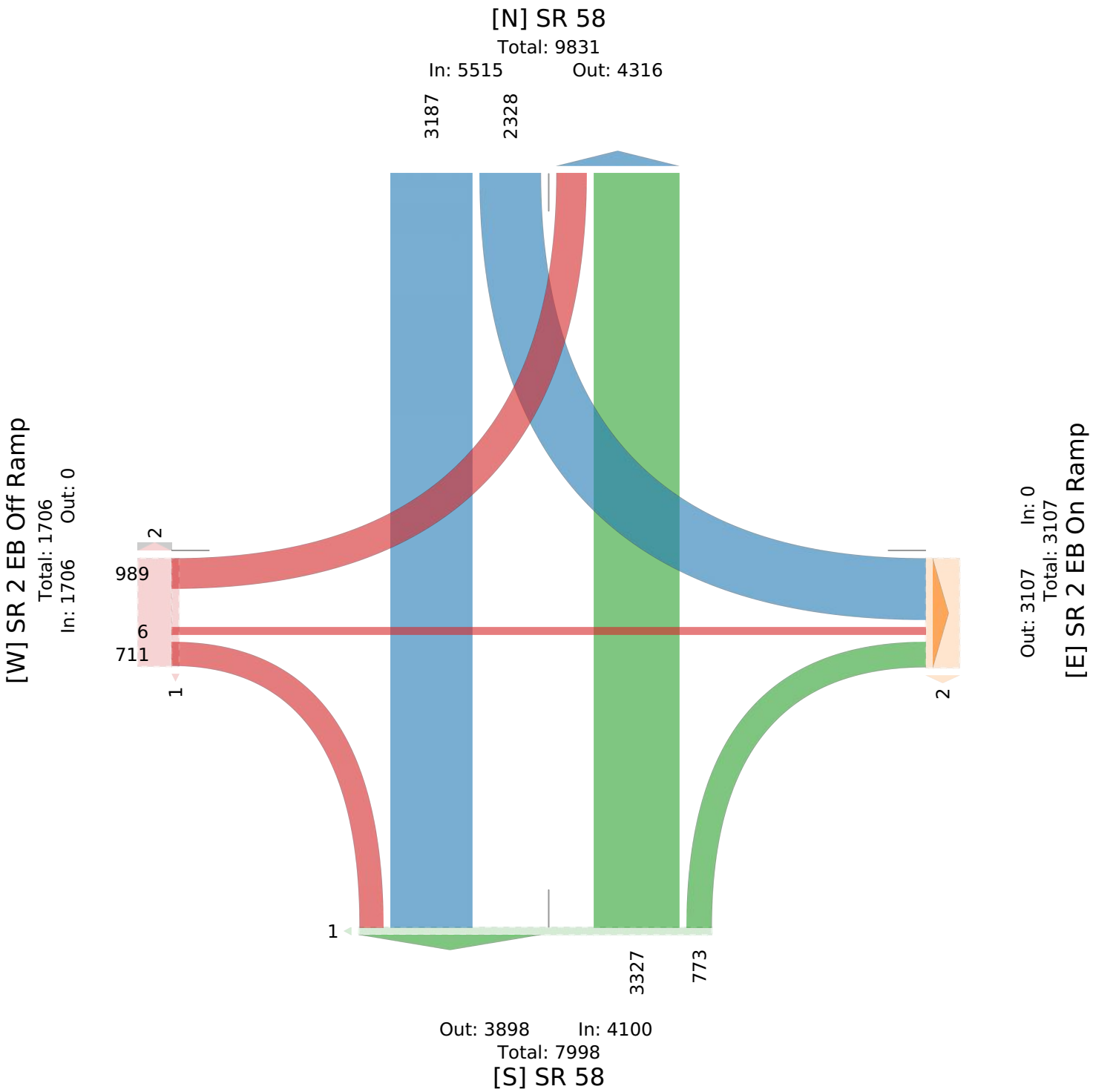
Leg Direction	SR 2 EB Off Ramp Eastbound					SR 2 EB On Ramp Westbound		SR 58 Northbound					SR 58 Southbound					
Time	L	T	R	App	Ped*	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2022-07-28 6:00AM	15	0	11	**26**	0	**0**	0	39	27	0	**66**	0	80	40	0	**120**	0	**212**
6:15AM	13	1	13	**27**	0	**0**	0	52	18	0	**70**	0	119	60	0	**179**	0	**276**
6:30AM	23	0	15	**38**	0	**0**	0	47	29	0	**76**	0	109	51	0	**160**	0	**274**
6:45AM	20	0	16	**36**	0	**0**	0	73	28	0	**101**	0	94	49	0	**143**	0	**280**
Hourly Total	71	1	55	**127**	0	**0**	0	211	102	0	**313**	0	402	200	0	**602**	0	**1042**
8:30AM	33	1	38	**72**	0	**0**	1	118	43	0	**161**	0	118	107	0	**225**	0	**458**
8:45AM	40	1	43	**84**	1	**0**	0	105	29	0	**134**	1	89	124	0	**213**	0	**431**
Hourly Total	73	2	81	**156**	1	**0**	1	223	72	0	**295**	1	207	231	0	**438**	0	**889**
9:00AM	43	0	32	**75**	0	**0**	0	130	29	0	**159**	0	84	95	0	**179**	0	**413**
9:15AM	42	0	23	**65**	0	**0**	0	134	25	0	**159**	0	100	111	0	**211**	0	**435**
Hourly Total	85	0	55	**140**	0	**0**	0	264	54	0	**318**	0	184	206	0	**390**	0	**848**
12:00PM	45	0	35	**80**	0	**0**	0	198	35	0	**233**	0	100	153	0	**253**	0	**566**
12:15PM	53	0	35	**88**	0	**0**	0	163	34	0	**197**	0	102	176	0	**278**	0	**563**
12:30PM	51	0	32	**83**	0	**0**	0	201	38	0	**239**	0	89	154	0	**243**	0	**565**
12:45PM	50	0	33	**83**	0	**0**	0	173	25	0	**198**	0	107	195	0	**302**	0	**583**
Hourly Total	199	0	135	**334**	0	**0**	0	735	132	0	**867**	0	398	678	0	**1076**	0	**2277**
4:00PM	58	0	42	**100**	0	**0**	0	203	42	0	**245**	0	131	159	0	**290**	0	**635**
4:15PM	62	0	30	**92**	0	**0**	0	189	44	0	**233**	0	130	203	0	**333**	0	**658**
4:30PM	53	2	39	**94**	0	**0**	0	207	39	0	**246**	0	119	171	0	**290**	0	**630**
4:45PM	51	0	38	**89**	1	**0**	1	204	53	0	**257**	0	122	215	0	**337**	0	**683**
Hourly Total	224	2	149	**375**	1	**0**	1	803	178	0	**981**	0	502	748	0	**1250**	0	**2606**
2022-07-30 8:00AM	24	0	22	**46**	0	**0**	0	70	20	0	**90**	0	66	69	0	**135**	0	**271**
8:15AM	17	0	16	**33**	1	**0**	0	79	17	0	**96**	0	47	90	0	**137**	0	**266**
8:30AM	32	0	35	**67**	0	**0**	0	91	27	0	**118**	0	71	103	0	**174**	0	**359**
8:45AM	38	0	29	**67**	0	**0**	0	120	29	0	**149**	0	59	118	0	**177**	0	**393**
Hourly Total	111	0	102	**213**	1	**0**	0	360	93	0	**453**	0	243	380	0	**623**	0	**1289**
11:00AM	47	0	35	**82**	0	**0**	0	166	37	0	**203**	0	93	190	0	**283**	0	**568**
11:15AM	70	0	34	**104**	0	**0**	0	184	40	0	**224**	0	100	179	0	**279**	0	**607**
11:30AM	54	0	37	**91**	0	**0**	0	196	34	0	**230**	0	107	192	0	**299**	0	**620**
11:45AM	55	1	28	**84**	0	**0**	0	185	31	0	**216**	0	92	183	0	**275**	0	**575**
Hourly Total	226	1	134	**361**	0	**0**	0	731	142	0	**873**	0	392	744	0	**1136**	0	**2370**
Total	989	6	711	**1706**	3	**0**	2	3327	773	0	**4100**	1	2328	3187	0	**5515**	0	**11321**
% Approach	58.0%	0.4%	41.7%	**-**	-	**-**	-	81.1%	18.9%	0%	**-**	-	42.2%	57.8%	0%	**-**	-	-
% Total	8.7%	0.1%	6.3%	**15.1%**	-	**0%**	-	29.4%	6.8%	0%	**36.2%**	-	20.6%	28.2%	0%	**48.7%**	-	-
Lights	969	5	689	**1663**	-	**0**	-	3258	751	0	**4009**	-	2267	3142	0	**5409**	-	11081
% Lights	98.0%	83.3%	96.9%	**97.5%**	-	**-**	-	97.9%	97.2%	0%	**97.8%**	-	97.4%	98.6%	0%	**98.1%**	-	97.9%
Articulated Trucks	6	0	6	**12**	-	**0**	-	23	5	0	**28**	-	19	10	0	**29**	-	69
% Articulated Trucks	0.6%	0%	0.8%	**0.7%**	-	**-**	-	0.7%	0.6%	0%	**0.7%**	-	0.8%	0.3%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	14	1	16	**31**	-	**0**	-	46	17	0	**63**	-	42	35	0	**77**	-	171
% Buses and Single-Unit Trucks	1.4%	16.7%	2.3%	**1.8%**	-	**-**	-	1.4%	2.2%	0%	**1.5%**	-	1.8%	1.1%	0%	**1.4%**	-	1.5%
Pedestrians	-	-	-	-	3	-	2	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	100%	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

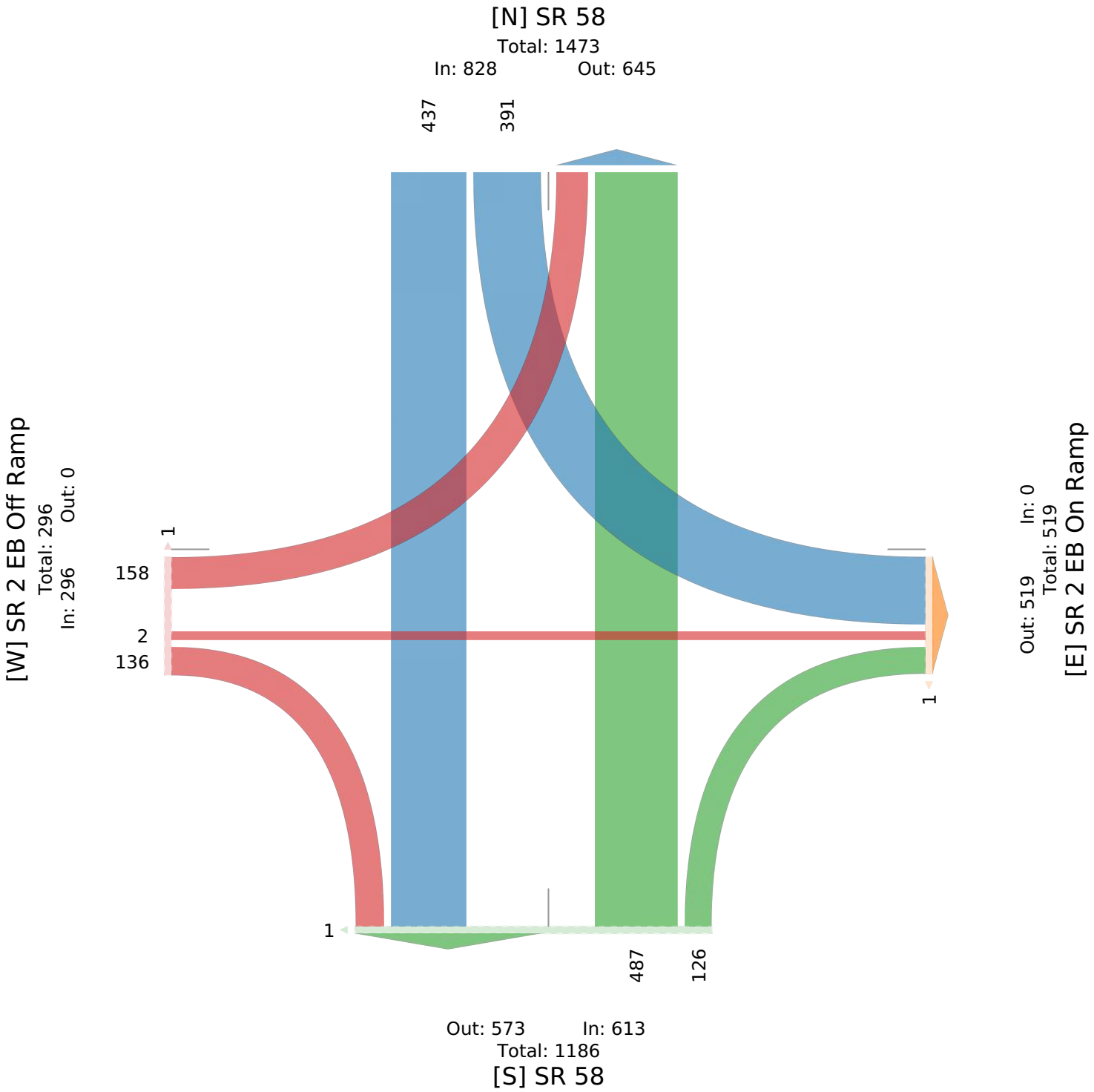
Leg / Direction	SR 2 EB Off Ramp Eastbound					SR 2 EB On Ramp Westbound		SR 58 Northbound					SR 58 Southbound					
Time	L	T	R	**App**	Ped*	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	33	1	38	**72**	0	**0**	1	118	43	0	**161**	0	118	107	0	**225**	0	**458**
8:45AM	40	1	43	**84**	1	**0**	0	105	29	0	**134**	1	89	124	0	**213**	0	**431**
9:00AM	43	0	32	**75**	0	**0**	0	130	29	0	**159**	0	84	95	0	**179**	0	**413**
9:15AM	42	0	23	**65**	0	**0**	0	134	25	0	**159**	0	100	111	0	**211**	0	**435**
Total	158	2	136	**296**	1	**0**	1	487	126	0	**613**	1	391	437	0	**828**	0	**1737**
% Approach	53.4%	0.7%	45.9%	**-**	-	**-**	-	79.4%	20.6%	0%	**-**	-	47.2%	52.8%	0%	**-**	-	**-**
% Total	9.1%	0.1%	7.8%	**17.0%**	-	**0%**	-	28.0%	7.3%	0%	**35.3%**	-	22.5%	25.2%	0%	**47.7%**	-	**-**
PHF	0.919	0.500	0.791	**0.881**	-	**-**	-	0.909	0.733	-	**0.952**	-	0.828	0.881	-	**0.920**	-	0.948
Lights	155	2	128	**285**	-	**0**	-	468	120	0	**588**	-	378	424	0	**802**	-	1675
% Lights	98.1%	100%	94.1%	**96.3%**	-	**-**	-	96.1%	95.2%	0%	**95.9%**	-	96.7%	97.0%	0%	**96.9%**	-	96.4%
Articulated Trucks	0	0	3	**3**	-	**0**	-	7	2	0	**9**	-	1	2	0	**3**	-	15
% Articulated Trucks	0%	0%	2.2%	**1.0%**	-	**-**	-	1.4%	1.6%	0%	**1.5%**	-	0.3%	0.5%	0%	**0.4%**	-	0.9%
Buses and Single-Unit Trucks	3	0	5	**8**	-	**0**	-	12	4	0	**16**	-	12	11	0	**23**	-	47
% Buses and Single-Unit Trucks	1.9%	0%	3.7%	**2.7%**	-	**-**	-	2.5%	3.2%	0%	**2.6%**	-	3.1%	2.5%	0%	**2.8%**	-	2.7%
Pedestrians	-	-	-	-	1	-	1	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	100%	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

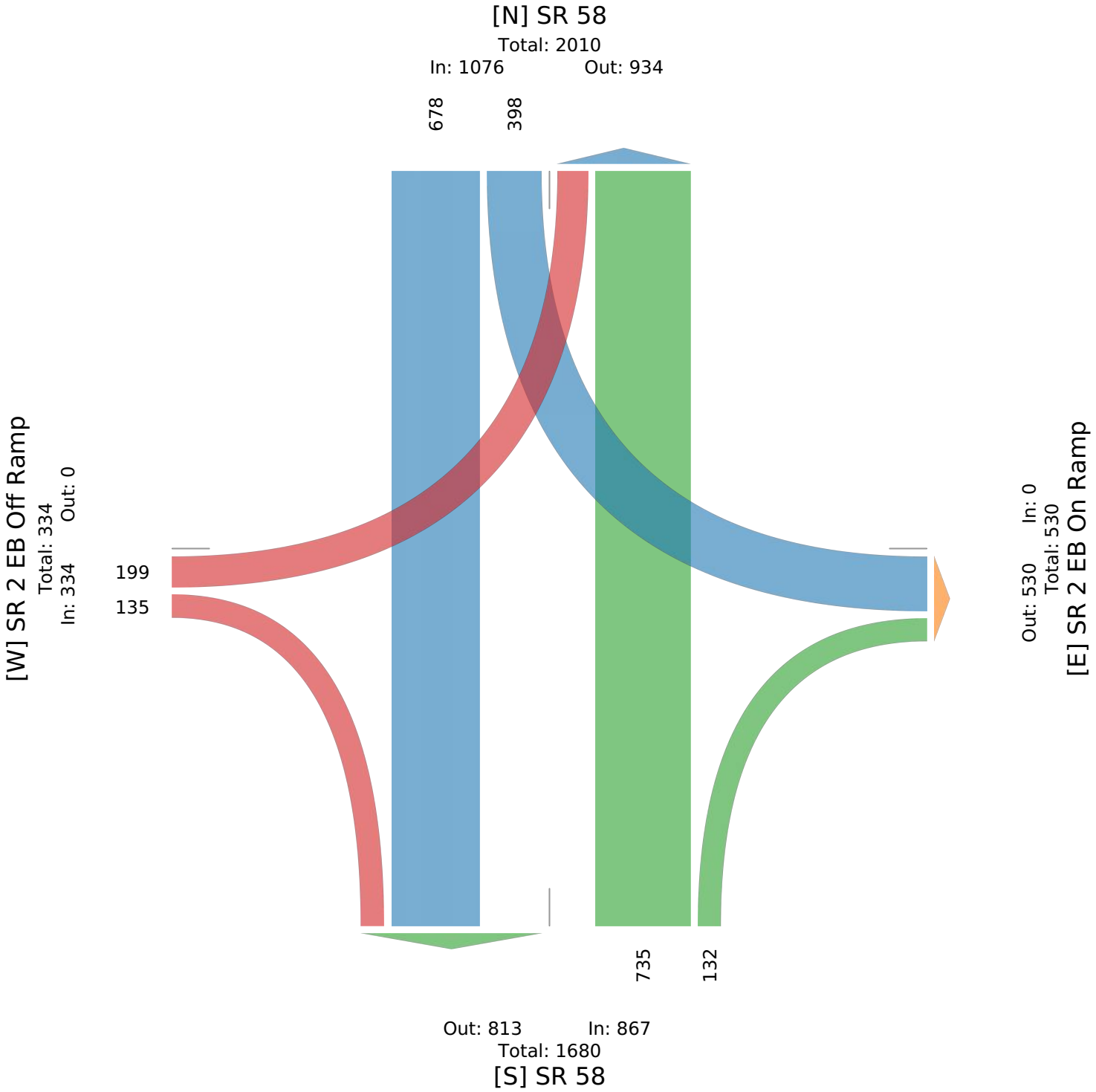
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 EB Off Ramp					SR 2 EB On Ramp		SR 58					SR 58					
Direction	Eastbound					Westbound		Northbound					Southbound					
Time	L	T	R	**App**	Ped*	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	45	0	35	**80**	0	**0**	0	198	35	0	**233**	0	100	153	0	**253**	0	**566**
12:15PM	53	0	35	**88**	0	**0**	0	163	34	0	**197**	0	102	176	0	**278**	0	**563**
12:30PM	51	0	32	**83**	0	**0**	0	201	38	0	**239**	0	89	154	0	**243**	0	**565**
12:45PM	50	0	33	**83**	0	**0**	0	173	25	0	**198**	0	107	195	0	**302**	0	**583**
Total	199	0	135	**334**	0	**0**	0	735	132	0	**867**	0	398	678	0	**1076**	0	**2277**
% Approach	59.6%	0%	40.4%	**-**	-	**-**	-	84.8%	15.2%	0%	**-**	-	37.0%	63.0%	0%	**-**	-	**-**
% Total	8.7%	0%	5.9%	**14.7%**	-	**0%**	-	32.3%	5.8%	0%	**38.1%**	-	17.5%	29.8%	0%	**47.3%**	-	**-**
PHF	0.939	-	0.964	**0.949**	-	**-**	-	0.914	0.868	-	**0.907**	-	0.930	0.869	-	**0.891**	-	0.976
Lights	191	0	132	**323**	-	**0**	-	711	125	0	**836**	-	386	668	0	**1054**	-	2213
% Lights	96.0%	0%	97.8%	**96.7%**	-	**-**	-	96.7%	94.7%	0%	**96.4%**	-	97.0%	98.5%	0%	**98.0%**	-	97.2%
Articulated Trucks	2	0	1	**3**	-	**0**	-	8	1	0	**9**	-	5	2	0	**7**	-	19
% Articulated Trucks	1.0%	0%	0.7%	**0.9%**	-	**-**	-	1.1%	0.8%	0%	**1.0%**	-	1.3%	0.3%	0%	**0.7%**	-	0.8%
Buses and Single-Unit Trucks	6	0	2	**8**	-	**0**	-	16	6	0	**22**	-	7	8	0	**15**	-	45
% Buses and Single-Unit Trucks	3.0%	0%	1.5%	**2.4%**	-	**-**	-	2.2%	4.5%	0%	**2.5%**	-	1.8%	1.2%	0%	**1.4%**	-	2.0%
Pedestrians	-	-	-	-	0	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

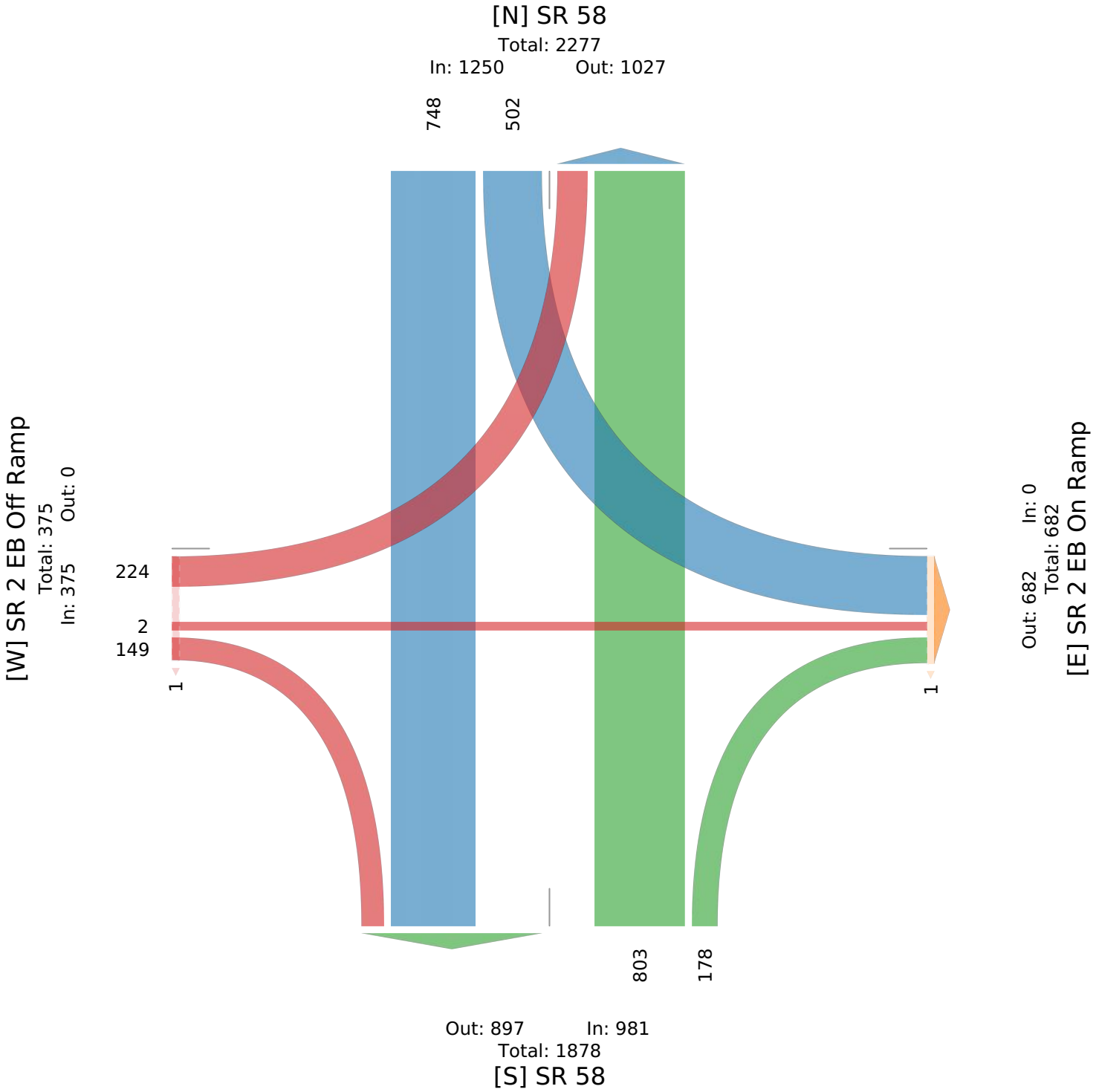
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 EB Off Ramp					SR 2 EB On Ramp		SR 58					SR 58					
Direction	Eastbound					Westbound		Northbound					Southbound					
Time	L	T	R	**App**	Ped*	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	58	0	42	**100**	0	**0**	0	203	42	0	**245**	0	131	159	0	**290**	0	**635**
4:15PM	62	0	30	**92**	0	**0**	0	189	44	0	**233**	0	130	203	0	**333**	0	**658**
4:30PM	53	2	39	**94**	0	**0**	0	207	39	0	**246**	0	119	171	0	**290**	0	**630**
4:45PM	51	0	38	**89**	1	**0**	1	204	53	0	**257**	0	122	215	0	**337**	0	**683**
Total	224	2	149	**375**	1	**0**	1	803	178	0	**981**	0	502	748	0	**1250**	0	**2606**
% Approach	59.7%	0.5%	39.7%	**-**	-	**-**	-	81.9%	18.1%	0%	**-**	-	40.2%	59.8%	0%	**-**	-	-
% Total	8.6%	0.1%	5.7%	**14.4%**	-	**0%**	-	30.8%	6.8%	0%	**37.6%**	-	19.3%	28.7%	0%	**48.0%**	-	-
PHF	0.903	0.250	0.887	**0.938**	-	**-**	-	0.970	0.840	-	**0.954**	-	0.958	0.870	-	**0.927**	-	0.954
Lights	223	2	142	**367**	-	**0**	-	797	173	0	**970**	-	492	740	0	**1232**	-	2569
% Lights	99.6%	100%	95.3%	**97.9%**	-	**-**	-	99.3%	97.2%	0%	**98.9%**	-	98.0%	98.9%	0%	**98.6%**	-	98.6%
Articulated Trucks	1	0	2	**3**	-	**0**	-	0	1	0	**1**	-	6	1	0	**7**	-	11
% Articulated Trucks	0.4%	0%	1.3%	**0.8%**	-	**-**	-	0%	0.6%	0%	**0.1%**	-	1.2%	0.1%	0%	**0.6%**	-	0.4%
Buses and Single-Unit Trucks	0	0	5	**5**	-	**0**	-	6	4	0	**10**	-	4	7	0	**11**	-	26
% Buses and Single-Unit Trucks	0%	0%	3.4%	**1.3%**	-	**-**	-	0.7%	2.2%	0%	**1.0%**	-	0.8%	0.9%	0%	**0.9%**	-	1.0%
Pedestrians	-	-	-	-	1	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	100%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

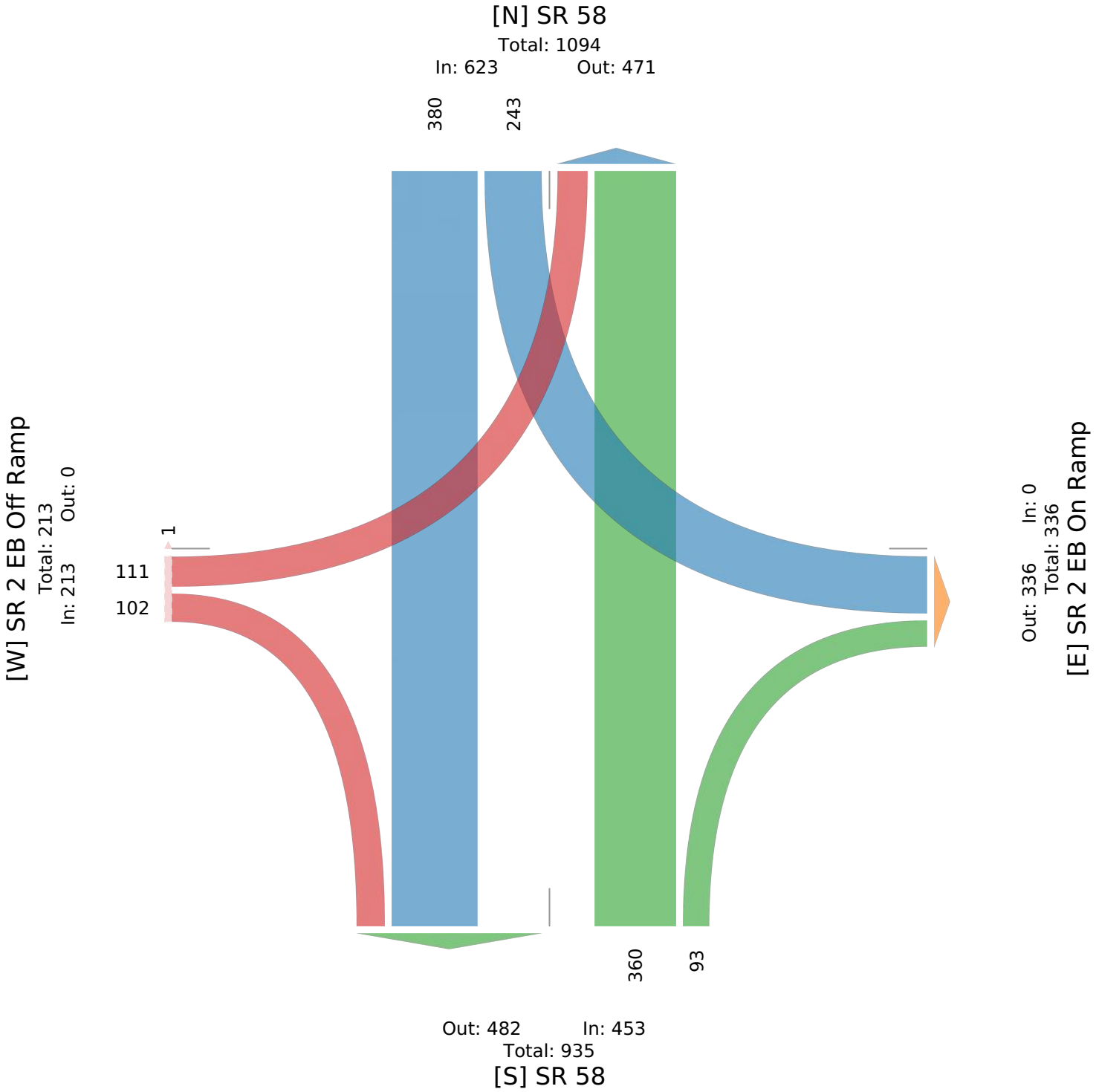
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 EB Off Ramp					SR 2 EB On Ramp		SR 58					SR 58					
Direction	Eastbound					Westbound		Northbound					Southbound					
Time	L	T	R	**App**	Ped*	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	24	0	22	**46**	0	**0**	0	70	20	0	**90**	0	66	69	0	**135**	0	**271**
8:15AM	17	0	16	**33**	1	**0**	0	79	17	0	**96**	0	47	90	0	**137**	0	**266**
8:30AM	32	0	35	**67**	0	**0**	0	91	27	0	**118**	0	71	103	0	**174**	0	**359**
8:45AM	38	0	29	**67**	0	**0**	0	120	29	0	**149**	0	59	118	0	**177**	0	**393**
Total	111	0	102	**213**	1	**0**	0	360	93	0	**453**	0	243	380	0	**623**	0	**1289**
% Approach	52.1%	0%	47.9%	**-**	-	**-**	-	79.5%	20.5%	0%	**-**	-	39.0%	61.0%	0%	**-**	-	-
% Total	8.6%	0%	7.9%	**16.5%**	-	**0%**	-	27.9%	7.2%	0%	**35.1%**	-	18.9%	29.5%	0%	**48.3%**	-	-
PHF	0.730	-	0.729	**0.795**	-	**-**	-	0.750	0.802	-	**0.760**	-	0.856	0.805	-	**0.880**	-	0.820
Lights	110	0	101	**211**	-	**0**	-	356	91	0	**447**	-	235	378	0	**613**	-	1271
% Lights	99.1%	0%	99.0%	**99.1%**	-	**-**	-	98.9%	97.8%	0%	**98.7%**	-	96.7%	99.5%	0%	**98.4%**	-	98.6%
Articulated Trucks	1	0	0	**1**	-	**0**	-	1	0	0	**1**	-	2	1	0	**3**	-	5
% Articulated Trucks	0.9%	0%	0%	**0.5%**	-	**-**	-	0.3%	0%	0%	**0.2%**	-	0.8%	0.3%	0%	**0.5%**	-	0.4%
Buses and Single-Unit Trucks	0	0	1	**1**	-	**0**	-	3	2	0	**5**	-	6	1	0	**7**	-	13
% Buses and Single-Unit Trucks	0%	0%	1.0%	**0.5%**	-	**-**	-	0.8%	2.2%	0%	**1.1%**	-	2.5%	0.3%	0%	**1.1%**	-	1.0%
Pedestrians	-	-	-	-	1	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 EB Ramps - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

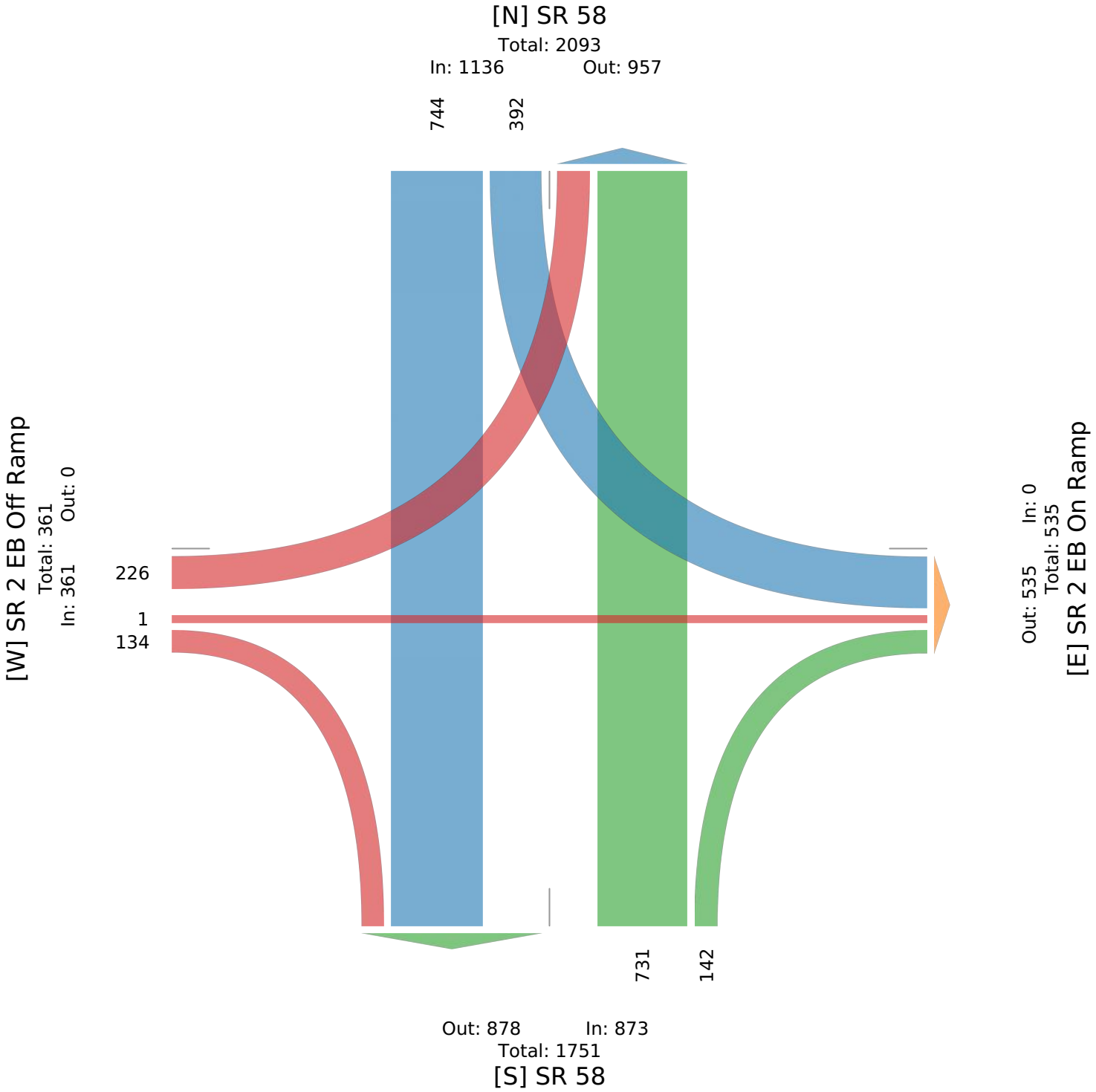
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 EB Off Ramp					SR 2 EB On Ramp		SR 58					SR 58					
Direction	Eastbound					Westbound		Northbound					Southbound					
Time	L	T	R	App	Ped*	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2022-07-30 11:00AM	47	0	35	**82**	0	**0**	0	166	37	0	**203**	0	93	190	0	**283**	0	**568**
11:15AM	70	0	34	**104**	0	**0**	0	184	40	0	**224**	0	100	179	0	**279**	0	**607**
11:30AM	54	0	37	**91**	0	**0**	0	196	34	0	**230**	0	107	192	0	**299**	0	**620**
11:45AM	55	1	28	**84**	0	**0**	0	185	31	0	**216**	0	92	183	0	**275**	0	**575**
Total	226	1	134	**361**	0	**0**	0	731	142	0	**873**	0	392	744	0	**1136**	0	**2370**
% Approach	62.6%	0.3%	37.1%	**-**	-	**-**	-	83.7%	16.3%	0%	**-**	-	34.5%	65.5%	0%	**-**	-	-
% Total	9.5%	0%	5.7%	**15.2%**	-	**0%**	-	30.8%	6.0%	0%	**36.8%**	-	16.5%	31.4%	0%	**47.9%**	-	-
PHF	0.807	0.250	0.905	**0.868**	-	**-**	-	0.932	0.888	-	**0.949**	-	0.916	0.969	-	**0.950**	-	0.956
Lights	223	0	131	**354**	-	**0**	-	726	141	0	**867**	-	385	738	0	**1123**	-	2344
% Lights	98.7%	0%	97.8%	**98.1%**	-	**-**	-	99.3%	99.3%	0%	**99.3%**	-	98.2%	99.2%	0%	**98.9%**	-	98.9%
Articulated Trucks	1	0	0	**1**	-	**0**	-	3	0	0	**3**	-	2	1	0	**3**	-	7
% Articulated Trucks	0.4%	0%	0%	**0.3%**	-	**-**	-	0.4%	0%	0%	**0.3%**	-	0.5%	0.1%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	2	1	3	**6**	-	**0**	-	2	1	0	**3**	-	5	5	0	**10**	-	19
% Buses and Single-Unit Trucks	0.9%	100%	2.2%	**1.7%**	-	**-**	-	0.3%	0.7%	0%	**0.3%**	-	1.3%	0.7%	0%	**0.9%**	-	0.8%
Pedestrians	-	-	-	-	0	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 EB Ramps - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978598, Location: 41.413265, -82.20909

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

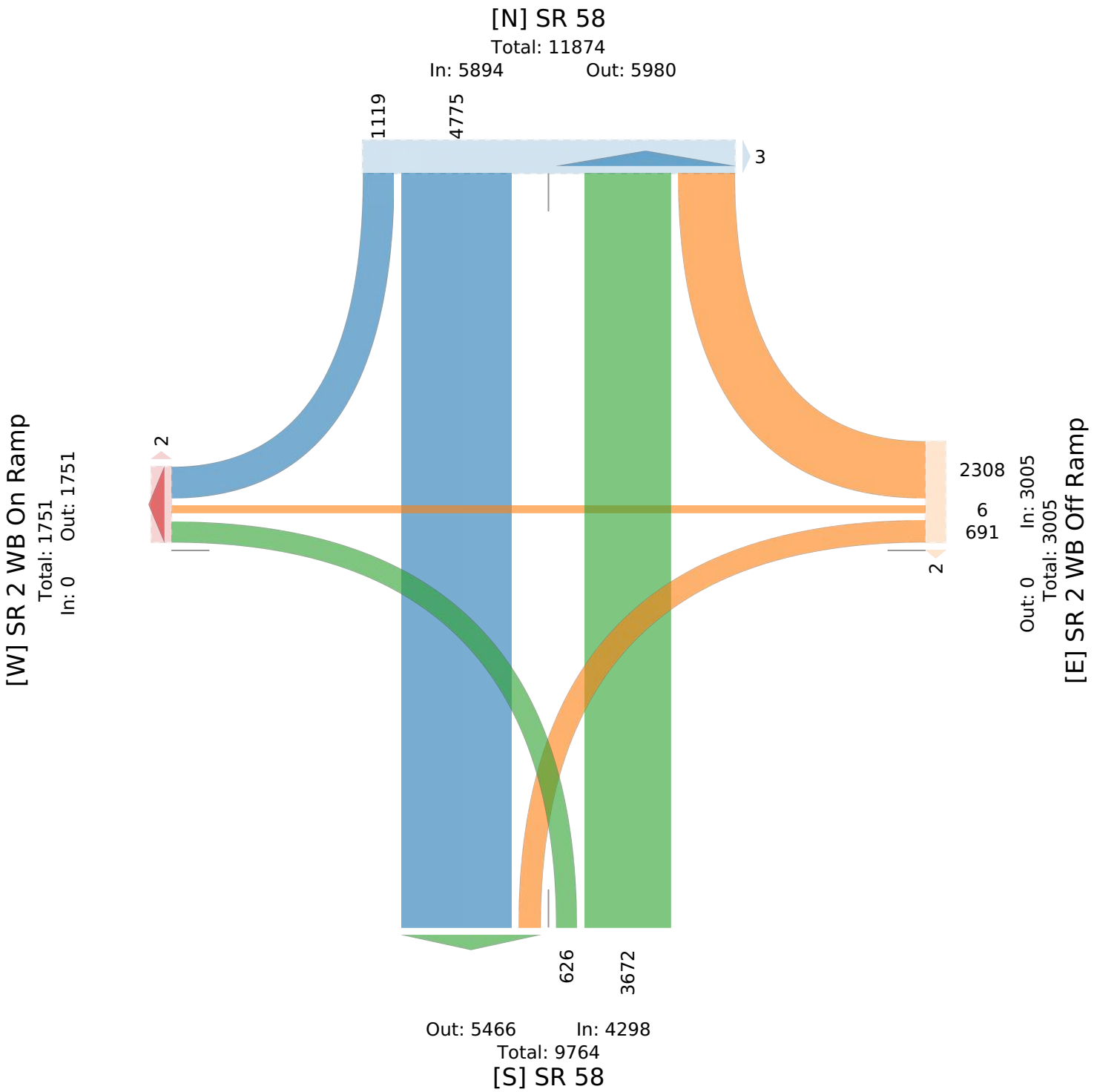
Leg Direction	SR 2 WB On Ramp Eastbound		SR 2 WB Off Ramp Westbound					SR 58 Northbound					SR 58 Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	**0**	0	6	0	33	**39**	0	12	43	0	**55**	0	121	11	0	**132**	0	**226**
6:15AM	**0**	0	9	0	53	**62**	0	13	51	0	**64**	0	162	20	0	**182**	0	**308**
6:30AM	**0**	0	5	0	67	**72**	0	8	63	0	**71**	0	155	27	0	**182**	0	**325**
6:45AM	**0**	0	11	0	78	**89**	0	22	69	0	**91**	0	127	26	0	**153**	0	**333**
Hourly Total	**0**	0	31	0	231	**262**	0	55	226	0	**281**	0	565	84	0	**649**	0	**1192**
8:30AM	**0**	0	26	1	81	**108**	1	22	124	0	**146**	0	191	28	0	**219**	0	**473**
8:45AM	**0**	0	30	1	110	**141**	0	26	122	0	**148**	0	183	39	0	**222**	0	**511**
Hourly Total	**0**	0	56	2	191	**249**	1	48	246	0	**294**	0	374	67	0	**441**	0	**984**
9:00AM	**0**	1	22	0	75	**97**	0	27	143	0	**170**	0	155	37	0	**192**	0	**459**
9:15AM	**0**	0	19	0	87	**106**	0	27	147	0	**174**	0	193	39	0	**232**	0	**512**
Hourly Total	**0**	1	41	0	162	**203**	0	54	290	0	**344**	0	348	76	0	**424**	0	**971**
12:00PM	**0**	0	30	0	107	**137**	0	32	201	0	**233**	0	206	54	0	**260**	0	**630**
12:15PM	**0**	0	27	0	107	**134**	0	24	203	0	**227**	0	250	55	0	**305**	0	**666**
12:30PM	**0**	0	33	1	100	**134**	0	38	204	0	**242**	0	219	72	0	**291**	0	**667**
12:45PM	**0**	0	44	0	111	**155**	0	35	188	0	**223**	0	253	58	0	**311**	3	**689**
Hourly Total	**0**	0	134	1	425	**560**	0	129	796	0	**925**	0	928	239	0	**1167**	3	**2652**
4:00PM	**0**	0	42	0	149	**191**	0	45	211	0	**256**	0	247	60	0	**307**	0	**754**
4:15PM	**0**	0	67	0	171	**238**	0	28	216	0	**244**	0	257	67	0	**324**	0	**806**
4:30PM	**0**	0	41	2	148	**191**	0	40	217	0	**257**	0	258	66	0	**324**	0	**772**
4:45PM	**0**	0	71	1	189	**261**	1	30	223	0	**253**	0	248	82	0	**330**	0	**844**
Hourly Total	**0**	0	221	3	657	**881**	1	143	867	0	**1010**	0	1010	275	0	**1285**	0	**3176**
2022-07-30 8:00AM	**0**	0	16	0	49	**65**	0	8	82	0	**90**	0	109	37	0	**146**	0	**301**
8:15AM	**0**	0	7	0	53	**60**	0	10	90	0	**100**	0	132	27	0	**159**	0	**319**
8:30AM	**0**	1	25	0	53	**78**	0	24	97	0	**121**	0	146	35	0	**181**	0	**380**
8:45AM	**0**	0	21	0	78	**99**	0	26	135	0	**161**	0	162	36	0	**198**	0	**458**
Hourly Total	**0**	1	69	0	233	**302**	0	68	404	0	**472**	0	549	135	0	**684**	0	**1458**
11:00AM	**0**	0	25	0	112	**137**	0	23	197	0	**220**	0	250	61	0	**311**	0	**668**
11:15AM	**0**	0	32	0	94	**126**	0	30	222	0	**252**	0	266	61	0	**327**	0	**705**
11:30AM	**0**	0	33	0	112	**145**	0	40	206	0	**246**	0	251	57	0	**308**	0	**699**
11:45AM	**0**	0	49	0	91	**140**	0	36	218	0	**254**	0	234	64	0	**298**	0	**692**
Hourly Total	**0**	0	139	0	409	**548**	0	129	843	0	**972**	0	1001	243	0	**1244**	0	**2764**
Total	**0**	2	691	6	2308	**3005**	2	626	3672	0	**4298**	0	4775	1119	0	**5894**	3	**13197**
% Approach	**-**	-	23.0%	0.2%	76.8%	**-**	-	14.6%	85.4%	0%	**-**	-	81.0%	19.0%	0%	**-**	-	-
% Total	**0%**	-	5.2%	0%	17.5%	**22.8%**	-	4.7%	27.8%	0%	**32.6%**	-	36.2%	8.5%	0%	**44.7%**	-	-
Lights	**0**	-	678	6	2251	**2935**	-	604	3603	0	**4207**	-	4686	1091	0	**5777**	-	12919
% Lights	**-**	-	98.1%	100%	97.5%	**97.7%**	-	96.5%	98.1%	0%	**97.9%**	-	98.1%	97.5%	0%	**98.0%**	-	97.9%
Articulated Trucks	**0**	-	2	0	15	**17**	-	9	20	0	**29**	-	29	9	0	**38**	-	84
% Articulated Trucks	**-**	-	0.3%	0%	0.6%	**0.6%**	-	1.4%	0.5%	0%	**0.7%**	-	0.6%	0.8%	0%	**0.6%**	-	0.6%
Buses and Single-Unit Trucks	**0**	-	11	0	42	**53**	-	13	49	0	**62**	-	60	19	0	**79**	-	194
% Buses and Single-Unit Trucks	**-**	-	1.6%	0%	1.8%	**1.8%**	-	2.1%	1.3%	0%	**1.4%**	-	1.3%	1.7%	0%	**1.3%**	-	1.5%
Pedestrians	-	2	-	-	-	-	2	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

LOUKAS engineering
TRAFFIC DATA & CONSULTING

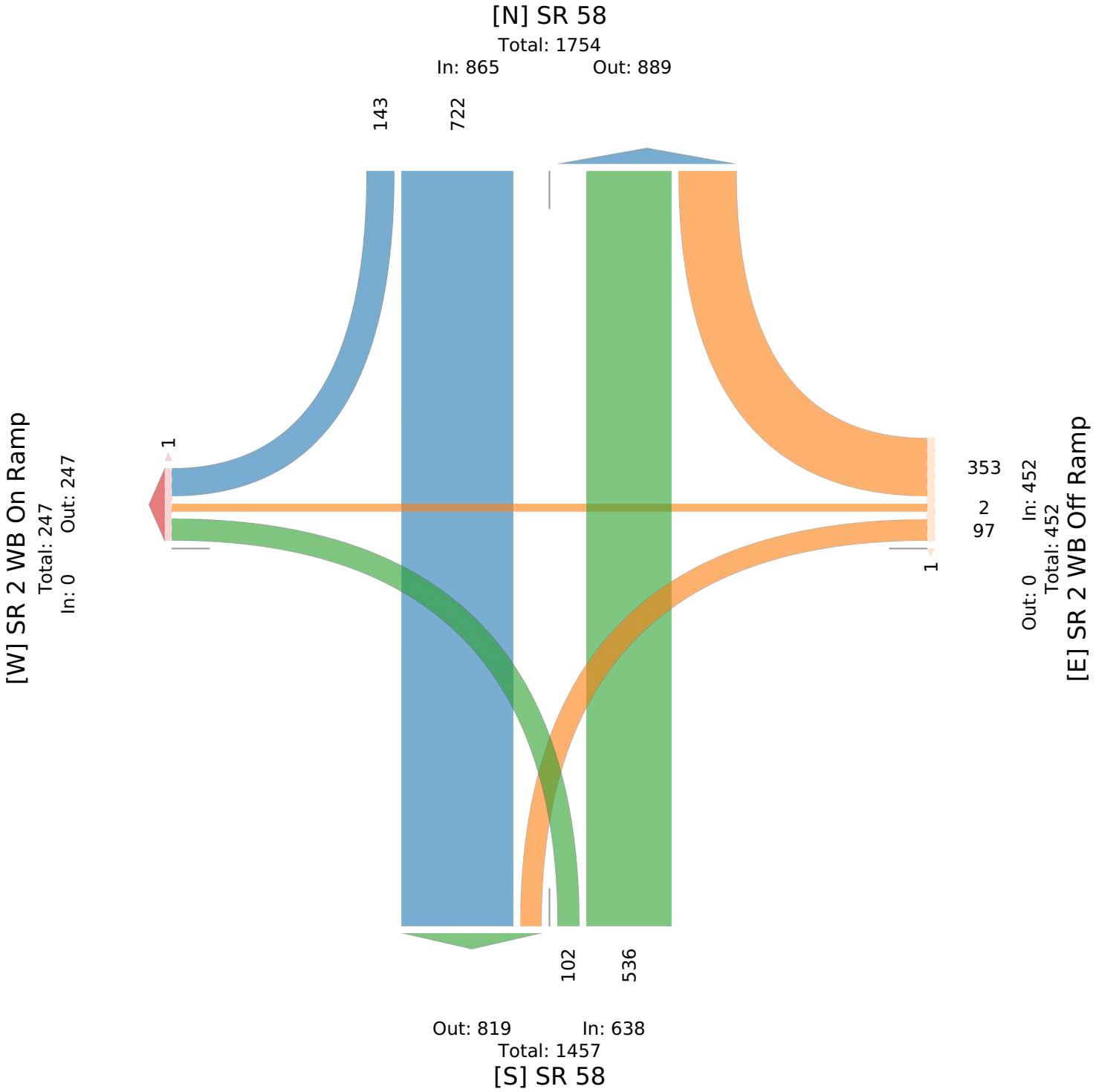
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	**0**	0	26	1	81	**108**	1	22	124	0	**146**	0	191	28	0	**219**	0	**473**
8:45AM	**0**	0	30	1	110	**141**	0	26	122	0	**148**	0	183	39	0	**222**	0	**511**
9:00AM	**0**	1	22	0	75	**97**	0	27	143	0	**170**	0	155	37	0	**192**	0	**459**
9:15AM	**0**	0	19	0	87	**106**	0	27	147	0	**174**	0	193	39	0	**232**	0	**512**
Total	**0**	1	97	2	353	**452**	1	102	536	0	**638**	0	722	143	0	**865**	0	**1955**
% Approach	**-**	-	21.5%	0.4%	78.1%	**-**	-	16.0%	84.0%	0%	**-**	-	83.5%	16.5%	0%	**-**	-	-
% Total	**0%**	-	5.0%	0.1%	18.1%	**23.1%**	-	5.2%	27.4%	0%	**32.6%**	-	36.9%	7.3%	0%	**44.2%**	-	-
PHF	**-**	-	0.808	0.500	0.802	**0.801**	-	0.944	0.912	-	**0.917**	-	0.935	0.917	-	**0.932**	-	0.955
Lights	**0**	-	93	2	338	**433**	-	99	516	0	**615**	-	700	139	0	**839**	-	1887
% Lights	**-**	-	95.9%	100%	95.8%	**95.8%**	-	97.1%	96.3%	0%	**96.4%**	-	97.0%	97.2%	0%	**97.0%**	-	96.5%
Articulated Trucks	**0**	-	0	0	3	**3**	-	3	5	0	**8**	-	4	1	0	**5**	-	16
% Articulated Trucks	**-**	-	0%	0%	0.8%	**0.7%**	-	2.9%	0.9%	0%	**1.3%**	-	0.6%	0.7%	0%	**0.6%**	-	0.8%
Buses and Single-Unit Trucks	**0**	-	4	0	12	**16**	-	0	15	0	**15**	-	18	3	0	**21**	-	52
% Buses and Single-Unit Trucks	**-**	-	4.1%	0%	3.4%	**3.5%**	-	0%	2.8%	0%	**2.4%**	-	2.5%	2.1%	0%	**2.4%**	-	2.7%
Pedestrians	-	1	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

LOUKAS engineering
TRAFFIC DATA & CONSULTING

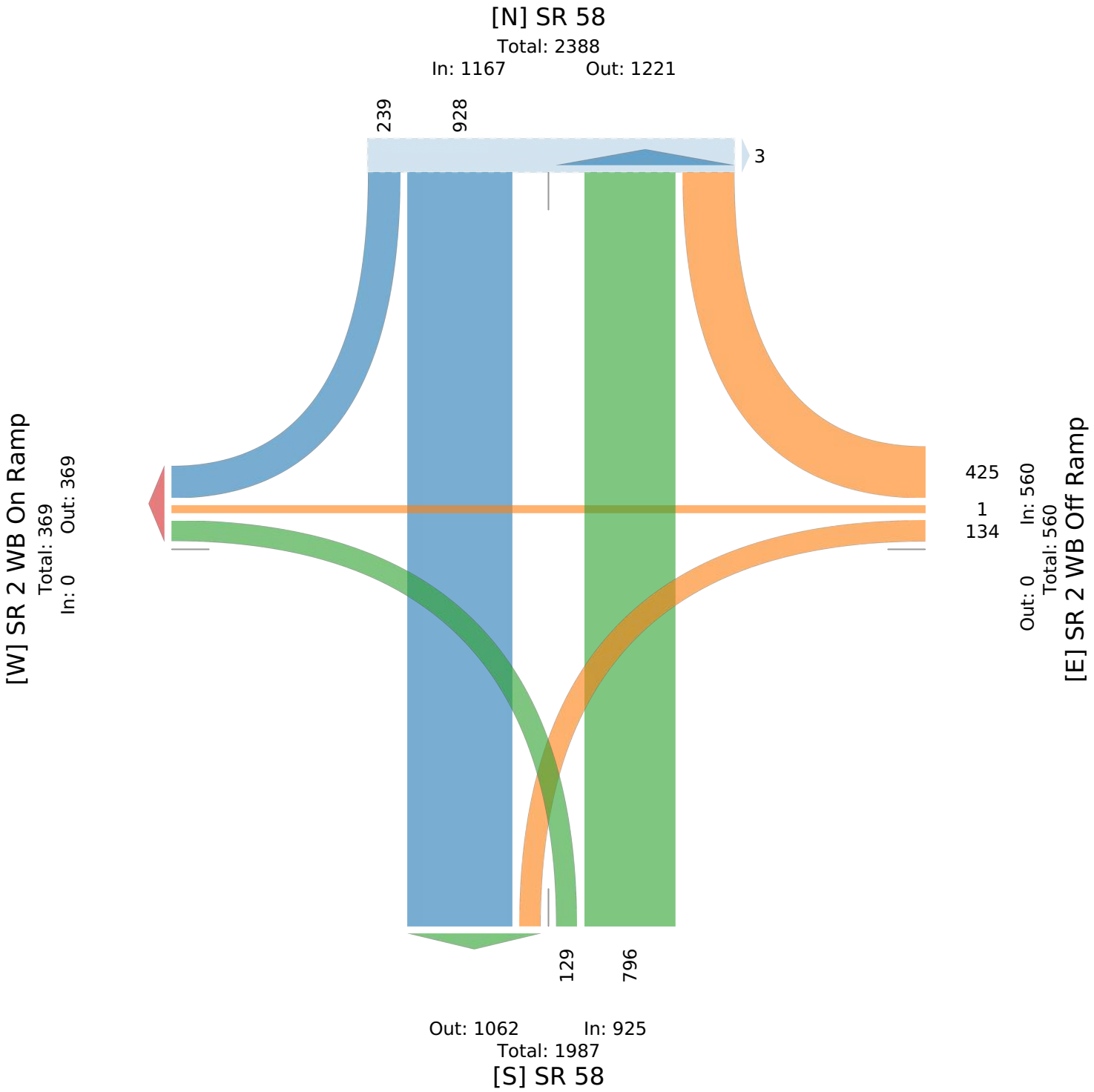
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	**0**	0	30	0	107	**137**	0	32	201	0	**233**	0	206	54	0	**260**	0	**630**
12:15PM	**0**	0	27	0	107	**134**	0	24	203	0	**227**	0	250	55	0	**305**	0	**666**
12:30PM	**0**	0	33	1	100	**134**	0	38	204	0	**242**	0	219	72	0	**291**	0	**667**
12:45PM	**0**	0	44	0	111	**155**	0	35	188	0	**223**	0	253	58	0	**311**	3	**689**
Total	**0**	0	134	1	425	**560**	0	129	796	0	**925**	0	928	239	0	**1167**	3	**2652**
% Approach	**-**	-	23.9%	0.2%	75.9%	**-**	-	13.9%	86.1%	0%	**-**	-	79.5%	20.5%	0%	**-**	-	**-**
% Total	**0%**	-	5.1%	0%	16.0%	**21.1%**	-	4.9%	30.0%	0%	**34.9%**	-	35.0%	9.0%	0%	**44.0%**	-	**-**
PHF	**-**	-	0.761	0.250	0.957	**0.903**	-	0.849	0.975	-	**0.956**	-	0.917	0.830	-	**0.938**	-	0.962
Lights	**0**	-	130	1	411	**542**	-	123	770	0	**893**	-	911	231	0	**1142**	-	2577
% Lights	**-**	-	97.0%	100%	96.7%	**96.8%**	-	95.3%	96.7%	0%	**96.5%**	-	98.2%	96.7%	0%	**97.9%**	-	97.2%
Articulated Trucks	**0**	-	1	0	3	**4**	-	0	10	0	**10**	-	6	2	0	**8**	-	22
% Articulated Trucks	**-**	-	0.7%	0%	0.7%	**0.7%**	-	0%	1.3%	0%	**1.1%**	-	0.6%	0.8%	0%	**0.7%**	-	0.8%
Buses and Single-Unit Trucks	**0**	-	3	0	11	**14**	-	6	16	0	**22**	-	11	6	0	**17**	-	53
% Buses and Single-Unit Trucks	**-**	-	2.2%	0%	2.6%	**2.5%**	-	4.7%	2.0%	0%	**2.4%**	-	1.2%	2.5%	0%	**1.5%**	-	2.0%
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

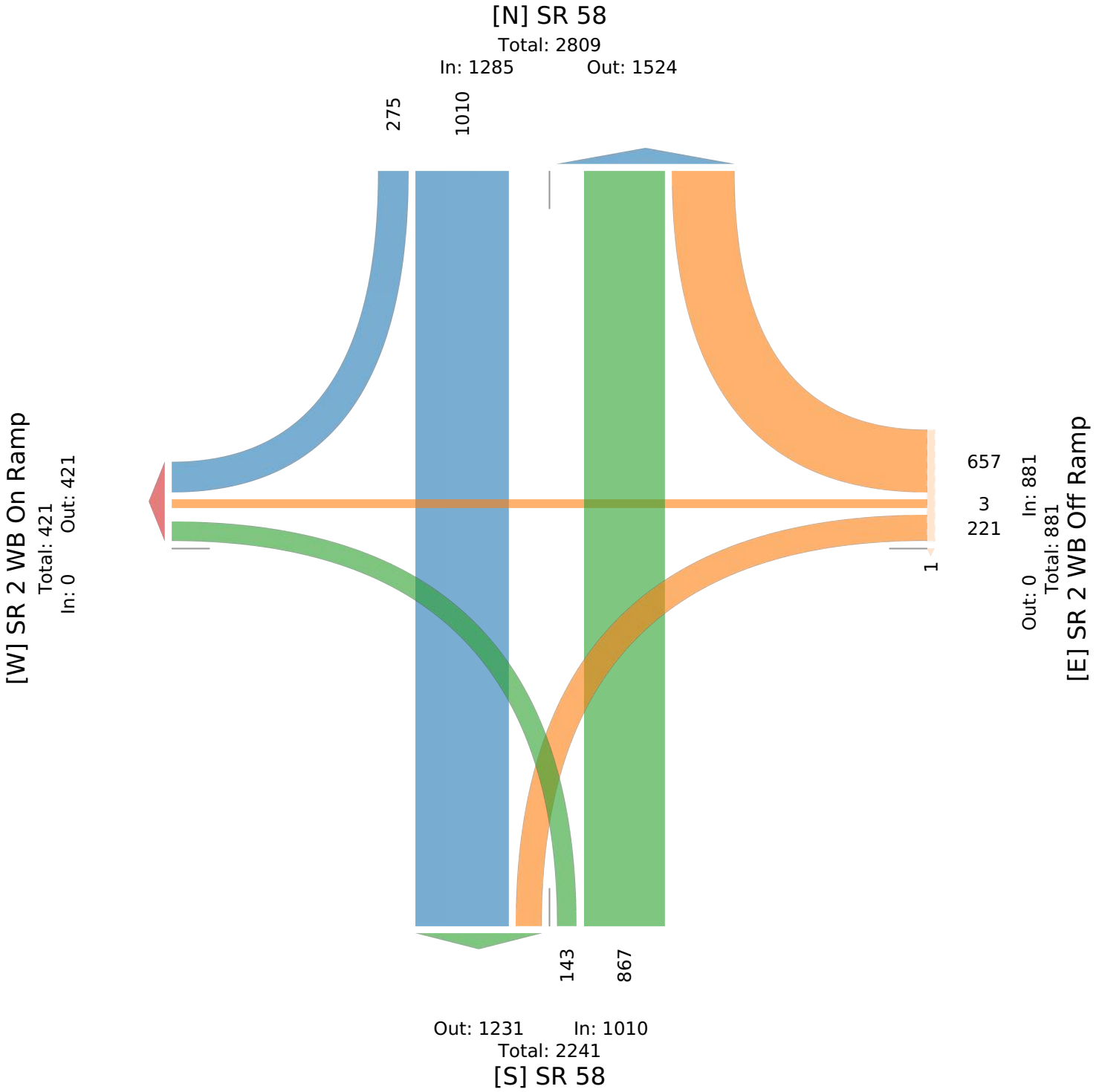
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	**0**	0	42	0	149	**191**	0	45	211	0	**256**	0	247	60	0	**307**	0	**754**
4:15PM	**0**	0	67	0	171	**238**	0	28	216	0	**244**	0	257	67	0	**324**	0	**806**
4:30PM	**0**	0	41	2	148	**191**	0	40	217	0	**257**	0	258	66	0	**324**	0	**772**
4:45PM	**0**	0	71	1	189	**261**	1	30	223	0	**253**	0	248	82	0	**330**	0	**844**
Total	**0**	0	221	3	657	**881**	1	143	867	0	**1010**	0	1010	275	0	**1285**	0	**3176**
% Approach	**-**	-	25.1%	0.3%	74.6%	**-**	-	14.2%	85.8%	0%	**-**	-	78.6%	21.4%	0%	**-**	-	-
% Total	**0%**	-	7.0%	0.1%	20.7%	**27.7%**	-	4.5%	27.3%	0%	**31.8%**	-	31.8%	8.7%	0%	**40.5%**	-	-
PHF	**-**	-	0.778	0.375	0.869	**0.844**	-	0.794	0.972	-	**0.982**	-	0.979	0.838	-	**0.973**	-	0.941
Lights	**0**	-	218	3	654	**875**	-	140	863	0	**1003**	-	994	268	0	**1262**	-	3140
% Lights	**-**	-	98.6%	100%	99.5%	**99.3%**	-	97.9%	99.5%	0%	**99.3%**	-	98.4%	97.5%	0%	**98.2%**	-	98.9%
Articulated Trucks	**0**	-	0	0	2	**2**	-	0	1	0	**1**	-	8	3	0	**11**	-	14
% Articulated Trucks	**-**	-	0%	0%	0.3%	**0.2%**	-	0%	0.1%	0%	**0.1%**	-	0.8%	1.1%	0%	**0.9%**	-	0.4%
Buses and Single-Unit Trucks	**0**	-	3	0	1	**4**	-	3	3	0	**6**	-	8	4	0	**12**	-	22
% Buses and Single-Unit Trucks	**-**	-	1.4%	0%	0.2%	**0.5%**	-	2.1%	0.3%	0%	**0.6%**	-	0.8%	1.5%	0%	**0.9%**	-	0.7%
Pedestrians	-	0	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

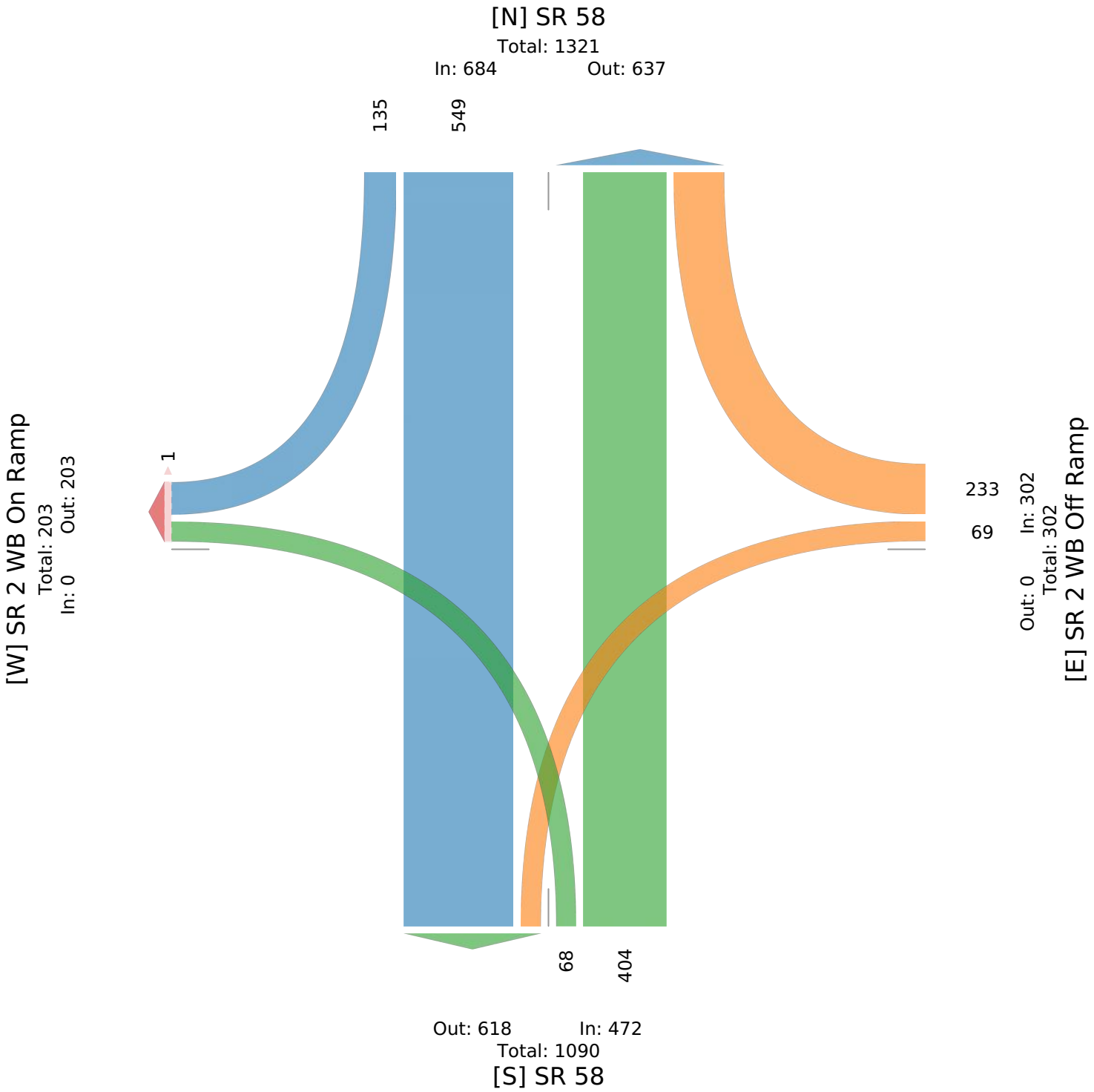
Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	**0**	0	16	0	49	**65**	0	8	82	0	**90**	0	109	37	0	**146**	0	**301**
8:15AM	**0**	0	7	0	53	**60**	0	10	90	0	**100**	0	132	27	0	**159**	0	**319**
8:30AM	**0**	1	25	0	53	**78**	0	24	97	0	**121**	0	146	35	0	**181**	0	**380**
8:45AM	**0**	0	21	0	78	**99**	0	26	135	0	**161**	0	162	36	0	**198**	0	**458**
Total	**0**	1	69	0	233	**302**	0	68	404	0	**472**	0	549	135	0	**684**	0	**1458**
% Approach	**-**	-	22.8%	0%	77.2%	**-**	-	14.4%	85.6%	0%	**-**	-	80.3%	19.7%	0%	**-**	-	-
% Total	**0%**	-	4.7%	0%	16.0%	**20.7%**	-	4.7%	27.7%	0%	**32.4%**	-	37.7%	9.3%	0%	**46.9%**	-	-
PHF	**-**	-	0.690	-	0.747	**0.763**	-	0.654	0.748	-	**0.733**	-	0.847	0.912	-	**0.864**	-	0.796
Lights	**0**	-	69	0	221	**290**	-	67	400	0	**467**	-	541	131	0	**672**	-	1429
% Lights	**-**	-	100%	0%	94.8%	**96.0%**	-	98.5%	99.0%	0%	**98.9%**	-	98.5%	97.0%	0%	**98.2%**	-	98.0%
Articulated Trucks	**0**	-	0	0	3	**3**	-	0	2	0	**2**	-	3	2	0	**5**	-	10
% Articulated Trucks	**-**	-	0%	0%	1.3%	**1.0%**	-	0%	0.5%	0%	**0.4%**	-	0.5%	1.5%	0%	**0.7%**	-	0.7%
Buses and Single-Unit Trucks	**0**	-	0	0	9	**9**	-	1	2	0	**3**	-	5	2	0	**7**	-	19
% Buses and Single-Unit Trucks	**-**	-	0%	0%	3.9%	**3.0%**	-	1.5%	0.5%	0%	**0.6%**	-	0.9%	1.5%	0%	**1.0%**	-	1.3%
Pedestrians	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

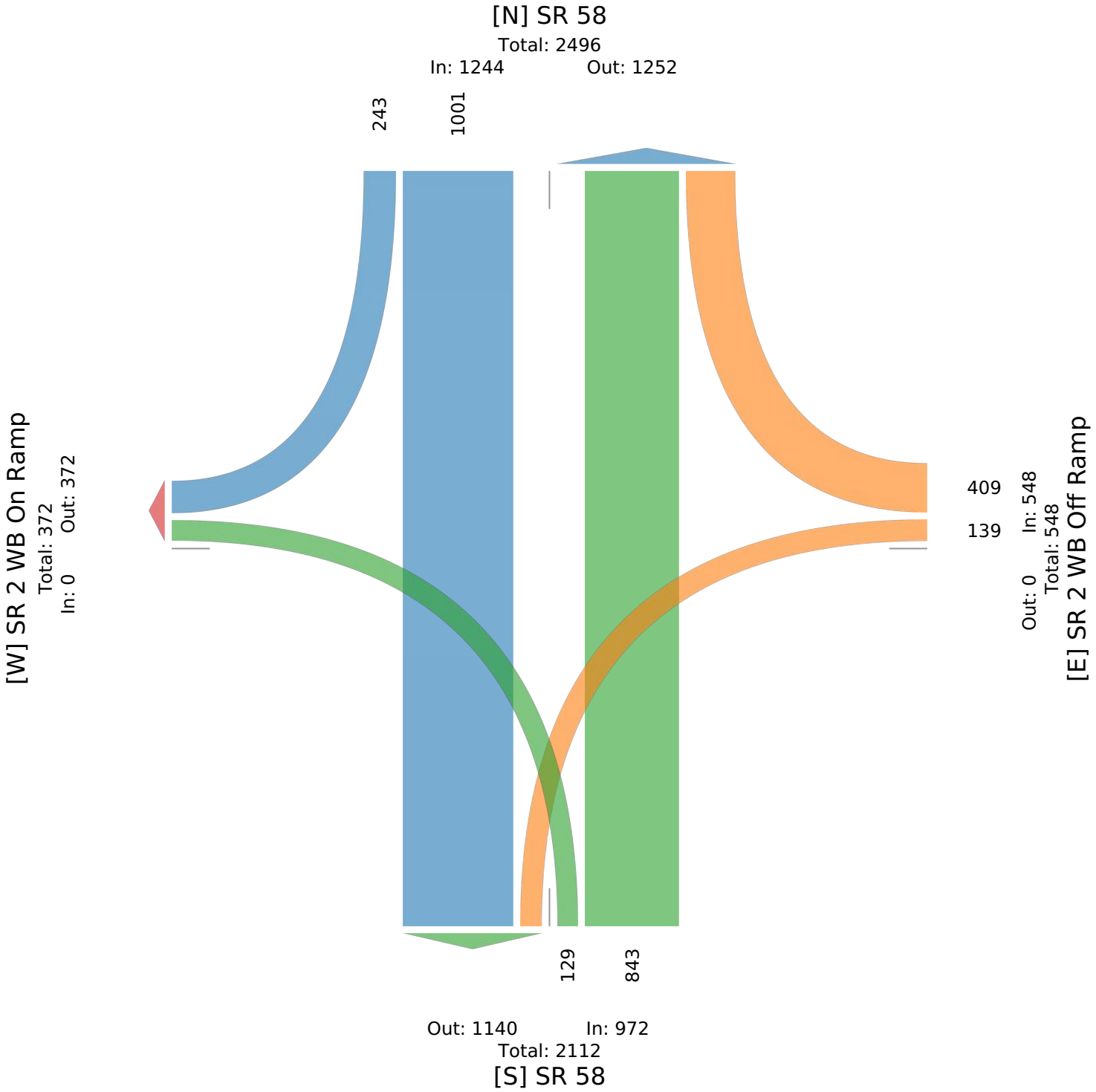
Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	**0**	0	25	0	112	**137**	0	23	197	0	**220**	0	250	61	0	**311**	0	**668**
11:15AM	**0**	0	32	0	94	**126**	0	30	222	0	**252**	0	266	61	0	**327**	0	**705**
11:30AM	**0**	0	33	0	112	**145**	0	40	206	0	**246**	0	251	57	0	**308**	0	**699**
11:45AM	**0**	0	49	0	91	**140**	0	36	218	0	**254**	0	234	64	0	**298**	0	**692**
Total	**0**	0	139	0	409	**548**	0	129	843	0	**972**	0	1001	243	0	**1244**	0	**2764**
% Approach	**-**	-	25.4%	0%	74.6%	**-**	-	13.3%	86.7%	0%	**-**	-	80.5%	19.5%	0%	**-**	-	-
% Total	**0%**	-	5.0%	0%	14.8%	**19.8%**	-	4.7%	30.5%	0%	**35.2%**	-	36.2%	8.8%	0%	**45.0%**	-	-
PHF	**-**	-	0.709	-	0.913	**0.945**	-	0.806	0.949	-	**0.957**	-	0.941	0.949	-	**0.951**	-	0.980
Lights	**0**	-	138	0	404	**542**	-	124	839	0	**963**	-	989	240	0	**1229**	-	2734
% Lights	**-**	-	99.3%	0%	98.8%	**98.9%**	-	96.1%	99.5%	0%	**99.1%**	-	98.8%	98.8%	0%	**98.8%**	-	98.9%
Articulated Trucks	**0**	-	0	0	1	**1**	-	3	1	0	**4**	-	3	0	0	**3**	-	8
% Articulated Trucks	**-**	-	0%	0%	0.2%	**0.2%**	-	2.3%	0.1%	0%	**0.4%**	-	0.3%	0%	0%	**0.2%**	-	0.3%
Buses and Single-Unit Trucks	**0**	-	1	0	4	**5**	-	2	3	0	**5**	-	9	3	0	**12**	-	22
% Buses and Single-Unit Trucks	**-**	-	0.7%	0%	1.0%	**0.9%**	-	1.6%	0.4%	0%	**0.5%**	-	0.9%	1.2%	0%	**1.0%**	-	0.8%
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

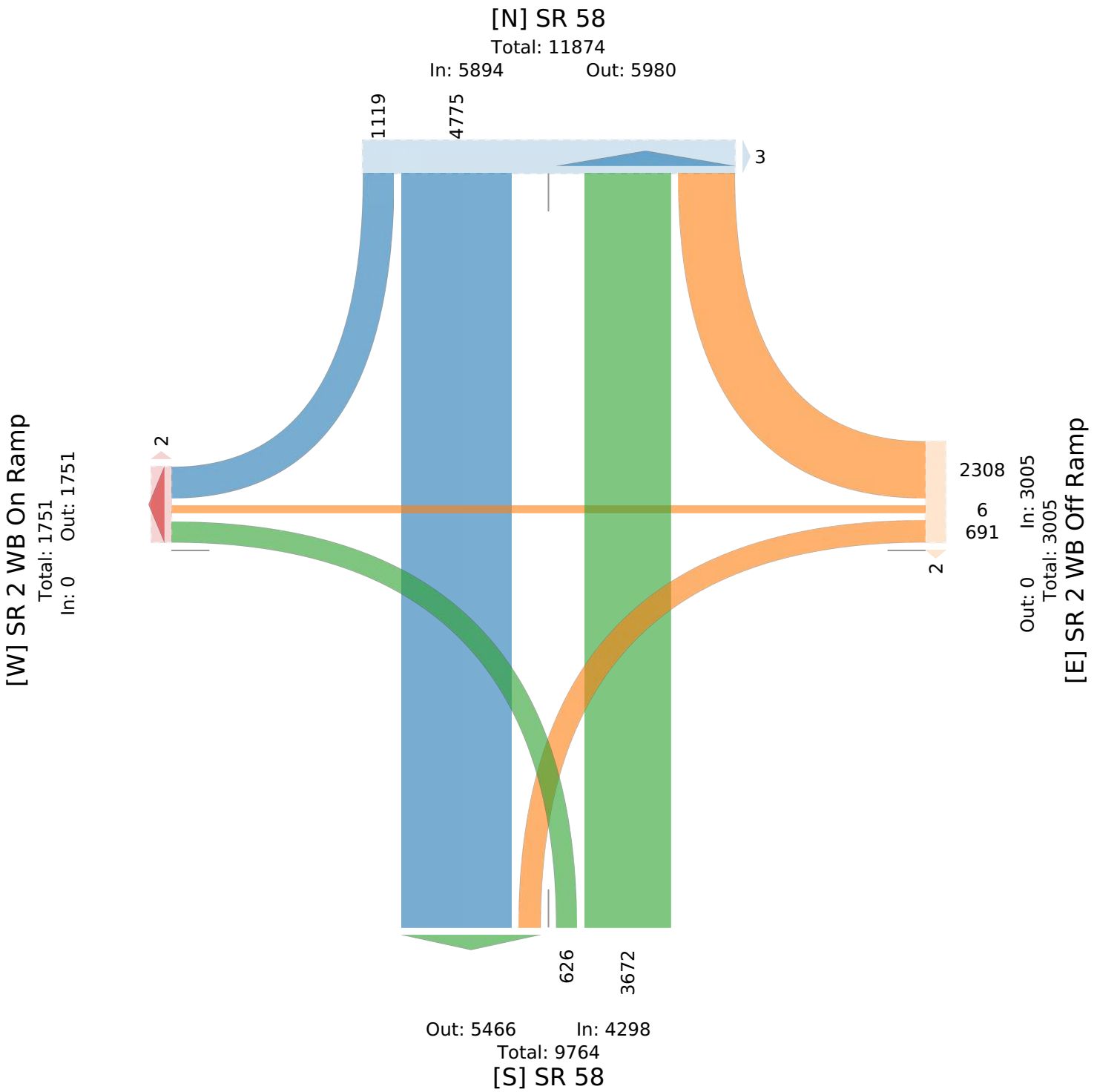
Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	**0**	0	31	0	231	**262**	0	55	226	0	**281**	0	565	84	0	**649**	0	**1192**
8:00AM	**0**	0	56	2	191	**249**	1	48	246	0	**294**	0	374	67	0	**441**	0	**984**
9:00AM	**0**	1	41	0	162	**203**	0	54	290	0	**344**	0	348	76	0	**424**	0	**971**
12:00PM	**0**	0	134	1	425	**560**	0	129	796	0	**925**	0	928	239	0	**1167**	3	**2652**
4:00PM	**0**	0	221	3	657	**881**	1	143	867	0	**1010**	0	1010	275	0	**1285**	0	**3176**
2022-07-30 8:00AM	**0**	1	69	0	233	**302**	0	68	404	0	**472**	0	549	135	0	**684**	0	**1458**
11:00AM	**0**	0	139	0	409	**548**	0	129	843	0	**972**	0	1001	243	0	**1244**	0	**2764**
Total	**0**	2	691	6	2308	**3005**	2	626	3672	0	**4298**	0	4775	1119	0	**5894**	3	**13197**
% Approach	**-**	-	23.0%	0.2%	76.8%	**-**	-	14.6%	85.4%	0%	**-**	-	81.0%	19.0%	0%	**-**	-	-
% Total	**0%**	-	5.2%	0%	17.5%	**22.8%**	-	4.7%	27.8%	0%	**32.6%**	-	36.2%	8.5%	0%	**44.7%**	-	-
Lights	**0**	-	678	6	2251	**2935**	-	604	3603	0	**4207**	-	4686	1091	0	**5777**	-	12919
% Lights	**-**	-	98.1%	100%	97.5%	**97.7%**	-	96.5%	98.1%	0%	**97.9%**	-	98.1%	97.5%	0%	**98.0%**	-	97.9%
Articulated Trucks	**0**	-	2	0	15	**17**	-	9	20	0	**29**	-	29	9	0	**38**	-	84
% Articulated Trucks	**-**	-	0.3%	0%	0.6%	**0.6%**	-	1.4%	0.5%	0%	**0.7%**	-	0.6%	0.8%	0%	**0.6%**	-	0.6%
Buses and Single-Unit Trucks	**0**	-	11	0	42	**53**	-	13	49	0	**62**	-	60	19	0	**79**	-	194
% Buses and Single-Unit Trucks	**-**	-	1.6%	0%	1.8%	**1.8%**	-	2.1%	1.3%	0%	**1.4%**	-	1.3%	1.7%	0%	**1.3%**	-	1.5%
Pedestrians	-	2	-	-	-	-	2	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

LOUKAS engineering
TRAFFIC DATA & CONSULTING

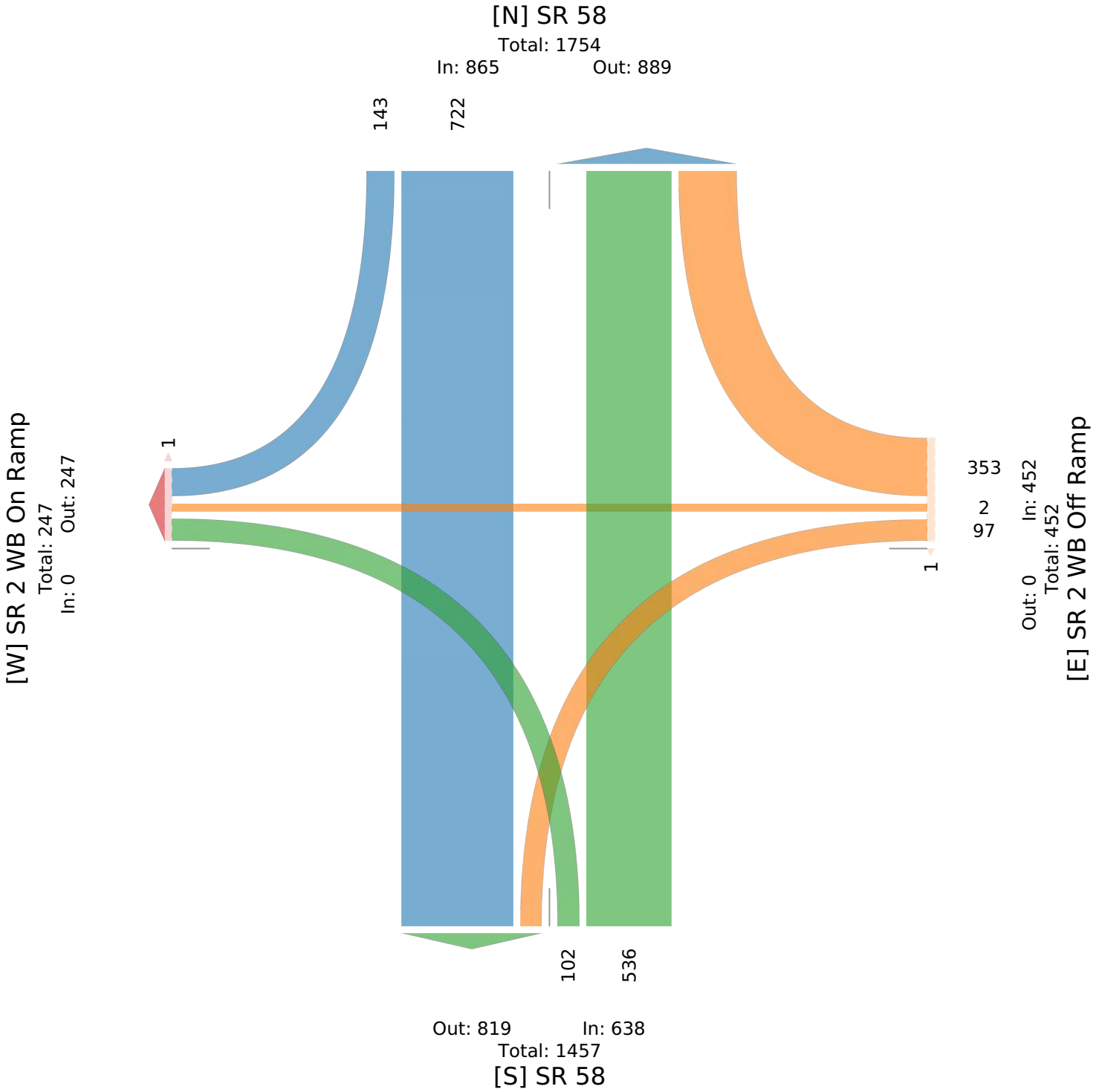
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	**0**	0	26	1	81	**108**	1	22	124	0	**146**	0	191	28	0	**219**	0	**473**
8:45AM	**0**	0	30	1	110	**141**	0	26	122	0	**148**	0	183	39	0	**222**	0	**511**
9:00AM	**0**	1	22	0	75	**97**	0	27	143	0	**170**	0	155	37	0	**192**	0	**459**
9:15AM	**0**	0	19	0	87	**106**	0	27	147	0	**174**	0	193	39	0	**232**	0	**512**
Total	**0**	1	97	2	353	**452**	1	102	536	0	**638**	0	722	143	0	**865**	0	**1955**
% Approach	**-**	-	21.5%	0.4%	78.1%	**-**	-	16.0%	84.0%	0%	**-**	-	83.5%	16.5%	0%	**-**	-	-
% Total	**0%**	-	5.0%	0.1%	18.1%	**23.1%**	-	5.2%	27.4%	0%	**32.6%**	-	36.9%	7.3%	0%	**44.2%**	-	-
PHF	**-**	-	0.808	0.500	0.802	**0.801**	-	0.944	0.912	-	**0.917**	-	0.935	0.917	-	**0.932**	-	0.955
Lights	**0**	-	93	2	338	**433**	-	99	516	0	**615**	-	700	139	0	**839**	-	1887
% Lights	**-**	-	95.9%	100%	95.8%	**95.8%**	-	97.1%	96.3%	0%	**96.4%**	-	97.0%	97.2%	0%	**97.0%**	-	96.5%
Articulated Trucks	**0**	-	0	0	3	**3**	-	3	5	0	**8**	-	4	1	0	**5**	-	16
% Articulated Trucks	**-**	-	0%	0%	0.8%	**0.7%**	-	2.9%	0.9%	0%	**1.3%**	-	0.6%	0.7%	0%	**0.6%**	-	0.8%
Buses and Single-Unit Trucks	**0**	-	4	0	12	**16**	-	0	15	0	**15**	-	18	3	0	**21**	-	52
% Buses and Single-Unit Trucks	**-**	-	4.1%	0%	3.4%	**3.5%**	-	0%	2.8%	0%	**2.4%**	-	2.5%	2.1%	0%	**2.4%**	-	2.7%
Pedestrians	-	1	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

LOUKAS engineering
TRAFFIC DATA & CONSULTING

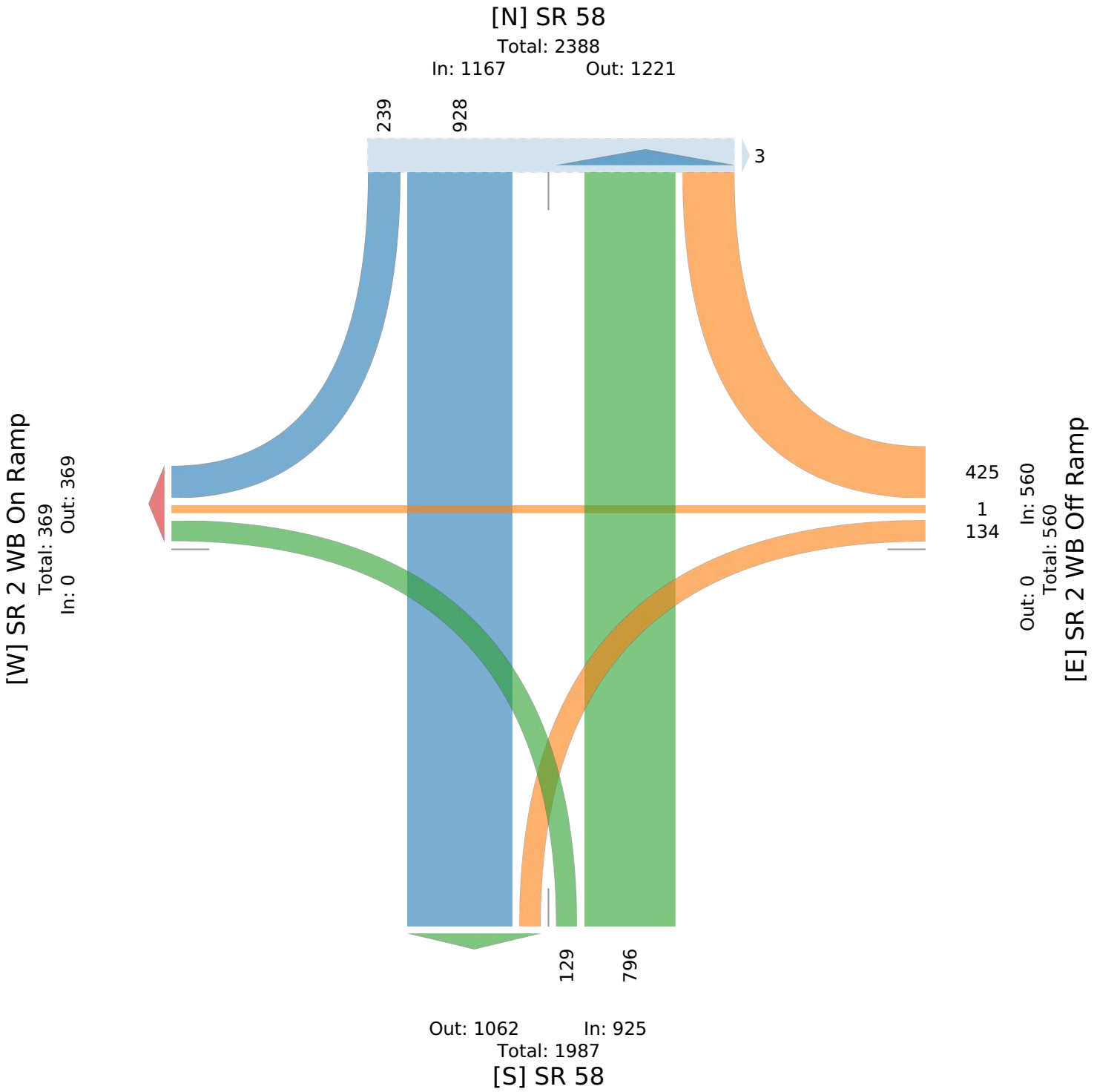
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	**0**	0	30	0	107	**137**	0	32	201	0	**233**	0	206	54	0	**260**	0	**630**
12:15PM	**0**	0	27	0	107	**134**	0	24	203	0	**227**	0	250	55	0	**305**	0	**666**
12:30PM	**0**	0	33	1	100	**134**	0	38	204	0	**242**	0	219	72	0	**291**	0	**667**
12:45PM	**0**	0	44	0	111	**155**	0	35	188	0	**223**	0	253	58	0	**311**	3	**689**
Total	**0**	0	134	1	425	**560**	0	129	796	0	**925**	0	928	239	0	**1167**	3	**2652**
% Approach	**-**	-	23.9%	0.2%	75.9%	**-**	-	13.9%	86.1%	0%	**-**	-	79.5%	20.5%	0%	**-**	-	**-**
% Total	**0%**	-	5.1%	0%	16.0%	**21.1%**	-	4.9%	30.0%	0%	**34.9%**	-	35.0%	9.0%	0%	**44.0%**	-	**-**
PHF	**-**	-	0.761	0.250	0.957	**0.903**	-	0.849	0.975	-	**0.956**	-	0.917	0.830	-	**0.938**	-	0.962
Lights	**0**	-	130	1	411	**542**	-	123	770	0	**893**	-	911	231	0	**1142**	-	2577
% Lights	**-**	-	97.0%	100%	96.7%	**96.8%**	-	95.3%	96.7%	0%	**96.5%**	-	98.2%	96.7%	0%	**97.9%**	-	97.2%
Articulated Trucks	**0**	-	1	0	3	**4**	-	0	10	0	**10**	-	6	2	0	**8**	-	22
% Articulated Trucks	**-**	-	0.7%	0%	0.7%	**0.7%**	-	0%	1.3%	0%	**1.1%**	-	0.6%	0.8%	0%	**0.7%**	-	0.8%
Buses and Single-Unit Trucks	**0**	-	3	0	11	**14**	-	6	16	0	**22**	-	11	6	0	**17**	-	53
% Buses and Single-Unit Trucks	**-**	-	2.2%	0%	2.6%	**2.5%**	-	4.7%	2.0%	0%	**2.4%**	-	1.2%	2.5%	0%	**1.5%**	-	2.0%
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

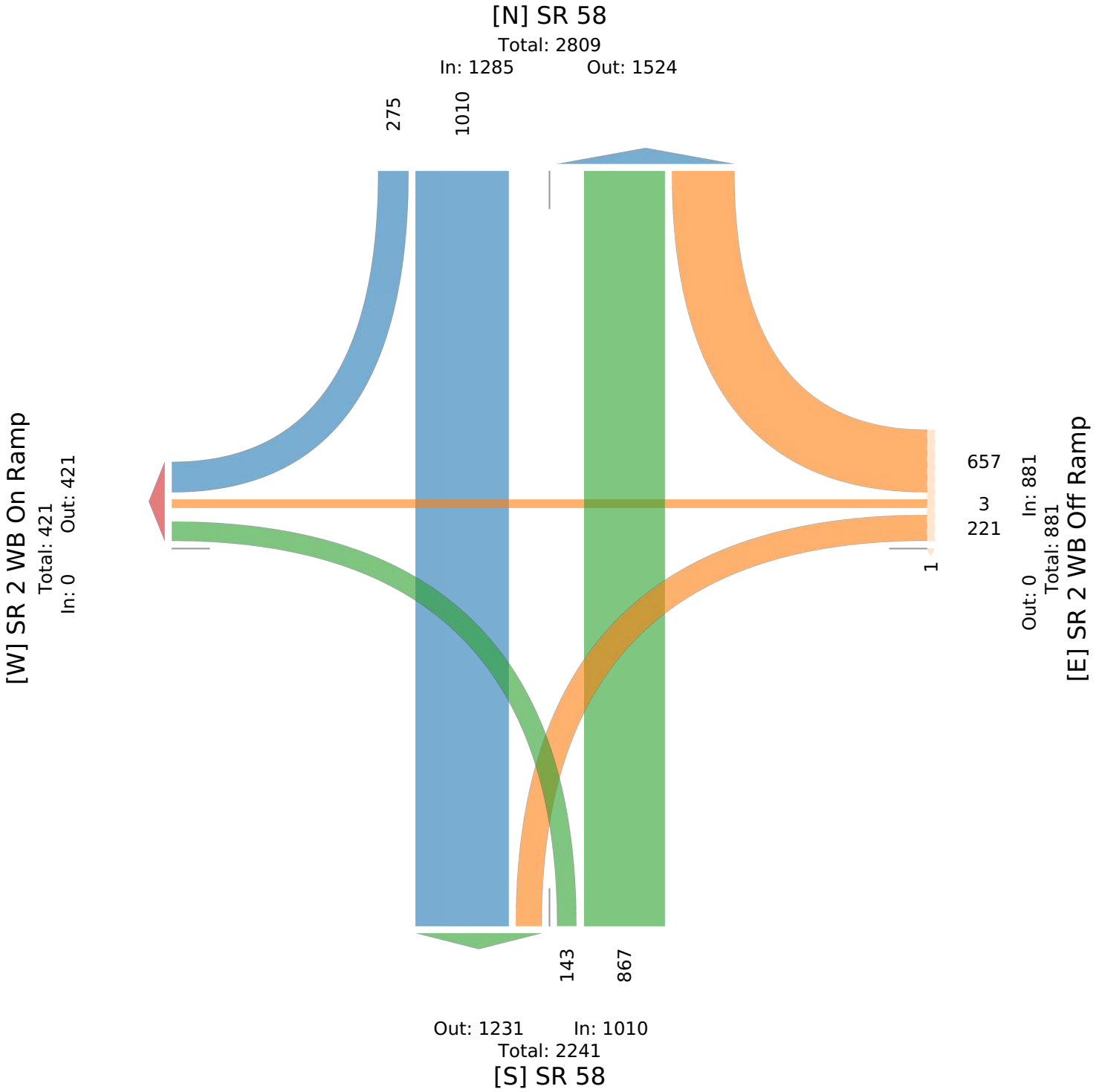
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	**0**	0	42	0	149	**191**	0	45	211	0	**256**	0	247	60	0	**307**	0	**754**
4:15PM	**0**	0	67	0	171	**238**	0	28	216	0	**244**	0	257	67	0	**324**	0	**806**
4:30PM	**0**	0	41	2	148	**191**	0	40	217	0	**257**	0	258	66	0	**324**	0	**772**
4:45PM	**0**	0	71	1	189	**261**	1	30	223	0	**253**	0	248	82	0	**330**	0	**844**
Total	**0**	0	221	3	657	**881**	1	143	867	0	**1010**	0	1010	275	0	**1285**	0	**3176**
% Approach	**-**	-	25.1%	0.3%	74.6%	**-**	-	14.2%	85.8%	0%	**-**	-	78.6%	21.4%	0%	**-**	-	-
% Total	**0%**	-	7.0%	0.1%	20.7%	**27.7%**	-	4.5%	27.3%	0%	**31.8%**	-	31.8%	8.7%	0%	**40.5%**	-	-
PHF	**-**	-	0.778	0.375	0.869	**0.844**	-	0.794	0.972	-	**0.982**	-	0.979	0.838	-	**0.973**	-	0.941
Lights	**0**	-	218	3	654	**875**	-	140	863	0	**1003**	-	994	268	0	**1262**	-	3140
% Lights	**-**	-	98.6%	100%	99.5%	**99.3%**	-	97.9%	99.5%	0%	**99.3%**	-	98.4%	97.5%	0%	**98.2%**	-	98.9%
Articulated Trucks	**0**	-	0	0	2	**2**	-	0	1	0	**1**	-	8	3	0	**11**	-	14
% Articulated Trucks	**-**	-	0%	0%	0.3%	**0.2%**	-	0%	0.1%	0%	**0.1%**	-	0.8%	1.1%	0%	**0.9%**	-	0.4%
Buses and Single-Unit Trucks	**0**	-	3	0	1	**4**	-	3	3	0	**6**	-	8	4	0	**12**	-	22
% Buses and Single-Unit Trucks	**-**	-	1.4%	0%	0.2%	**0.5%**	-	2.1%	0.3%	0%	**0.6%**	-	0.8%	1.5%	0%	**0.9%**	-	0.7%
Pedestrians	-	0	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

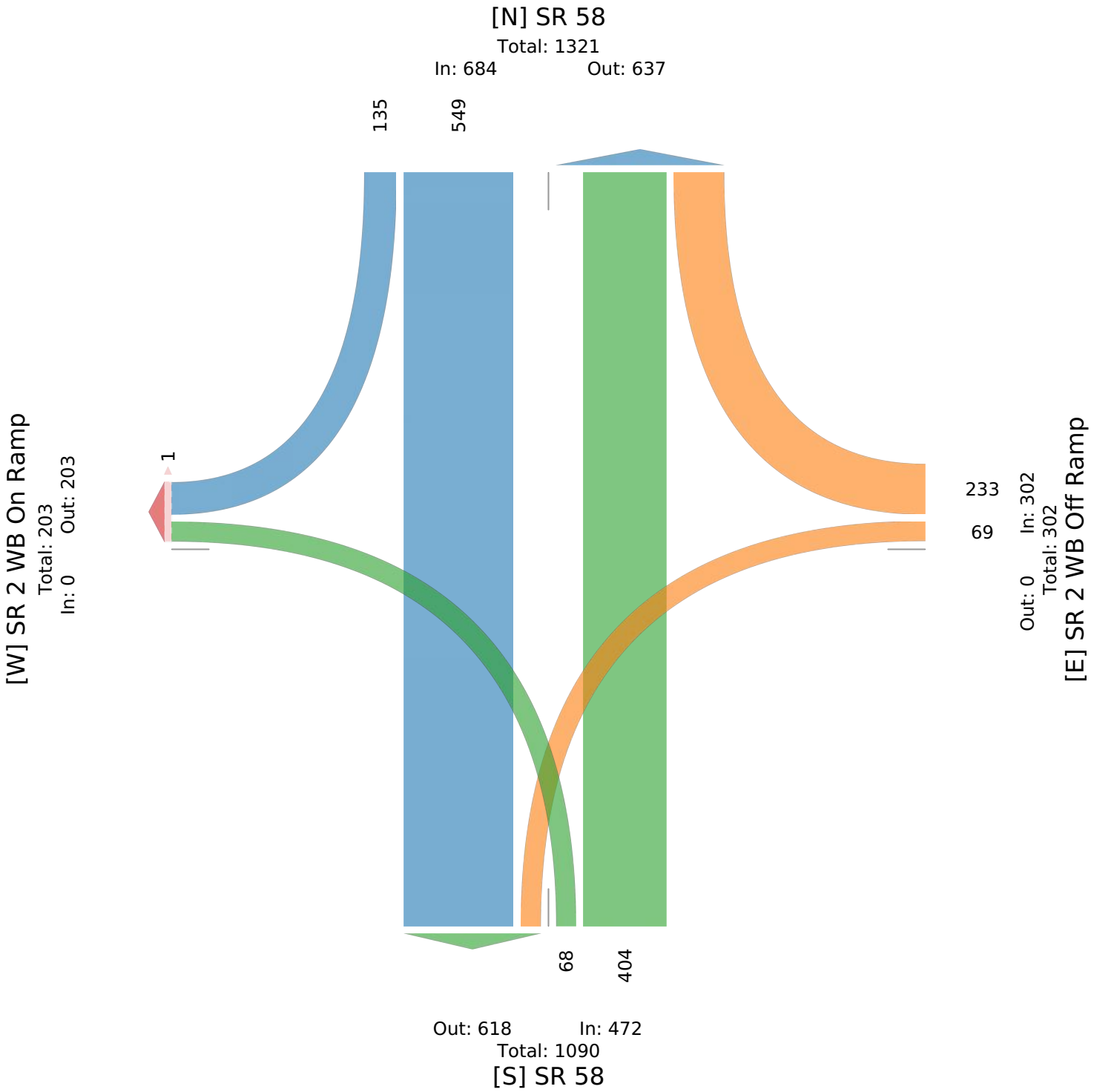
Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	**0**	0	16	0	49	**65**	0	8	82	0	**90**	0	109	37	0	**146**	0	**301**
8:15AM	**0**	0	7	0	53	**60**	0	10	90	0	**100**	0	132	27	0	**159**	0	**319**
8:30AM	**0**	1	25	0	53	**78**	0	24	97	0	**121**	0	146	35	0	**181**	0	**380**
8:45AM	**0**	0	21	0	78	**99**	0	26	135	0	**161**	0	162	36	0	**198**	0	**458**
Total	**0**	1	69	0	233	**302**	0	68	404	0	**472**	0	549	135	0	**684**	0	**1458**
% Approach	**-**	-	22.8%	0%	77.2%	**-**	-	14.4%	85.6%	0%	**-**	-	80.3%	19.7%	0%	**-**	-	-
% Total	**0%**	-	4.7%	0%	16.0%	**20.7%**	-	4.7%	27.7%	0%	**32.4%**	-	37.7%	9.3%	0%	**46.9%**	-	-
PHF	**-**	-	0.690	-	0.747	**0.763**	-	0.654	0.748	-	**0.733**	-	0.847	0.912	-	**0.864**	-	0.796
Lights	**0**	-	69	0	221	**290**	-	67	400	0	**467**	-	541	131	0	**672**	-	1429
% Lights	**-**	-	100%	0%	94.8%	**96.0%**	-	98.5%	99.0%	0%	**98.9%**	-	98.5%	97.0%	0%	**98.2%**	-	98.0%
Articulated Trucks	**0**	-	0	0	3	**3**	-	0	2	0	**2**	-	3	2	0	**5**	-	10
% Articulated Trucks	**-**	-	0%	0%	1.3%	**1.0%**	-	0%	0.5%	0%	**0.4%**	-	0.5%	1.5%	0%	**0.7%**	-	0.7%
Buses and Single-Unit Trucks	**0**	-	0	0	9	**9**	-	1	2	0	**3**	-	5	2	0	**7**	-	19
% Buses and Single-Unit Trucks	**-**	-	0%	0%	3.9%	**3.0%**	-	1.5%	0.5%	0%	**0.6%**	-	0.9%	1.5%	0%	**1.0%**	-	1.3%
Pedestrians	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & SR 2 WB Ramps - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

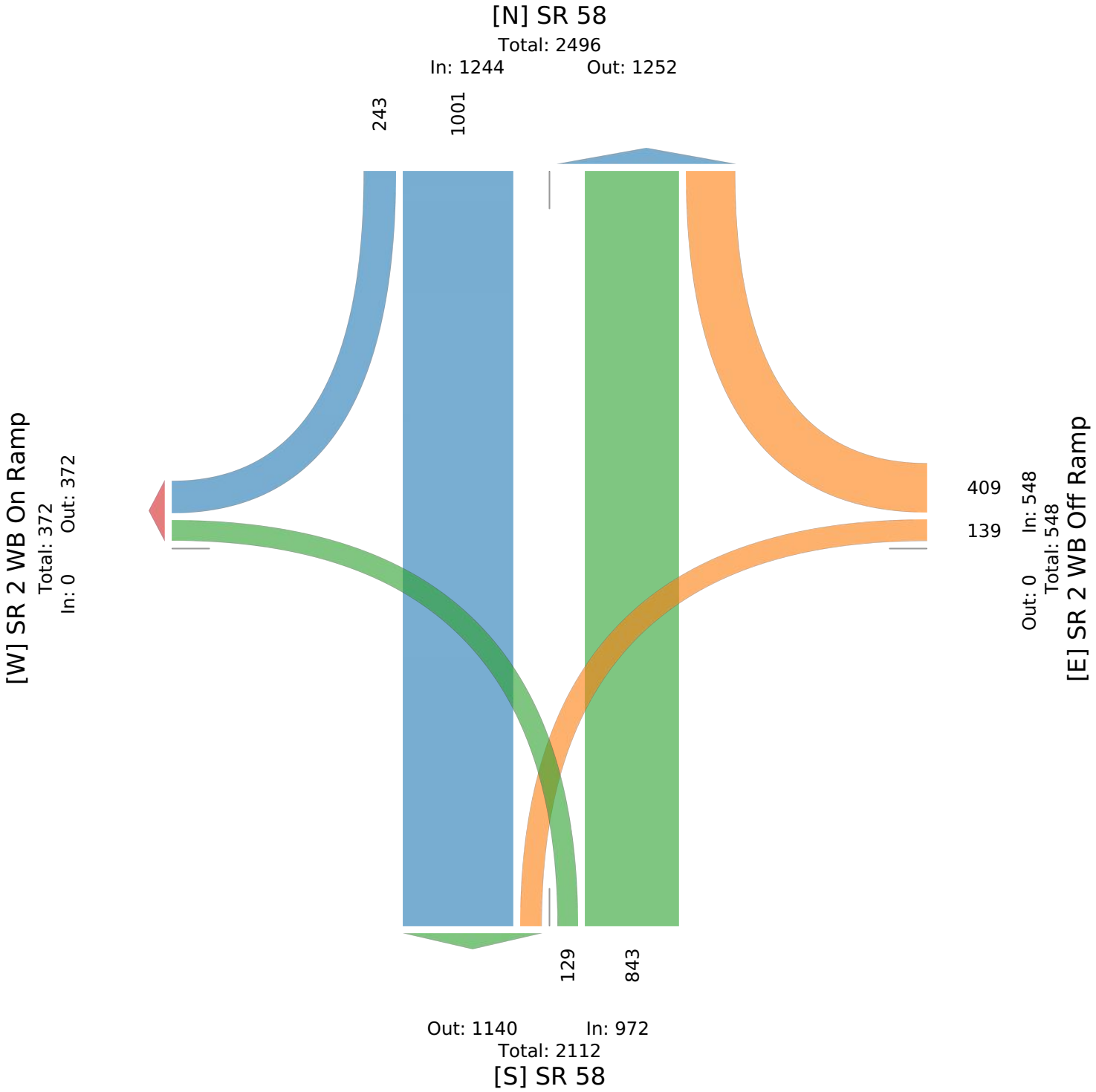
Leg	SR 2 WB On Ramp		SR 2 WB Off Ramp					SR 58					SR 58					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	L	T	R	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	**0**	0	25	0	112	**137**	0	23	197	0	**220**	0	250	61	0	**311**	0	**668**
11:15AM	**0**	0	32	0	94	**126**	0	30	222	0	**252**	0	266	61	0	**327**	0	**705**
11:30AM	**0**	0	33	0	112	**145**	0	40	206	0	**246**	0	251	57	0	**308**	0	**699**
11:45AM	**0**	0	49	0	91	**140**	0	36	218	0	**254**	0	234	64	0	**298**	0	**692**
Total	**0**	0	139	0	409	**548**	0	129	843	0	**972**	0	1001	243	0	**1244**	0	**2764**
% Approach	**-**	-	25.4%	0%	74.6%	**-**	-	13.3%	86.7%	0%	**-**	-	80.5%	19.5%	0%	**-**	-	-
% Total	**0%**	-	5.0%	0%	14.8%	**19.8%**	-	4.7%	30.5%	0%	**35.2%**	-	36.2%	8.8%	0%	**45.0%**	-	-
PHF	**-**	-	0.709	-	0.913	**0.945**	-	0.806	0.949	-	**0.957**	-	0.941	0.949	-	**0.951**	-	0.980
Lights	**0**	-	138	0	404	**542**	-	124	839	0	**963**	-	989	240	0	**1229**	-	2734
% Lights	**-**	-	99.3%	0%	98.8%	**98.9%**	-	96.1%	99.5%	0%	**99.1%**	-	98.8%	98.8%	0%	**98.8%**	-	98.9%
Articulated Trucks	**0**	-	0	0	1	**1**	-	3	1	0	**4**	-	3	0	0	**3**	-	8
% Articulated Trucks	**-**	-	0%	0%	0.2%	**0.2%**	-	2.3%	0.1%	0%	**0.4%**	-	0.3%	0%	0%	**0.2%**	-	0.3%
Buses and Single-Unit Trucks	**0**	-	1	0	4	**5**	-	2	3	0	**5**	-	9	3	0	**12**	-	22
% Buses and Single-Unit Trucks	**-**	-	0.7%	0%	1.0%	**0.9%**	-	1.6%	0.4%	0%	**0.5%**	-	0.9%	1.2%	0%	**1.0%**	-	0.8%
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & SR 2 WB Ramps - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978600, Location: 41.414982, -82.209026

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

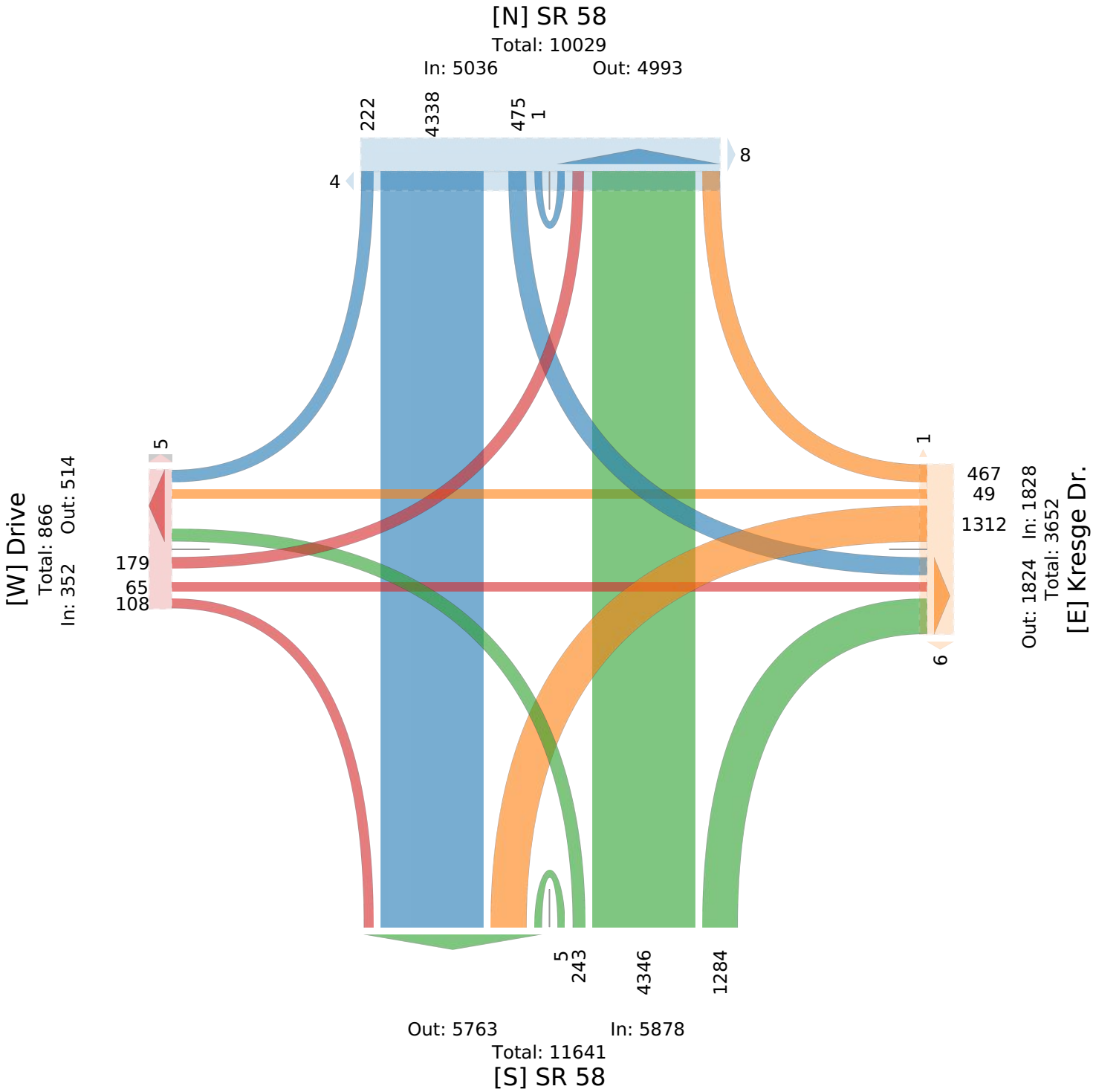
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	15	7	8	0	**30**	0	55	3	11	0	**69**	1	28	357	56	1	**442**	0	33	560	37	0	**630**	0	**1171**
8:00AM	11	4	3	0	**18**	0	66	3	11	0	**80**	2	19	345	61	0	**425**	0	28	358	17	0	**403**	1	**926**
9:00AM	4	2	11	0	**17**	1	74	3	33	0	**110**	2	24	331	86	0	**441**	0	31	321	20	0	**372**	3	**940**
12:00PM	47	17	16	0	**80**	2	343	11	124	0	**478**	0	47	858	284	0	**1189**	0	113	803	39	1	**956**	4	**2703**
4:00PM	28	13	25	0	**66**	1	354	8	143	0	**505**	2	41	1071	361	3	**1476**	0	109	896	42	0	**1047**	2	**3094**
2022-07-30 8:00AM	29	12	12	0	**53**	1	98	4	34	0	**136**	0	46	456	121	1	**624**	0	58	558	32	0	**648**	1	**1461**
11:00AM	45	10	33	0	**88**	0	322	17	111	0	**450**	0	38	928	315	0	**1281**	0	103	842	35	0	**980**	1	**2799**
Total	179	65	108	0	**352**	5	1312	49	467	0	**1828**	7	243	4346	1284	5	**5878**	0	475	4338	222	1	**5036**	12	**13094**
% Approach	50.9%	18.5%	30.7%	0%	**-**	-	71.8%	2.7%	25.5%	0%	**-**	-	4.1%	73.9%	21.8%	0.1%	**-**	-	9.4%	86.1%	4.4%	0%	**-**	-	-
% Total	1.4%	0.5%	0.8%	0%	**2.7%**	-	10.0%	0.4%	3.6%	0%	**14.0%**	-	1.9%	33.2%	9.8%	0%	**44.9%**	-	3.6%	33.1%	1.7%	0%	**38.5%**	-	-
Lights	176	65	105	0	**346**	-	1291	45	462	0	**1798**	-	240	4249	1262	5	**5756**	-	472	4251	215	1	**4939**	-	12839
% Lights	98.3%	100%	97.2%	0%	**98.3%**	-	98.4%	91.8%	98.9%	0%	**98.4%**	-	98.8%	97.8%	98.3%	100%	**97.9%**	-	99.4%	98.0%	96.8%	100%	**98.1%**	-	98.1%
Articulated Trucks	1	0	1	0	**2**	-	9	0	3	0	**12**	-	1	26	7	0	**34**	-	2	26	2	0	**30**	-	78
% Articulated Trucks	0.6%	0%	0.9%	0%	**0.6%**	-	0.7%	0%	0.6%	0%	**0.7%**	-	0.4%	0.6%	0.5%	0%	**0.6%**	-	0.4%	0.6%	0.9%	0%	**0.6%**	-	0.6%
Buses and Single-Unit Trucks	2	0	2	0	**4**	-	12	4	2	0	**18**	-	2	71	15	0	**88**	-	1	61	5	0	**67**	-	177
% Buses and Single-Unit Trucks	1.1%	0%	1.9%	0%	**1.1%**	-	0.9%	8.2%	0.4%	0%	**1.0%**	-	0.8%	1.6%	1.2%	0%	**1.5%**	-	0.2%	1.4%	2.3%	0%	**1.3%**	-	1.4%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

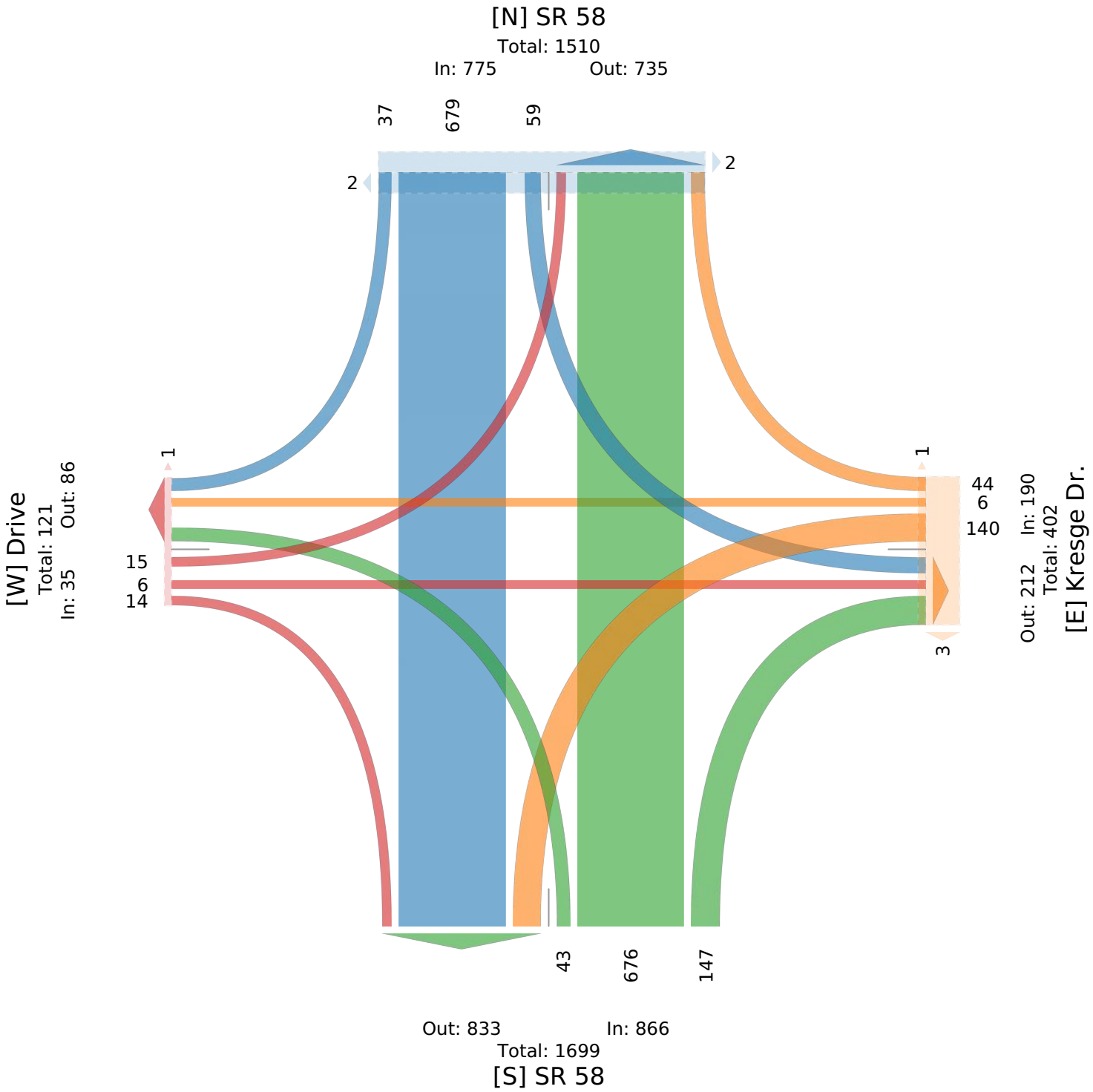
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-28 8:30AM	4	3	1	0	**8**	0	31	2	4	0	**37**	2	8	158	30	0	**196**	0	11	184	9	0	**204**	1	**445**
8:45AM	7	1	2	0	**10**	0	35	1	7	0	**43**	0	11	187	31	0	**229**	0	17	174	8	0	**199**	0	**481**
9:00AM	1	1	6	0	**8**	1	35	3	20	0	**58**	2	11	157	47	0	**215**	0	13	151	8	0	**172**	3	**453**
9:15AM	3	1	5	0	**9**	0	39	0	13	0	**52**	0	13	174	39	0	**226**	0	18	170	12	0	**200**	0	**487**
Total	15	6	14	0	**35**	1	140	6	44	0	**190**	4	43	676	147	0	**866**	0	59	679	37	0	**775**	4	**1866**
% Approach	42.9%	17.1%	40.0%	0%	**-**	-	73.7%	3.2%	23.2%	0%	**-**	-	5.0%	78.1%	17.0%	0%	**-**	-	7.6%	87.6%	4.8%	0%	**-**	-	-
% Total	0.8%	0.3%	0.8%	0%	**1.9%**	-	7.5%	0.3%	2.4%	0%	**10.2%**	-	2.3%	36.2%	7.9%	0%	**46.4%**	-	3.2%	36.4%	2.0%	0%	**41.5%**	-	-
PHF	0.536	0.500	0.583	-	**0.875**	-	0.897	0.500	0.550	-	**0.819**	-	0.827	0.904	0.782	-	**0.945**	-	0.819	0.923	0.771	-	**0.950**	-	0.958
Lights	15	6	13	0	**34**	-	136	4	43	0	**183**	-	41	652	141	0	**834**	-	59	660	37	0	**756**	-	1807
% Lights	100%	100%	92.9%	0%	**97.1%**	-	97.1%	66.7%	97.7%	0%	**96.3%**	-	95.3%	96.4%	95.9%	0%	**96.3%**	-	100%	97.2%	100%	0%	**97.5%**	-	96.8%
Articulated Trucks	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	6	2	0	**8**	-	0	3	0	0	**3**	-	13
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	1.4%	0%	0%	0%	**1.1%**	-	0%	0.9%	1.4%	0%	**0.9%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.7%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	2	2	1	0	**5**	-	2	18	4	0	**24**	-	0	16	0	0	**16**	-	46
% Buses and Single-Unit Trucks	0%	0%	7.1%	0%	**2.9%**	-	1.4%	33.3%	2.3%	0%	**2.6%**	-	4.7%	2.7%	2.7%	0%	**2.8%**	-	0%	2.4%	0%	0%	**2.1%**	-	2.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

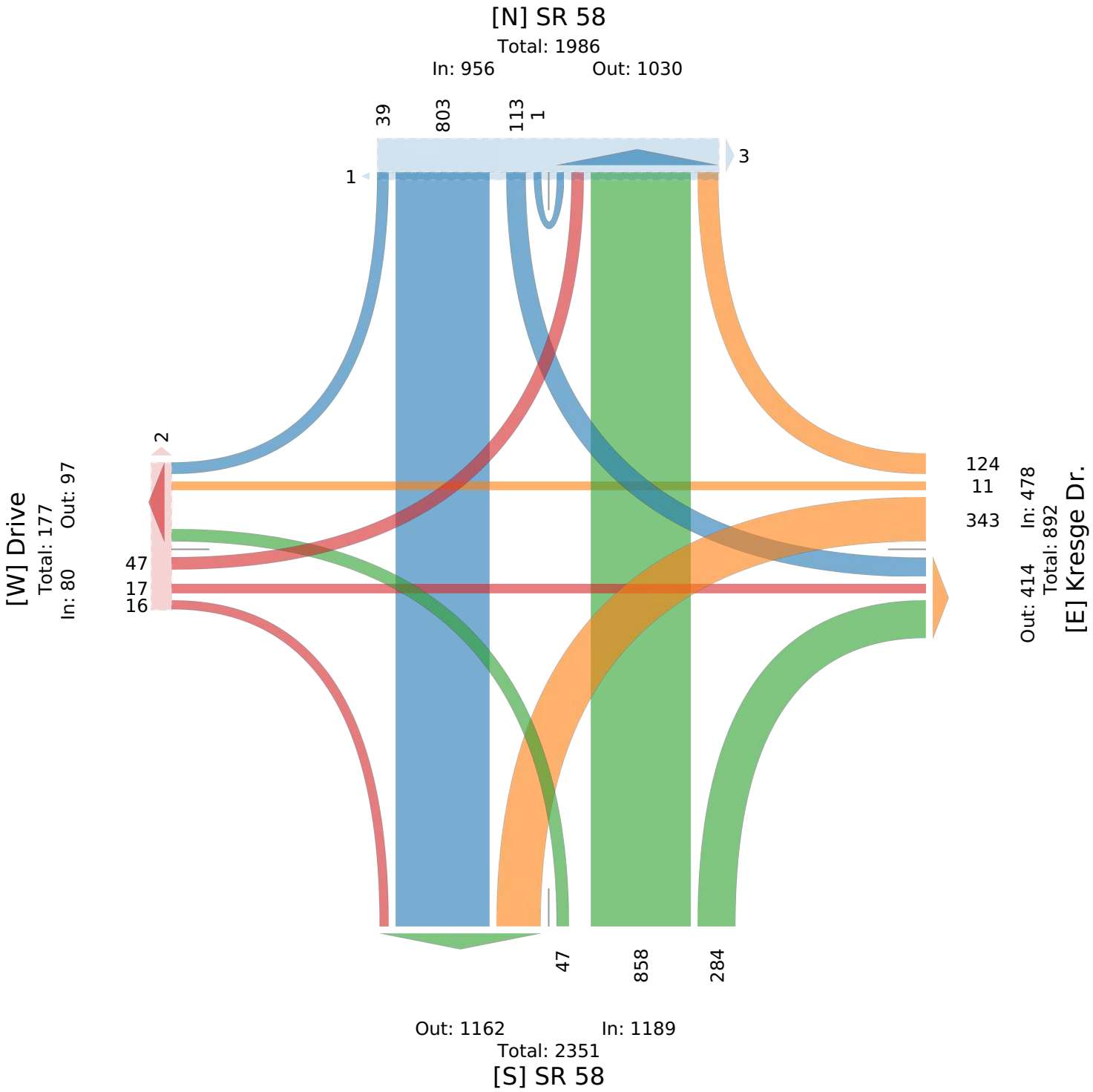
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	13	4	2	0	**19**	2	94	5	31	0	**130**	0	7	215	70	0	**292**	0	36	178	11	1	**226**	2	**667**
12:15PM	13	4	6	0	**23**	0	74	3	29	0	**106**	0	15	216	81	0	**312**	0	28	211	10	0	**249**	2	**690**
12:30PM	8	2	0	0	**10**	0	90	3	35	0	**128**	0	13	209	71	0	**293**	0	24	199	7	0	**230**	0	**661**
12:45PM	13	7	8	0	**28**	0	85	0	29	0	**114**	0	12	218	62	0	**292**	0	25	215	11	0	**251**	0	**685**
Total	47	17	16	0	**80**	2	343	11	124	0	**478**	0	47	858	284	0	**1189**	0	113	803	39	1	**956**	4	**2703**
% Approach	58.8%	21.3%	20.0%	0%	**-**	-	71.8%	2.3%	25.9%	0%	**-**	-	4.0%	72.2%	23.9%	0%	**-**	-	11.8%	84.0%	4.1%	0.1%	**-**	-	-
% Total	1.7%	0.6%	0.6%	0%	**3.0%**	-	12.7%	0.4%	4.6%	0%	**17.7%**	-	1.7%	31.7%	10.5%	0%	**44.0%**	-	4.2%	29.7%	1.4%	0%	**35.4%**	-	-
PHF	0.904	0.607	0.500	-	**0.714**	-	0.912	0.550	0.886	-	**0.919**	-	0.783	0.984	0.877	-	**0.953**	-	0.785	0.934	0.886	0.250	**0.952**	-	0.979
Lights	45	17	16	0	**78**	-	339	10	124	0	**473**	-	46	823	280	0	**1149**	-	113	782	37	1	**933**	-	2633
% Lights	95.7%	100%	100%	0%	**97.5%**	-	98.8%	90.9%	100%	0%	**99.0%**	-	97.9%	95.9%	98.6%	0%	**96.6%**	-	100%	97.4%	94.9%	100%	**97.6%**	-	97.4%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1	10	1	0	**12**	-	0	7	0	0	**7**	-	20
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.2%**	-	2.1%	1.2%	0.4%	0%	**1.0%**	-	0%	0.9%	0%	0%	**0.7%**	-	0.7%
Buses and Single-Unit Trucks	2	0	0	0	**2**	-	3	1	0	0	**4**	-	0	25	3	0	**28**	-	0	14	2	0	**16**	-	50
% Buses and Single-Unit Trucks	4.3%	0%	0%	0%	**2.5%**	-	0.9%	9.1%	0%	0%	**0.8%**	-	0%	2.9%	1.1%	0%	**2.4%**	-	0%	1.7%	5.1%	0%	**1.7%**	-	1.8%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

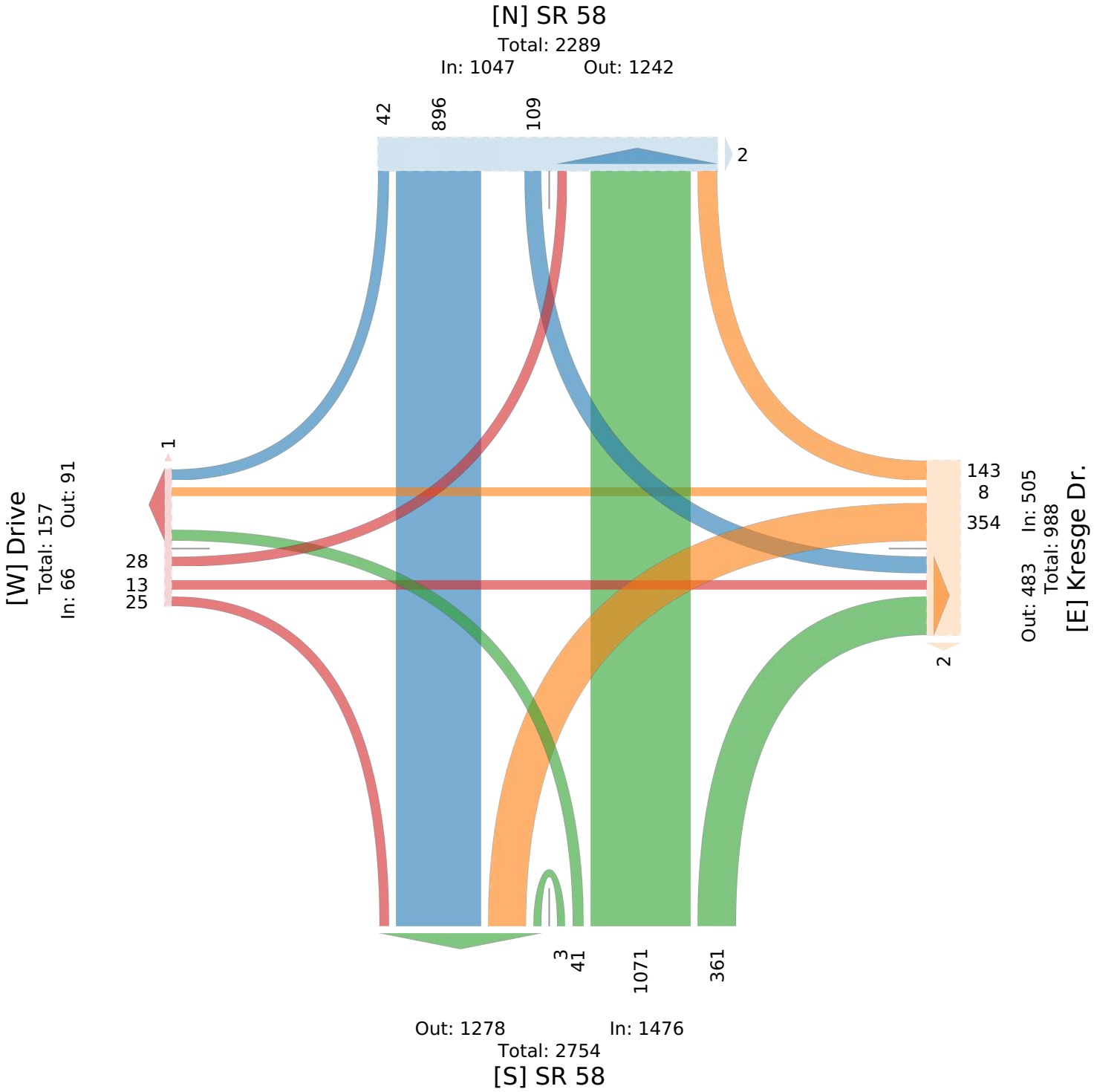
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	6	3	6	0	**15**	0	91	1	30	0	**122**	0	9	243	83	1	**336**	0	31	212	4	0	**247**	0	**720**
4:15PM	5	1	6	0	**12**	1	66	2	48	0	**116**	2	7	287	97	0	**391**	0	28	245	16	0	**289**	2	**808**
4:30PM	11	5	5	0	**21**	0	93	2	29	0	**124**	0	9	247	82	1	**339**	0	26	209	9	0	**244**	0	**728**
4:45PM	6	4	8	0	**18**	0	104	3	36	0	**143**	0	16	294	99	1	**410**	0	24	230	13	0	**267**	0	**838**
Total	28	13	25	0	**66**	1	354	8	143	0	**505**	2	41	1071	361	3	**1476**	0	109	896	42	0	**1047**	2	**3094**
% Approach	42.4%	19.7%	37.9%	0%	**-**	-	70.1%	1.6%	28.3%	0%	**-**	-	2.8%	72.6%	24.5%	0.2%	**-**	-	10.4%	85.6%	4.0%	0%	**-**	-	-
% Total	0.9%	0.4%	0.8%	0%	**2.1%**	-	11.4%	0.3%	4.6%	0%	**16.3%**	-	1.3%	34.6%	11.7%	0.1%	**47.7%**	-	3.5%	29.0%	1.4%	0%	**33.8%**	-	-
PHF	0.636	0.650	0.781	-	**0.786**	-	0.851	0.667	0.745	-	**0.883**	-	0.641	0.911	0.912	0.750	**0.900**	-	0.879	0.914	0.656	-	**0.906**	-	0.923
Lights	28	13	24	0	**65**	-	350	7	141	0	**498**	-	41	1067	359	3	**1470**	-	109	882	40	0	**1031**	-	3064
% Lights	100%	100%	96.0%	0%	**98.5%**	-	98.9%	87.5%	98.6%	0%	**98.6%**	-	100%	99.6%	99.4%	100%	**99.6%**	-	100%	98.4%	95.2%	0%	**98.5%**	-	99.0%
Articulated Trucks	0	0	1	0	**1**	-	2	0	1	0	**3**	-	0	2	0	0	**2**	-	0	7	1	0	**8**	-	14
% Articulated Trucks	0%	0%	4.0%	0%	**1.5%**	-	0.6%	0%	0.7%	0%	**0.6%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0.8%	2.4%	0%	**0.8%**	-	0.5%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	2	1	1	0	**4**	-	0	2	2	0	**4**	-	0	7	1	0	**8**	-	16
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0.6%	12.5%	0.7%	0%	**0.8%**	-	0%	0.2%	0.6%	0%	**0.3%**	-	0%	0.8%	2.4%	0%	**0.8%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
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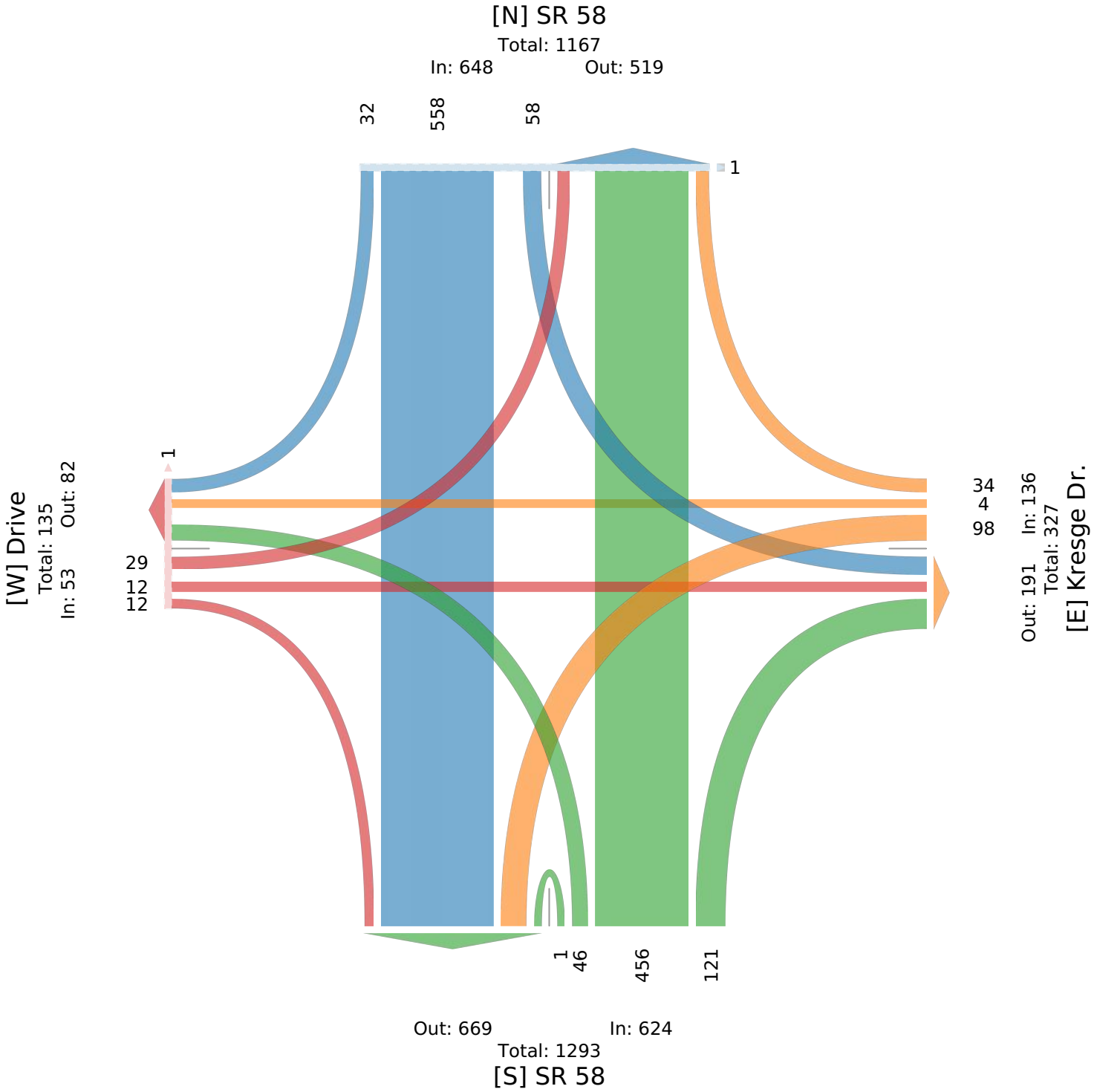
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	6	1	2	0	**9**	0	31	1	6	0	**38**	0	13	97	26	1	**137**	0	7	110	13	0	**130**	0	**314**
8:15AM	4	5	3	0	**12**	0	13	0	5	0	**18**	0	8	110	19	0	**137**	0	17	136	7	0	**160**	0	**327**
8:30AM	8	2	4	0	**14**	1	27	0	7	0	**34**	0	14	99	24	0	**137**	0	16	150	7	0	**173**	0	**358**
8:45AM	11	4	3	0	**18**	0	27	3	16	0	**46**	0	11	150	52	0	**213**	0	18	162	5	0	**185**	1	**462**
Total	29	12	12	0	**53**	1	98	4	34	0	**136**	0	46	456	121	1	**624**	0	58	558	32	0	**648**	1	**1461**
% Approach	54.7%	22.6%	22.6%	0%	**-**	-	72.1%	2.9%	25.0%	0%	**-**	-	7.4%	73.1%	19.4%	0.2%	**-**	-	9.0%	86.1%	4.9%	0%	**-**	-	-
% Total	2.0%	0.8%	0.8%	0%	**3.6%**	-	6.7%	0.3%	2.3%	0%	**9.3%**	-	3.1%	31.2%	8.3%	0.1%	**42.7%**	-	4.0%	38.2%	2.2%	0%	**44.4%**	-	-
PHF	0.659	0.600	0.750	-	**0.736**	-	0.790	0.333	0.531	-	**0.739**	-	0.821	0.760	0.582	0.250	**0.732**	-	0.806	0.861	0.615	-	**0.876**	-	0.791
Lights	29	12	12	0	**53**	-	94	4	33	0	**131**	-	46	442	117	1	**606**	-	56	549	32	0	**637**	-	1427
% Lights	100%	100%	100%	0%	**100%**	-	95.9%	100%	97.1%	0%	**96.3%**	-	100%	96.9%	96.7%	100%	**97.1%**	-	96.6%	98.4%	100%	0%	**98.3%**	-	97.7%
Articulated Trucks	0	0	0	0	**0**	-	3	0	1	0	**4**	-	0	3	3	0	**6**	-	2	3	0	0	**5**	-	15
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	3.1%	0%	2.9%	0%	**2.9%**	-	0%	0.7%	2.5%	0%	**1.0%**	-	3.4%	0.5%	0%	0%	**0.8%**	-	1.0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	11	1	0	**12**	-	0	6	0	0	**6**	-	19
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.0%	0%	0%	0%	**0.7%**	-	0%	2.4%	0.8%	0%	**1.9%**	-	0%	1.1%	0%	0%	**0.9%**	-	1.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

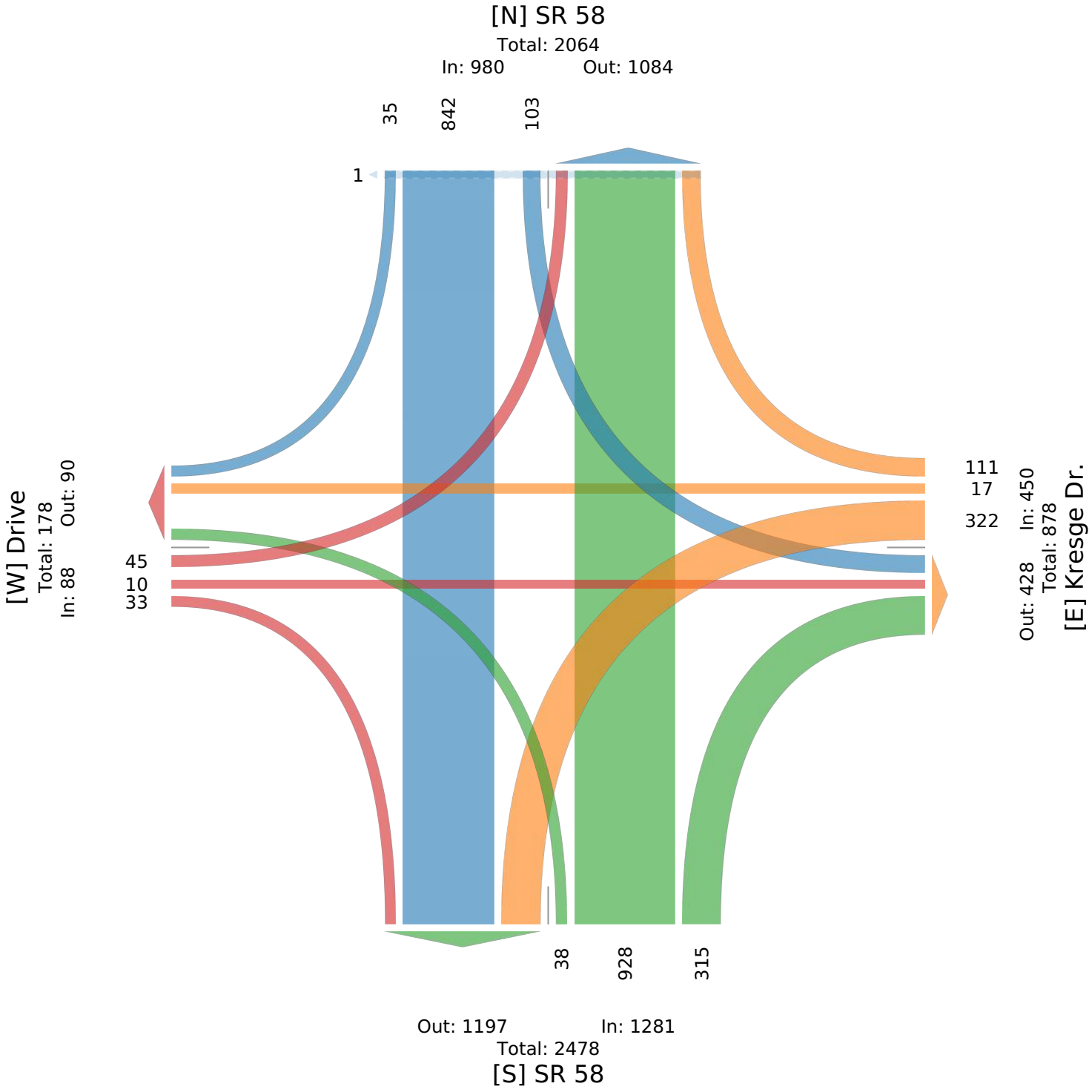
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	11	1	10	0	**22**	0	75	3	28	0	**106**	0	12	233	73	0	**318**	0	29	223	7	0	**259**	0	**705**
11:15AM	15	3	6	0	**24**	0	99	3	26	0	**128**	0	5	209	95	0	**309**	0	18	221	6	0	**245**	0	**706**
11:30AM	8	4	12	0	**24**	0	79	6	33	0	**118**	0	10	253	79	0	**342**	0	22	202	12	0	**236**	1	**720**
11:45AM	11	2	5	0	**18**	0	69	5	24	0	**98**	0	11	233	68	0	**312**	0	34	196	10	0	**240**	0	**668**
Total	45	10	33	0	**88**	0	322	17	111	0	**450**	0	38	928	315	0	**1281**	0	103	842	35	0	**980**	1	**2799**
% Approach	51.1%	11.4%	37.5%	0%	**-**	-	71.6%	3.8%	24.7%	0%	**-**	-	3.0%	72.4%	24.6%	0%	**-**	-	10.5%	85.9%	3.6%	0%	**-**	-	-
% Total	1.6%	0.4%	1.2%	0%	**3.1%**	-	11.5%	0.6%	4.0%	0%	**16.1%**	-	1.4%	33.2%	11.3%	0%	**45.8%**	-	3.7%	30.1%	1.3%	0%	**35.0%**	-	-
PHF	0.750	0.625	0.688	-	**0.917**	-	0.813	0.708	0.841	-	**0.879**	-	0.792	0.917	0.829	-	**0.936**	-	0.757	0.944	0.729	-	**0.946**	-	0.972
Lights	45	10	32	0	**87**	-	319	17	111	0	**447**	-	38	923	312	0	**1273**	-	103	833	35	0	**971**	-	2778
% Lights	100%	100%	97.0%	0%	**98.9%**	-	99.1%	100%	100%	0%	**99.3%**	-	100%	99.5%	99.0%	0%	**99.4%**	-	100%	98.9%	100%	0%	**99.1%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	1	1	0	**2**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.2%**	-	0%	0.1%	0.3%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	2	0	0	0	**2**	-	0	4	2	0	**6**	-	0	8	0	0	**8**	-	17
% Buses and Single-Unit Trucks	0%	0%	3.0%	0%	**1.1%**	-	0.6%	0%	0%	0%	**0.4%**	-	0%	0.4%	0.6%	0%	**0.5%**	-	0%	1.0%	0%	0%	**0.8%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

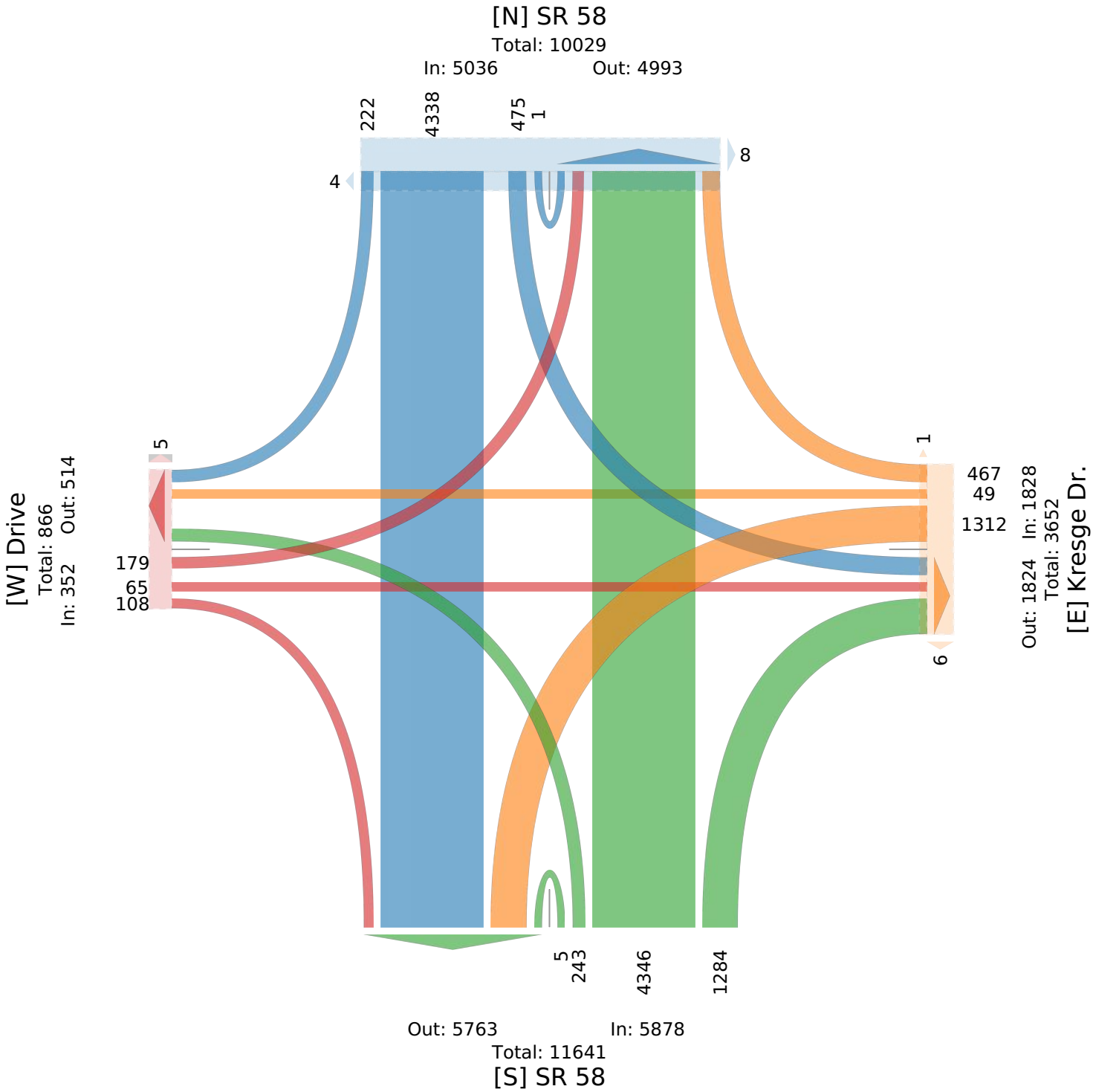
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-28 6:00AM	4	2	1	0	**7**	0	12	1	1	0	**14**	1	6	59	9	0	**74**	0	12	105	9	0	**126**	0	**221**
6:15AM	5	1	3	0	**9**	0	15	1	2	0	**18**	0	6	77	12	0	**95**	0	7	161	9	0	**177**	0	**299**
6:30AM	2	2	3	0	**7**	0	19	0	3	0	**22**	0	6	107	12	1	**126**	0	5	155	10	0	**170**	0	**325**
6:45AM	4	2	1	0	**7**	0	9	1	5	0	**15**	0	10	114	23	0	**147**	0	9	139	9	0	**157**	0	**326**
Hourly Total	15	7	8	0	**30**	0	55	3	11	0	**69**	1	28	357	56	1	**442**	0	33	560	37	0	**630**	0	**1171**
8:30AM	4	3	1	0	**8**	0	31	2	4	0	**37**	2	8	158	30	0	**196**	0	11	184	9	0	**204**	1	**445**
8:45AM	7	1	2	0	**10**	0	35	1	7	0	**43**	0	11	187	31	0	**229**	0	17	174	8	0	**199**	0	**481**
Hourly Total	11	4	3	0	**18**	0	66	3	11	0	**80**	2	19	345	61	0	**425**	0	28	358	17	0	**403**	1	**926**
9:00AM	1	1	6	0	**8**	1	35	3	20	0	**58**	2	11	157	47	0	**215**	0	13	151	8	0	**172**	3	**453**
9:15AM	3	1	5	0	**9**	0	39	0	13	0	**52**	0	13	174	39	0	**226**	0	18	170	12	0	**200**	0	**487**
Hourly Total	4	2	11	0	**17**	1	74	3	33	0	**110**	2	24	331	86	0	**441**	0	31	321	20	0	**372**	3	**940**
12:00PM	13	4	2	0	**19**	2	94	5	31	0	**130**	0	7	215	70	0	**292**	0	36	178	11	1	**226**	2	**667**
12:15PM	13	4	6	0	**23**	0	74	3	29	0	**106**	0	15	216	81	0	**312**	0	28	211	10	0	**249**	2	**690**
12:30PM	8	2	0	0	**10**	0	90	3	35	0	**128**	0	13	209	71	0	**293**	0	24	199	7	0	**230**	0	**661**
12:45PM	13	7	8	0	**28**	0	85	0	29	0	**114**	0	12	218	62	0	**292**	0	25	215	11	0	**251**	0	**685**
Hourly Total	47	17	16	0	**80**	2	343	11	124	0	**478**	0	47	858	284	0	**1189**	0	113	803	39	1	**956**	4	**2703**
4:00PM	6	3	6	0	**15**	0	91	1	30	0	**122**	0	9	243	83	1	**336**	0	31	212	4	0	**247**	0	**720**
4:15PM	5	1	6	0	**12**	1	66	2	48	0	**116**	2	7	287	97	0	**391**	0	28	245	16	0	**289**	2	**808**
4:30PM	11	5	5	0	**21**	0	93	2	29	0	**124**	0	9	247	82	1	**339**	0	26	209	9	0	**244**	0	**728**
4:45PM	6	4	8	0	**18**	0	104	3	36	0	**143**	0	16	294	99	1	**410**	0	24	230	13	0	**267**	0	**838**
Hourly Total	28	13	25	0	**66**	1	354	8	143	0	**505**	2	41	1071	361	3	**1476**	0	109	896	42	0	**1047**	2	**3094**
2022-07-30 8:00AM	6	1	2	0	**9**	0	31	1	6	0	**38**	0	13	97	26	1	**137**	0	7	110	13	0	**130**	0	**314**
8:15AM	4	5	3	0	**12**	0	13	0	5	0	**18**	0	8	110	19	0	**137**	0	17	136	7	0	**160**	0	**327**
8:30AM	8	2	4	0	**14**	1	27	0	7	0	**34**	0	14	99	24	0	**137**	0	16	150	7	0	**173**	0	**358**
8:45AM	11	4	3	0	**18**	0	27	3	16	0	**46**	0	11	150	52	0	**213**	0	18	162	5	0	**185**	1	**462**
Hourly Total	29	12	12	0	**53**	1	98	4	34	0	**136**	0	46	456	121	1	**624**	0	58	558	32	0	**648**	1	**1461**
11:00AM	11	1	10	0	**22**	0	75	3	28	0	**106**	0	12	233	73	0	**318**	0	29	223	7	0	**259**	0	**705**
11:15AM	15	3	6	0	**24**	0	99	3	26	0	**128**	0	5	209	95	0	**309**	0	18	221	6	0	**245**	0	**706**
11:30AM	8	4	12	0	**24**	0	79	6	33	0	**118**	0	10	253	79	0	**342**	0	22	202	12	0	**236**	1	**720**
11:45AM	11	2	5	0	**18**	0	69	5	24	0	**98**	0	11	233	68	0	**312**	0	34	196	10	0	**240**	0	**668**
Hourly Total	45	10	33	0	**88**	0	322	17	111	0	**450**	0	38	928	315	0	**1281**	0	103	842	35	0	**980**	1	**2799**
Total	179	65	108	0	**352**	5	1312	49	467	0	**1828**	7	243	4346	1284	5	**5878**	0	475	4338	222	1	**5036**	12	**13094**
% Approach	50.9%	18.5%	30.7%	0%	**-**	-	71.8%	2.7%	25.5%	0%	**-**	-	4.1%	73.9%	21.8%	0.1%	**-**	-	9.4%	86.1%	4.4%	0%	**-**	-	-
% Total	1.4%	0.5%	0.8%	0%	**2.7%**	-	10.0%	0.4%	3.6%	0%	**14.0%**	-	1.9%	33.2%	9.8%	0%	**44.9%**	-	3.6%	33.1%	1.7%	0%	**38.5%**	-	-
Lights	176	65	105	0	**346**	-	1291	45	462	0	**1798**	-	240	4249	1262	5	**5756**	-	472	4251	215	1	**4939**	-	12839
% Lights	98.3%	100%	97.2%	0%	**98.3%**	-	98.4%	91.8%	98.9%	0%	**98.4%**	-	98.8%	97.8%	98.3%	100%	**97.9%**	-	99.4%	98.0%	96.8%	100%	**98.1%**	-	98.1%
Articulated Trucks	1	0	1	0	**2**	-	9	0	3	0	**12**	-	1	26	7	0	**34**	-	2	26	2	0	**30**	-	78
% Articulated Trucks	0.6%	0%	0.9%	0%	**0.6%**	-	0.7%	0%	0.6%	0%	**0.7%**	-	0.4%	0.6%	0.5%	0%	**0.6%**	-	0.4%	0.6%	0.9%	0%	**0.6%**	-	0.6%
Buses and Single-Unit Trucks	2	0	2	0	**4**	-	12	4	2	0	**18**	-	2	71	15	0	**88**	-	1	61	5	0	**67**	-	177
% Buses and Single-Unit Trucks	1.1%	0%	1.9%	0%	**1.1%**	-	0.9%	8.2%	0.4%	0%	**1.0%**	-	0.8%	1.6%	1.2%	0%	**1.5%**	-	0.2%	1.4%	2.3%	0%	**1.3%**	-	1.4%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
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Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

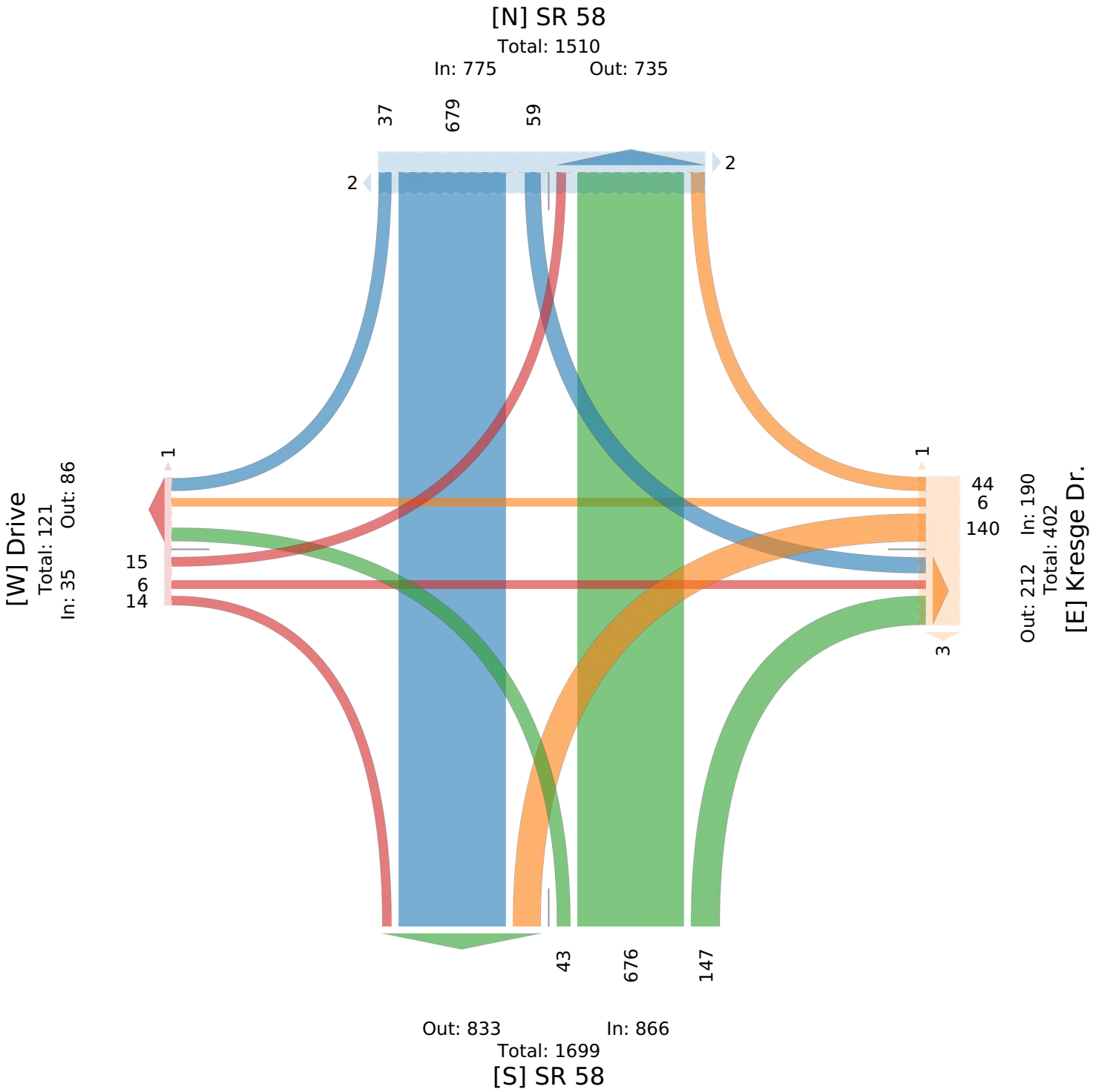
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-28 8:30AM	4	3	1	0	**8**	0	31	2	4	0	**37**	2	8	158	30	0	**196**	0	11	184	9	0	**204**	1	**445**
8:45AM	7	1	2	0	**10**	0	35	1	7	0	**43**	0	11	187	31	0	**229**	0	17	174	8	0	**199**	0	**481**
9:00AM	1	1	6	0	**8**	1	35	3	20	0	**58**	2	11	157	47	0	**215**	0	13	151	8	0	**172**	3	**453**
9:15AM	3	1	5	0	**9**	0	39	0	13	0	**52**	0	13	174	39	0	**226**	0	18	170	12	0	**200**	0	**487**
Total	15	6	14	0	**35**	1	140	6	44	0	**190**	4	43	676	147	0	**866**	0	59	679	37	0	**775**	4	**1866**
% Approach	42.9%	17.1%	40.0%	0%	**-**	-	73.7%	3.2%	23.2%	0%	**-**	-	5.0%	78.1%	17.0%	0%	**-**	-	7.6%	87.6%	4.8%	0%	**-**	-	-
% Total	0.8%	0.3%	0.8%	0%	**1.9%**	-	7.5%	0.3%	2.4%	0%	**10.2%**	-	2.3%	36.2%	7.9%	0%	**46.4%**	-	3.2%	36.4%	2.0%	0%	**41.5%**	-	-
PHF	0.536	0.500	0.583	-	**0.875**	-	0.897	0.500	0.550	-	**0.819**	-	0.827	0.904	0.782	-	**0.945**	-	0.819	0.923	0.771	-	**0.950**	-	0.958
Lights	15	6	13	0	**34**	-	136	4	43	0	**183**	-	41	652	141	0	**834**	-	59	660	37	0	**756**	-	1807
% Lights	100%	100%	92.9%	0%	**97.1%**	-	97.1%	66.7%	97.7%	0%	**96.3%**	-	95.3%	96.4%	95.9%	0%	**96.3%**	-	100%	97.2%	100%	0%	**97.5%**	-	96.8%
Articulated Trucks	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	6	2	0	**8**	-	0	3	0	0	**3**	-	13
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	1.4%	0%	0%	0%	**1.1%**	-	0%	0.9%	1.4%	0%	**0.9%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.7%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	2	2	1	0	**5**	-	2	18	4	0	**24**	-	0	16	0	0	**16**	-	46
% Buses and Single-Unit Trucks	0%	0%	7.1%	0%	**2.9%**	-	1.4%	33.3%	2.3%	0%	**2.6%**	-	4.7%	2.7%	2.7%	0%	**2.8%**	-	0%	2.4%	0%	0%	**2.1%**	-	2.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

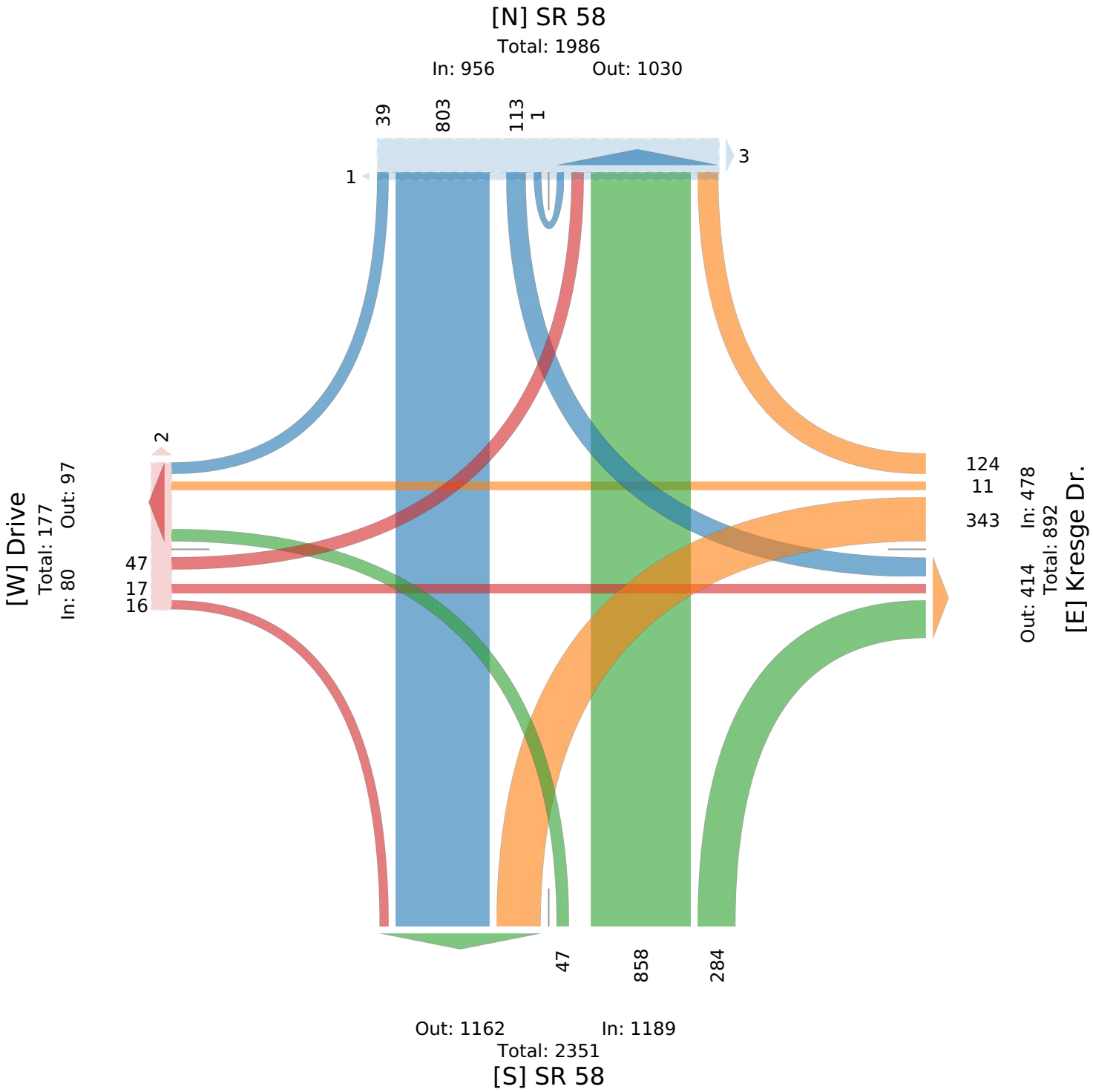
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	13	4	2	0	**19**	2	94	5	31	0	**130**	0	7	215	70	0	**292**	0	36	178	11	1	**226**	2	**667**
12:15PM	13	4	6	0	**23**	0	74	3	29	0	**106**	0	15	216	81	0	**312**	0	28	211	10	0	**249**	2	**690**
12:30PM	8	2	0	0	**10**	0	90	3	35	0	**128**	0	13	209	71	0	**293**	0	24	199	7	0	**230**	0	**661**
12:45PM	13	7	8	0	**28**	0	85	0	29	0	**114**	0	12	218	62	0	**292**	0	25	215	11	0	**251**	0	**685**
Total	47	17	16	0	**80**	2	343	11	124	0	**478**	0	47	858	284	0	**1189**	0	113	803	39	1	**956**	4	**2703**
% Approach	58.8%	21.3%	20.0%	0%	**-**	-	71.8%	2.3%	25.9%	0%	**-**	-	4.0%	72.2%	23.9%	0%	**-**	-	11.8%	84.0%	4.1%	0.1%	**-**	-	-
% Total	1.7%	0.6%	0.6%	0%	**3.0%**	-	12.7%	0.4%	4.6%	0%	**17.7%**	-	1.7%	31.7%	10.5%	0%	**44.0%**	-	4.2%	29.7%	1.4%	0%	**35.4%**	-	-
PHF	0.904	0.607	0.500	-	**0.714**	-	0.912	0.550	0.886	-	**0.919**	-	0.783	0.984	0.877	-	**0.953**	-	0.785	0.934	0.886	0.250	**0.952**	-	0.979
Lights	45	17	16	0	**78**	-	339	10	124	0	**473**	-	46	823	280	0	**1149**	-	113	782	37	1	**933**	-	2633
% Lights	95.7%	100%	100%	0%	**97.5%**	-	98.8%	90.9%	100%	0%	**99.0%**	-	97.9%	95.9%	98.6%	0%	**96.6%**	-	100%	97.4%	94.9%	100%	**97.6%**	-	97.4%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1	10	1	0	**12**	-	0	7	0	0	**7**	-	20
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.2%**	-	2.1%	1.2%	0.4%	0%	**1.0%**	-	0%	0.9%	0%	0%	**0.7%**	-	0.7%
Buses and Single-Unit Trucks	2	0	0	0	**2**	-	3	1	0	0	**4**	-	0	25	3	0	**28**	-	0	14	2	0	**16**	-	50
% Buses and Single-Unit Trucks	4.3%	0%	0%	0%	**2.5%**	-	0.9%	9.1%	0%	0%	**0.8%**	-	0%	2.9%	1.1%	0%	**2.4%**	-	0%	1.7%	5.1%	0%	**1.7%**	-	1.8%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

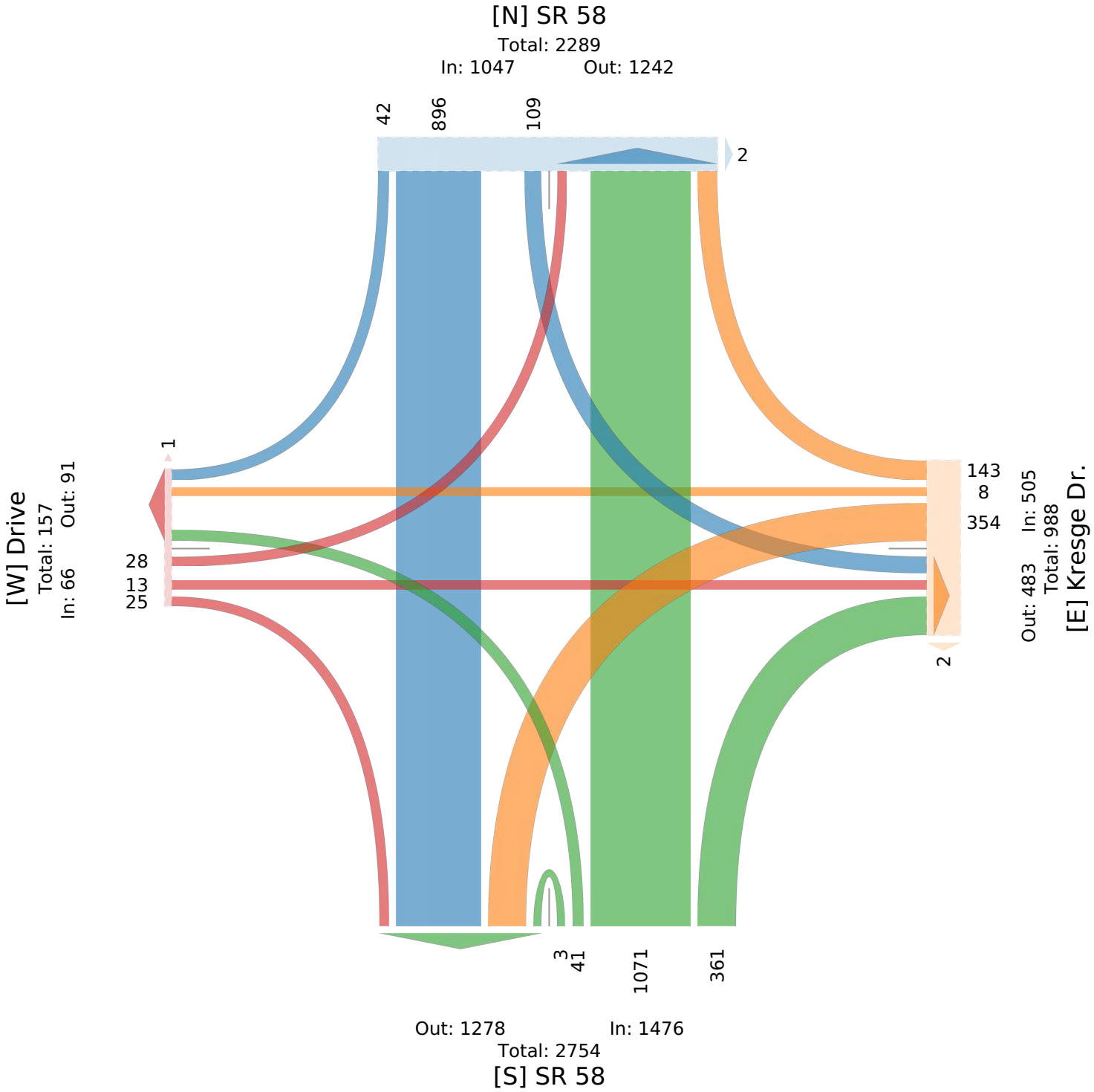
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	6	3	6	0	**15**	0	91	1	30	0	**122**	0	9	243	83	1	**336**	0	31	212	4	0	**247**	0	**720**
4:15PM	5	1	6	0	**12**	1	66	2	48	0	**116**	2	7	287	97	0	**391**	0	28	245	16	0	**289**	2	**808**
4:30PM	11	5	5	0	**21**	0	93	2	29	0	**124**	0	9	247	82	1	**339**	0	26	209	9	0	**244**	0	**728**
4:45PM	6	4	8	0	**18**	0	104	3	36	0	**143**	0	16	294	99	1	**410**	0	24	230	13	0	**267**	0	**838**
Total	28	13	25	0	**66**	1	354	8	143	0	**505**	2	41	1071	361	3	**1476**	0	109	896	42	0	**1047**	2	**3094**
% Approach	42.4%	19.7%	37.9%	0%	**-**	-	70.1%	1.6%	28.3%	0%	**-**	-	2.8%	72.6%	24.5%	0.2%	**-**	-	10.4%	85.6%	4.0%	0%	**-**	-	-
% Total	0.9%	0.4%	0.8%	0%	**2.1%**	-	11.4%	0.3%	4.6%	0%	**16.3%**	-	1.3%	34.6%	11.7%	0.1%	**47.7%**	-	3.5%	29.0%	1.4%	0%	**33.8%**	-	-
PHF	0.636	0.650	0.781	-	**0.786**	-	0.851	0.667	0.745	-	**0.883**	-	0.641	0.911	0.912	0.750	**0.900**	-	0.879	0.914	0.656	-	**0.906**	-	0.923
Lights	28	13	24	0	**65**	-	350	7	141	0	**498**	-	41	1067	359	3	**1470**	-	109	882	40	0	**1031**	-	3064
% Lights	100%	100%	96.0%	0%	**98.5%**	-	98.9%	87.5%	98.6%	0%	**98.6%**	-	100%	99.6%	99.4%	100%	**99.6%**	-	100%	98.4%	95.2%	0%	**98.5%**	-	99.0%
Articulated Trucks	0	0	1	0	**1**	-	2	0	1	0	**3**	-	0	2	0	0	**2**	-	0	7	1	0	**8**	-	14
% Articulated Trucks	0%	0%	4.0%	0%	**1.5%**	-	0.6%	0%	0.7%	0%	**0.6%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0.8%	2.4%	0%	**0.8%**	-	0.5%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	2	1	1	0	**4**	-	0	2	2	0	**4**	-	0	7	1	0	**8**	-	16
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0.6%	12.5%	0.7%	0%	**0.8%**	-	0%	0.2%	0.6%	0%	**0.3%**	-	0%	0.8%	2.4%	0%	**0.8%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

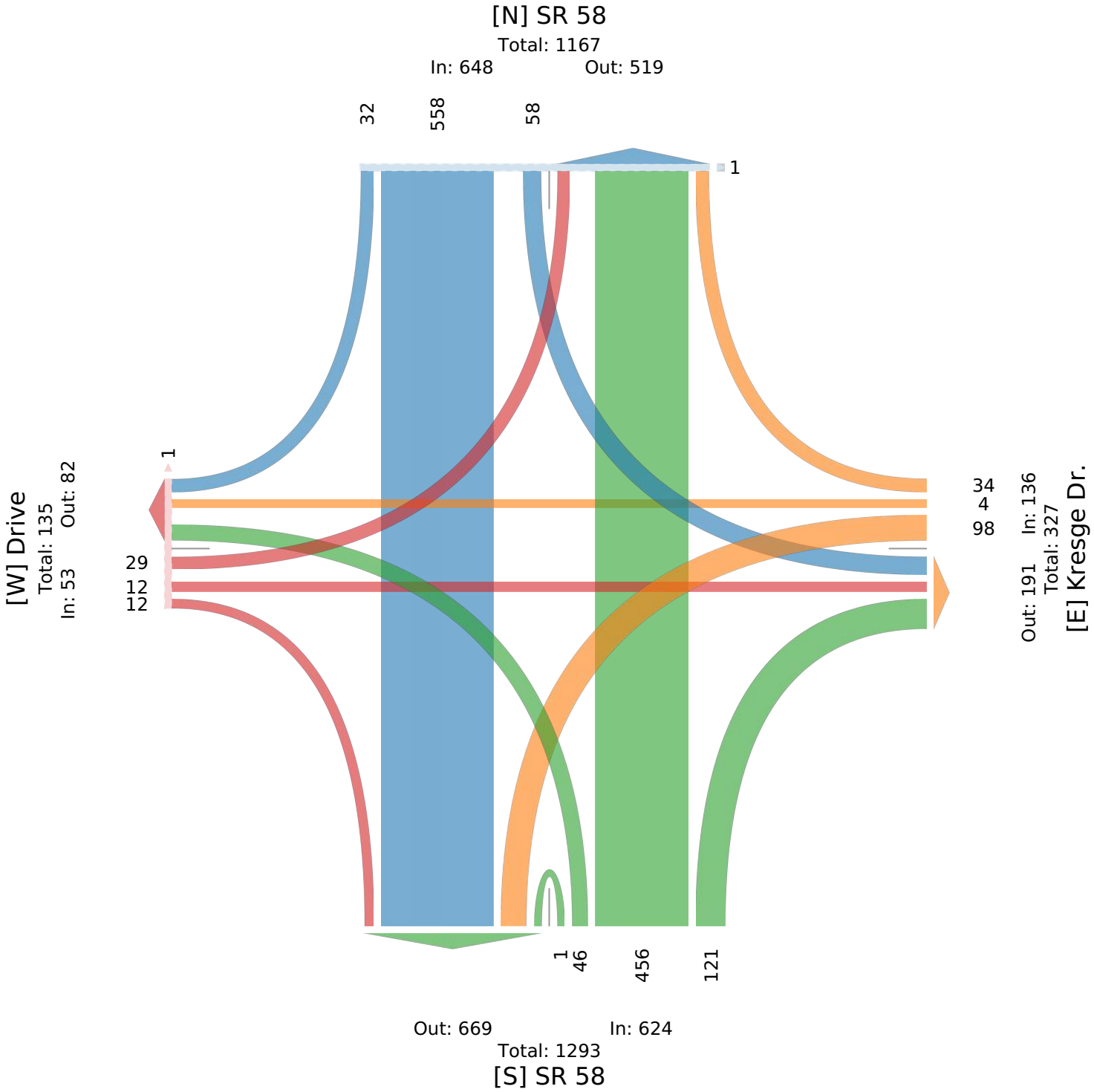
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	6	1	2	0	**9**	0	31	1	6	0	**38**	0	13	97	26	1	**137**	0	7	110	13	0	**130**	0	**314**
8:15AM	4	5	3	0	**12**	0	13	0	5	0	**18**	0	8	110	19	0	**137**	0	17	136	7	0	**160**	0	**327**
8:30AM	8	2	4	0	**14**	1	27	0	7	0	**34**	0	14	99	24	0	**137**	0	16	150	7	0	**173**	0	**358**
8:45AM	11	4	3	0	**18**	0	27	3	16	0	**46**	0	11	150	52	0	**213**	0	18	162	5	0	**185**	1	**462**
Total	29	12	12	0	**53**	1	98	4	34	0	**136**	0	46	456	121	1	**624**	0	58	558	32	0	**648**	1	**1461**
% Approach	54.7%	22.6%	22.6%	0%	**-**	-	72.1%	2.9%	25.0%	0%	**-**	-	7.4%	73.1%	19.4%	0.2%	**-**	-	9.0%	86.1%	4.9%	0%	**-**	-	-
% Total	2.0%	0.8%	0.8%	0%	**3.6%**	-	6.7%	0.3%	2.3%	0%	**9.3%**	-	3.1%	31.2%	8.3%	0.1%	**42.7%**	-	4.0%	38.2%	2.2%	0%	**44.4%**	-	-
PHF	0.659	0.600	0.750	-	**0.736**	-	0.790	0.333	0.531	-	**0.739**	-	0.821	0.760	0.582	0.250	**0.732**	-	0.806	0.861	0.615	-	**0.876**	-	0.791
Lights	29	12	12	0	**53**	-	94	4	33	0	**131**	-	46	442	117	1	**606**	-	56	549	32	0	**637**	-	1427
% Lights	100%	100%	100%	0%	**100%**	-	95.9%	100%	97.1%	0%	**96.3%**	-	100%	96.9%	96.7%	100%	**97.1%**	-	96.6%	98.4%	100%	0%	**98.3%**	-	97.7%
Articulated Trucks	0	0	0	0	**0**	-	3	0	1	0	**4**	-	0	3	3	0	**6**	-	2	3	0	0	**5**	-	15
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	3.1%	0%	2.9%	0%	**2.9%**	-	0%	0.7%	2.5%	0%	**1.0%**	-	3.4%	0.5%	0%	0%	**0.8%**	-	1.0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	11	1	0	**12**	-	0	6	0	0	**6**	-	19
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.0%	0%	0%	0%	**0.7%**	-	0%	2.4%	0.8%	0%	**1.9%**	-	0%	1.1%	0%	0%	**0.9%**	-	1.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Kresge Dr. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

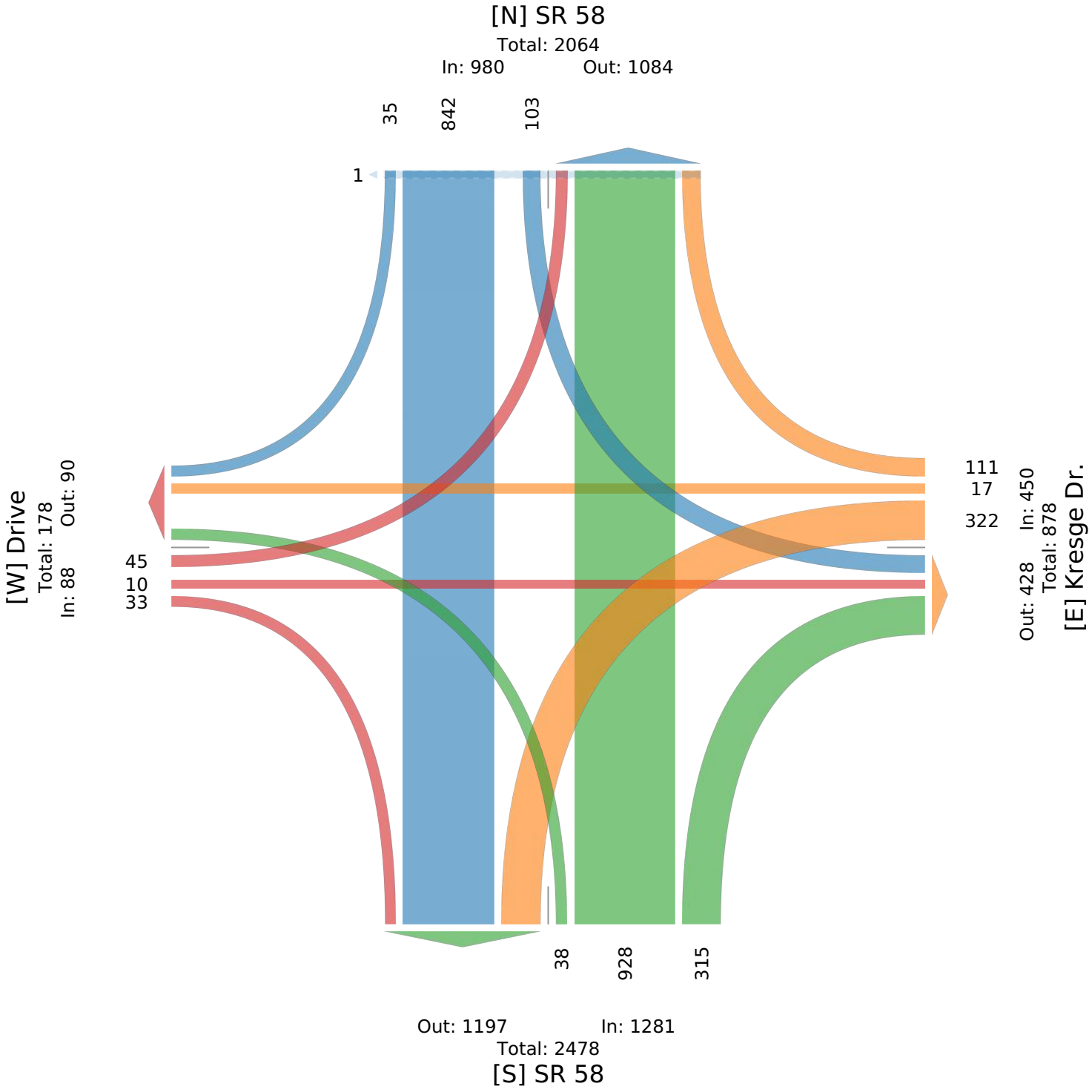
Leg	Drive						Kresge Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	11	1	10	0	**22**	0	75	3	28	0	**106**	0	12	233	73	0	**318**	0	29	223	7	0	**259**	0	**705**
11:15AM	15	3	6	0	**24**	0	99	3	26	0	**128**	0	5	209	95	0	**309**	0	18	221	6	0	**245**	0	**706**
11:30AM	8	4	12	0	**24**	0	79	6	33	0	**118**	0	10	253	79	0	**342**	0	22	202	12	0	**236**	1	**720**
11:45AM	11	2	5	0	**18**	0	69	5	24	0	**98**	0	11	233	68	0	**312**	0	34	196	10	0	**240**	0	**668**
Total	45	10	33	0	**88**	0	322	17	111	0	**450**	0	38	928	315	0	**1281**	0	103	842	35	0	**980**	1	**2799**
% Approach	51.1%	11.4%	37.5%	0%	**-**	-	71.6%	3.8%	24.7%	0%	**-**	-	3.0%	72.4%	24.6%	0%	**-**	-	10.5%	85.9%	3.6%	0%	**-**	-	-
% Total	1.6%	0.4%	1.2%	0%	**3.1%**	-	11.5%	0.6%	4.0%	0%	**16.1%**	-	1.4%	33.2%	11.3%	0%	**45.8%**	-	3.7%	30.1%	1.3%	0%	**35.0%**	-	-
PHF	0.750	0.625	0.688	-	**0.917**	-	0.813	0.708	0.841	-	**0.879**	-	0.792	0.917	0.829	-	**0.936**	-	0.757	0.944	0.729	-	**0.946**	-	0.972
Lights	45	10	32	0	**87**	-	319	17	111	0	**447**	-	38	923	312	0	**1273**	-	103	833	35	0	**971**	-	2778
% Lights	100%	100%	97.0%	0%	**98.9%**	-	99.1%	100%	100%	0%	**99.3%**	-	100%	99.5%	99.0%	0%	**99.4%**	-	100%	98.9%	100%	0%	**99.1%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	1	1	0	**2**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.2%**	-	0%	0.1%	0.3%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	2	0	0	0	**2**	-	0	4	2	0	**6**	-	0	8	0	0	**8**	-	17
% Buses and Single-Unit Trucks	0%	0%	3.0%	0%	**1.1%**	-	0.6%	0%	0%	0%	**0.4%**	-	0%	0.4%	0.6%	0%	**0.5%**	-	0%	1.0%	0%	0%	**0.8%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Kresge Dr. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978606, Location: 41.416584, -82.208942

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

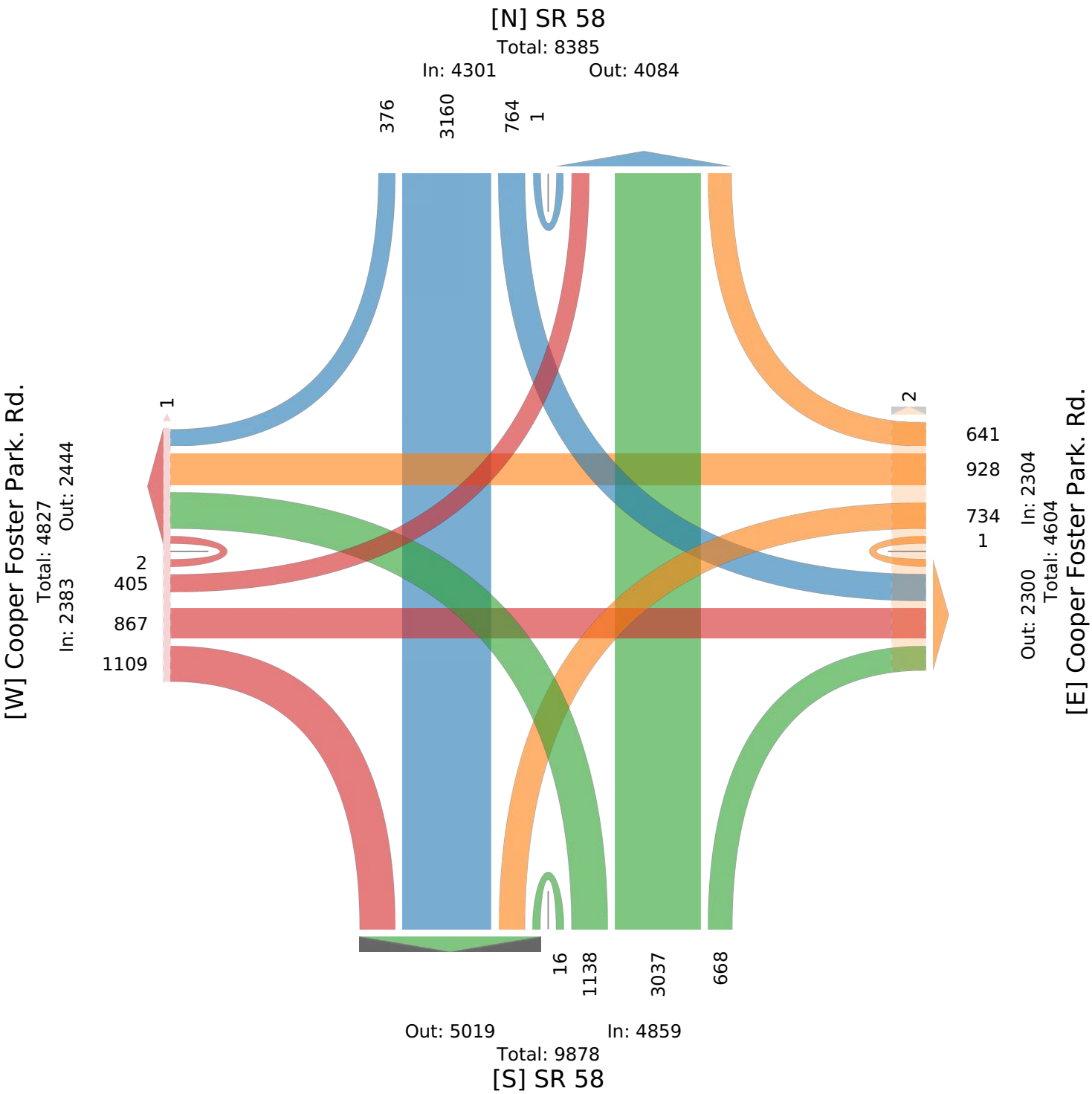
Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-28 6:00AM	5	16	33	0	**54**	0	13	14	4	0	**31**	0	23	38	5	0	**66**	0	11	78	7	0	**96**	0	**247**
6:15AM	2	12	47	0	**61**	1	16	18	6	0	**40**	0	30	40	14	0	**84**	0	5	108	6	0	**119**	0	**304**
6:30AM	6	11	49	0	**66**	0	15	14	6	0	**35**	0	41	60	10	1	**112**	0	7	100	8	0	**115**	0	**328**
6:45AM	7	14	34	0	**55**	0	10	21	9	0	**40**	0	41	67	8	0	**116**	0	19	105	6	0	**130**	0	**341**
Hourly Total	20	53	163	0	**236**	1	54	67	25	0	**146**	0	135	205	37	1	**378**	0	42	391	27	0	**460**	0	**1220**
8:30AM	18	28	51	0	**97**	0	18	33	12	0	**63**	0	39	83	34	0	**156**	0	23	130	24	0	**177**	0	**493**
8:45AM	21	27	49	0	**97**	0	21	36	18	0	**75**	0	59	117	28	0	**204**	0	20	129	17	0	**166**	0	**542**
Hourly Total	39	55	100	0	**194**	0	39	69	30	0	**138**	0	98	200	62	0	**360**	0	43	259	41	0	**343**	0	**1035**
9:00AM	18	41	47	0	**106**	0	20	34	20	0	**74**	0	53	91	20	0	**164**	0	37	100	21	0	**158**	0	**502**
9:15AM	16	39	49	0	**104**	0	30	35	15	1	**81**	0	51	115	25	1	**192**	0	23	120	24	0	**167**	0	**544**
Hourly Total	34	80	96	0	**210**	0	50	69	35	1	**155**	0	104	206	45	1	**356**	0	60	220	45	0	**325**	0	**1046**
12:00PM	29	59	58	0	**146**	0	44	47	41	0	**132**	0	64	168	36	0	**268**	0	47	99	15	0	**161**	0	**707**
12:15PM	16	51	43	0	**110**	0	37	37	41	0	**115**	0	48	169	37	1	**255**	0	38	157	16	0	**211**	0	**691**
12:30PM	23	60	53	0	**136**	0	43	65	46	0	**154**	0	65	158	28	0	**251**	0	39	131	11	0	**181**	0	**722**
12:45PM	18	45	53	0	**116**	0	44	64	38	0	**146**	0	54	160	35	1	**250**	0	48	166	22	1	**237**	0	**749**
Hourly Total	86	215	207	0	**508**	0	168	213	166	0	**547**	0	231	655	136	2	**1024**	0	172	553	64	1	**790**	0	**2869**
4:00PM	18	65	73	0	**156**	0	33	66	47	0	**146**	0	66	175	38	1	**280**	0	51	150	13	0	**214**	0	**796**
4:15PM	24	54	57	0	**135**	0	47	54	35	0	**136**	0	65	209	47	2	**323**	0	50	173	15	0	**238**	0	**832**
4:30PM	23	54	56	0	**133**	0	38	65	49	0	**152**	0	66	189	36	0	**291**	0	57	169	21	0	**247**	0	**823**
4:45PM	14	58	57	0	**129**	0	48	65	43	0	**156**	0	75	226	41	2	**344**	0	41	154	22	0	**217**	0	**846**
Hourly Total	79	231	243	0	**553**	0	166	250	174	0	**590**	0	272	799	162	5	**1238**	0	199	646	71	0	**916**	0	**3297**
2022-07-30 8:00AM	12	25	25	0	**62**	0	21	21	8	0	**50**	0	18	66	13	0	**97**	0	16	83	8	0	**107**	0	**316**
8:15AM	12	15	36	0	**63**	0	16	16	21	0	**53**	0	23	68	23	0	**114**	0	18	105	9	0	**132**	0	**362**
8:30AM	12	17	35	0	**64**	0	24	22	16	0	**62**	1	19	70	20	1	**110**	0	15	120	10	0	**145**	0	**381**
8:45AM	12	20	35	0	**67**	0	31	28	14	0	**73**	1	38	114	21	0	**173**	0	24	109	17	0	**150**	0	**463**
Hourly Total	48	77	131	0	**256**	0	92	87	59	0	**238**	2	98	318	77	1	**494**	0	73	417	44	0	**534**	0	**1522**
11:00AM	21	36	44	0	**101**	0	37	40	35	0	**112**	0	43	174	30	0	**247**	0	45	192	23	0	**260**	0	**720**
11:15AM	32	36	45	2	**115**	0	50	43	40	0	**133**	0	48	144	40	5	**237**	0	44	170	18	0	**232**	0	**717**
11:30AM	25	43	32	0	**100**	0	30	52	40	0	**122**	0	53	166	37	1	**257**	0	50	160	18	0	**228**	0	**707**
11:45AM	21	41	48	0	**110**	0	48	38	37	0	**123**	0	56	170	42	0	**268**	0	36	152	25	0	**213**	0	**714**
Hourly Total	99	156	169	2	**426**	0	165	173	152	0	**490**	0	200	654	149	6	**1009**	0	175	674	84	0	**933**	0	**2858**
Total	405	867	1109	2	**2383**	1	734	928	641	1	**2304**	2	1138	3037	668	16	**4859**	0	764	3160	376	1	**4301**	0	**13847**
% Approach	17.0%	36.4%	46.5%	0.1%	**-**	-	31.9%	40.3%	27.8%	0%	**-**	-	23.4%	62.5%	13.7%	0.3%	**-**	-	17.8%	73.5%	8.7%	0%	**-**	-	-
% Total	2.9%	6.3%	8.0%	0%	**17.2%**	-	5.3%	6.7%	4.6%	0%	**16.6%**	-	8.2%	21.9%	4.8%	0.1%	**35.1%**	-	5.5%	22.8%	2.7%	0%	**31.1%**	-	-
Lights	400	864	1098	2	**2364**	-	716	924	638	1	**2279**	-	1119	2967	655	15	**4756**	-	758	3098	375	0	**4231**	-	13630
% Lights	98.8%	99.7%	99.0%	100%	**99.2%**	-	97.5%	99.6%	99.5%	100%	**98.9%**	-	98.3%	97.7%	98.1%	93.8%	**97.9%**	-	99.2%	98.0%	99.7%	0%	**98.4%**	-	98.4%
Articulated Trucks	1	1	1	0	**3**	-	10	1	0	0	**11**	-	2	22	3	0	**27**	-	1	17	0	0	**18**	-	59
% Articulated Trucks	0.2%	0.1%	0.1%	0%	**0.1%**	-	1.4%	0.1%	0%	0%	**0.5%**	-	0.2%	0.7%	0.4%	0%	**0.6%**	-	0.1%	0.5%	0%	0%	**0.4%**	-	0.4%
Buses and Single-Unit Trucks	4	2	10	0	**16**	-	8	3	3	0	**14**	-	17	48	10	1	**76**	-	5	45	1	1	**52**	-	158
% Buses and Single-Unit Trucks	1.0%	0.2%	0.9%	0%	**0.7%**	-	1.1%	0.3%	0.5%	0%	**0.6%**	-	1.5%	1.6%	1.5%	6.3%	**1.6%**	-	0.7%	1.4%	0.3%	100%	**1.2%**	-	1.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	18	28	51	0	**97**	0	18	33	12	0	**63**	0	39	83	34	0	**156**	0	23	130	24	0	**177**	0	**493**
8:45AM	21	27	49	0	**97**	0	21	36	18	0	**75**	0	59	117	28	0	**204**	0	20	129	17	0	**166**	0	**542**
9:00AM	18	41	47	0	**106**	0	20	34	20	0	**74**	0	53	91	20	0	**164**	0	37	100	21	0	**158**	0	**502**
9:15AM	16	39	49	0	**104**	0	30	35	15	1	**81**	0	51	115	25	1	**192**	0	23	120	24	0	**167**	0	**544**
Total	73	135	196	0	**404**	0	89	138	65	1	**293**	0	202	406	107	1	**716**	0	103	479	86	0	**668**	0	**2081**
% Approach	18.1%	33.4%	48.5%	0%	**-**	-	30.4%	47.1%	22.2%	0.3%	**-**	-	28.2%	56.7%	14.9%	0.1%	**-**	-	15.4%	71.7%	12.9%	0%	**-**	-	-
% Total	3.5%	6.5%	9.4%	0%	**19.4%**	-	4.3%	6.6%	3.1%	0%	**14.1%**	-	9.7%	19.5%	5.1%	0%	**34.4%**	-	4.9%	23.0%	4.1%	0%	**32.1%**	-	-
PHF	0.869	0.823	0.961	-	**0.953**	-	0.742	0.958	0.813	0.250	**0.904**	-	0.856	0.868	0.787	0.250	**0.877**	-	0.696	0.921	0.896	-	**0.944**	-	0.956
Lights	73	134	193	0	**400**	-	88	137	64	1	**290**	-	198	386	101	0	**685**	-	102	466	86	0	**654**	-	2029
% Lights	100%	99.3%	98.5%	0%	**99.0%**	-	98.9%	99.3%	98.5%	100%	**99.0%**	-	98.0%	95.1%	94.4%	0%	**95.7%**	-	99.0%	97.3%	100%	0%	**97.9%**	-	97.5%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1	4	1	0	**6**	-	0	2	0	0	**2**	-	9
% Articulated Trucks	0%	0%	0.5%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.5%	1.0%	0.9%	0%	**0.8%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.4%
Buses and Single-Unit Trucks	0	1	2	0	**3**	-	1	1	1	0	**3**	-	3	16	5	1	**25**	-	1	11	0	0	**12**	-	43
% Buses and Single-Unit Trucks	0%	0.7%	1.0%	0%	**0.7%**	-	1.1%	0.7%	1.5%	0%	**1.0%**	-	1.5%	3.9%	4.7%	100%	**3.5%**	-	1.0%	2.3%	0%	0%	**1.8%**	-	2.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

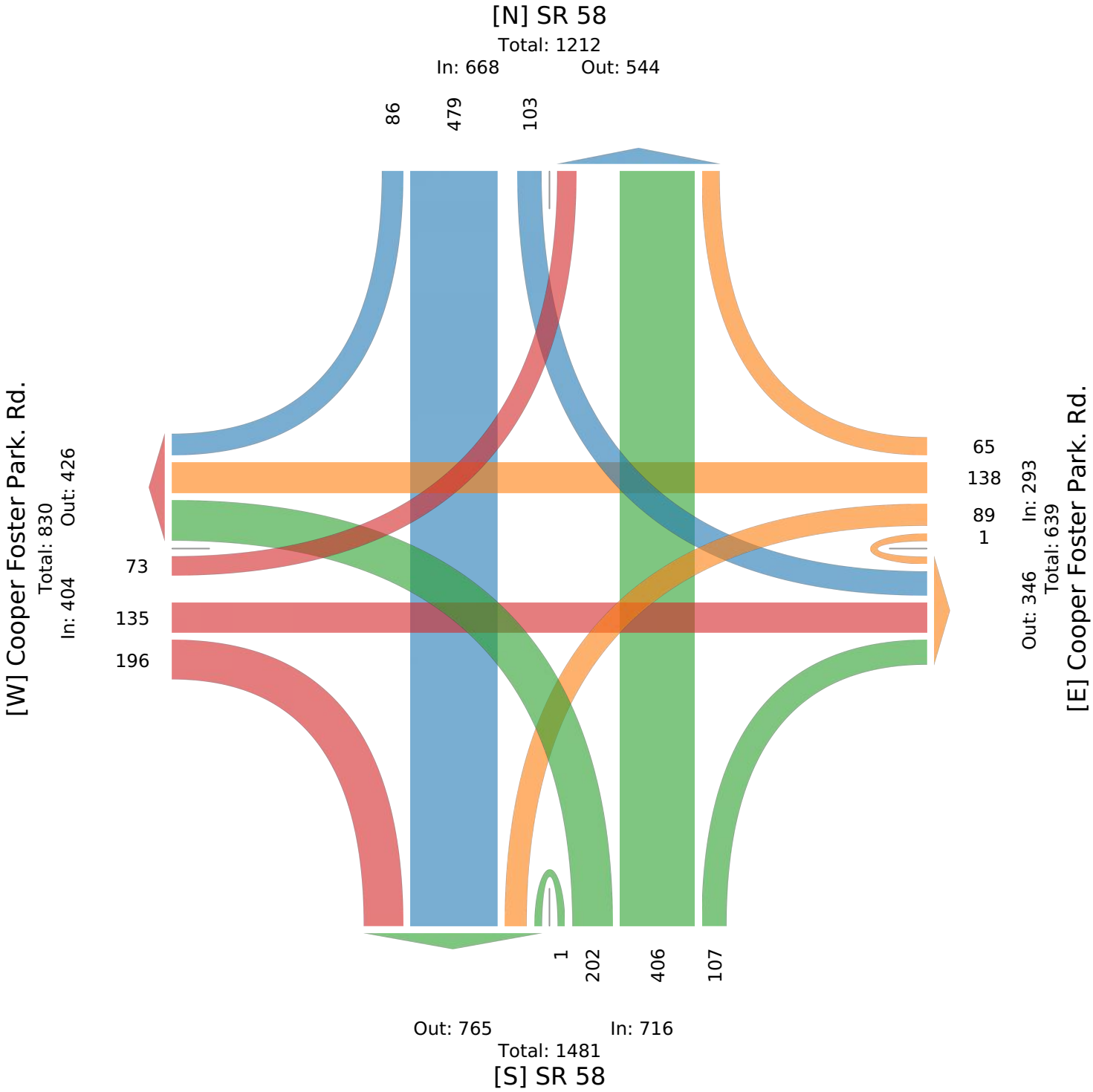
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	29	59	58	0	**146**	0	44	47	41	0	**132**	0	64	168	36	0	**268**	0	47	99	15	0	**161**	0	**707**
12:15PM	16	51	43	0	**110**	0	37	37	41	0	**115**	0	48	169	37	1	**255**	0	38	157	16	0	**211**	0	**691**
12:30PM	23	60	53	0	**136**	0	43	65	46	0	**154**	0	65	158	28	0	**251**	0	39	131	11	0	**181**	0	**722**
12:45PM	18	45	53	0	**116**	0	44	64	38	0	**146**	0	54	160	35	1	**250**	0	48	166	22	1	**237**	0	**749**
Total	86	215	207	0	**508**	0	168	213	166	0	**547**	0	231	655	136	2	**1024**	0	172	553	64	1	**790**	0	**2869**
% Approach	16.9%	42.3%	40.7%	0%	**-**	-	30.7%	38.9%	30.3%	0%	**-**	-	22.6%	64.0%	13.3%	0.2%	**-**	-	21.8%	70.0%	8.1%	0.1%	**-**	-	-
% Total	3.0%	7.5%	7.2%	0%	**17.7%**	-	5.9%	7.4%	5.8%	0%	**19.1%**	-	8.1%	22.8%	4.7%	0.1%	**35.7%**	-	6.0%	19.3%	2.2%	0%	**27.5%**	-	-
PHF	0.741	0.896	0.892	-	**0.870**	-	0.955	0.819	0.902	-	**0.888**	-	0.888	0.969	0.919	0.500	**0.955**	-	0.896	0.833	0.727	0.250	**0.833**	-	0.958
Lights	85	214	204	0	**503**	-	163	213	166	0	**542**	-	226	629	133	2	**990**	-	172	539	64	0	**775**	-	2810
% Lights	98.8%	99.5%	98.6%	0%	**99.0%**	-	97.0%	100%	100%	0%	**99.1%**	-	97.8%	96.0%	97.8%	100%	**96.7%**	-	100%	97.5%	100%	0%	**98.1%**	-	97.9%
Articulated Trucks	0	1	0	0	**1**	-	5	0	0	0	**5**	-	0	8	0	0	**8**	-	0	4	0	0	**4**	-	18
% Articulated Trucks	0%	0.5%	0%	0%	**0.2%**	-	3.0%	0%	0%	0%	**0.9%**	-	0%	1.2%	0%	0%	**0.8%**	-	0%	0.7%	0%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	1	0	3	0	**4**	-	0	0	0	0	**0**	-	5	18	3	0	**26**	-	0	10	0	1	**11**	-	41
% Buses and Single-Unit Trucks	1.2%	0%	1.4%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	2.2%	2.7%	2.2%	0%	**2.5%**	-	0%	1.8%	0%	100%	**1.4%**	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

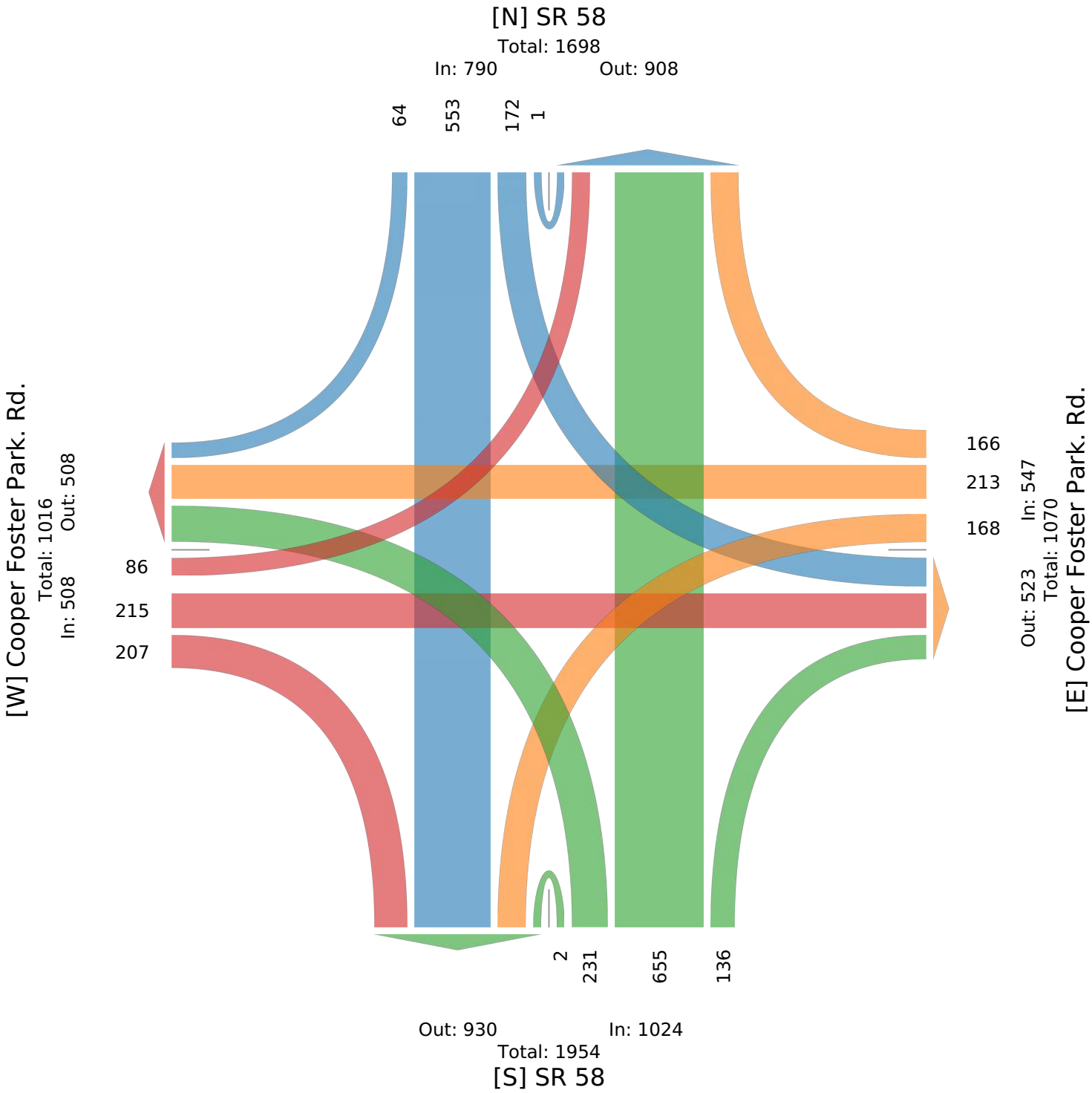
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

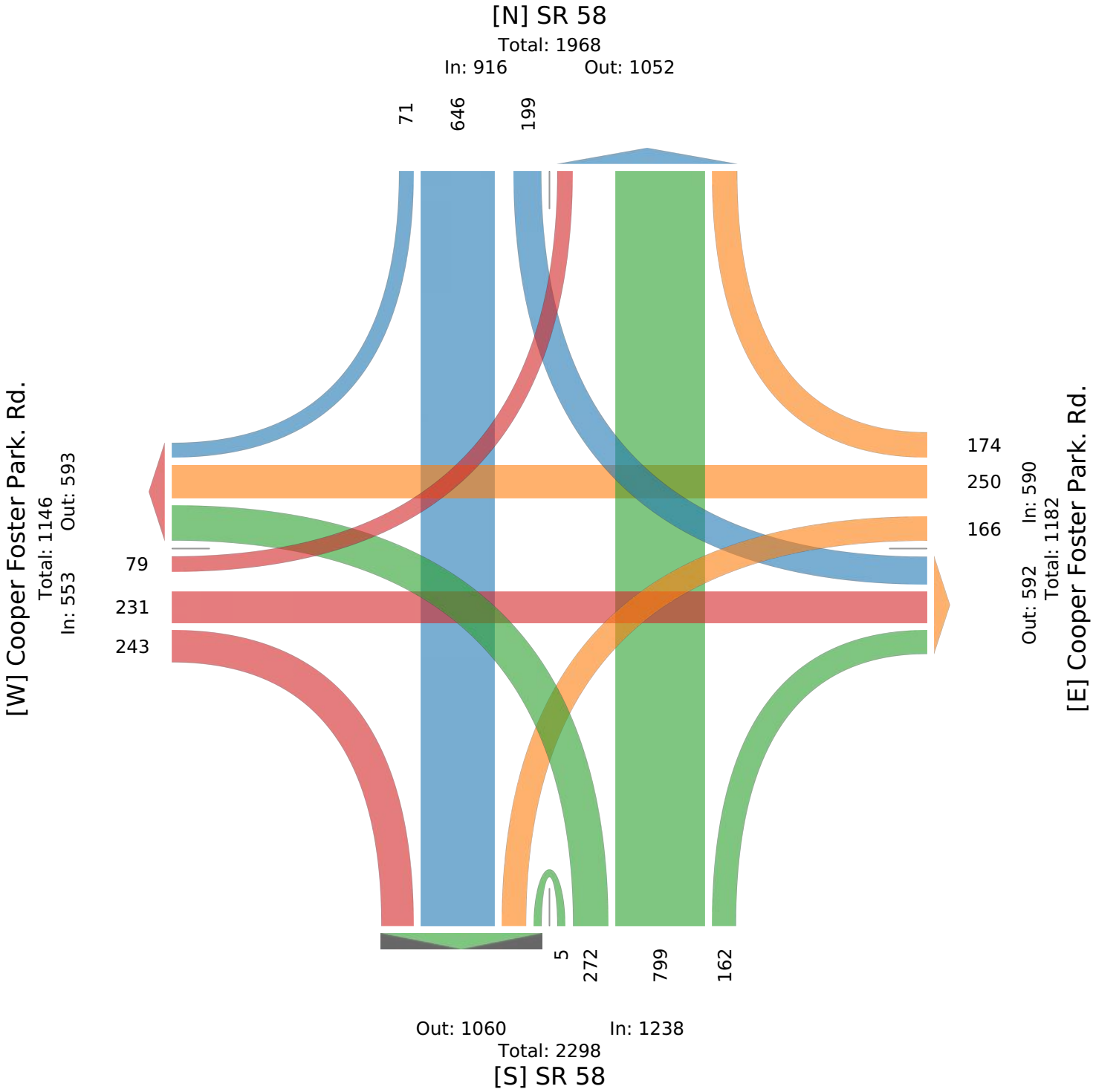
Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	18	65	73	0	**156**	0	33	66	47	0	**146**	0	66	175	38	1	**280**	0	51	150	13	0	**214**	0	**796**
4:15PM	24	54	57	0	**135**	0	47	54	35	0	**136**	0	65	209	47	2	**323**	0	50	173	15	0	**238**	0	**832**
4:30PM	23	54	56	0	**133**	0	38	65	49	0	**152**	0	66	189	36	0	**291**	0	57	169	21	0	**247**	0	**823**
4:45PM	14	58	57	0	**129**	0	48	65	43	0	**156**	0	75	226	41	2	**344**	0	41	154	22	0	**217**	0	**846**
Total	79	231	243	0	**553**	0	166	250	174	0	**590**	0	272	799	162	5	**1238**	0	199	646	71	0	**916**	0	**3297**
% Approach	14.3%	41.8%	43.9%	0%	**-**	-	28.1%	42.4%	29.5%	0%	**-**	-	22.0%	64.5%	13.1%	0.4%	**-**	-	21.7%	70.5%	7.8%	0%	**-**	-	**-**
% Total	2.4%	7.0%	7.4%	0%	**16.8%**	-	5.0%	7.6%	5.3%	0%	**17.9%**	-	8.2%	24.2%	4.9%	0.2%	**37.5%**	-	6.0%	19.6%	2.2%	0%	**27.8%**	-	-
PHF	0.823	0.888	0.832	-	**0.886**	-	0.865	0.947	0.888	-	**0.946**	-	0.907	0.884	0.862	0.625	**0.900**	-	0.873	0.934	0.807	-	**0.927**	-	0.974
Lights	78	230	242	0	**550**	-	161	250	173	0	**584**	-	272	793	162	5	**1232**	-	198	636	71	0	**905**	-	3271
% Lights	98.7%	99.6%	99.6%	0%	**99.5%**	-	97.0%	100%	99.4%	0%	**99.0%**	-	100%	99.2%	100%	100%	**99.5%**	-	99.5%	98.5%	100%	0%	**98.8%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	3	0	0	0	**3**	-	0	3	0	0	**3**	-	1	5	0	0	**6**	-	12
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	1.8%	0%	0%	0%	**0.5%**	-	0%	0.4%	0%	0%	**0.2%**	-	0.5%	0.8%	0%	0%	**0.7%**	-	0.4%
Buses and Single-Unit Trucks	1	1	1	0	**3**	-	2	0	1	0	**3**	-	0	3	0	0	**3**	-	0	5	0	0	**5**	-	14
% Buses and Single-Unit Trucks	1.3%	0.4%	0.4%	0%	**0.5%**	-	1.2%	0%	0.6%	0%	**0.5%**	-	0%	0.4%	0%	0%	**0.2%**	-	0%	0.8%	0%	0%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

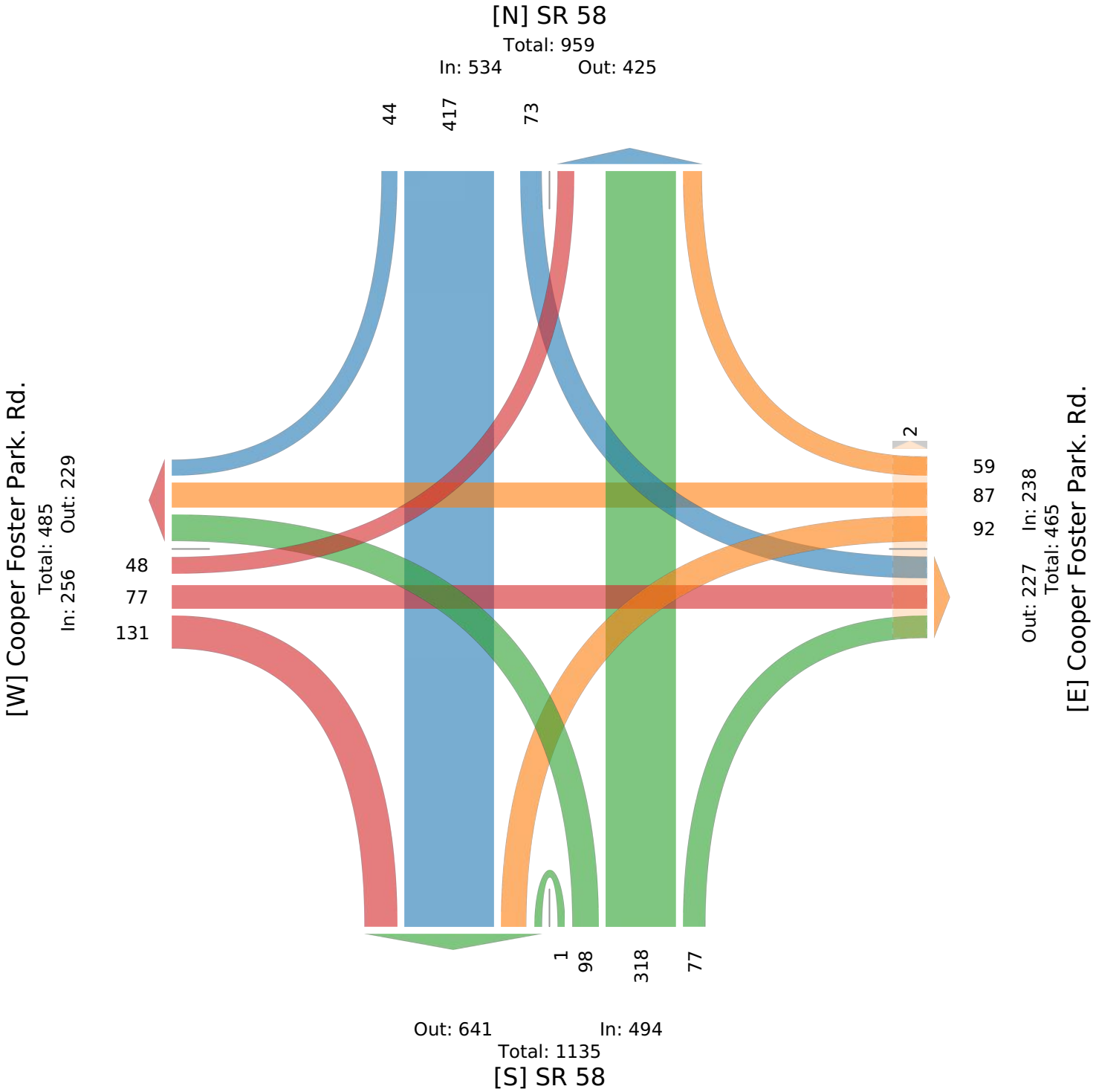
Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	12	25	25	0	**62**	0	21	21	8	0	**50**	0	18	66	13	0	**97**	0	16	83	8	0	**107**	0	**316**
8:15AM	12	15	36	0	**63**	0	16	16	21	0	**53**	0	23	68	23	0	**114**	0	18	105	9	0	**132**	0	**362**
8:30AM	12	17	35	0	**64**	0	24	22	16	0	**62**	1	19	70	20	1	**110**	0	15	120	10	0	**145**	0	**381**
8:45AM	12	20	35	0	**67**	0	31	28	14	0	**73**	1	38	114	21	0	**173**	0	24	109	17	0	**150**	0	**463**
Total	48	77	131	0	**256**	0	92	87	59	0	**238**	2	98	318	77	1	**494**	0	73	417	44	0	**534**	0	**1522**
% Approach	18.8%	30.1%	51.2%	0%	**-**	-	38.7%	36.6%	24.8%	0%	**-**	-	19.8%	64.4%	15.6%	0.2%	**-**	-	13.7%	78.1%	8.2%	0%	**-**	-	-
% Total	3.2%	5.1%	8.6%	0%	**16.8%**	-	6.0%	5.7%	3.9%	0%	**15.6%**	-	6.4%	20.9%	5.1%	0.1%	**32.5%**	-	4.8%	27.4%	2.9%	0%	**35.1%**	-	-
PHF	1.000	0.770	0.910	-	**0.955**	-	0.742	0.777	0.702	-	**0.815**	-	0.645	0.697	0.837	0.250	**0.714**	-	0.760	0.869	0.647	-	**0.890**	-	0.822
Lights	48	77	131	0	**256**	-	90	85	59	0	**234**	-	93	312	76	1	**482**	-	71	410	44	0	**525**	-	1497
% Lights	100%	100%	100%	0%	**100%**	-	97.8%	97.7%	100%	0%	**98.3%**	-	94.9%	98.1%	98.7%	100%	**97.6%**	-	97.3%	98.3%	100%	0%	**98.3%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	3	1	0	**4**	-	0	2	0	0	**2**	-	8
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	1.1%	1.1%	0%	0%	**0.8%**	-	0%	0.9%	1.3%	0%	**0.8%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	1	0	0	**2**	-	5	3	0	0	**8**	-	2	5	0	0	**7**	-	17
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.1%	1.1%	0%	0%	**0.8%**	-	5.1%	0.9%	0%	0%	**1.6%**	-	2.7%	1.2%	0%	0%	**1.3%**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

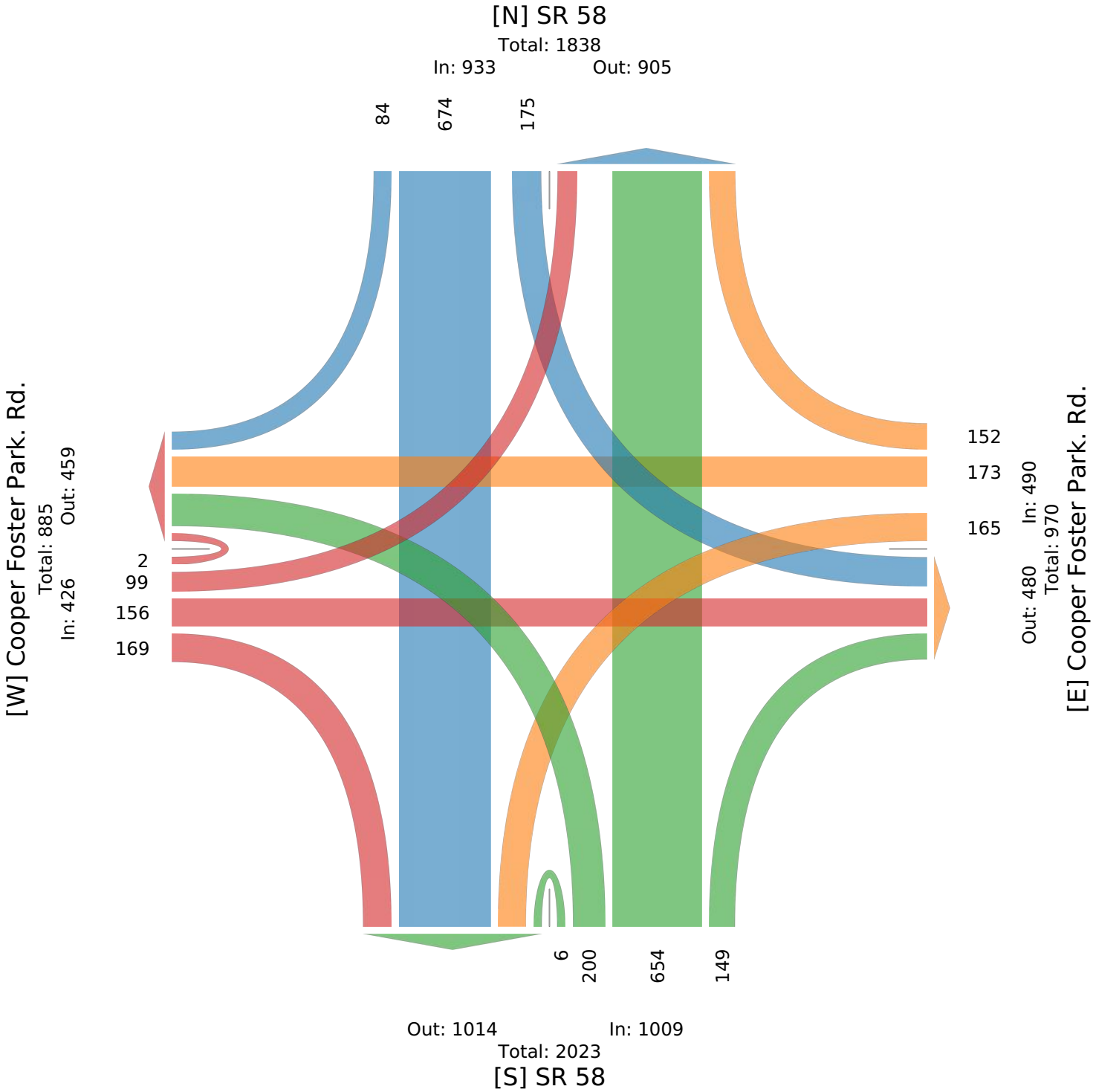
Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	21	36	44	0	**101**	0	37	40	35	0	**112**	0	43	174	30	0	**247**	0	45	192	23	0	**260**	0	**720**
11:15AM	32	36	45	2	**115**	0	50	43	40	0	**133**	0	48	144	40	5	**237**	0	44	170	18	0	**232**	0	**717**
11:30AM	25	43	32	0	**100**	0	30	52	40	0	**122**	0	53	166	37	1	**257**	0	50	160	18	0	**228**	0	**707**
11:45AM	21	41	48	0	**110**	0	48	38	37	0	**123**	0	56	170	42	0	**268**	0	36	152	25	0	**213**	0	**714**
Total	99	156	169	2	**426**	0	165	173	152	0	**490**	0	200	654	149	6	**1009**	0	175	674	84	0	**933**	0	**2858**
% Approach	23.2%	36.6%	39.7%	0.5%	**-**	-	33.7%	35.3%	31.0%	0%	**-**	-	19.8%	64.8%	14.8%	0.6%	**-**	-	18.8%	72.2%	9.0%	0%	**-**	-	-
% Total	3.5%	5.5%	5.9%	0.1%	**14.9%**	-	5.8%	6.1%	5.3%	0%	**17.1%**	-	7.0%	22.9%	5.2%	0.2%	**35.3%**	-	6.1%	23.6%	2.9%	0%	**32.6%**	-	-
PHF	0.773	0.907	0.880	0.250	**0.926**	-	0.825	0.832	0.950	-	**0.921**	-	0.893	0.940	0.887	0.300	**0.941**	-	0.875	0.878	0.840	-	**0.897**	-	0.992
Lights	97	156	168	2	**423**	-	162	173	151	0	**486**	-	197	654	147	6	**1004**	-	175	669	83	0	**927**	-	2840
% Lights	98.0%	100%	99.4%	100%	**99.3%**	-	98.2%	100%	99.3%	0%	**99.2%**	-	98.5%	100%	98.7%	100%	**99.5%**	-	100%	99.3%	98.8%	0%	**99.4%**	-	99.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	1	0	**2**	-	0	1	0	0	**1**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0%	0.7%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	2	0	1	0	**3**	-	3	0	1	0	**4**	-	2	0	1	0	**3**	-	0	4	1	0	**5**	-	15
% Buses and Single-Unit Trucks	2.0%	0%	0.6%	0%	**0.7%**	-	1.8%	0%	0.7%	0%	**0.8%**	-	1.0%	0%	0.7%	0%	**0.3%**	-	0%	0.6%	1.2%	0%	**0.5%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

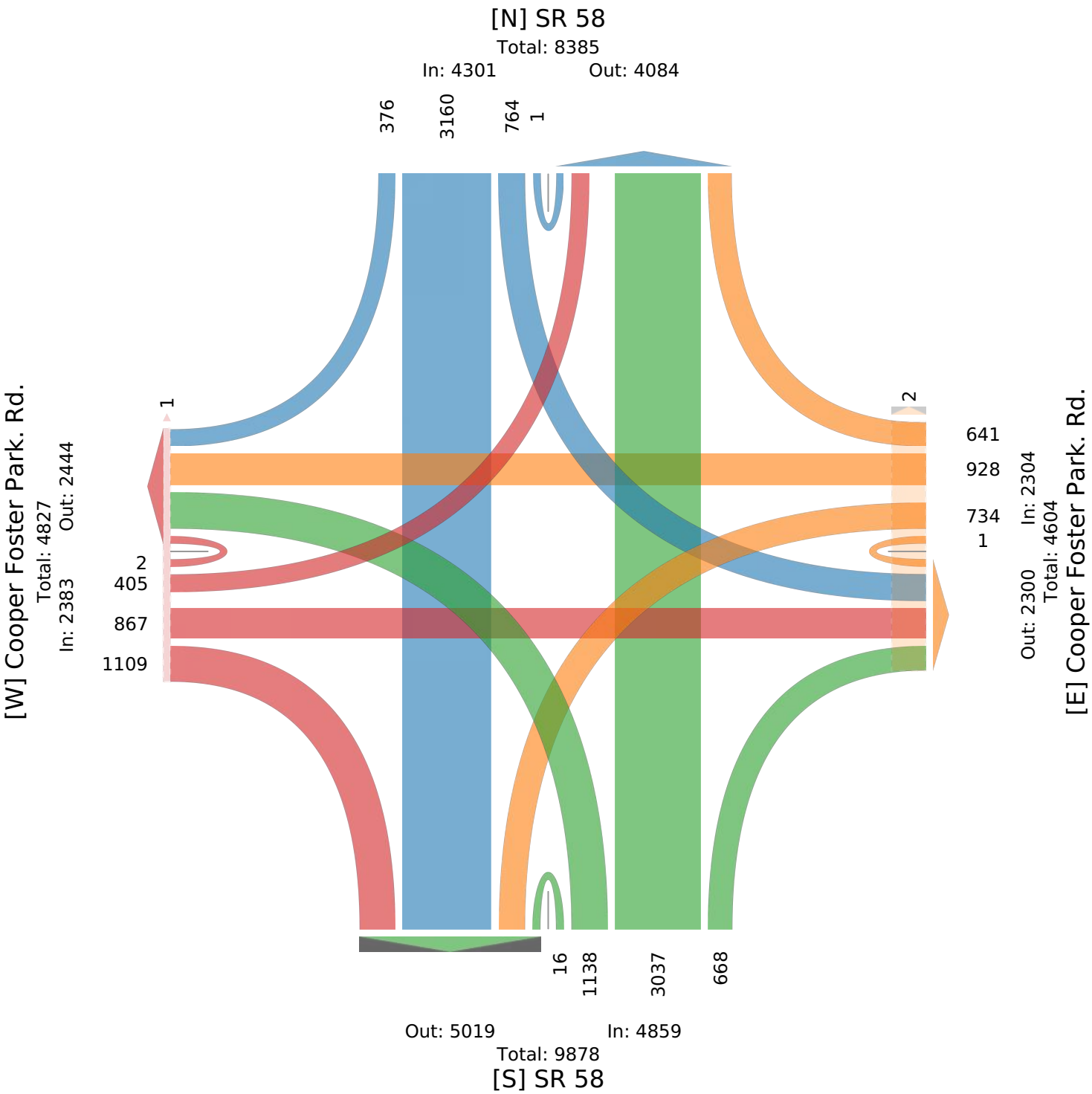
Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-28 6:00AM	20	53	163	0	**236**	1	54	67	25	0	**146**	0	135	205	37	1	**378**	0	42	391	27	0	**460**	0	**1220**
8:00AM	39	55	100	0	**194**	0	39	69	30	0	**138**	0	98	200	62	0	**360**	0	43	259	41	0	**343**	0	**1035**
9:00AM	34	80	96	0	**210**	0	50	69	35	1	**155**	0	104	206	45	1	**356**	0	60	220	45	0	**325**	0	**1046**
12:00PM	86	215	207	0	**508**	0	168	213	166	0	**547**	0	231	655	136	2	**1024**	0	172	553	64	1	**790**	0	**2869**
4:00PM	79	231	243	0	**553**	0	166	250	174	0	**590**	0	272	799	162	5	**1238**	0	199	646	71	0	**916**	0	**3297**
2022-07-30 8:00AM	48	77	131	0	**256**	0	92	87	59	0	**238**	2	98	318	77	1	**494**	0	73	417	44	0	**534**	0	**1522**
11:00AM	99	156	169	2	**426**	0	165	173	152	0	**490**	0	200	654	149	6	**1009**	0	175	674	84	0	**933**	0	**2858**
Total	405	867	1109	2	**2383**	1	734	928	641	1	**2304**	2	1138	3037	668	16	**4859**	0	764	3160	376	1	**4301**	0	**13847**
% Approach	17.0%	36.4%	46.5%	0.1%	**-**	-	31.9%	40.3%	27.8%	0%	**-**	-	23.4%	62.5%	13.7%	0.3%	**-**	-	17.8%	73.5%	8.7%	0%	**-**	-	**-**
% Total	2.9%	6.3%	8.0%	0%	**17.2%**	-	5.3%	6.7%	4.6%	0%	**16.6%**	-	8.2%	21.9%	4.8%	0.1%	**35.1%**	-	5.5%	22.8%	2.7%	0%	**31.1%**	-	**-**
Lights	400	864	1098	2	**2364**	-	716	924	638	1	**2279**	-	1119	2967	655	15	**4756**	-	758	3098	375	0	**4231**	-	13630
% Lights	98.8%	99.7%	99.0%	100%	**99.2%**	-	97.5%	99.6%	99.5%	100%	**98.9%**	-	98.3%	97.7%	98.1%	93.8%	**97.9%**	-	99.2%	98.0%	99.7%	0%	**98.4%**	-	98.4%
Articulated Trucks	1	1	1	0	**3**	-	10	1	0	0	**11**	-	2	22	3	0	**27**	-	1	17	0	0	**18**	-	59
% Articulated Trucks	0.2%	0.1%	0.1%	0%	**0.1%**	-	1.4%	0.1%	0%	0%	**0.5%**	-	0.2%	0.7%	0.4%	0%	**0.6%**	-	0.1%	0.5%	0%	0%	**0.4%**	-	0.4%
Buses and Single-Unit Trucks	4	2	10	0	**16**	-	8	3	3	0	**14**	-	17	48	10	1	**76**	-	5	45	1	1	**52**	-	158
% Buses and Single-Unit Trucks	1.0%	0.2%	0.9%	0%	**0.7%**	-	1.1%	0.3%	0.5%	0%	**0.6%**	-	1.5%	1.6%	1.5%	6.3%	**1.6%**	-	0.7%	1.4%	0.3%	100%	**1.2%**	-	1.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	18	28	51	0	**97**	0	18	33	12	0	**63**	0	39	83	34	0	**156**	0	23	130	24	0	**177**	0	**493**
8:45AM	21	27	49	0	**97**	0	21	36	18	0	**75**	0	59	117	28	0	**204**	0	20	129	17	0	**166**	0	**542**
9:00AM	18	41	47	0	**106**	0	20	34	20	0	**74**	0	53	91	20	0	**164**	0	37	100	21	0	**158**	0	**502**
9:15AM	16	39	49	0	**104**	0	30	35	15	1	**81**	0	51	115	25	1	**192**	0	23	120	24	0	**167**	0	**544**
Total	73	135	196	0	**404**	0	89	138	65	1	**293**	0	202	406	107	1	**716**	0	103	479	86	0	**668**	0	**2081**
% Approach	18.1%	33.4%	48.5%	0%	**-**	-	30.4%	47.1%	22.2%	0.3%	**-**	-	28.2%	56.7%	14.9%	0.1%	**-**	-	15.4%	71.7%	12.9%	0%	**-**	-	-
% Total	3.5%	6.5%	9.4%	0%	**19.4%**	-	4.3%	6.6%	3.1%	0%	**14.1%**	-	9.7%	19.5%	5.1%	0%	**34.4%**	-	4.9%	23.0%	4.1%	0%	**32.1%**	-	-
PHF	0.869	0.823	0.961	-	**0.953**	-	0.742	0.958	0.813	0.250	**0.904**	-	0.856	0.868	0.787	0.250	**0.877**	-	0.696	0.921	0.896	-	**0.944**	-	0.956
Lights	73	134	193	0	**400**	-	88	137	64	1	**290**	-	198	386	101	0	**685**	-	102	466	86	0	**654**	-	2029
% Lights	100%	99.3%	98.5%	0%	**99.0%**	-	98.9%	99.3%	98.5%	100%	**99.0%**	-	98.0%	95.1%	94.4%	0%	**95.7%**	-	99.0%	97.3%	100%	0%	**97.9%**	-	97.5%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1	4	1	0	**6**	-	0	2	0	0	**2**	-	9
% Articulated Trucks	0%	0%	0.5%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.5%	1.0%	0.9%	0%	**0.8%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.4%
Buses and Single-Unit Trucks	0	1	2	0	**3**	-	1	1	1	0	**3**	-	3	16	5	1	**25**	-	1	11	0	0	**12**	-	43
% Buses and Single-Unit Trucks	0%	0.7%	1.0%	0%	**0.7%**	-	1.1%	0.7%	1.5%	0%	**1.0%**	-	1.5%	3.9%	4.7%	100%	**3.5%**	-	1.0%	2.3%	0%	0%	**1.8%**	-	2.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

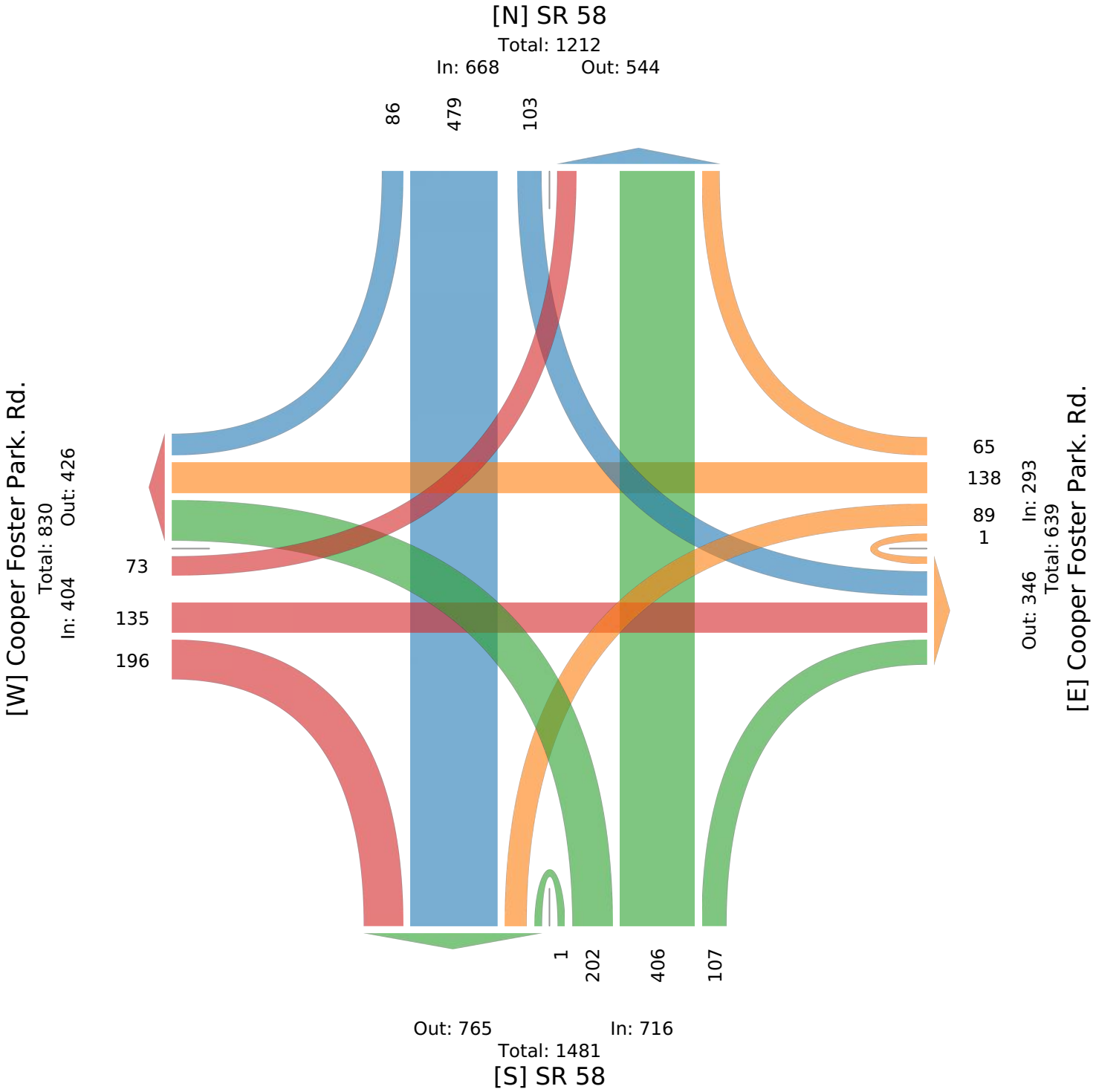
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	29	59	58	0	**146**	0	44	47	41	0	**132**	0	64	168	36	0	**268**	0	47	99	15	0	**161**	0	**707**
12:15PM	16	51	43	0	**110**	0	37	37	41	0	**115**	0	48	169	37	1	**255**	0	38	157	16	0	**211**	0	**691**
12:30PM	23	60	53	0	**136**	0	43	65	46	0	**154**	0	65	158	28	0	**251**	0	39	131	11	0	**181**	0	**722**
12:45PM	18	45	53	0	**116**	0	44	64	38	0	**146**	0	54	160	35	1	**250**	0	48	166	22	1	**237**	0	**749**
Total	86	215	207	0	**508**	0	168	213	166	0	**547**	0	231	655	136	2	**1024**	0	172	553	64	1	**790**	0	**2869**
% Approach	16.9%	42.3%	40.7%	0%	**-**	-	30.7%	38.9%	30.3%	0%	**-**	-	22.6%	64.0%	13.3%	0.2%	**-**	-	21.8%	70.0%	8.1%	0.1%	**-**	-	-
% Total	3.0%	7.5%	7.2%	0%	**17.7%**	-	5.9%	7.4%	5.8%	0%	**19.1%**	-	8.1%	22.8%	4.7%	0.1%	**35.7%**	-	6.0%	19.3%	2.2%	0%	**27.5%**	-	-
PHF	0.741	0.896	0.892	-	**0.870**	-	0.955	0.819	0.902	-	**0.888**	-	0.888	0.969	0.919	0.500	**0.955**	-	0.896	0.833	0.727	0.250	**0.833**	-	0.958
Lights	85	214	204	0	**503**	-	163	213	166	0	**542**	-	226	629	133	2	**990**	-	172	539	64	0	**775**	-	2810
% Lights	98.8%	99.5%	98.6%	0%	**99.0%**	-	97.0%	100%	100%	0%	**99.1%**	-	97.8%	96.0%	97.8%	100%	**96.7%**	-	100%	97.5%	100%	0%	**98.1%**	-	97.9%
Articulated Trucks	0	1	0	0	**1**	-	5	0	0	0	**5**	-	0	8	0	0	**8**	-	0	4	0	0	**4**	-	18
% Articulated Trucks	0%	0.5%	0%	0%	**0.2%**	-	3.0%	0%	0%	0%	**0.9%**	-	0%	1.2%	0%	0%	**0.8%**	-	0%	0.7%	0%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	1	0	3	0	**4**	-	0	0	0	0	**0**	-	5	18	3	0	**26**	-	0	10	0	1	**11**	-	41
% Buses and Single-Unit Trucks	1.2%	0%	1.4%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	2.2%	2.7%	2.2%	0%	**2.5%**	-	0%	1.8%	0%	100%	**1.4%**	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

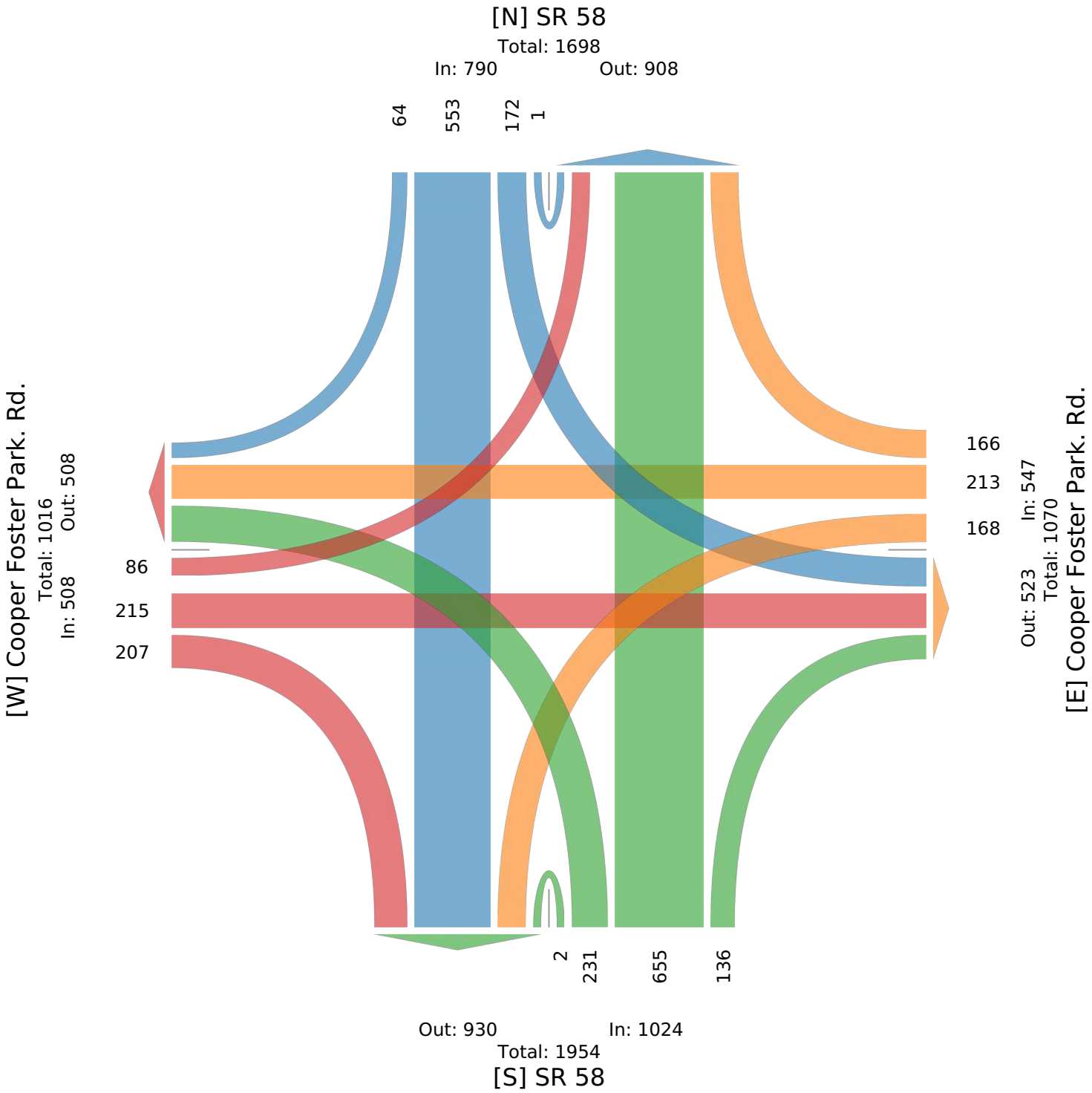
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

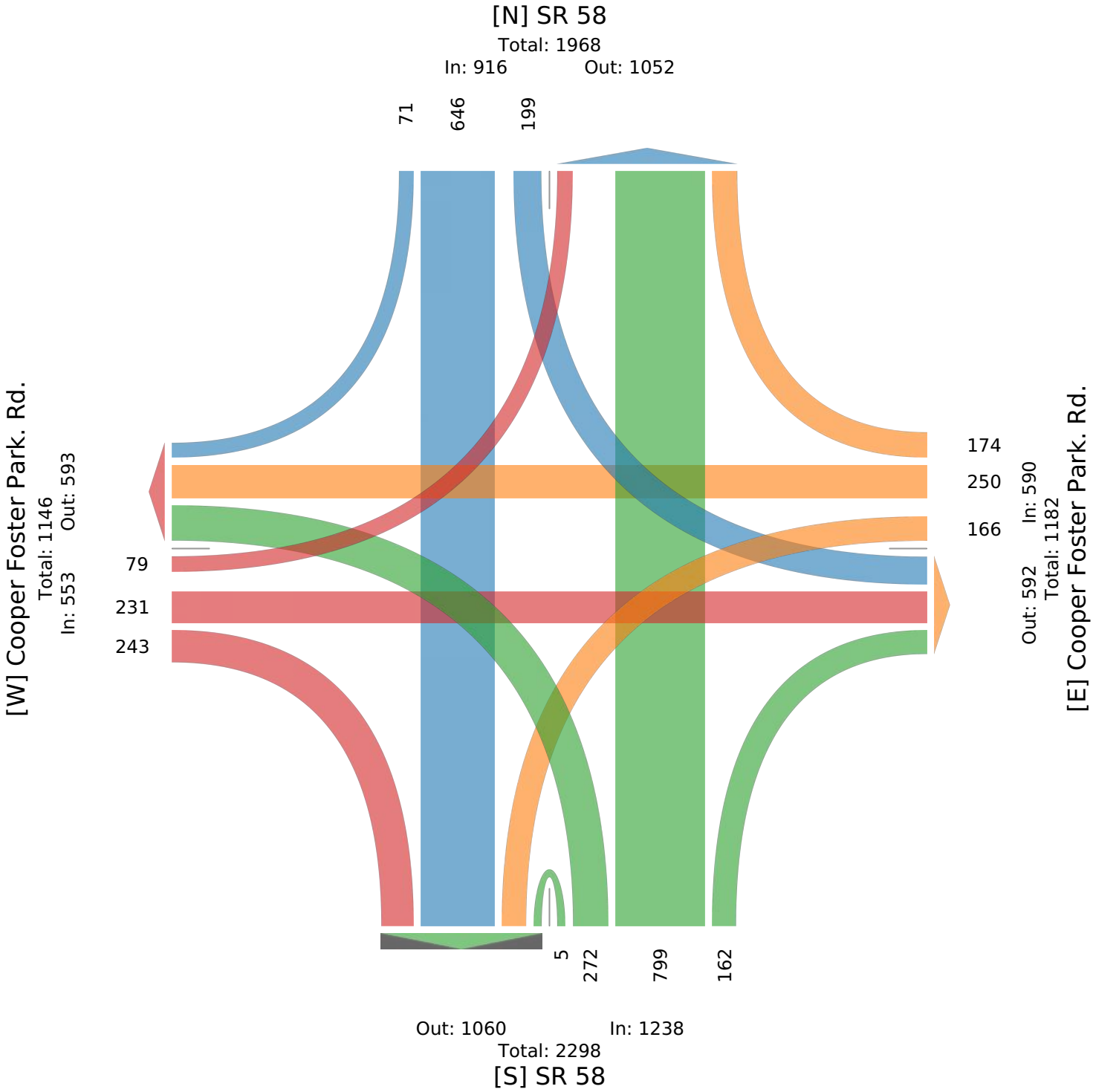
Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	18	65	73	0	**156**	0	33	66	47	0	**146**	0	66	175	38	1	**280**	0	51	150	13	0	**214**	0	**796**
4:15PM	24	54	57	0	**135**	0	47	54	35	0	**136**	0	65	209	47	2	**323**	0	50	173	15	0	**238**	0	**832**
4:30PM	23	54	56	0	**133**	0	38	65	49	0	**152**	0	66	189	36	0	**291**	0	57	169	21	0	**247**	0	**823**
4:45PM	14	58	57	0	**129**	0	48	65	43	0	**156**	0	75	226	41	2	**344**	0	41	154	22	0	**217**	0	**846**
Total	79	231	243	0	**553**	0	166	250	174	0	**590**	0	272	799	162	5	**1238**	0	199	646	71	0	**916**	0	**3297**
% Approach	14.3%	41.8%	43.9%	0%	**-**	-	28.1%	42.4%	29.5%	0%	**-**	-	22.0%	64.5%	13.1%	0.4%	**-**	-	21.7%	70.5%	7.8%	0%	**-**	-	**-**
% Total	2.4%	7.0%	7.4%	0%	**16.8%**	-	5.0%	7.6%	5.3%	0%	**17.9%**	-	8.2%	24.2%	4.9%	0.2%	**37.5%**	-	6.0%	19.6%	2.2%	0%	**27.8%**	-	-
PHF	0.823	0.888	0.832	-	**0.886**	-	0.865	0.947	0.888	-	**0.946**	-	0.907	0.884	0.862	0.625	**0.900**	-	0.873	0.934	0.807	-	**0.927**	-	0.974
Lights	78	230	242	0	**550**	-	161	250	173	0	**584**	-	272	793	162	5	**1232**	-	198	636	71	0	**905**	-	3271
% Lights	98.7%	99.6%	99.6%	0%	**99.5%**	-	97.0%	100%	99.4%	0%	**99.0%**	-	100%	99.2%	100%	100%	**99.5%**	-	99.5%	98.5%	100%	0%	**98.8%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	3	0	0	0	**3**	-	0	3	0	0	**3**	-	1	5	0	0	**6**	-	12
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	1.8%	0%	0%	0%	**0.5%**	-	0%	0.4%	0%	0%	**0.2%**	-	0.5%	0.8%	0%	0%	**0.7%**	-	0.4%
Buses and Single-Unit Trucks	1	1	1	0	**3**	-	2	0	1	0	**3**	-	0	3	0	0	**3**	-	0	5	0	0	**5**	-	14
% Buses and Single-Unit Trucks	1.3%	0.4%	0.4%	0%	**0.5%**	-	1.2%	0%	0.6%	0%	**0.5%**	-	0%	0.4%	0%	0%	**0.2%**	-	0%	0.8%	0%	0%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

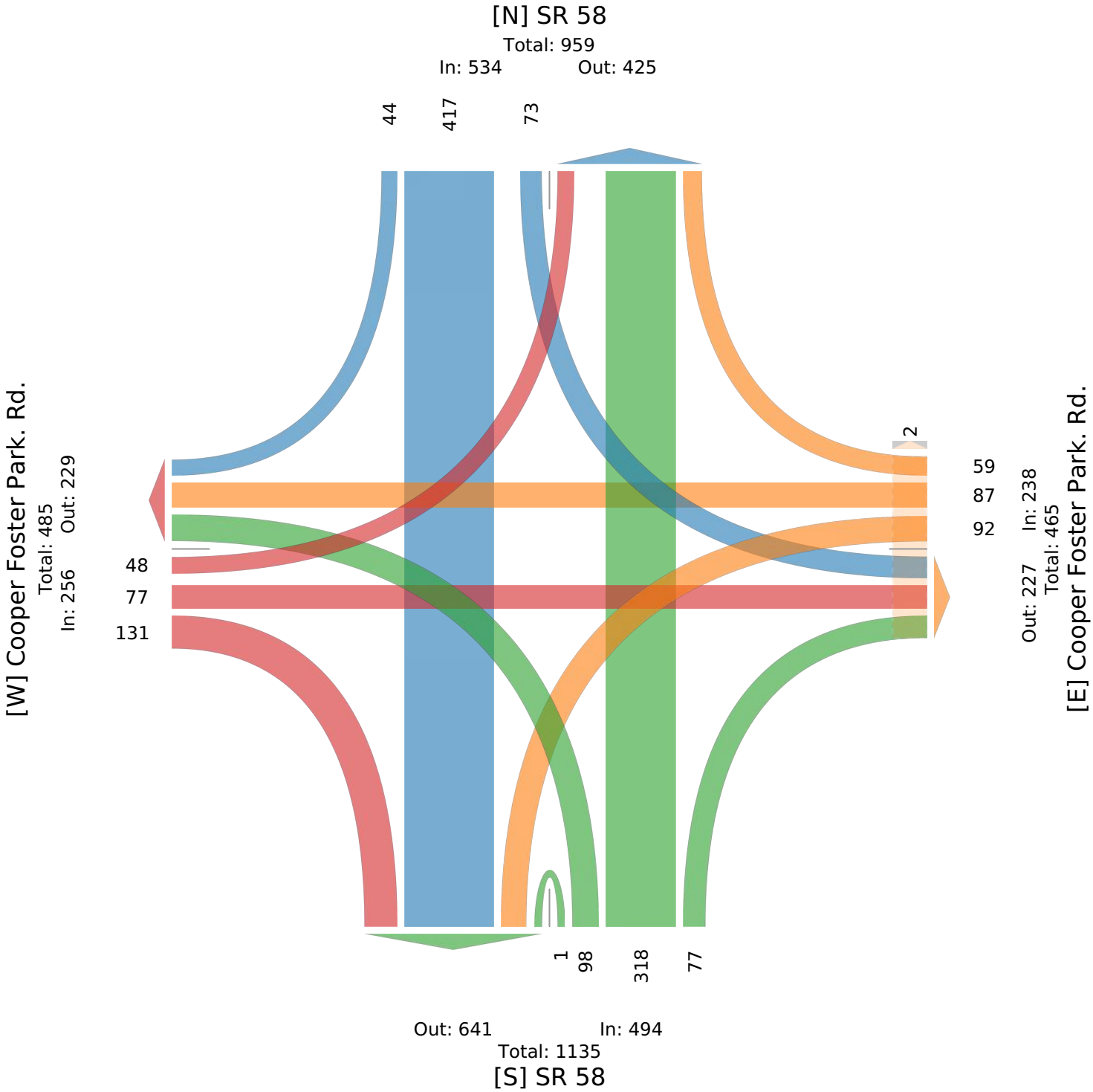
Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	12	25	25	0	**62**	0	21	21	8	0	**50**	0	18	66	13	0	**97**	0	16	83	8	0	**107**	0	**316**
8:15AM	12	15	36	0	**63**	0	16	16	21	0	**53**	0	23	68	23	0	**114**	0	18	105	9	0	**132**	0	**362**
8:30AM	12	17	35	0	**64**	0	24	22	16	0	**62**	1	19	70	20	1	**110**	0	15	120	10	0	**145**	0	**381**
8:45AM	12	20	35	0	**67**	0	31	28	14	0	**73**	1	38	114	21	0	**173**	0	24	109	17	0	**150**	0	**463**
Total	48	77	131	0	**256**	0	92	87	59	0	**238**	2	98	318	77	1	**494**	0	73	417	44	0	**534**	0	**1522**
% Approach	18.8%	30.1%	51.2%	0%	**-**	-	38.7%	36.6%	24.8%	0%	**-**	-	19.8%	64.4%	15.6%	0.2%	**-**	-	13.7%	78.1%	8.2%	0%	**-**	-	-
% Total	3.2%	5.1%	8.6%	0%	**16.8%**	-	6.0%	5.7%	3.9%	0%	**15.6%**	-	6.4%	20.9%	5.1%	0.1%	**32.5%**	-	4.8%	27.4%	2.9%	0%	**35.1%**	-	-
PHF	1.000	0.770	0.910	-	**0.955**	-	0.742	0.777	0.702	-	**0.815**	-	0.645	0.697	0.837	0.250	**0.714**	-	0.760	0.869	0.647	-	**0.890**	-	0.822
Lights	48	77	131	0	**256**	-	90	85	59	0	**234**	-	93	312	76	1	**482**	-	71	410	44	0	**525**	-	1497
% Lights	100%	100%	100%	0%	**100%**	-	97.8%	97.7%	100%	0%	**98.3%**	-	94.9%	98.1%	98.7%	100%	**97.6%**	-	97.3%	98.3%	100%	0%	**98.3%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	3	1	0	**4**	-	0	2	0	0	**2**	-	8
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	1.1%	1.1%	0%	0%	**0.8%**	-	0%	0.9%	1.3%	0%	**0.8%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	1	0	0	**2**	-	5	3	0	0	**8**	-	2	5	0	0	**7**	-	17
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.1%	1.1%	0%	0%	**0.8%**	-	5.1%	0.9%	0%	0%	**1.6%**	-	2.7%	1.2%	0%	0%	**1.3%**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Cooper Foster Park Rd. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

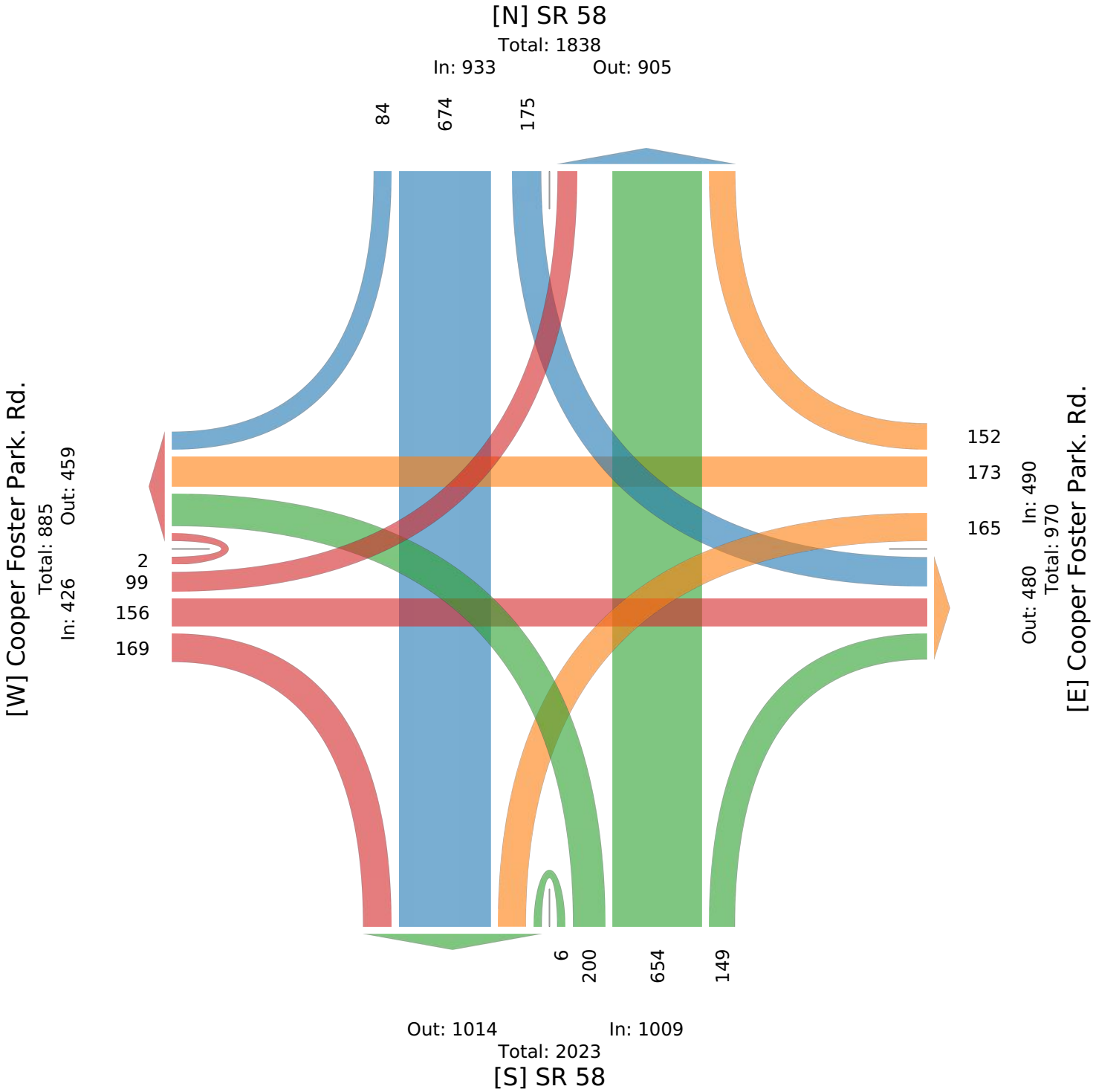
Leg	Cooper Foster Park. Rd.						Cooper Foster Park. Rd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	21	36	44	0	**101**	0	37	40	35	0	**112**	0	43	174	30	0	**247**	0	45	192	23	0	**260**	0	**720**
11:15AM	32	36	45	2	**115**	0	50	43	40	0	**133**	0	48	144	40	5	**237**	0	44	170	18	0	**232**	0	**717**
11:30AM	25	43	32	0	**100**	0	30	52	40	0	**122**	0	53	166	37	1	**257**	0	50	160	18	0	**228**	0	**707**
11:45AM	21	41	48	0	**110**	0	48	38	37	0	**123**	0	56	170	42	0	**268**	0	36	152	25	0	**213**	0	**714**
Total	99	156	169	2	**426**	0	165	173	152	0	**490**	0	200	654	149	6	**1009**	0	175	674	84	0	**933**	0	**2858**
% Approach	23.2%	36.6%	39.7%	0.5%	**-**	-	33.7%	35.3%	31.0%	0%	**-**	-	19.8%	64.8%	14.8%	0.6%	**-**	-	18.8%	72.2%	9.0%	0%	**-**	-	-
% Total	3.5%	5.5%	5.9%	0.1%	**14.9%**	-	5.8%	6.1%	5.3%	0%	**17.1%**	-	7.0%	22.9%	5.2%	0.2%	**35.3%**	-	6.1%	23.6%	2.9%	0%	**32.6%**	-	-
PHF	0.773	0.907	0.880	0.250	**0.926**	-	0.825	0.832	0.950	-	**0.921**	-	0.893	0.940	0.887	0.300	**0.941**	-	0.875	0.878	0.840	-	**0.897**	-	0.992
Lights	97	156	168	2	**423**	-	162	173	151	0	**486**	-	197	654	147	6	**1004**	-	175	669	83	0	**927**	-	2840
% Lights	98.0%	100%	99.4%	100%	**99.3%**	-	98.2%	100%	99.3%	0%	**99.2%**	-	98.5%	100%	98.7%	100%	**99.5%**	-	100%	99.3%	98.8%	0%	**99.4%**	-	99.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	1	0	**2**	-	0	1	0	0	**1**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0%	0.7%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	2	0	1	0	**3**	-	3	0	1	0	**4**	-	2	0	1	0	**3**	-	0	4	1	0	**5**	-	15
% Buses and Single-Unit Trucks	2.0%	0%	0.6%	0%	**0.7%**	-	1.8%	0%	0.7%	0%	**0.8%**	-	1.0%	0%	0.7%	0%	**0.3%**	-	0%	0.6%	1.2%	0%	**0.5%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Cooper Foster Park Rd. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978591, Location: 41.418306, -82.208908

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

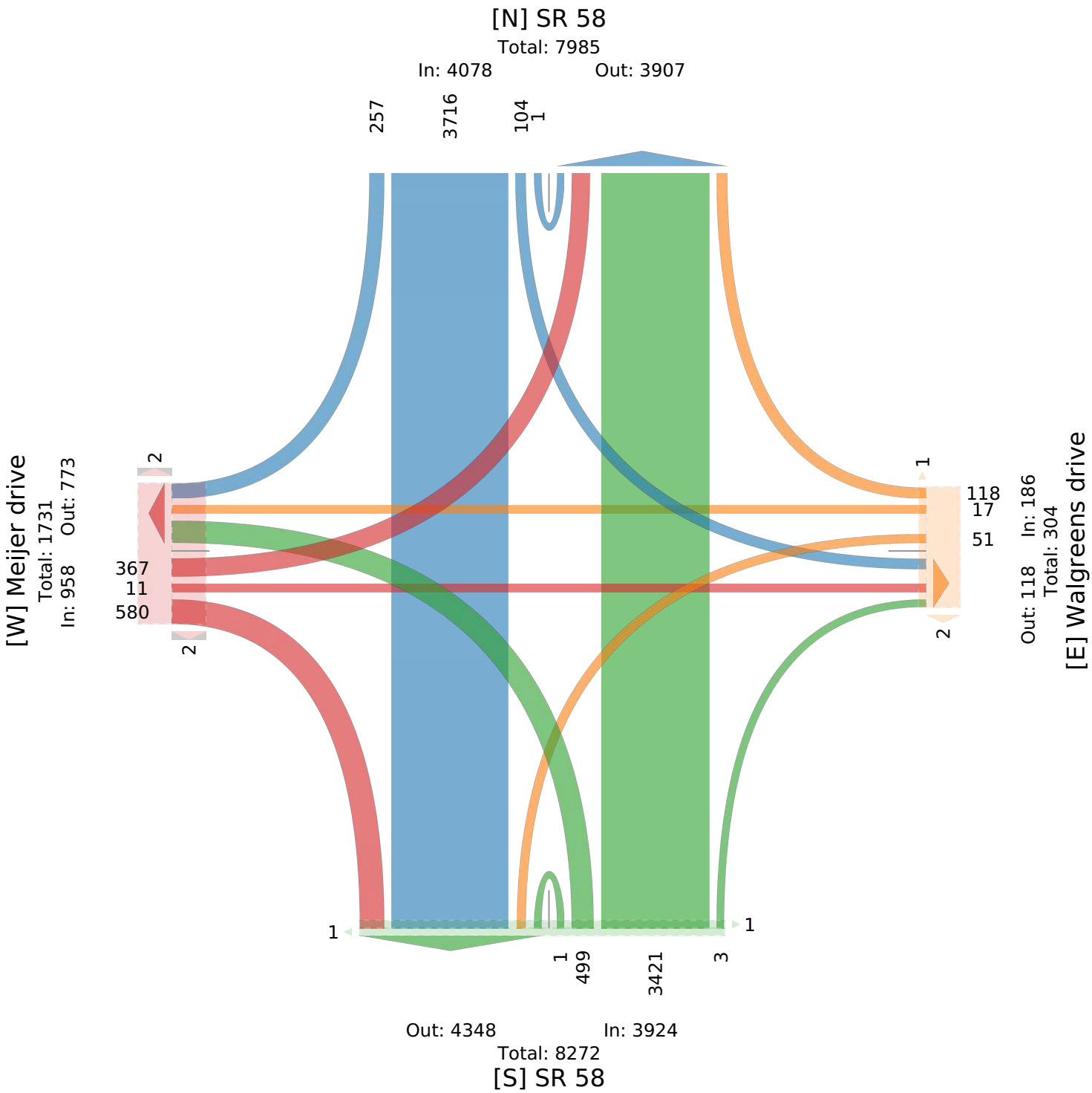
Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	15	0	51	0	**66**	1	0	0	1	0	**1**	1	29	211	0	0	**240**	0	2	416	13	0	**431**	0	**738**
8:00AM	22	2	29	0	**53**	2	3	0	3	0	**6**	0	24	236	0	0	**260**	0	4	325	16	0	**345**	0	**664**
9:00AM	25	0	35	0	**60**	0	2	0	7	0	**9**	1	36	227	0	0	**263**	0	4	287	12	0	**303**	0	**635**
12:00PM	65	1	135	0	**201**	1	11	6	33	0	**50**	0	118	771	0	0	**889**	0	32	681	54	1	**768**	0	**1908**
4:00PM	104	3	141	0	**248**	0	18	5	32	0	**55**	0	117	886	1	1	**1005**	1	28	754	67	0	**849**	0	**2157**
2022-07-30 8:00AM	39	0	50	0	**89**	0	4	1	6	0	**11**	1	57	350	0	0	**407**	1	8	476	33	0	**517**	0	**1024**
11:00AM	97	5	139	0	**241**	0	13	5	36	0	**54**	0	118	740	2	0	**860**	0	26	777	62	0	**865**	0	**2020**
Total	367	11	580	0	**958**	4	51	17	118	0	**186**	3	499	3421	3	1	**3924**	2	104	3716	257	1	**4078**	0	**9146**
% Approach	38.3%	1.1%	60.5%	0%	**-**	-	27.4%	9.1%	63.4%	0%	**-**	-	12.7%	87.2%	0.1%	0%	**-**	-	2.6%	91.1%	6.3%	0%	**-**	-	**-**
% Total	4.0%	0.1%	6.3%	0%	**10.5%**	-	0.6%	0.2%	1.3%	0%	**2.0%**	-	5.5%	37.4%	0%	0%	**42.9%**	-	1.1%	40.6%	2.8%	0%	**44.6%**	-	**-**
Lights	364	11	575	0	**950**	-	50	17	116	0	**183**	-	496	3350	3	1	**3850**	-	104	3652	256	1	**4013**	-	8996
% Lights	99.2%	100%	99.1%	0%	**99.2%**	-	98.0%	100%	98.3%	0%	**98.4%**	-	99.4%	97.9%	100%	100%	**98.1%**	-	100%	98.3%	99.6%	100%	**98.4%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	19	0	0	**19**	-	0	19	0	0	**19**	-	38
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.4%
Buses and Single-Unit Trucks	3	0	5	0	**8**	-	1	0	2	0	**3**	-	3	52	0	0	**55**	-	0	45	1	0	**46**	-	112
% Buses and Single-Unit Trucks	0.8%	0%	0.9%	0%	**0.8%**	-	2.0%	0%	1.7%	0%	**1.6%**	-	0.6%	1.5%	0%	0%	**1.4%**	-	0%	1.2%	0.4%	0%	**1.1%**	-	1.2%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

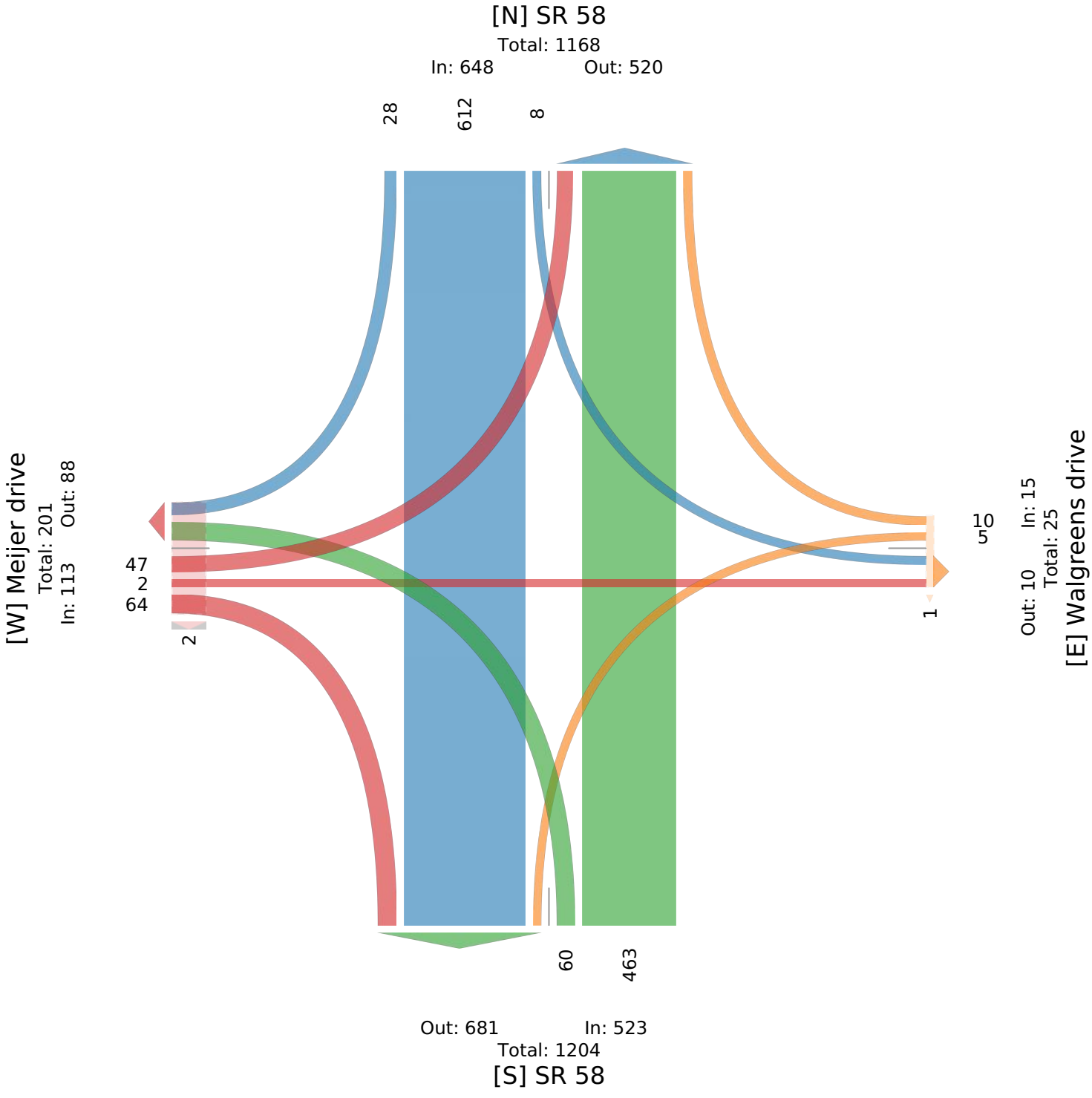
Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	15	1	14	0	**30**	2	2	0	1	0	**3**	0	11	103	0	0	**114**	0	2	168	9	0	**179**	0	**326**
8:45AM	7	1	15	0	**23**	0	1	0	2	0	**3**	0	13	133	0	0	**146**	0	2	157	7	0	**166**	0	**338**
9:00AM	15	0	22	0	**37**	0	0	0	3	0	**3**	0	20	110	0	0	**130**	0	3	139	8	0	**150**	0	**320**
9:15AM	10	0	13	0	**23**	0	2	0	4	0	**6**	1	16	117	0	0	**133**	0	1	148	4	0	**153**	0	**315**
Total	47	2	64	0	**113**	2	5	0	10	0	**15**	1	60	463	0	0	**523**	0	8	612	28	0	**648**	0	**1299**
% Approach	41.6%	1.8%	56.6%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	11.5%	88.5%	0%	0%	**-**	-	1.2%	94.4%	4.3%	0%	**-**	-	-
% Total	3.6%	0.2%	4.9%	0%	**8.7%**	-	0.4%	0%	0.8%	0%	**1.2%**	-	4.6%	35.6%	0%	0%	**40.3%**	-	0.6%	47.1%	2.2%	0%	**49.9%**	-	-
PHF	0.783	0.500	0.727	-	**0.764**	-	0.625	-	0.625	-	**0.625**	-	0.750	0.870	-	-	**0.896**	-	0.667	0.911	0.778	-	**0.905**	-	0.961
Lights	45	2	63	0	**110**	-	5	0	9	0	**14**	-	59	445	0	0	**504**	-	8	599	28	0	**635**	-	1263
% Lights	95.7%	100%	98.4%	0%	**97.3%**	-	100%	0%	90.0%	0%	**93.3%**	-	98.3%	96.1%	0%	0%	**96.4%**	-	100%	97.9%	100%	0%	**98.0%**	-	97.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	2	0	0	**2**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%
Buses and Single-Unit Trucks	2	0	1	0	**3**	-	0	0	1	0	**1**	-	1	15	0	0	**16**	-	0	11	0	0	**11**	-	31
% Buses and Single-Unit Trucks	4.3%	0%	1.6%	0%	**2.7%**	-	0%	0%	10.0%	0%	**6.7%**	-	1.7%	3.2%	0%	0%	**3.1%**	-	0%	1.8%	0%	0%	**1.7%**	-	2.4%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

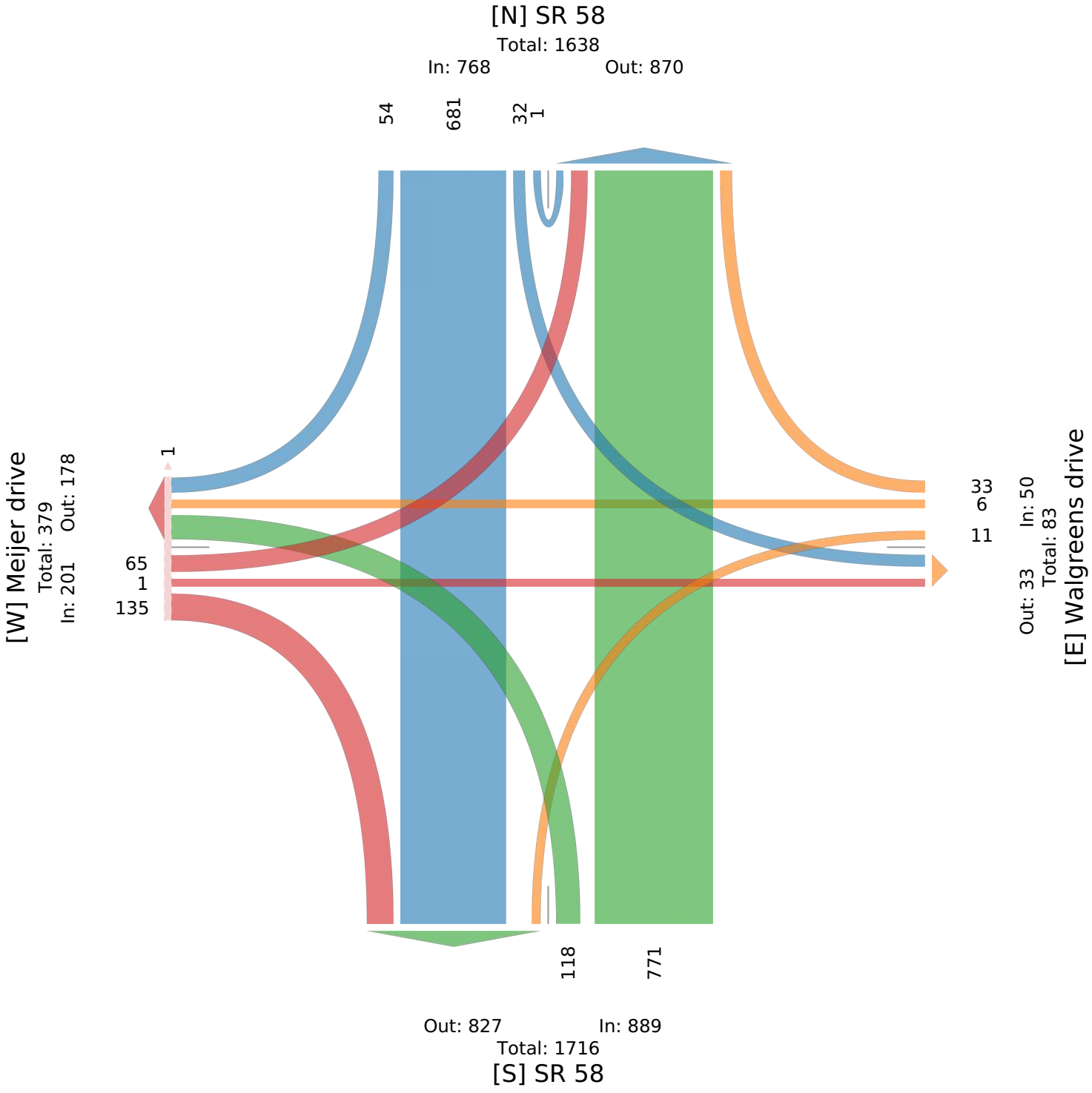
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	18	1	40	0	**59**	0	1	1	7	0	**9**	0	23	208	0	0	**231**	0	8	179	8	0	**195**	0	**494**
12:15PM	16	0	27	0	**43**	1	2	0	10	0	**12**	0	36	180	0	0	**216**	0	8	154	24	1	**187**	0	**458**
12:30PM	14	0	30	0	**44**	0	3	3	10	0	**16**	0	28	196	0	0	**224**	0	11	161	11	0	**183**	0	**467**
12:45PM	17	0	38	0	**55**	0	5	2	6	0	**13**	0	31	187	0	0	**218**	0	5	187	11	0	**203**	0	**489**
Total	65	1	135	0	**201**	1	11	6	33	0	**50**	0	118	771	0	0	**889**	0	32	681	54	1	**768**	0	**1908**
% Approach	32.3%	0.5%	67.2%	0%	**-**	-	22.0%	12.0%	66.0%	0%	**-**	-	13.3%	86.7%	0%	0%	**-**	-	4.2%	88.7%	7.0%	0.1%	**-**	-	-
% Total	3.4%	0.1%	7.1%	0%	**10.5%**	-	0.6%	0.3%	1.7%	0%	**2.6%**	-	6.2%	40.4%	0%	0%	**46.6%**	-	1.7%	35.7%	2.8%	0.1%	**40.3%**	-	-
PHF	0.903	0.250	0.844	-	**0.852**	-	0.550	0.500	0.825	-	**0.781**	-	0.819	0.927	-	-	**0.962**	-	0.727	0.910	0.563	0.250	**0.946**	-	0.966
Lights	65	1	134	0	**200**	-	11	6	32	0	**49**	-	117	746	0	0	**863**	-	32	668	54	1	**755**	-	1867
% Lights	100%	100%	99.3%	0%	**99.5%**	-	100%	100%	97.0%	0%	**98.0%**	-	99.2%	96.8%	0%	0%	**97.1%**	-	100%	98.1%	100%	100%	**98.3%**	-	97.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	4	0	0	**4**	-	11
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	1	0	**1**	-	1	18	0	0	**19**	-	0	9	0	0	**9**	-	30
% Buses and Single-Unit Trucks	0%	0%	0.7%	0%	**0.5%**	-	0%	0%	3.0%	0%	**2.0%**	-	0.8%	2.3%	0%	0%	**2.1%**	-	0%	1.3%	0%	0%	**1.2%**	-	1.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

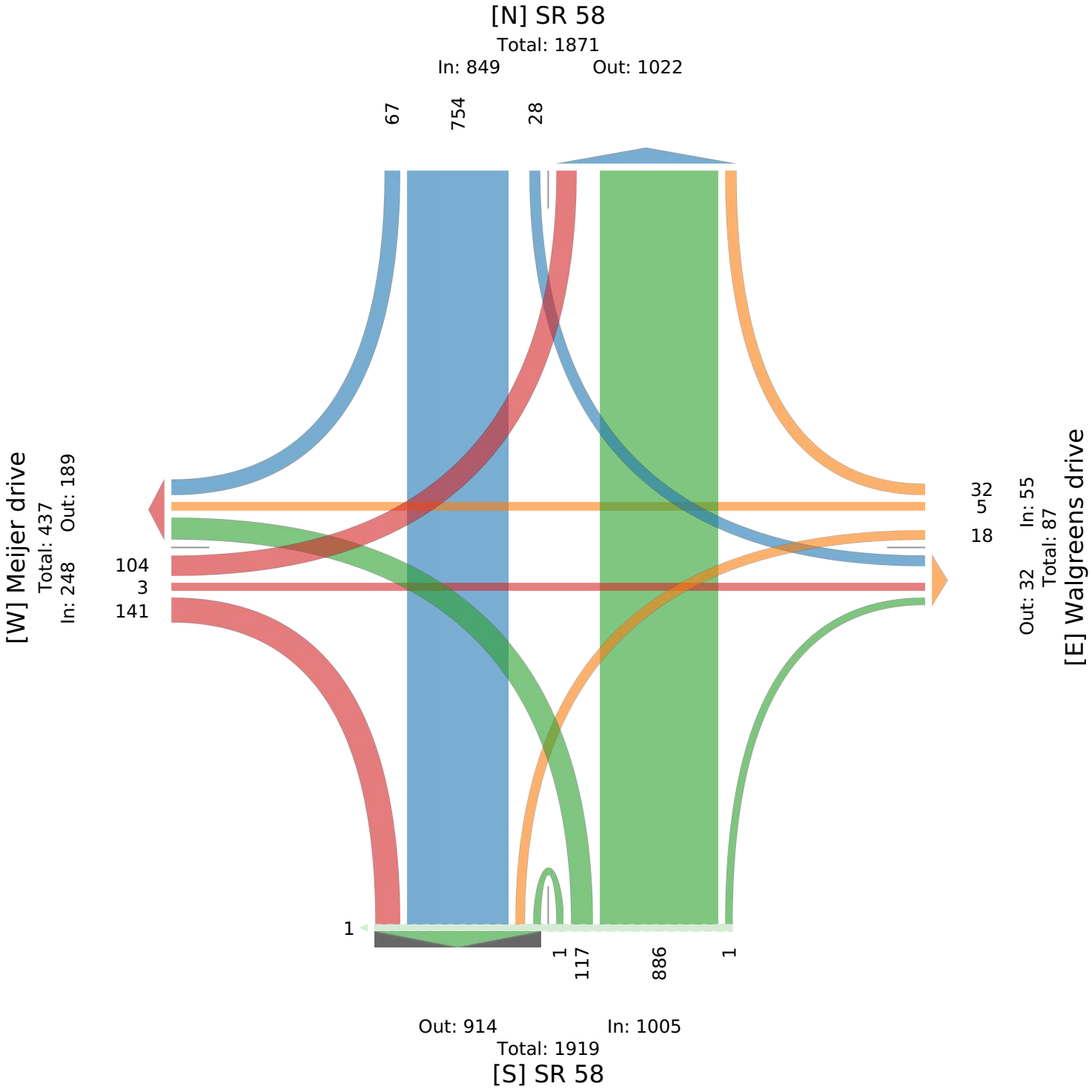
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	24	2	34	0	**60**	0	8	2	7	0	**17**	0	22	209	1	0	**232**	1	1	172	14	0	**187**	0	**496**
4:15PM	18	1	34	0	**53**	0	2	1	4	0	**7**	0	29	224	0	0	**253**	0	11	193	19	0	**223**	0	**536**
4:30PM	38	0	41	0	**79**	0	3	0	11	0	**14**	0	33	216	0	1	**250**	0	9	192	16	0	**217**	0	**560**
4:45PM	24	0	32	0	**56**	0	5	2	10	0	**17**	0	33	237	0	0	**270**	0	7	197	18	0	**222**	0	**565**
Total	104	3	141	0	**248**	0	18	5	32	0	**55**	0	117	886	1	1	**1005**	1	28	754	67	0	**849**	0	**2157**
% Approach	41.9%	1.2%	56.9%	0%	**-**	-	32.7%	9.1%	58.2%	0%	**-**	-	11.6%	88.2%	0.1%	0.1%	**-**	-	3.3%	88.8%	7.9%	0%	**-**	-	-
% Total	4.8%	0.1%	6.5%	0%	**11.5%**	-	0.8%	0.2%	1.5%	0%	**2.5%**	-	5.4%	41.1%	0%	0%	**46.6%**	-	1.3%	35.0%	3.1%	0%	**39.4%**	-	-
PHF	0.684	0.375	0.860	-	**0.785**	-	0.563	0.625	0.727	-	**0.809**	-	0.886	0.935	0.250	0.250	**0.931**	-	0.636	0.957	0.882	-	**0.952**	-	0.954
Lights	104	3	141	0	**248**	-	18	5	32	0	**55**	-	117	879	1	1	**998**	-	28	744	67	0	**839**	-	2140
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.2%	100%	100%	**99.3%**	-	100%	98.7%	100%	0%	**98.8%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	6	0	0	**6**	-	8
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.8%	0%	0%	**0.7%**	-	0.4%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	4	0	0	**4**	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

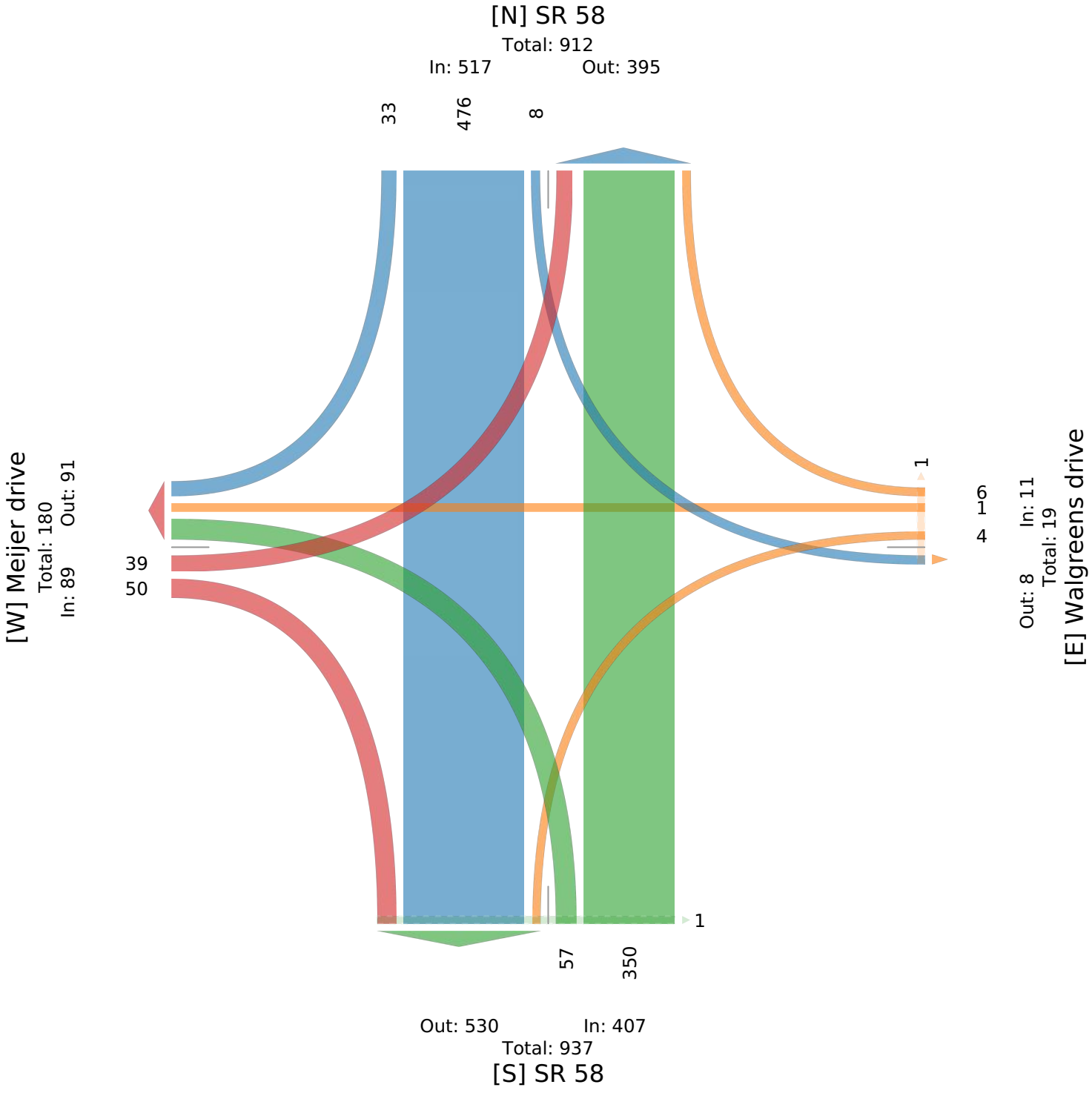
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	7	0	7	0	**14**	0	1	0	2	0	**3**	0	14	74	0	0	**88**	1	3	105	7	0	**115**	0	**220**
8:15AM	15	0	11	0	**26**	0	1	0	1	0	**2**	0	12	83	0	0	**95**	0	0	111	13	0	**124**	0	**247**
8:30AM	4	0	15	0	**19**	0	0	0	2	0	**2**	1	9	87	0	0	**96**	0	1	130	5	0	**136**	0	**253**
8:45AM	13	0	17	0	**30**	0	2	1	1	0	**4**	0	22	106	0	0	**128**	0	4	130	8	0	**142**	0	**304**
Total	39	0	50	0	**89**	0	4	1	6	0	**11**	1	57	350	0	0	**407**	1	8	476	33	0	**517**	0	**1024**
% Approach	43.8%	0%	56.2%	0%	**-**	-	36.4%	9.1%	54.5%	0%	**-**	-	14.0%	86.0%	0%	0%	**-**	-	1.5%	92.1%	6.4%	0%	**-**	-	-
% Total	3.8%	0%	4.9%	0%	**8.7%**	-	0.4%	0.1%	0.6%	0%	**1.1%**	-	5.6%	34.2%	0%	0%	**39.7%**	-	0.8%	46.5%	3.2%	0%	**50.5%**	-	-
PHF	0.650	-	0.735	-	**0.742**	-	0.500	0.250	0.750	-	**0.688**	-	0.648	0.825	-	-	**0.795**	-	0.500	0.915	0.635	-	**0.910**	-	0.842
Lights	39	0	49	0	**88**	-	4	1	6	0	**11**	-	57	341	0	0	**398**	-	8	466	33	0	**507**	-	1004
% Lights	100%	0%	98.0%	0%	**98.9%**	-	100%	100%	100%	0%	**100%**	-	100%	97.4%	0%	0%	**97.8%**	-	100%	97.9%	100%	0%	**98.1%**	-	98.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	3	0	0	**3**	-	7
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0.7%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	7	0	0	**7**	-	13
% Buses and Single-Unit Trucks	0%	0%	2.0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.2%**	-	0%	1.5%	0%	0%	**1.4%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

LOUKAS engineering
TRAFFIC DATA & CONSULTING

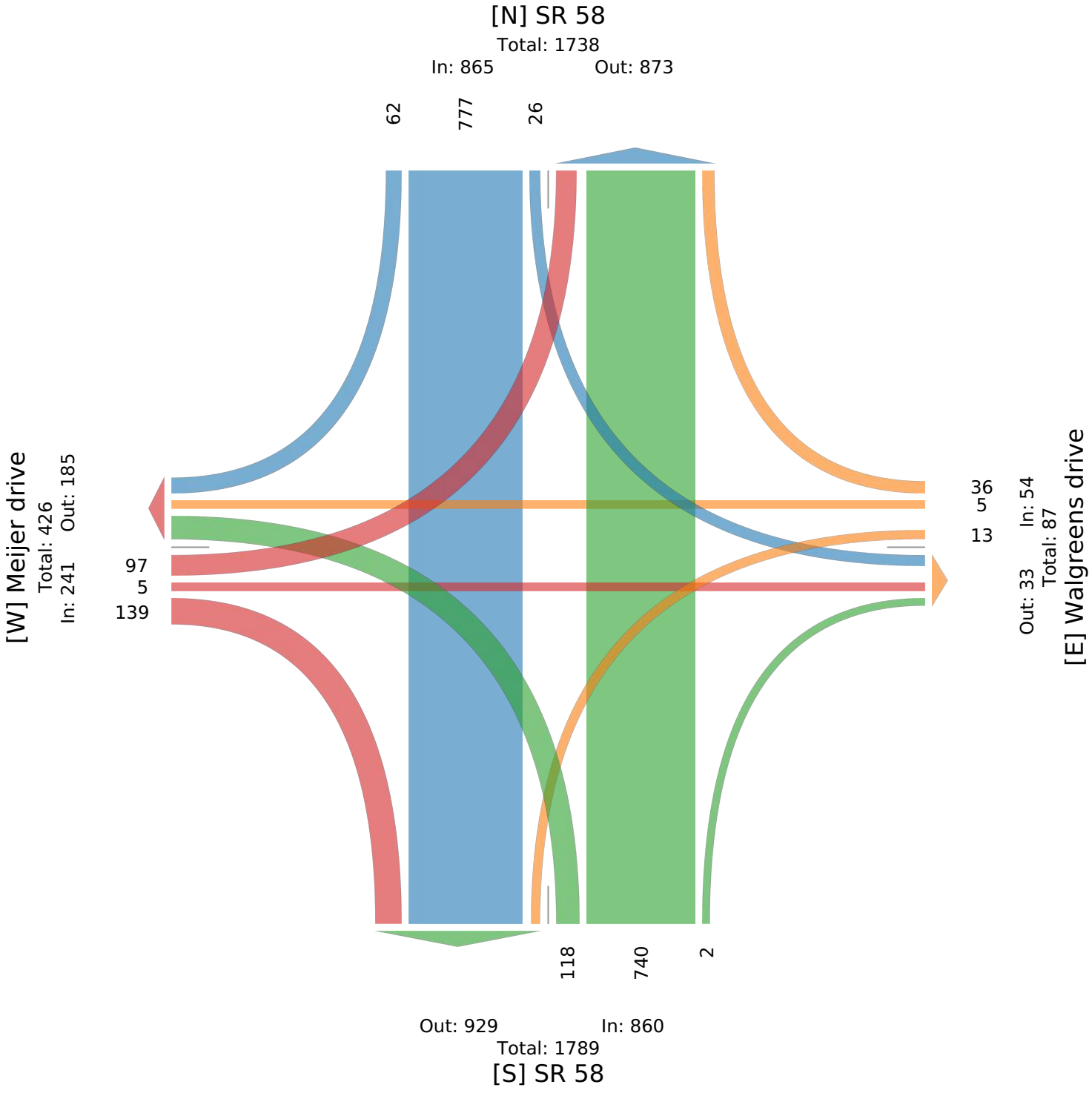
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	17	2	37	0	**56**	0	6	2	9	0	**17**	0	27	183	0	0	**210**	0	8	213	20	0	**241**	0	**524**
11:15AM	30	2	32	0	**64**	0	3	1	11	0	**15**	0	29	184	2	0	**215**	0	10	210	16	0	**236**	0	**530**
11:30AM	20	0	45	0	**65**	0	1	2	7	0	**10**	0	31	196	0	0	**227**	0	4	175	14	0	**193**	0	**495**
11:45AM	30	1	25	0	**56**	0	3	0	9	0	**12**	0	31	177	0	0	**208**	0	4	179	12	0	**195**	0	**471**
Total	97	5	139	0	**241**	0	13	5	36	0	**54**	0	118	740	2	0	**860**	0	26	777	62	0	**865**	0	**2020**
% Approach	40.2%	2.1%	57.7%	0%	**-**	-	24.1%	9.3%	66.7%	0%	**-**	-	13.7%	86.0%	0.2%	0%	**-**	-	3.0%	89.8%	7.2%	0%	**-**	-	-
% Total	4.8%	0.2%	6.9%	0%	**11.9%**	-	0.6%	0.2%	1.8%	0%	**2.7%**	-	5.8%	36.6%	0.1%	0%	**42.6%**	-	1.3%	38.5%	3.1%	0%	**42.8%**	-	-
PHF	0.808	0.625	0.772	-	**0.927**	-	0.542	0.625	0.818	-	**0.794**	-	0.952	0.944	0.250	-	**0.947**	-	0.650	0.912	0.775	-	**0.897**	-	0.953
Lights	97	5	137	0	**239**	-	12	5	36	0	**53**	-	118	738	2	0	**858**	-	26	774	62	0	**862**	-	2012
% Lights	100%	100%	98.6%	0%	**99.2%**	-	92.3%	100%	100%	0%	**98.1%**	-	100%	99.7%	100%	0%	**99.8%**	-	100%	99.6%	100%	0%	**99.7%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	2	0	**2**	-	1	0	0	0	**1**	-	0	2	0	0	**2**	-	0	3	0	0	**3**	-	8
% Buses and Single-Unit Trucks	0%	0%	1.4%	0%	**0.8%**	-	7.7%	0%	0%	0%	**1.9%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

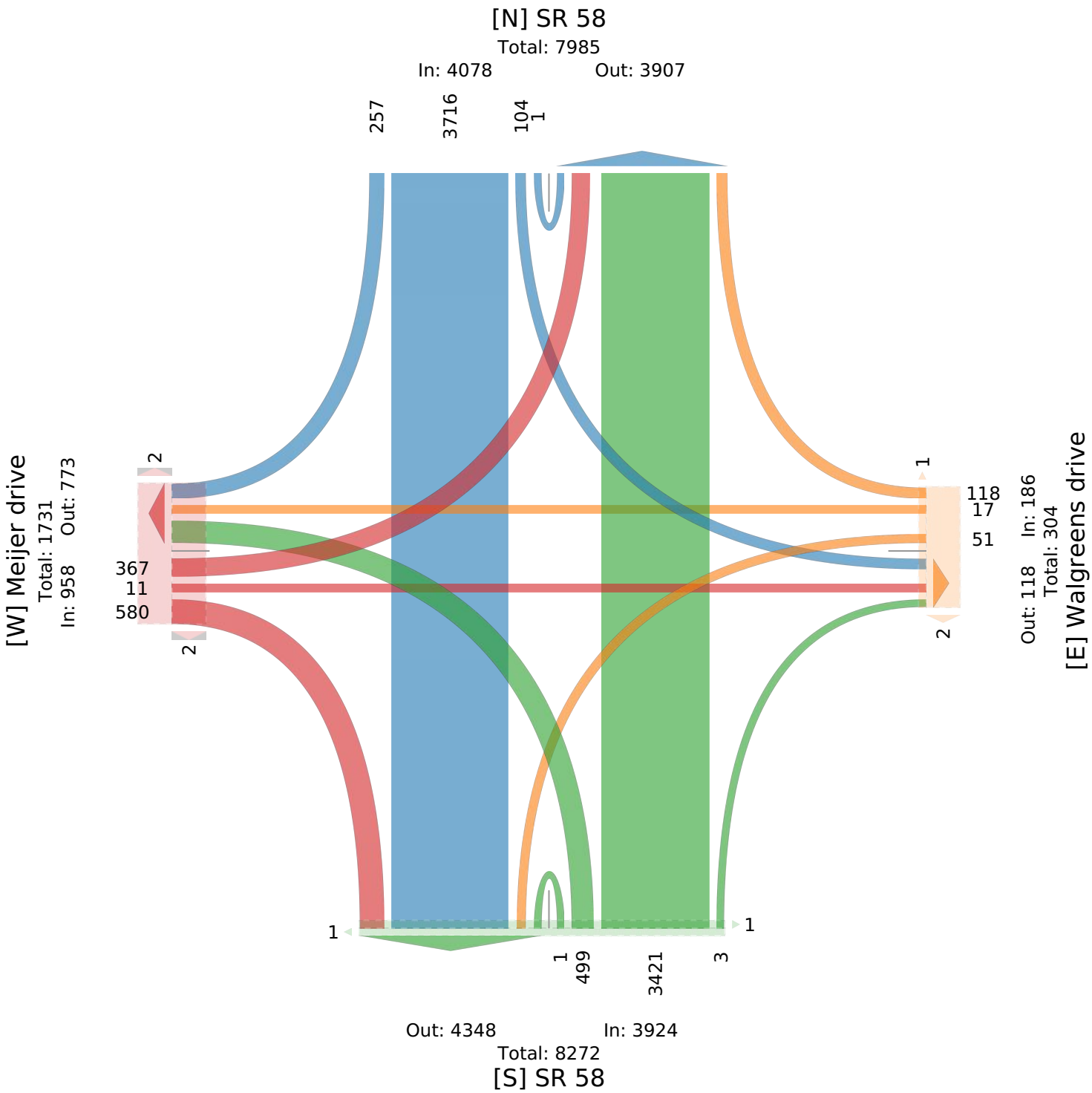
Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	0	0	14	0	**14**	0	0	0	0	0	**0**	1	7	34	0	0	**41**	0	0	82	4	0	**86**	0	**141**
6:15AM	2	0	17	0	**19**	1	0	0	0	0	**0**	0	8	41	0	0	**49**	0	0	106	2	0	**108**	0	**176**
6:30AM	8	0	7	0	**15**	0	0	0	1	0	**1**	0	7	58	0	0	**65**	0	0	113	3	0	**116**	0	**197**
6:45AM	5	0	13	0	**18**	0	0	0	0	0	**0**	0	7	78	0	0	**85**	0	2	115	4	0	**121**	0	**224**
Hourly Total	15	0	51	0	**66**	1	0	0	1	0	**1**	1	29	211	0	0	**240**	0	2	416	13	0	**431**	0	**738**
8:30AM	15	1	14	0	**30**	2	2	0	1	0	**3**	0	11	103	0	0	**114**	0	2	168	9	0	**179**	0	**326**
8:45AM	7	1	15	0	**23**	0	1	0	2	0	**3**	0	13	133	0	0	**146**	0	2	157	7	0	**166**	0	**338**
Hourly Total	22	2	29	0	**53**	2	3	0	3	0	**6**	0	24	236	0	0	**260**	0	4	325	16	0	**345**	0	**664**
9:00AM	15	0	22	0	**37**	0	0	0	3	0	**3**	0	20	110	0	0	**130**	0	3	139	8	0	**150**	0	**320**
9:15AM	10	0	13	0	**23**	0	2	0	4	0	**6**	1	16	117	0	0	**133**	0	1	148	4	0	**153**	0	**315**
Hourly Total	25	0	35	0	**60**	0	2	0	7	0	**9**	1	36	227	0	0	**263**	0	4	287	12	0	**303**	0	**635**
12:00PM	18	1	40	0	**59**	0	1	1	7	0	**9**	0	23	208	0	0	**231**	0	8	179	8	0	**195**	0	**494**
12:15PM	16	0	27	0	**43**	1	2	0	10	0	**12**	0	36	180	0	0	**216**	0	8	154	24	1	**187**	0	**458**
12:30PM	14	0	30	0	**44**	0	3	3	10	0	**16**	0	28	196	0	0	**224**	0	11	161	11	0	**183**	0	**467**
12:45PM	17	0	38	0	**55**	0	5	2	6	0	**13**	0	31	187	0	0	**218**	0	5	187	11	0	**203**	0	**489**
Hourly Total	65	1	135	0	**201**	1	11	6	33	0	**50**	0	118	771	0	0	**889**	0	32	681	54	1	**768**	0	**1908**
4:00PM	24	2	34	0	**60**	0	8	2	7	0	**17**	0	22	209	1	0	**232**	1	1	172	14	0	**187**	0	**496**
4:15PM	18	1	34	0	**53**	0	2	1	4	0	**7**	0	29	224	0	0	**253**	0	11	193	19	0	**223**	0	**536**
4:30PM	38	0	41	0	**79**	0	3	0	11	0	**14**	0	33	216	0	1	**250**	0	9	192	16	0	**217**	0	**560**
4:45PM	24	0	32	0	**56**	0	5	2	10	0	**17**	0	33	237	0	0	**270**	0	7	197	18	0	**222**	0	**565**
Hourly Total	104	3	141	0	**248**	0	18	5	32	0	**55**	0	117	886	1	1	**1005**	1	28	754	67	0	**849**	0	**2157**
2022-07-30 8:00AM	7	0	7	0	**14**	0	1	0	2	0	**3**	0	14	74	0	0	**88**	1	3	105	7	0	**115**	0	**220**
8:15AM	15	0	11	0	**26**	0	1	0	1	0	**2**	0	12	83	0	0	**95**	0	0	111	13	0	**124**	0	**247**
8:30AM	4	0	15	0	**19**	0	0	0	2	0	**2**	1	9	87	0	0	**96**	0	1	130	5	0	**136**	0	**253**
8:45AM	13	0	17	0	**30**	0	2	1	1	0	**4**	0	22	106	0	0	**128**	0	4	130	8	0	**142**	0	**304**
Hourly Total	39	0	50	0	**89**	0	4	1	6	0	**11**	1	57	350	0	0	**407**	1	8	476	33	0	**517**	0	**1024**
11:00AM	17	2	37	0	**56**	0	6	2	9	0	**17**	0	27	183	0	0	**210**	0	8	213	20	0	**241**	0	**524**
11:15AM	30	2	32	0	**64**	0	3	1	11	0	**15**	0	29	184	2	0	**215**	0	10	210	16	0	**236**	0	**530**
11:30AM	20	0	45	0	**65**	0	1	2	7	0	**10**	0	31	196	0	0	**227**	0	4	175	14	0	**193**	0	**495**
11:45AM	30	1	25	0	**56**	0	3	0	9	0	**12**	0	31	177	0	0	**208**	0	4	179	12	0	**195**	0	**471**
Hourly Total	97	5	139	0	**241**	0	13	5	36	0	**54**	0	118	740	2	0	**860**	0	26	777	62	0	**865**	0	**2020**
Total	367	11	580	0	**958**	4	51	17	118	0	**186**	3	499	3421	3	1	**3924**	2	104	3716	257	1	**4078**	0	**9146**
% Approach	38.3%	1.1%	60.5%	0%	**-**	-	27.4%	9.1%	63.4%	0%	**-**	-	12.7%	87.2%	0.1%	0%	**-**	-	2.6%	91.1%	6.3%	0%	**-**	-	-
% Total	4.0%	0.1%	6.3%	0%	**10.5%**	-	0.6%	0.2%	1.3%	0%	**2.0%**	-	5.5%	37.4%	0%	0%	**42.9%**	-	1.1%	40.6%	2.8%	0%	**44.6%**	-	-
Lights	364	11	575	0	**950**	-	50	17	116	0	**183**	-	496	3350	3	1	**3850**	-	104	3652	256	1	**4013**	-	8996
% Lights	99.2%	100%	99.1%	0%	**99.2%**	-	98.0%	100%	98.3%	0%	**98.4%**	-	99.4%	97.9%	100%	100%	**98.1%**	-	100%	98.3%	99.6%	100%	**98.4%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	19	0	0	**19**	-	0	19	0	0	**19**	-	38
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.4%
Buses and Single-Unit Trucks	3	0	5	0	**8**	-	1	0	2	0	**3**	-	3	52	0	0	**55**	-	0	45	1	0	**46**	-	112
% Buses and Single-Unit Trucks	0.8%	0%	0.9%	0%	**0.8%**	-	2.0%	0%	1.7%	0%	**1.6%**	-	0.6%	1.5%	0%	0%	**1.4%**	-	0%	1.2%	0.4%	0%	**1.1%**	-	1.2%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

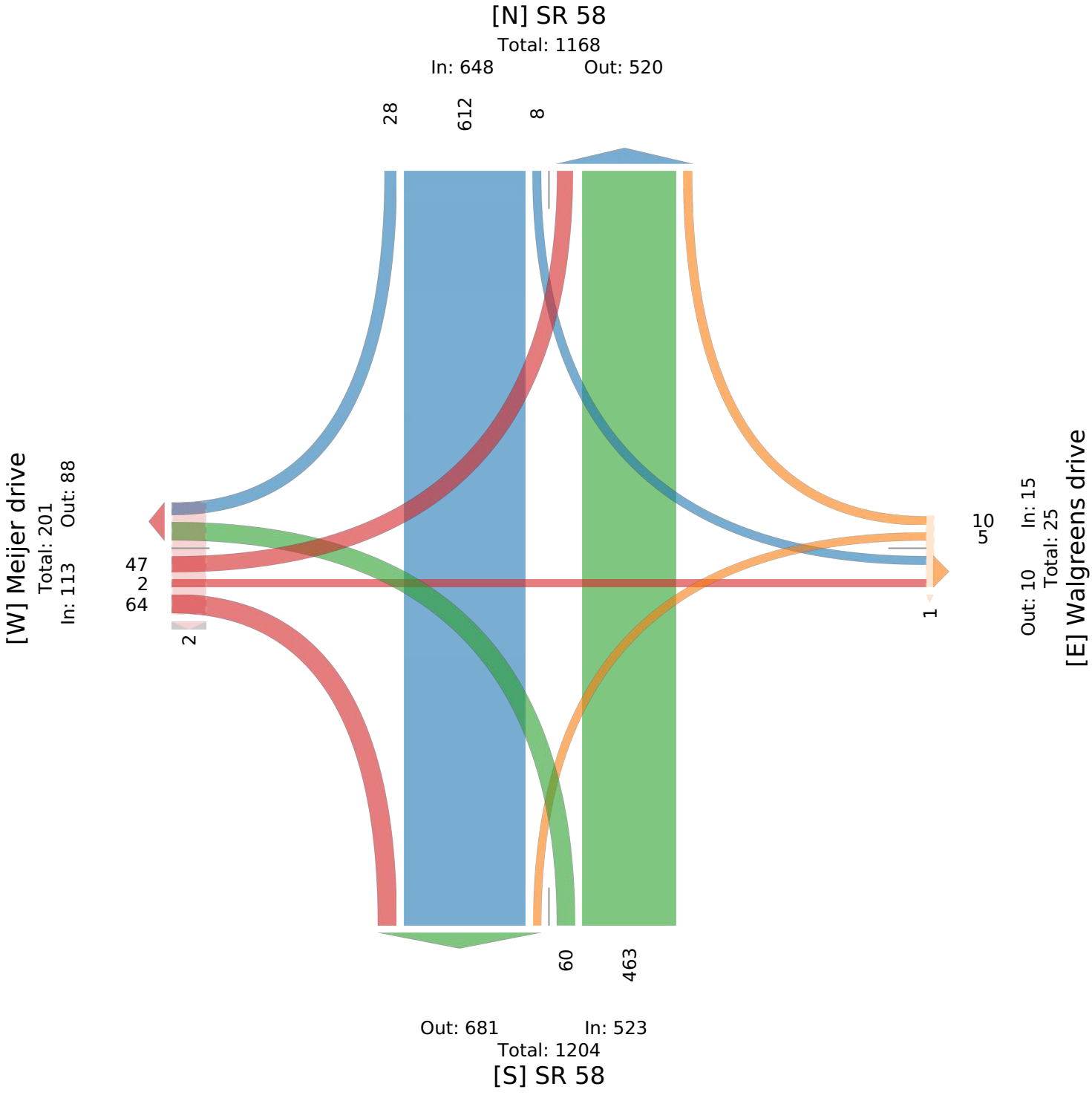
Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	15	1	14	0	**30**	2	2	0	1	0	**3**	0	11	103	0	0	**114**	0	2	168	9	0	**179**	0	**326**
8:45AM	7	1	15	0	**23**	0	1	0	2	0	**3**	0	13	133	0	0	**146**	0	2	157	7	0	**166**	0	**338**
9:00AM	15	0	22	0	**37**	0	0	0	3	0	**3**	0	20	110	0	0	**130**	0	3	139	8	0	**150**	0	**320**
9:15AM	10	0	13	0	**23**	0	2	0	4	0	**6**	1	16	117	0	0	**133**	0	1	148	4	0	**153**	0	**315**
Total	47	2	64	0	**113**	2	5	0	10	0	**15**	1	60	463	0	0	**523**	0	8	612	28	0	**648**	0	**1299**
% Approach	41.6%	1.8%	56.6%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	11.5%	88.5%	0%	0%	**-**	-	1.2%	94.4%	4.3%	0%	**-**	-	-
% Total	3.6%	0.2%	4.9%	0%	**8.7%**	-	0.4%	0%	0.8%	0%	**1.2%**	-	4.6%	35.6%	0%	0%	**40.3%**	-	0.6%	47.1%	2.2%	0%	**49.9%**	-	-
PHF	0.783	0.500	0.727	-	**0.764**	-	0.625	-	0.625	-	**0.625**	-	0.750	0.870	-	-	**0.896**	-	0.667	0.911	0.778	-	**0.905**	-	0.961
Lights	45	2	63	0	**110**	-	5	0	9	0	**14**	-	59	445	0	0	**504**	-	8	599	28	0	**635**	-	1263
% Lights	95.7%	100%	98.4%	0%	**97.3%**	-	100%	0%	90.0%	0%	**93.3%**	-	98.3%	96.1%	0%	0%	**96.4%**	-	100%	97.9%	100%	0%	**98.0%**	-	97.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	2	0	0	**2**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%
Buses and Single-Unit Trucks	2	0	1	0	**3**	-	0	0	1	0	**1**	-	1	15	0	0	**16**	-	0	11	0	0	**11**	-	31
% Buses and Single-Unit Trucks	4.3%	0%	1.6%	0%	**2.7%**	-	0%	0%	10.0%	0%	**6.7%**	-	1.7%	3.2%	0%	0%	**3.1%**	-	0%	1.8%	0%	0%	**1.7%**	-	2.4%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

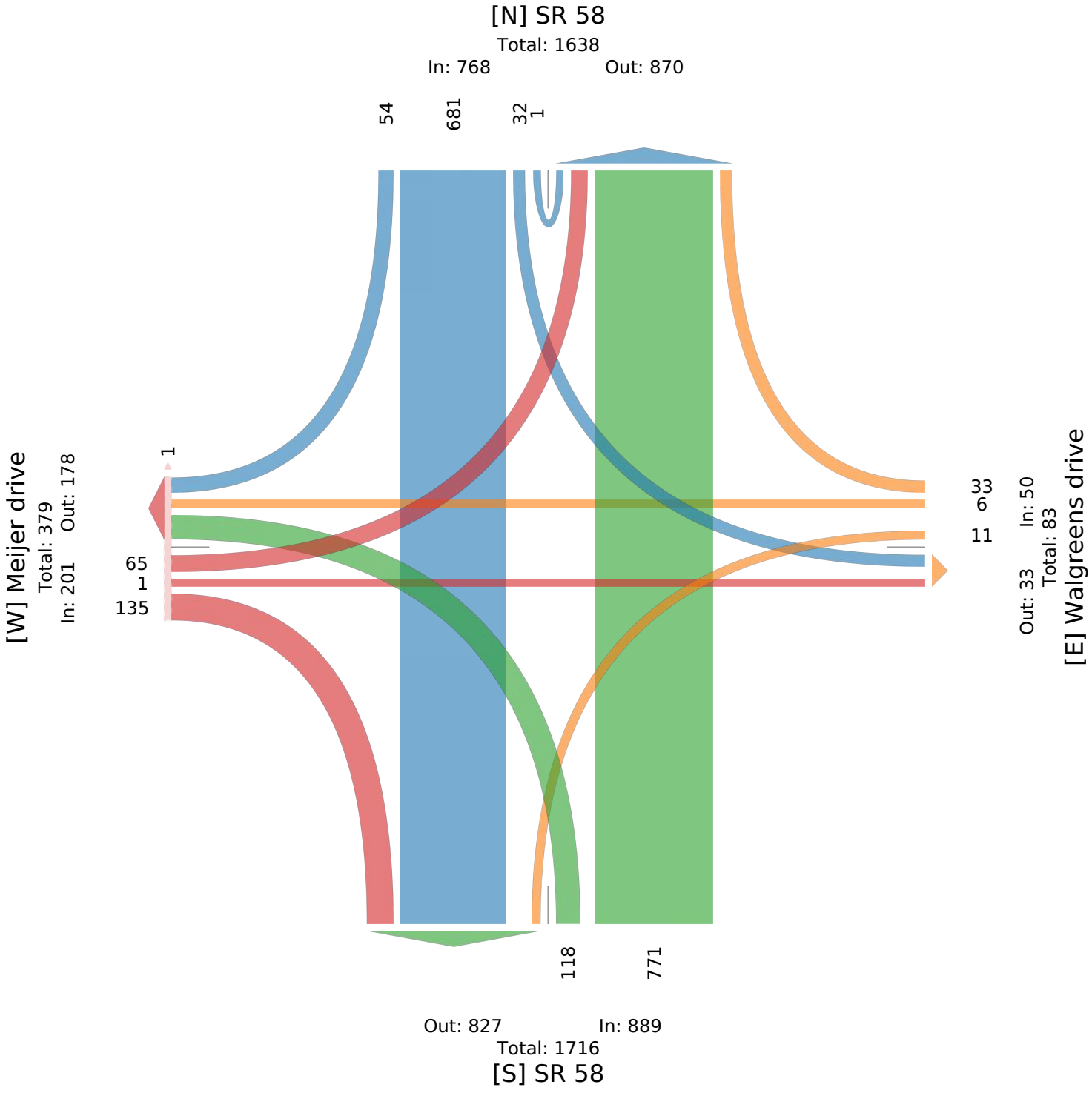
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	18	1	40	0	**59**	0	1	1	7	0	**9**	0	23	208	0	0	**231**	0	8	179	8	0	**195**	0	**494**
12:15PM	16	0	27	0	**43**	1	2	0	10	0	**12**	0	36	180	0	0	**216**	0	8	154	24	1	**187**	0	**458**
12:30PM	14	0	30	0	**44**	0	3	3	10	0	**16**	0	28	196	0	0	**224**	0	11	161	11	0	**183**	0	**467**
12:45PM	17	0	38	0	**55**	0	5	2	6	0	**13**	0	31	187	0	0	**218**	0	5	187	11	0	**203**	0	**489**
Total	65	1	135	0	**201**	1	11	6	33	0	**50**	0	118	771	0	0	**889**	0	32	681	54	1	**768**	0	**1908**
% Approach	32.3%	0.5%	67.2%	0%	**-**	-	22.0%	12.0%	66.0%	0%	**-**	-	13.3%	86.7%	0%	0%	**-**	-	4.2%	88.7%	7.0%	0.1%	**-**	-	-
% Total	3.4%	0.1%	7.1%	0%	**10.5%**	-	0.6%	0.3%	1.7%	0%	**2.6%**	-	6.2%	40.4%	0%	0%	**46.6%**	-	1.7%	35.7%	2.8%	0.1%	**40.3%**	-	-
PHF	0.903	0.250	0.844	-	**0.852**	-	0.550	0.500	0.825	-	**0.781**	-	0.819	0.927	-	-	**0.962**	-	0.727	0.910	0.563	0.250	**0.946**	-	0.966
Lights	65	1	134	0	**200**	-	11	6	32	0	**49**	-	117	746	0	0	**863**	-	32	668	54	1	**755**	-	1867
% Lights	100%	100%	99.3%	0%	**99.5%**	-	100%	100%	97.0%	0%	**98.0%**	-	99.2%	96.8%	0%	0%	**97.1%**	-	100%	98.1%	100%	100%	**98.3%**	-	97.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	4	0	0	**4**	-	11
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	1	0	**1**	-	1	18	0	0	**19**	-	0	9	0	0	**9**	-	30
% Buses and Single-Unit Trucks	0%	0%	0.7%	0%	**0.5%**	-	0%	0%	3.0%	0%	**2.0%**	-	0.8%	2.3%	0%	0%	**2.1%**	-	0%	1.3%	0%	0%	**1.2%**	-	1.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

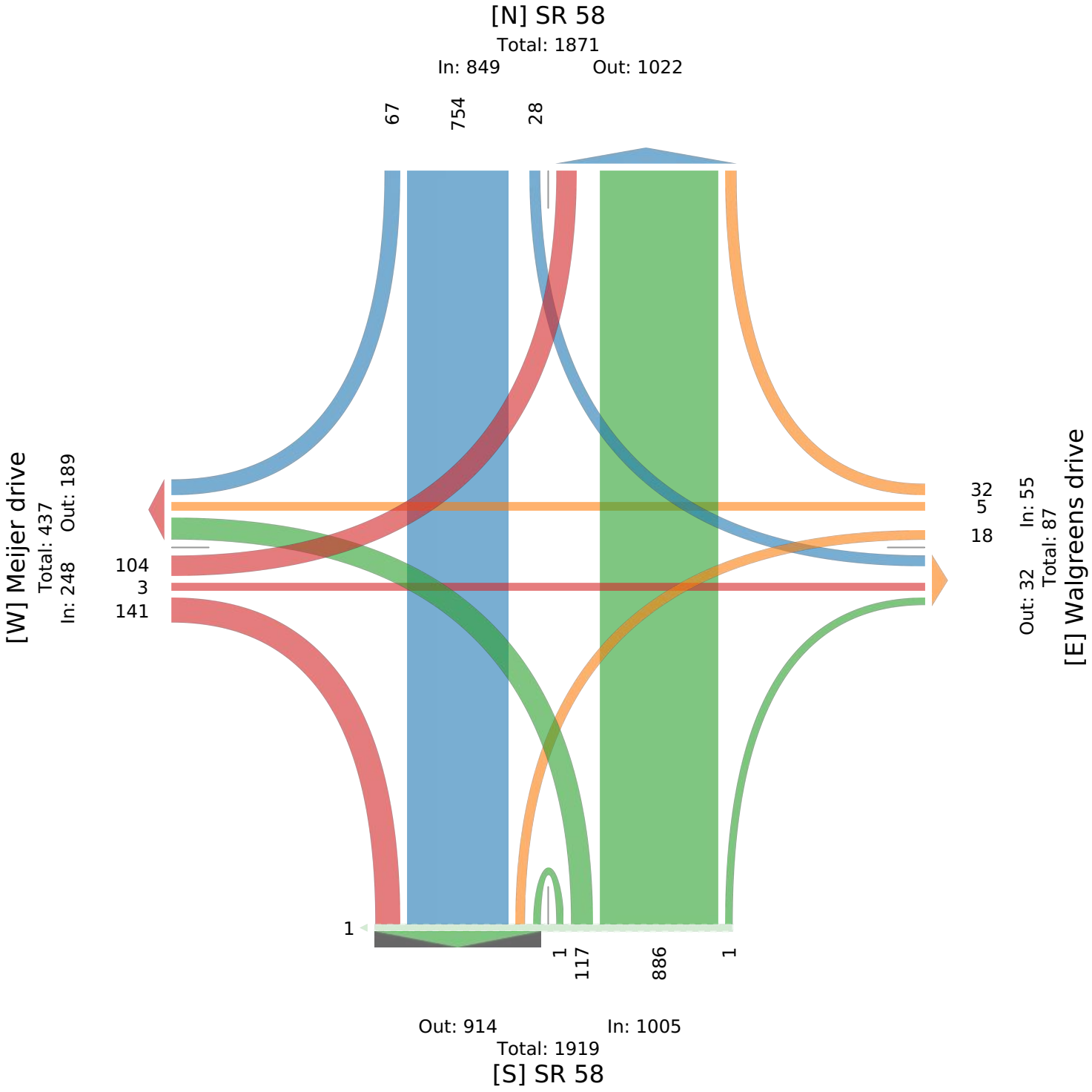
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	24	2	34	0	**60**	0	8	2	7	0	**17**	0	22	209	1	0	**232**	1	1	172	14	0	**187**	0	**496**
4:15PM	18	1	34	0	**53**	0	2	1	4	0	**7**	0	29	224	0	0	**253**	0	11	193	19	0	**223**	0	**536**
4:30PM	38	0	41	0	**79**	0	3	0	11	0	**14**	0	33	216	0	1	**250**	0	9	192	16	0	**217**	0	**560**
4:45PM	24	0	32	0	**56**	0	5	2	10	0	**17**	0	33	237	0	0	**270**	0	7	197	18	0	**222**	0	**565**
Total	104	3	141	0	**248**	0	18	5	32	0	**55**	0	117	886	1	1	**1005**	1	28	754	67	0	**849**	0	**2157**
% Approach	41.9%	1.2%	56.9%	0%	**-**	-	32.7%	9.1%	58.2%	0%	**-**	-	11.6%	88.2%	0.1%	0.1%	**-**	-	3.3%	88.8%	7.9%	0%	**-**	-	-
% Total	4.8%	0.1%	6.5%	0%	**11.5%**	-	0.8%	0.2%	1.5%	0%	**2.5%**	-	5.4%	41.1%	0%	0%	**46.6%**	-	1.3%	35.0%	3.1%	0%	**39.4%**	-	-
PHF	0.684	0.375	0.860	-	**0.785**	-	0.563	0.625	0.727	-	**0.809**	-	0.886	0.935	0.250	0.250	**0.931**	-	0.636	0.957	0.882	-	**0.952**	-	0.954
Lights	104	3	141	0	**248**	-	18	5	32	0	**55**	-	117	879	1	1	**998**	-	28	744	67	0	**839**	-	2140
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.2%	100%	100%	**99.3%**	-	100%	98.7%	100%	0%	**98.8%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	6	0	0	**6**	-	8
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.8%	0%	0%	**0.7%**	-	0.4%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	4	0	0	**4**	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

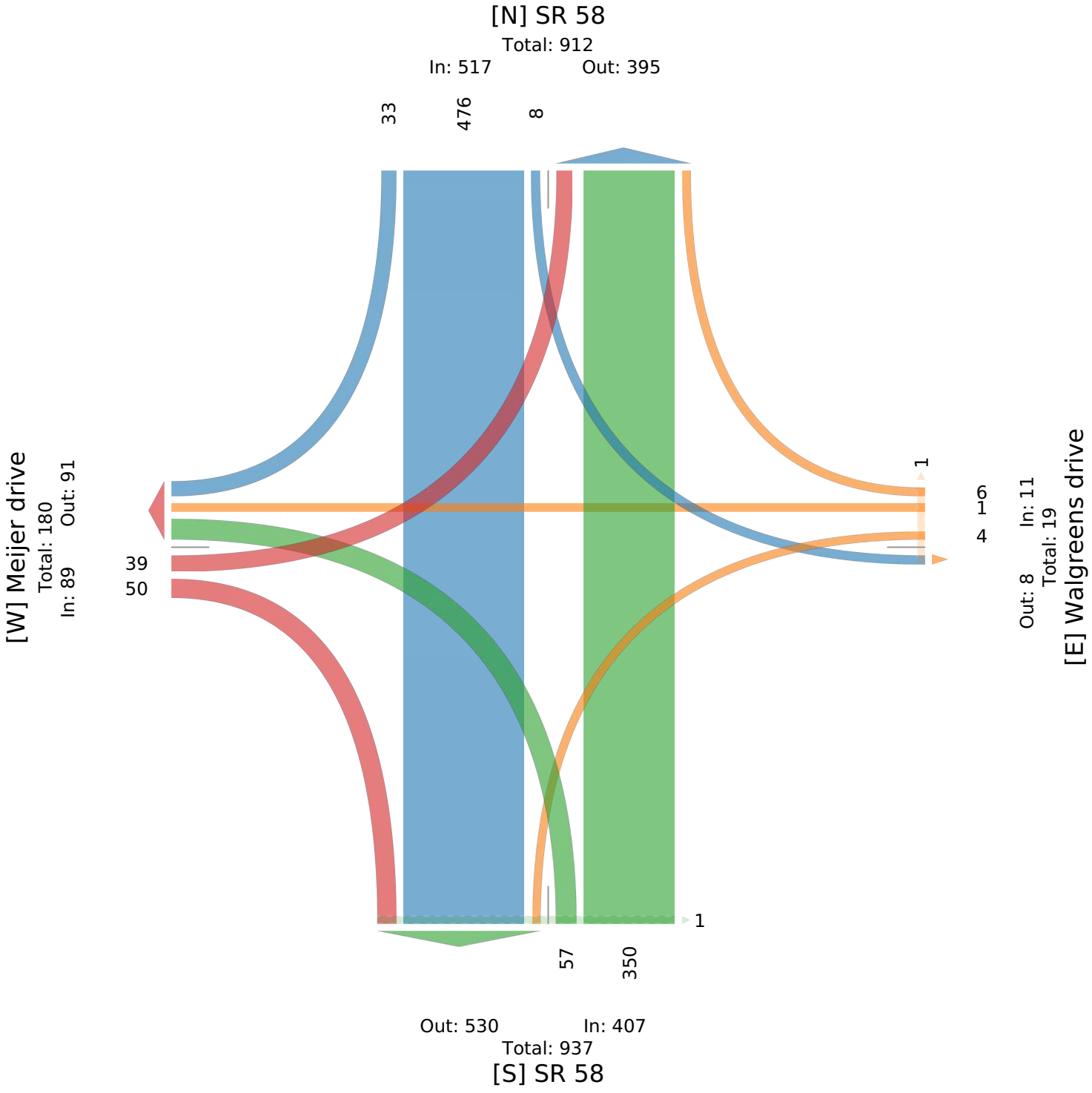
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	7	0	7	0	**14**	0	1	0	2	0	**3**	0	14	74	0	0	**88**	1	3	105	7	0	**115**	0	**220**
8:15AM	15	0	11	0	**26**	0	1	0	1	0	**2**	0	12	83	0	0	**95**	0	0	111	13	0	**124**	0	**247**
8:30AM	4	0	15	0	**19**	0	0	0	2	0	**2**	1	9	87	0	0	**96**	0	1	130	5	0	**136**	0	**253**
8:45AM	13	0	17	0	**30**	0	2	1	1	0	**4**	0	22	106	0	0	**128**	0	4	130	8	0	**142**	0	**304**
Total	39	0	50	0	**89**	0	4	1	6	0	**11**	1	57	350	0	0	**407**	1	8	476	33	0	**517**	0	**1024**
% Approach	43.8%	0%	56.2%	0%	**-**	-	36.4%	9.1%	54.5%	0%	**-**	-	14.0%	86.0%	0%	0%	**-**	-	1.5%	92.1%	6.4%	0%	**-**	-	-
% Total	3.8%	0%	4.9%	0%	**8.7%**	-	0.4%	0.1%	0.6%	0%	**1.1%**	-	5.6%	34.2%	0%	0%	**39.7%**	-	0.8%	46.5%	3.2%	0%	**50.5%**	-	-
PHF	0.650	-	0.735	-	**0.742**	-	0.500	0.250	0.750	-	**0.688**	-	0.648	0.825	-	-	**0.795**	-	0.500	0.915	0.635	-	**0.910**	-	0.842
Lights	39	0	49	0	**88**	-	4	1	6	0	**11**	-	57	341	0	0	**398**	-	8	466	33	0	**507**	-	1004
% Lights	100%	0%	98.0%	0%	**98.9%**	-	100%	100%	100%	0%	**100%**	-	100%	97.4%	0%	0%	**97.8%**	-	100%	97.9%	100%	0%	**98.1%**	-	98.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	3	0	0	**3**	-	7
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0.7%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	7	0	0	**7**	-	13
% Buses and Single-Unit Trucks	0%	0%	2.0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.2%**	-	0%	1.5%	0%	0%	**1.4%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Meijer drive - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

LOUKAS engineering
TRAFFIC DATA & CONSULTING

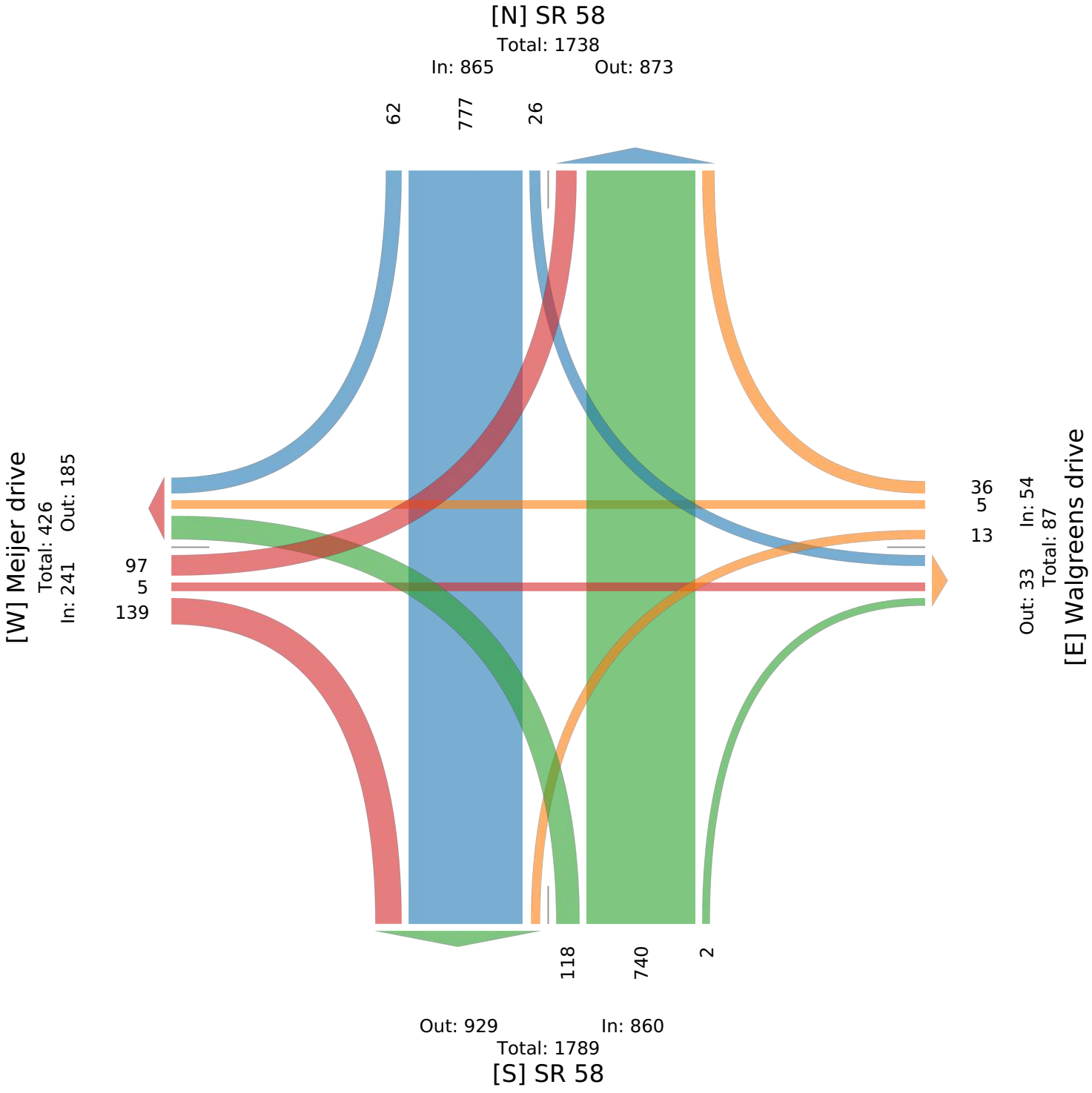
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Meijer drive						Walgreens drive						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	17	2	37	0	**56**	0	6	2	9	0	**17**	0	27	183	0	0	**210**	0	8	213	20	0	**241**	0	**524**
11:15AM	30	2	32	0	**64**	0	3	1	11	0	**15**	0	29	184	2	0	**215**	0	10	210	16	0	**236**	0	**530**
11:30AM	20	0	45	0	**65**	0	1	2	7	0	**10**	0	31	196	0	0	**227**	0	4	175	14	0	**193**	0	**495**
11:45AM	30	1	25	0	**56**	0	3	0	9	0	**12**	0	31	177	0	0	**208**	0	4	179	12	0	**195**	0	**471**
Total	97	5	139	0	**241**	0	13	5	36	0	**54**	0	118	740	2	0	**860**	0	26	777	62	0	**865**	0	**2020**
% Approach	40.2%	2.1%	57.7%	0%	**-**	-	24.1%	9.3%	66.7%	0%	**-**	-	13.7%	86.0%	0.2%	0%	**-**	-	3.0%	89.8%	7.2%	0%	**-**	-	-
% Total	4.8%	0.2%	6.9%	0%	**11.9%**	-	0.6%	0.2%	1.8%	0%	**2.7%**	-	5.8%	36.6%	0.1%	0%	**42.6%**	-	1.3%	38.5%	3.1%	0%	**42.8%**	-	-
PHF	0.808	0.625	0.772	-	**0.927**	-	0.542	0.625	0.818	-	**0.794**	-	0.952	0.944	0.250	-	**0.947**	-	0.650	0.912	0.775	-	**0.897**	-	0.953
Lights	97	5	137	0	**239**	-	12	5	36	0	**53**	-	118	738	2	0	**858**	-	26	774	62	0	**862**	-	2012
% Lights	100%	100%	98.6%	0%	**99.2%**	-	92.3%	100%	100%	0%	**98.1%**	-	100%	99.7%	100%	0%	**99.8%**	-	100%	99.6%	100%	0%	**99.7%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	2	0	**2**	-	1	0	0	0	**1**	-	0	2	0	0	**2**	-	0	3	0	0	**3**	-	8
% Buses and Single-Unit Trucks	0%	0%	1.4%	0%	**0.8%**	-	7.7%	0%	0%	0%	**1.9%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Meijer drive - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978613, Location: 41.419804, -82.208849

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

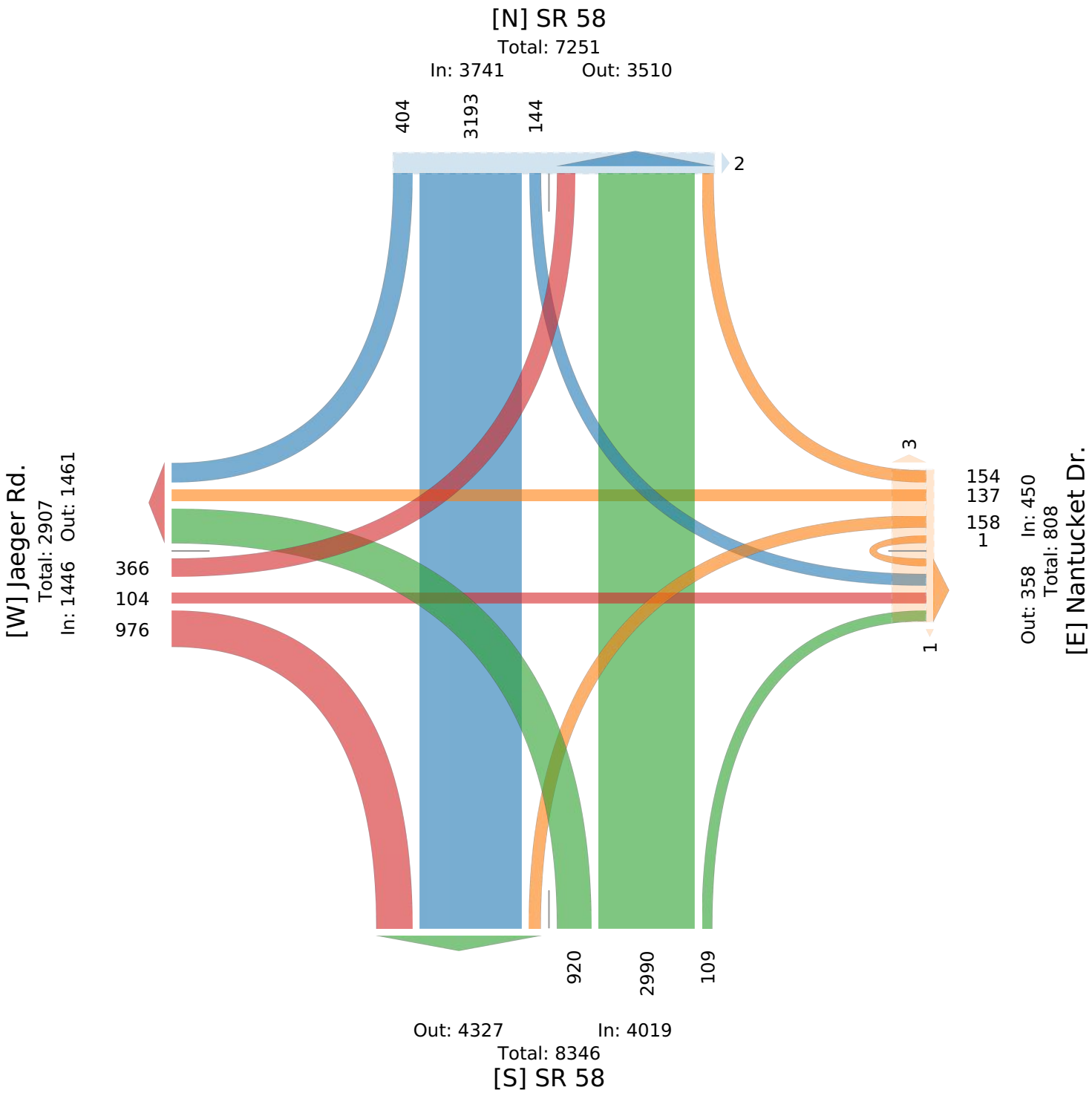
LOUKAS engineering
TRAFFIC DATA & CONSULTING
Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	2	1	30	0	**33**	0	4	0	2	0	**6**	0	6	29	0	0	**35**	0	1	80	1	0	**82**	0	**156**
6:15AM	2	0	23	0	**25**	0	5	2	1	0	**8**	1	11	31	1	0	**43**	0	1	84	6	0	**91**	0	**167**
6:30AM	1	0	28	0	**29**	0	5	1	3	0	**9**	1	9	56	0	0	**65**	0	1	91	10	0	**102**	0	**205**
6:45AM	5	0	30	0	**35**	0	6	4	6	0	**16**	0	16	70	0	0	**86**	0	2	90	13	0	**105**	0	**242**
Hourly Total	10	1	111	0	**122**	0	20	7	12	0	**39**	2	42	186	1	0	**229**	0	5	345	30	0	**380**	0	**770**
8:30AM	7	5	45	0	**57**	0	6	1	7	0	**14**	0	29	87	2	0	**118**	0	6	112	18	0	**136**	0	**325**
8:45AM	20	4	45	0	**69**	0	10	4	2	0	**16**	0	35	95	7	0	**137**	0	8	112	16	0	**136**	0	**358**
Hourly Total	27	9	90	0	**126**	0	16	5	9	0	**30**	0	64	182	9	0	**255**	0	14	224	34	0	**272**	0	**683**
9:00AM	11	1	33	0	**45**	0	9	9	7	1	**26**	0	36	87	5	0	**128**	0	4	99	14	0	**117**	0	**316**
9:15AM	16	1	42	0	**59**	0	6	6	2	0	**14**	1	30	103	2	0	**135**	0	2	97	16	0	**115**	1	**323**
Hourly Total	27	2	75	0	**104**	0	15	15	9	1	**40**	1	66	190	7	0	**263**	0	6	196	30	0	**232**	1	**639**
12:00PM	22	5	44	0	**71**	0	8	5	9	0	**22**	0	59	171	5	0	**235**	0	13	153	18	0	**184**	0	**512**
12:15PM	18	7	48	0	**73**	0	6	14	7	0	**27**	0	50	166	5	0	**221**	0	10	138	27	0	**175**	0	**496**
12:30PM	15	6	54	0	**75**	0	7	6	6	0	**19**	0	48	157	9	0	**214**	0	6	138	26	0	**170**	0	**478**
12:45PM	26	6	49	0	**81**	0	4	5	11	0	**20**	0	47	157	5	0	**209**	0	11	167	15	0	**193**	0	**503**
Hourly Total	81	24	195	0	**300**	0	25	30	33	0	**88**	0	204	651	24	0	**879**	0	40	596	86	0	**722**	0	**1989**
4:00PM	27	13	59	0	**99**	0	5	4	12	0	**21**	0	50	201	8	0	**259**	0	13	128	27	0	**168**	0	**547**
4:15PM	24	10	55	0	**89**	0	9	10	9	0	**28**	0	69	186	8	0	**263**	0	8	174	28	0	**210**	0	**590**
4:30PM	32	11	35	0	**78**	0	6	7	11	0	**24**	0	56	217	11	0	**284**	0	5	203	24	0	**232**	0	**618**
4:45PM	22	14	49	0	**85**	0	12	11	13	0	**36**	0	62	204	10	0	**276**	0	11	177	33	0	**221**	0	**618**
Hourly Total	105	48	198	0	**351**	0	32	32	45	0	**109**	0	237	808	37	0	**1082**	0	37	682	112	0	**831**	0	**2373**
2022-07-30 8:00AM	4	0	25	0	**29**	0	3	2	8	0	**13**	0	18	65	2	0	**85**	0	3	84	9	0	**96**	1	**223**
8:15AM	10	2	35	0	**47**	0	5	3	4	0	**12**	0	26	67	6	0	**99**	0	1	94	13	0	**108**	0	**266**
8:30AM	14	0	36	0	**50**	0	6	4	3	0	**13**	0	26	75	2	0	**103**	0	4	113	17	0	**134**	0	**300**
8:45AM	17	1	31	0	**49**	0	7	4	4	0	**15**	1	20	93	2	0	**115**	0	4	125	10	0	**139**	0	**318**
Hourly Total	45	3	127	0	**175**	0	21	13	19	0	**53**	1	90	300	12	0	**402**	0	12	416	49	0	**477**	1	**1107**
11:00AM	18	3	38	0	**59**	0	4	11	5	0	**20**	0	51	143	5	0	**199**	0	10	200	18	0	**228**	0	**506**
11:15AM	22	6	49	0	**77**	0	10	7	12	0	**29**	0	59	181	5	0	**245**	0	8	199	10	0	**217**	0	**568**
11:30AM	14	5	42	0	**61**	0	12	11	5	0	**28**	0	57	182	7	0	**246**	0	7	153	17	0	**177**	0	**512**
11:45AM	17	3	51	0	**71**	0	3	6	5	0	**14**	0	50	167	2	0	**219**	0	5	182	18	0	**205**	0	**509**
Hourly Total	71	17	180	0	**268**	0	29	35	27	0	**91**	0	217	673	19	0	**909**	0	30	734	63	0	**827**	0	**2095**
Total	366	104	976	0	**1446**	0	158	137	154	1	**450**	4	920	2990	109	0	**4019**	0	144	3193	404	0	**3741**	2	**9656**
% Approach	25.3%	7.2%	67.5%	0%	**-**	-	35.1%	30.4%	34.2%	0.2%	**-**	-	22.9%	74.4%	2.7%	0%	**-**	-	3.8%	85.4%	10.8%	0%	**-**	-	-
% Total	3.8%	1.1%	10.1%	0%	**15.0%**	-	1.6%	1.4%	1.6%	0%	**4.7%**	-	9.5%	31.0%	1.1%	0%	**41.6%**	-	1.5%	33.1%	4.2%	0%	**38.7%**	-	-
Lights	364	104	952	0	**1420**	-	156	137	154	1	**448**	-	887	2948	109	0	**3944**	-	143	3147	398	0	**3688**	-	9500
% Lights	99.5%	100%	97.5%	0%	**98.2%**	-	98.7%	100%	100%	100%	**99.6%**	-	96.4%	98.6%	100%	0%	**98.1%**	-	99.3%	98.6%	98.5%	0%	**98.6%**	-	98.4%
Articulated Trucks	0	0	4	0	**4**	-	0	0	0	0	**0**	-	6	13	0	0	**19**	-	0	14	0	0	**14**	-	37
% Articulated Trucks	0%	0%	0.4%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.7%	0.4%	0%	0%	**0.5%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.4%
Buses and Single-Unit Trucks	2	0	20	0	**22**	-	2	0	0	0	**2**	-	27	29	0	0	**56**	-	1	32	6	0	**39**	-	119
% Buses and Single-Unit Trucks	0.5%	0%	2.0%	0%	**1.5%**	-	1.3%	0%	0%	0%	**0.4%**	-	2.9%	1.0%	0%	0%	**1.4%**	-	0.7%	1.0%	1.5%	0%	**1.0%**	-	1.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

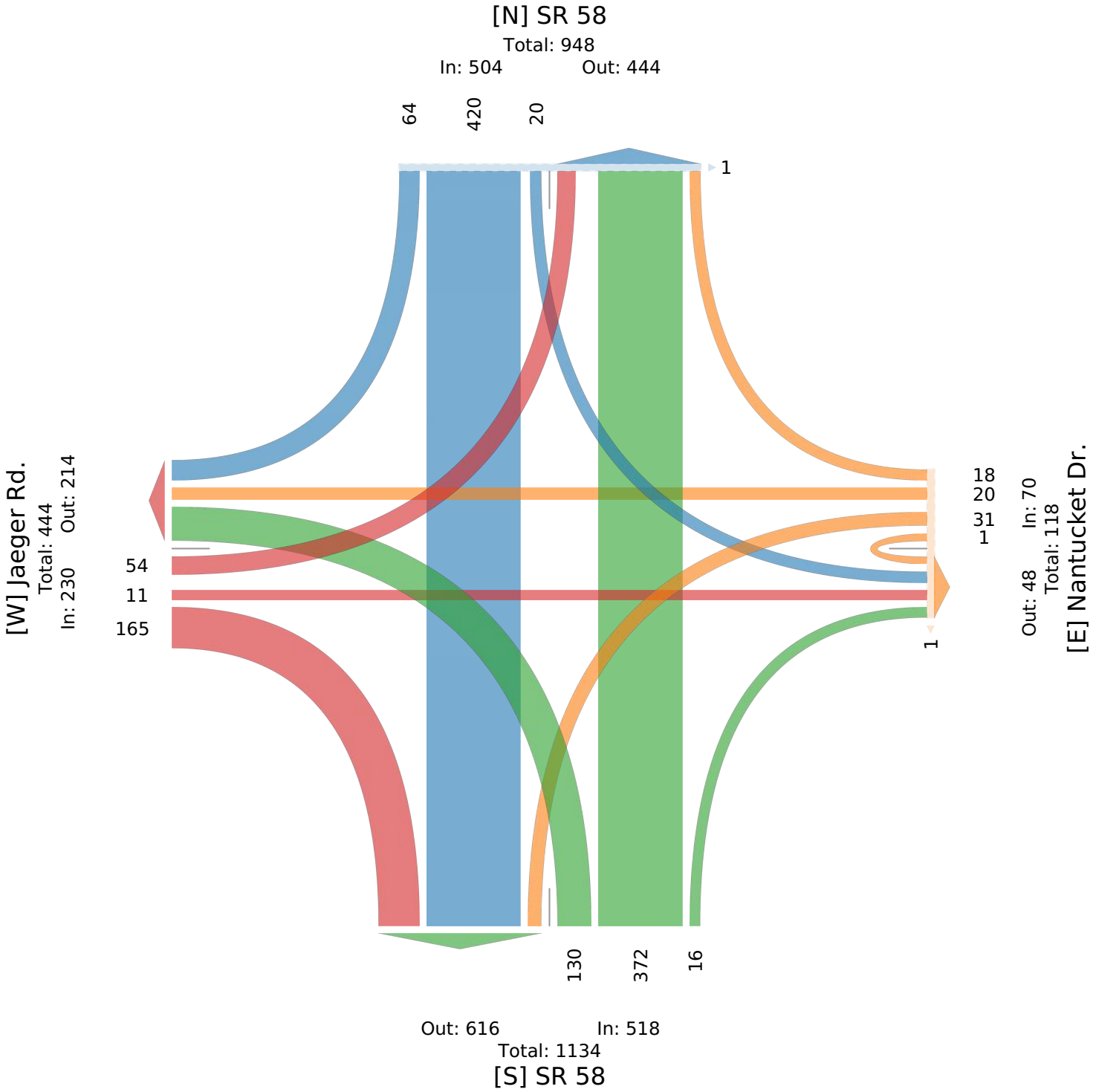
Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	7	5	45	0	**57**	0	6	1	7	0	**14**	0	29	87	2	0	**118**	0	6	112	18	0	**136**	0	**325**
8:45AM	20	4	45	0	**69**	0	10	4	2	0	**16**	0	35	95	7	0	**137**	0	8	112	16	0	**136**	0	**358**
9:00AM	11	1	33	0	**45**	0	9	9	7	1	**26**	0	36	87	5	0	**128**	0	4	99	14	0	**117**	0	**316**
9:15AM	16	1	42	0	**59**	0	6	6	2	0	**14**	1	30	103	2	0	**135**	0	2	97	16	0	**115**	1	**323**
Total	54	11	165	0	**230**	0	31	20	18	1	**70**	1	130	372	16	0	**518**	0	20	420	64	0	**504**	1	**1322**
% Approach	23.5%	4.8%	71.7%	0%	**-**	-	44.3%	28.6%	25.7%	1.4%	**-**	-	25.1%	71.8%	3.1%	0%	**-**	-	4.0%	83.3%	12.7%	0%	**-**	-	**-**
% Total	4.1%	0.8%	12.5%	0%	**17.4%**	-	2.3%	1.5%	1.4%	0.1%	**5.3%**	-	9.8%	28.1%	1.2%	0%	**39.2%**	-	1.5%	31.8%	4.8%	0%	**38.1%**	-	**-**
PHF	0.675	0.550	0.917	-	**0.833**	-	0.775	0.556	0.643	0.250	**0.673**	-	0.903	0.903	0.571	-	**0.945**	-	0.625	0.938	0.889	-	**0.926**	-	0.923
Lights	54	11	159	0	**224**	-	30	20	18	1	**69**	-	119	365	16	0	**500**	-	20	414	63	0	**497**	-	1290
% Lights	100%	100%	96.4%	0%	**97.4%**	-	96.8%	100%	100%	100%	**98.6%**	-	91.5%	98.1%	100%	0%	**96.5%**	-	100%	98.6%	98.4%	0%	**98.6%**	-	97.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	2	0	0	**2**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.8%	0.5%	0%	0%	**0.6%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.4%
Buses and Single-Unit Trucks	0	0	6	0	**6**	-	1	0	0	0	**1**	-	10	5	0	0	**15**	-	0	4	1	0	**5**	-	27
% Buses and Single-Unit Trucks	0%	0%	3.6%	0%	**2.6%**	-	3.2%	0%	0%	0%	**1.4%**	-	7.7%	1.3%	0%	0%	**2.9%**	-	0%	1.0%	1.6%	0%	**1.0%**	-	2.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

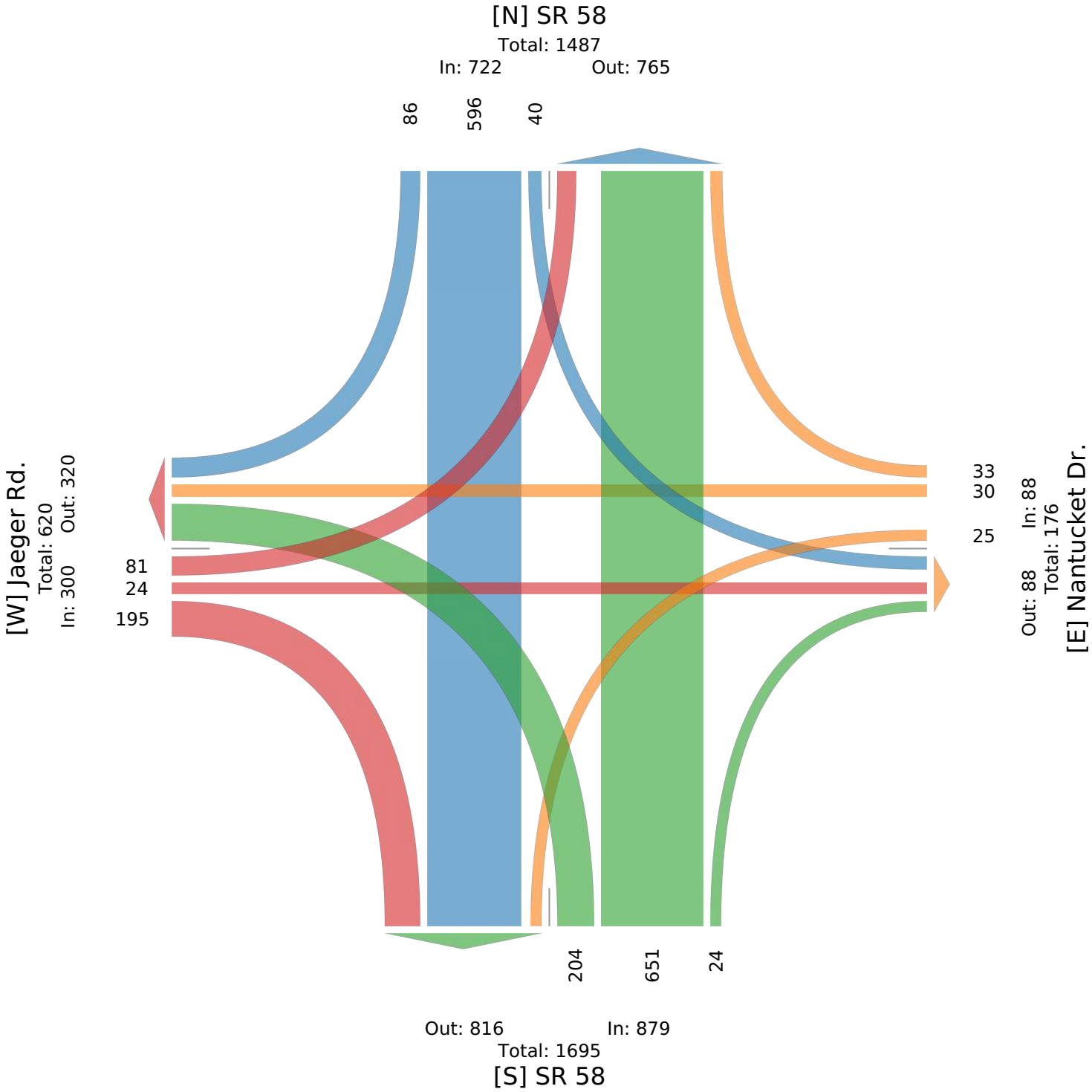
Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	22	5	44	0	**71**	0	8	5	9	0	**22**	0	59	171	5	0	**235**	0	13	153	18	0	**184**	0	**512**
12:15PM	18	7	48	0	**73**	0	6	14	7	0	**27**	0	50	166	5	0	**221**	0	10	138	27	0	**175**	0	**496**
12:30PM	15	6	54	0	**75**	0	7	6	6	0	**19**	0	48	157	9	0	**214**	0	6	138	26	0	**170**	0	**478**
12:45PM	26	6	49	0	**81**	0	4	5	11	0	**20**	0	47	157	5	0	**209**	0	11	167	15	0	**193**	0	**503**
Total	81	24	195	0	**300**	0	25	30	33	0	**88**	0	204	651	24	0	**879**	0	40	596	86	0	**722**	0	**1989**
% Approach	27.0%	8.0%	65.0%	0%	**-**	-	28.4%	34.1%	37.5%	0%	**-**	-	23.2%	74.1%	2.7%	0%	**-**	-	5.5%	82.5%	11.9%	0%	**-**	-	-
% Total	4.1%	1.2%	9.8%	0%	**15.1%**	-	1.3%	1.5%	1.7%	0%	**4.4%**	-	10.3%	32.7%	1.2%	0%	**44.2%**	-	2.0%	30.0%	4.3%	0%	**36.3%**	-	-
PHF	0.779	0.857	0.903	-	**0.926**	-	0.781	0.536	0.750	-	**0.815**	-	0.864	0.952	0.667	-	**0.935**	-	0.769	0.892	0.796	-	**0.935**	-	0.971
Lights	79	24	192	0	**295**	-	24	30	33	0	**87**	-	193	635	24	0	**852**	-	40	586	83	0	**709**	-	1943
% Lights	97.5%	100%	98.5%	0%	**98.3%**	-	96.0%	100%	100%	0%	**98.9%**	-	94.6%	97.5%	100%	0%	**96.9%**	-	100%	98.3%	96.5%	0%	**98.2%**	-	97.7%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	3	0	0	**3**	-	10
% Articulated Trucks	0%	0%	0.5%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.7%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	2	0	2	0	**4**	-	1	0	0	0	**1**	-	11	10	0	0	**21**	-	0	7	3	0	**10**	-	36
% Buses and Single-Unit Trucks	2.5%	0%	1.0%	0%	**1.3%**	-	4.0%	0%	0%	0%	**1.1%**	-	5.4%	1.5%	0%	0%	**2.4%**	-	0%	1.2%	3.5%	0%	**1.4%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

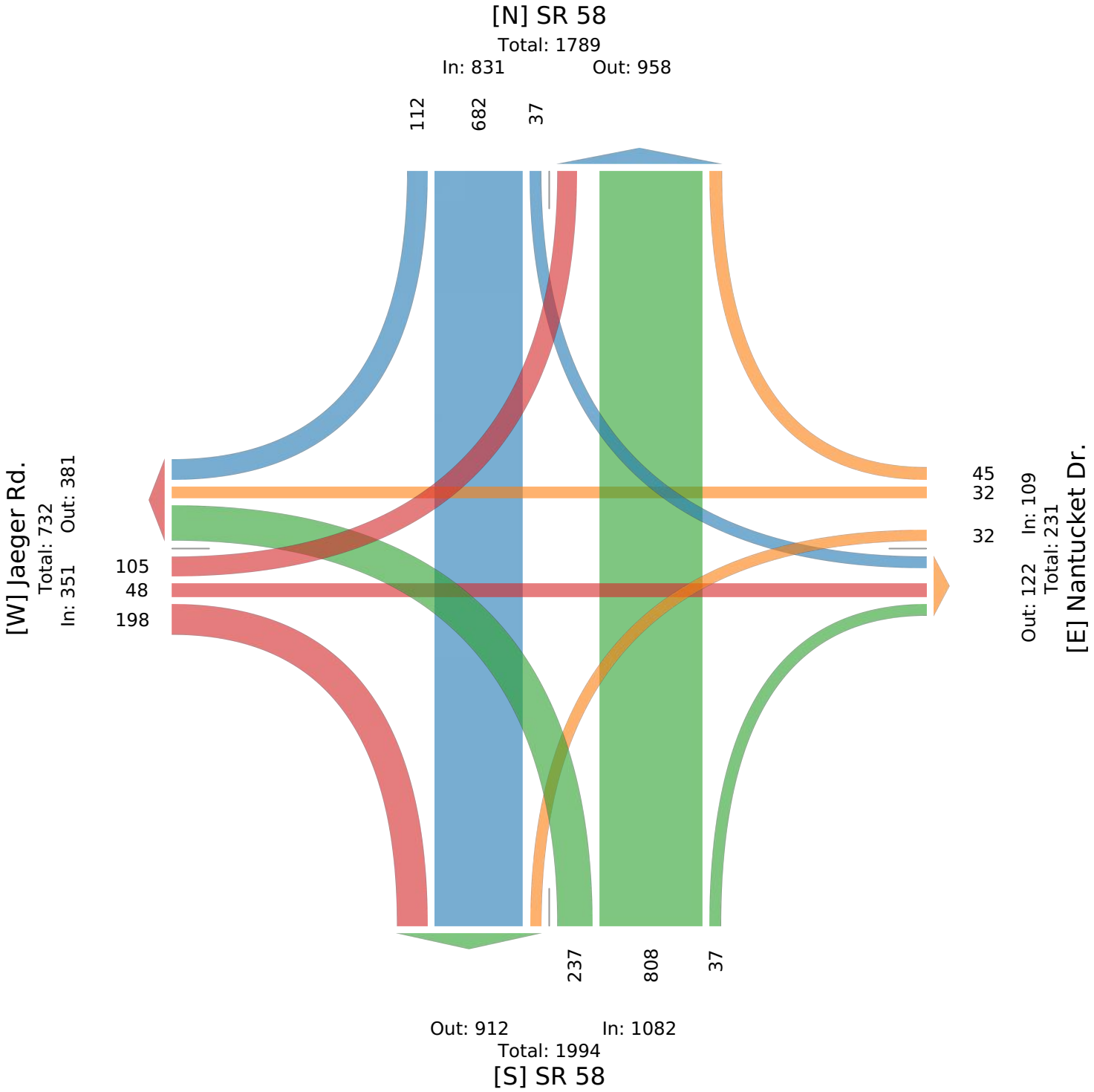
Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	27	13	59	0	**99**	0	5	4	12	0	**21**	0	50	201	8	0	**259**	0	13	128	27	0	**168**	0	**547**
4:15PM	24	10	55	0	**89**	0	9	10	9	0	**28**	0	69	186	8	0	**263**	0	8	174	28	0	**210**	0	**590**
4:30PM	32	11	35	0	**78**	0	6	7	11	0	**24**	0	56	217	11	0	**284**	0	5	203	24	0	**232**	0	**618**
4:45PM	22	14	49	0	**85**	0	12	11	13	0	**36**	0	62	204	10	0	**276**	0	11	177	33	0	**221**	0	**618**
Total	105	48	198	0	**351**	0	32	32	45	0	**109**	0	237	808	37	0	**1082**	0	37	682	112	0	**831**	0	**2373**
% Approach	29.9%	13.7%	56.4%	0%	**-**	-	29.4%	29.4%	41.3%	0%	**-**	-	21.9%	74.7%	3.4%	0%	**-**	-	4.5%	82.1%	13.5%	0%	**-**	-	-
% Total	4.4%	2.0%	8.3%	0%	**14.8%**	-	1.3%	1.3%	1.9%	0%	**4.6%**	-	10.0%	34.0%	1.6%	0%	**45.6%**	-	1.6%	28.7%	4.7%	0%	**35.0%**	-	-
PHF	0.820	0.857	0.839	-	**0.886**	-	0.667	0.727	0.865	-	**0.757**	-	0.859	0.931	0.841	-	**0.952**	-	0.712	0.840	0.848	-	**0.895**	-	0.960
Lights	105	48	194	0	**347**	-	32	32	45	0	**109**	-	233	806	37	0	**1076**	-	37	676	112	0	**825**	-	2357
% Lights	100%	100%	98.0%	0%	**98.9%**	-	100%	100%	100%	0%	**100%**	-	98.3%	99.8%	100%	0%	**99.4%**	-	100%	99.1%	100%	0%	**99.3%**	-	99.3%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	3	0	0	0	**3**	-	0	5	0	0	**5**	-	9
% Articulated Trucks	0%	0%	0.5%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	1.3%	0%	0%	0%	**0.3%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.4%
Buses and Single-Unit Trucks	0	0	3	0	**3**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	1	0	0	**1**	-	7
% Buses and Single-Unit Trucks	0%	0%	1.5%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0.4%	0.2%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

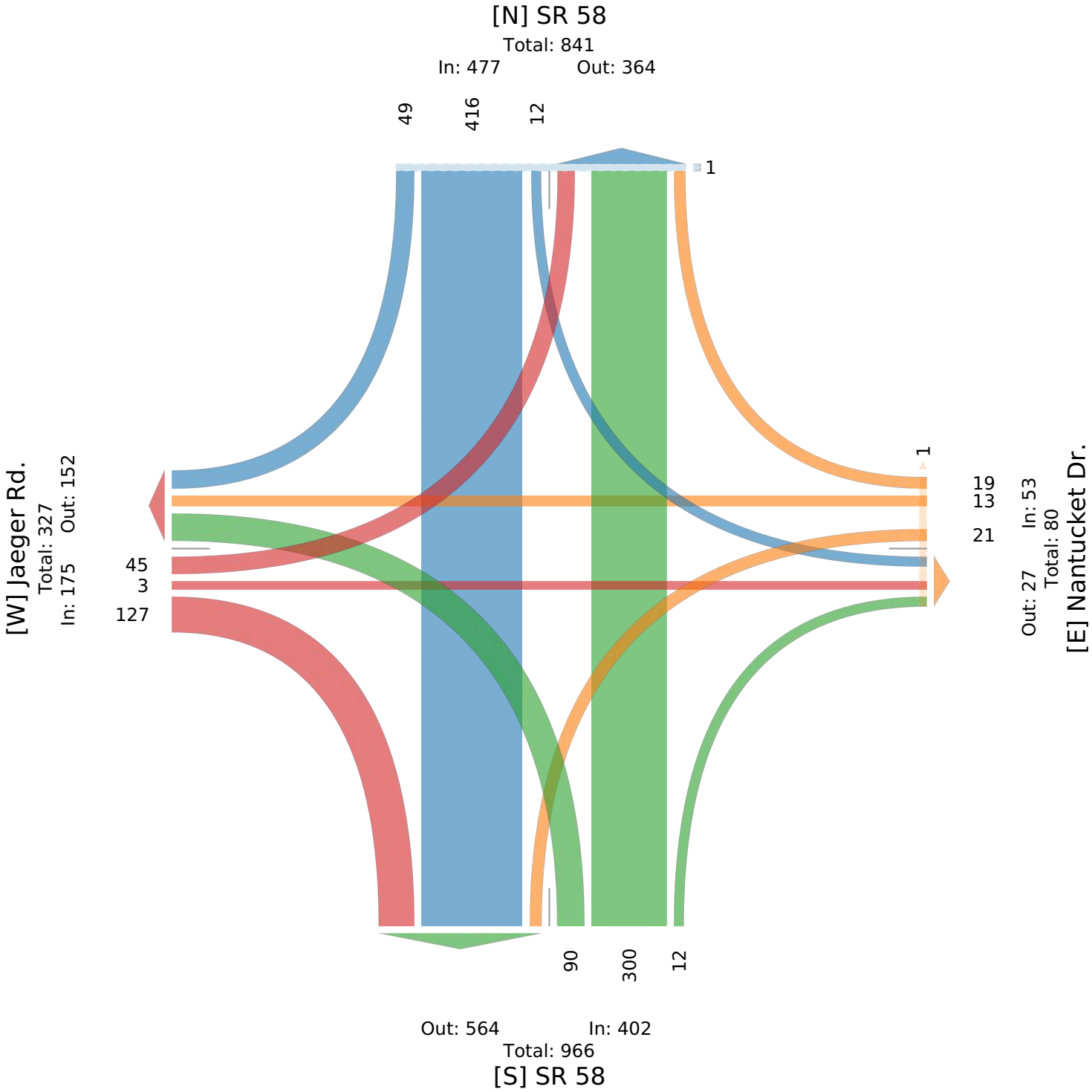
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	4	0	25	0	**29**	0	3	2	8	0	**13**	0	18	65	2	0	**85**	0	3	84	9	0	**96**	1	**223**
8:15AM	10	2	35	0	**47**	0	5	3	4	0	**12**	0	26	67	6	0	**99**	0	1	94	13	0	**108**	0	**266**
8:30AM	14	0	36	0	**50**	0	6	4	3	0	**13**	0	26	75	2	0	**103**	0	4	113	17	0	**134**	0	**300**
8:45AM	17	1	31	0	**49**	0	7	4	4	0	**15**	1	20	93	2	0	**115**	0	4	125	10	0	**139**	0	**318**
Total	45	3	127	0	**175**	0	21	13	19	0	**53**	1	90	300	12	0	**402**	0	12	416	49	0	**477**	1	**1107**
% Approach	25.7%	1.7%	72.6%	0%	**-**	-	39.6%	24.5%	35.8%	0%	**-**	-	22.4%	74.6%	3.0%	0%	**-**	-	2.5%	87.2%	10.3%	0%	**-**	-	-
% Total	4.1%	0.3%	11.5%	0%	**15.8%**	-	1.9%	1.2%	1.7%	0%	**4.8%**	-	8.1%	27.1%	1.1%	0%	**36.3%**	-	1.1%	37.6%	4.4%	0%	**43.1%**	-	-
PHF	0.662	0.375	0.882	-	**0.875**	-	0.750	0.813	0.594	-	**0.883**	-	0.865	0.806	0.500	-	**0.874**	-	0.750	0.832	0.721	-	**0.858**	-	0.870
Lights	45	3	121	0	**169**	-	21	13	19	0	**53**	-	87	294	12	0	**393**	-	12	407	48	0	**467**	-	1082
% Lights	100%	100%	95.3%	0%	**96.6%**	-	100%	100%	100%	0%	**100%**	-	96.7%	98.0%	100%	0%	**97.8%**	-	100%	97.8%	98.0%	0%	**97.9%**	-	97.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	3	0	0	**3**	-	6
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%	0.7%	0%	0%	**0.7%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.5%
Buses and Single-Unit Trucks	0	0	6	0	**6**	-	0	0	0	0	**0**	-	2	4	0	0	**6**	-	0	6	1	0	**7**	-	19
% Buses and Single-Unit Trucks	0%	0%	4.7%	0%	**3.4%**	-	0%	0%	0%	0%	**0%**	-	2.2%	1.3%	0%	0%	**1.5%**	-	0%	1.4%	2.0%	0%	**1.5%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

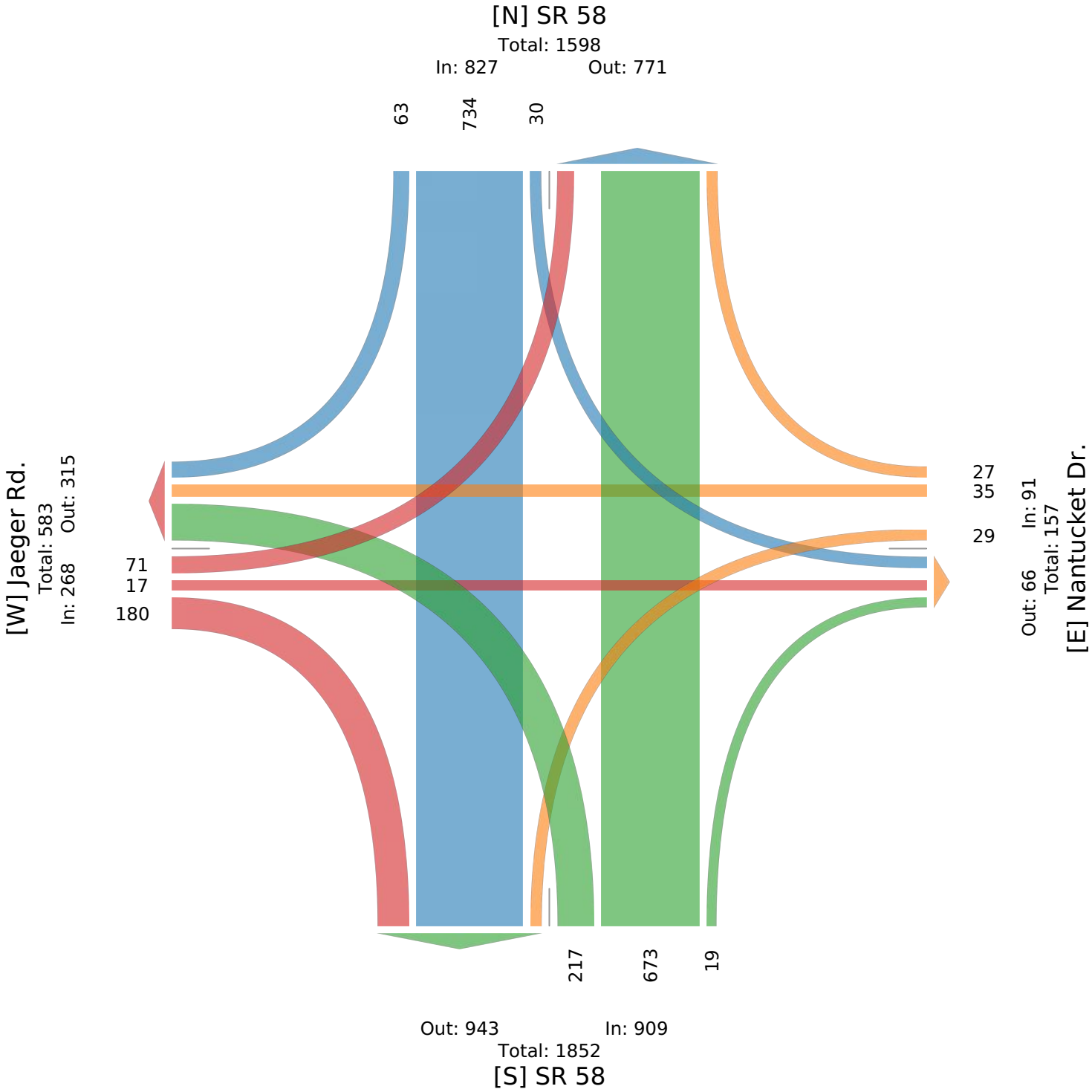
Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	18	3	38	0	**59**	0	4	11	5	0	**20**	0	51	143	5	0	**199**	0	10	200	18	0	**228**	0	**506**
11:15AM	22	6	49	0	**77**	0	10	7	12	0	**29**	0	59	181	5	0	**245**	0	8	199	10	0	**217**	0	**568**
11:30AM	14	5	42	0	**61**	0	12	11	5	0	**28**	0	57	182	7	0	**246**	0	7	153	17	0	**177**	0	**512**
11:45AM	17	3	51	0	**71**	0	3	6	5	0	**14**	0	50	167	2	0	**219**	0	5	182	18	0	**205**	0	**509**
Total	71	17	180	0	**268**	0	29	35	27	0	**91**	0	217	673	19	0	**909**	0	30	734	63	0	**827**	0	**2095**
% Approach	26.5%	6.3%	67.2%	0%	**-**	-	31.9%	38.5%	29.7%	0%	**-**	-	23.9%	74.0%	2.1%	0%	**-**	-	3.6%	88.8%	7.6%	0%	**-**	-	-
% Total	3.4%	0.8%	8.6%	0%	**12.8%**	-	1.4%	1.7%	1.3%	0%	**4.3%**	-	10.4%	32.1%	0.9%	0%	**43.4%**	-	1.4%	35.0%	3.0%	0%	**39.5%**	-	-
PHF	0.807	0.708	0.882	-	**0.870**	-	0.604	0.795	0.563	-	**0.784**	-	0.919	0.924	0.679	-	**0.924**	-	0.750	0.918	0.875	-	**0.907**	-	0.922
Lights	71	17	179	0	**267**	-	29	35	27	0	**91**	-	217	670	19	0	**906**	-	29	730	62	0	**821**	-	2085
% Lights	100%	100%	99.4%	0%	**99.6%**	-	100%	100%	100%	0%	**100%**	-	100%	99.6%	100%	0%	**99.7%**	-	96.7%	99.5%	98.4%	0%	**99.3%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	1	4	1	0	**6**	-	10
% Buses and Single-Unit Trucks	0%	0%	0.6%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	3.3%	0.5%	1.6%	0%	**0.7%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

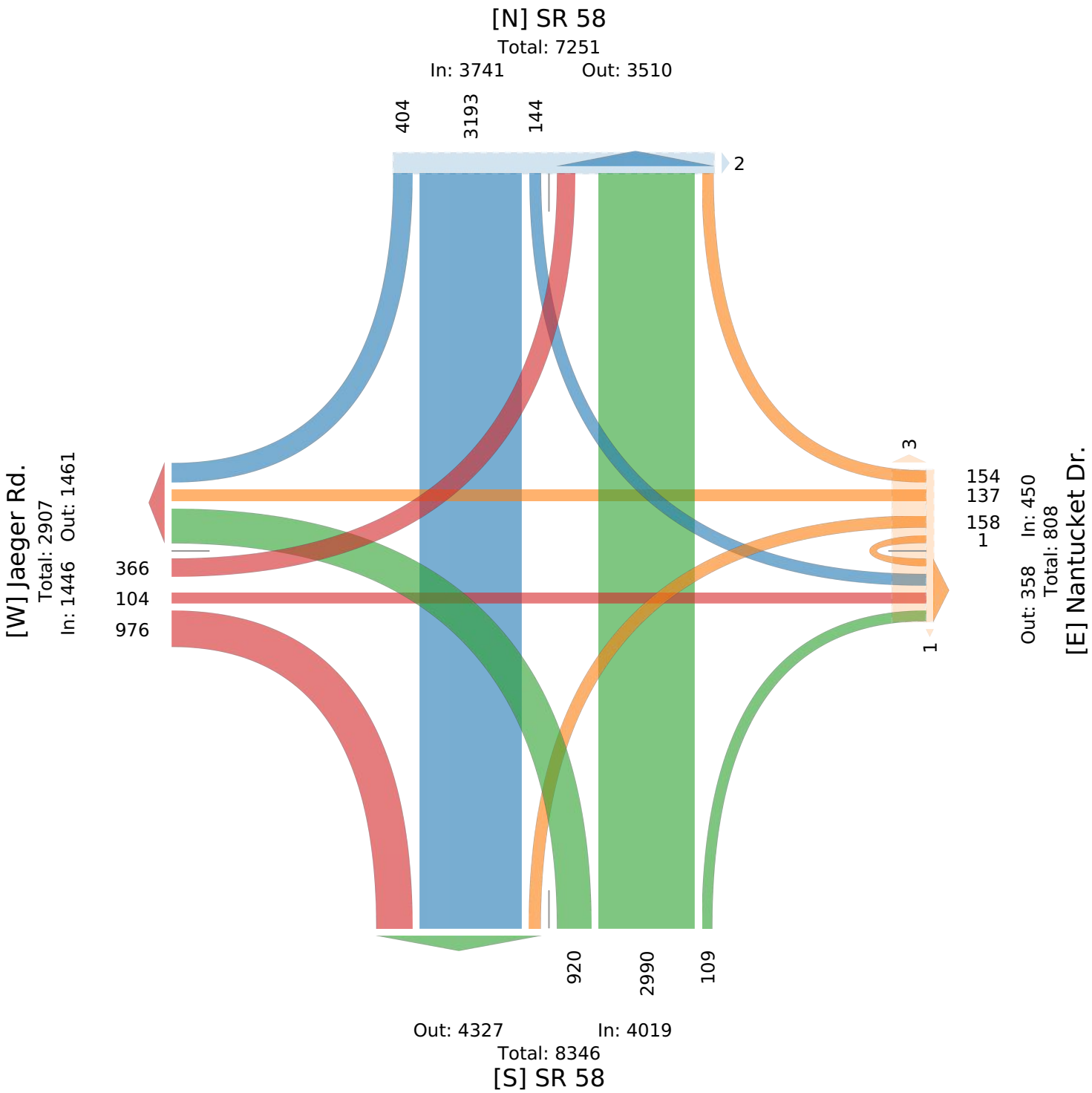
Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	10	1	111	0	**122**	0	20	7	12	0	**39**	2	42	186	1	0	**229**	0	5	345	30	0	**380**	0	**770**
8:00AM	27	9	90	0	**126**	0	16	5	9	0	**30**	0	64	182	9	0	**255**	0	14	224	34	0	**272**	0	**683**
9:00AM	27	2	75	0	**104**	0	15	15	9	1	**40**	1	66	190	7	0	**263**	0	6	196	30	0	**232**	1	**639**
12:00PM	81	24	195	0	**300**	0	25	30	33	0	**88**	0	204	651	24	0	**879**	0	40	596	86	0	**722**	0	**1989**
4:00PM	105	48	198	0	**351**	0	32	32	45	0	**109**	0	237	808	37	0	**1082**	0	37	682	112	0	**831**	0	**2373**
2022-07-30 8:00AM	45	3	127	0	**175**	0	21	13	19	0	**53**	1	90	300	12	0	**402**	0	12	416	49	0	**477**	1	**1107**
11:00AM	71	17	180	0	**268**	0	29	35	27	0	**91**	0	217	673	19	0	**909**	0	30	734	63	0	**827**	0	**2095**
Total	366	104	976	0	**1446**	0	158	137	154	1	**450**	4	920	2990	109	0	**4019**	0	144	3193	404	0	**3741**	2	**9656**
% Approach	25.3%	7.2%	67.5%	0%	**-**	-	35.1%	30.4%	34.2%	0.2%	**-**	-	22.9%	74.4%	2.7%	0%	**-**	-	3.8%	85.4%	10.8%	0%	**-**	-	-
% Total	3.8%	1.1%	10.1%	0%	**15.0%**	-	1.6%	1.4%	1.6%	0%	**4.7%**	-	9.5%	31.0%	1.1%	0%	**41.6%**	-	1.5%	33.1%	4.2%	0%	**38.7%**	-	-
Lights	364	104	952	0	**1420**	-	156	137	154	1	**448**	-	887	2948	109	0	**3944**	-	143	3147	398	0	**3688**	-	9500
% Lights	99.5%	100%	97.5%	0%	**98.2%**	-	98.7%	100%	100%	100%	**99.6%**	-	96.4%	98.6%	100%	0%	**98.1%**	-	99.3%	98.6%	98.5%	0%	**98.6%**	-	98.4%
Articulated Trucks	0	0	4	0	**4**	-	0	0	0	0	**0**	-	6	13	0	0	**19**	-	0	14	0	0	**14**	-	37
% Articulated Trucks	0%	0%	0.4%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.7%	0.4%	0%	0%	**0.5%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.4%
Buses and Single-Unit Trucks	2	0	20	0	**22**	-	2	0	0	0	**2**	-	27	29	0	0	**56**	-	1	32	6	0	**39**	-	119
% Buses and Single-Unit Trucks	0.5%	0%	2.0%	0%	**1.5%**	-	1.3%	0%	0%	0%	**0.4%**	-	2.9%	1.0%	0%	0%	**1.4%**	-	0.7%	1.0%	1.5%	0%	**1.0%**	-	1.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

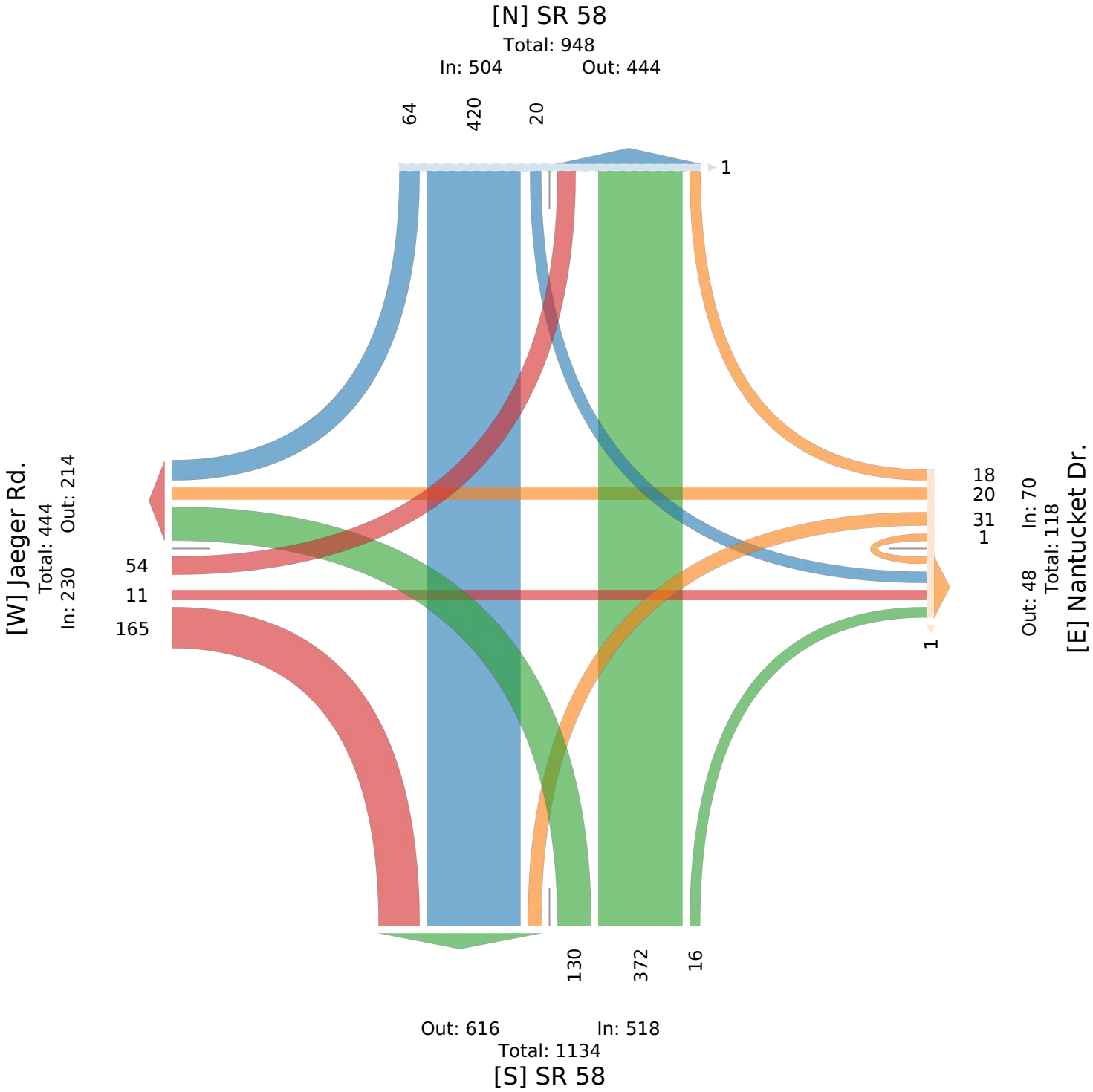
Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	7	5	45	0	**57**	0	6	1	7	0	**14**	0	29	87	2	0	**118**	0	6	112	18	0	**136**	0	**325**
8:45AM	20	4	45	0	**69**	0	10	4	2	0	**16**	0	35	95	7	0	**137**	0	8	112	16	0	**136**	0	**358**
9:00AM	11	1	33	0	**45**	0	9	9	7	1	**26**	0	36	87	5	0	**128**	0	4	99	14	0	**117**	0	**316**
9:15AM	16	1	42	0	**59**	0	6	6	2	0	**14**	1	30	103	2	0	**135**	0	2	97	16	0	**115**	1	**323**
Total	54	11	165	0	**230**	0	31	20	18	1	**70**	1	130	372	16	0	**518**	0	20	420	64	0	**504**	1	**1322**
% Approach	23.5%	4.8%	71.7%	0%	**-**	-	44.3%	28.6%	25.7%	1.4%	**-**	-	25.1%	71.8%	3.1%	0%	**-**	-	4.0%	83.3%	12.7%	0%	**-**	-	**-**
% Total	4.1%	0.8%	12.5%	0%	**17.4%**	-	2.3%	1.5%	1.4%	0.1%	**5.3%**	-	9.8%	28.1%	1.2%	0%	**39.2%**	-	1.5%	31.8%	4.8%	0%	**38.1%**	-	**-**
PHF	0.675	0.550	0.917	-	**0.833**	-	0.775	0.556	0.643	0.250	**0.673**	-	0.903	0.903	0.571	-	**0.945**	-	0.625	0.938	0.889	-	**0.926**	-	0.923
Lights	54	11	159	0	**224**	-	30	20	18	1	**69**	-	119	365	16	0	**500**	-	20	414	63	0	**497**	-	1290
% Lights	100%	100%	96.4%	0%	**97.4%**	-	96.8%	100%	100%	100%	**98.6%**	-	91.5%	98.1%	100%	0%	**96.5%**	-	100%	98.6%	98.4%	0%	**98.6%**	-	97.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	2	0	0	**2**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.8%	0.5%	0%	0%	**0.6%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.4%
Buses and Single-Unit Trucks	0	0	6	0	**6**	-	1	0	0	0	**1**	-	10	5	0	0	**15**	-	0	4	1	0	**5**	-	27
% Buses and Single-Unit Trucks	0%	0%	3.6%	0%	**2.6%**	-	3.2%	0%	0%	0%	**1.4%**	-	7.7%	1.3%	0%	0%	**2.9%**	-	0%	1.0%	1.6%	0%	**1.0%**	-	2.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

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232 19th St. NW, Canton, OH, 44709, US

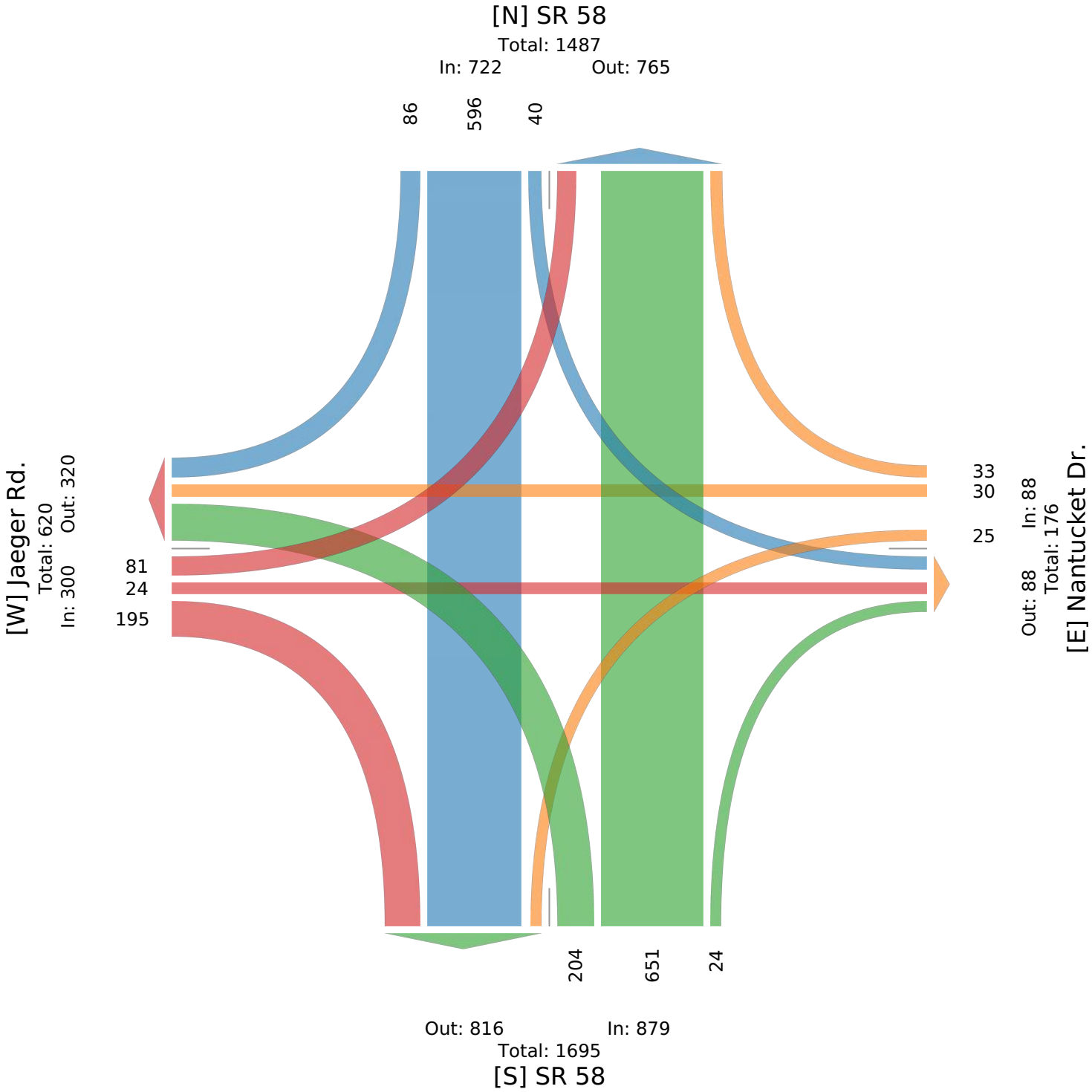
Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	22	5	44	0	**71**	0	8	5	9	0	**22**	0	59	171	5	0	**235**	0	13	153	18	0	**184**	0	**512**
12:15PM	18	7	48	0	**73**	0	6	14	7	0	**27**	0	50	166	5	0	**221**	0	10	138	27	0	**175**	0	**496**
12:30PM	15	6	54	0	**75**	0	7	6	6	0	**19**	0	48	157	9	0	**214**	0	6	138	26	0	**170**	0	**478**
12:45PM	26	6	49	0	**81**	0	4	5	11	0	**20**	0	47	157	5	0	**209**	0	11	167	15	0	**193**	0	**503**
Total	81	24	195	0	**300**	0	25	30	33	0	**88**	0	204	651	24	0	**879**	0	40	596	86	0	**722**	0	**1989**
% Approach	27.0%	8.0%	65.0%	0%	**-**	-	28.4%	34.1%	37.5%	0%	**-**	-	23.2%	74.1%	2.7%	0%	**-**	-	5.5%	82.5%	11.9%	0%	**-**	-	-
% Total	4.1%	1.2%	9.8%	0%	**15.1%**	-	1.3%	1.5%	1.7%	0%	**4.4%**	-	10.3%	32.7%	1.2%	0%	**44.2%**	-	2.0%	30.0%	4.3%	0%	**36.3%**	-	-
PHF	0.779	0.857	0.903	-	**0.926**	-	0.781	0.536	0.750	-	**0.815**	-	0.864	0.952	0.667	-	**0.935**	-	0.769	0.892	0.796	-	**0.935**	-	0.971
Lights	79	24	192	0	**295**	-	24	30	33	0	**87**	-	193	635	24	0	**852**	-	40	586	83	0	**709**	-	1943
% Lights	97.5%	100%	98.5%	0%	**98.3%**	-	96.0%	100%	100%	0%	**98.9%**	-	94.6%	97.5%	100%	0%	**96.9%**	-	100%	98.3%	96.5%	0%	**98.2%**	-	97.7%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	3	0	0	**3**	-	10
% Articulated Trucks	0%	0%	0.5%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.7%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	2	0	2	0	**4**	-	1	0	0	0	**1**	-	11	10	0	0	**21**	-	0	7	3	0	**10**	-	36
% Buses and Single-Unit Trucks	2.5%	0%	1.0%	0%	**1.3%**	-	4.0%	0%	0%	0%	**1.1%**	-	5.4%	1.5%	0%	0%	**2.4%**	-	0%	1.2%	3.5%	0%	**1.4%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

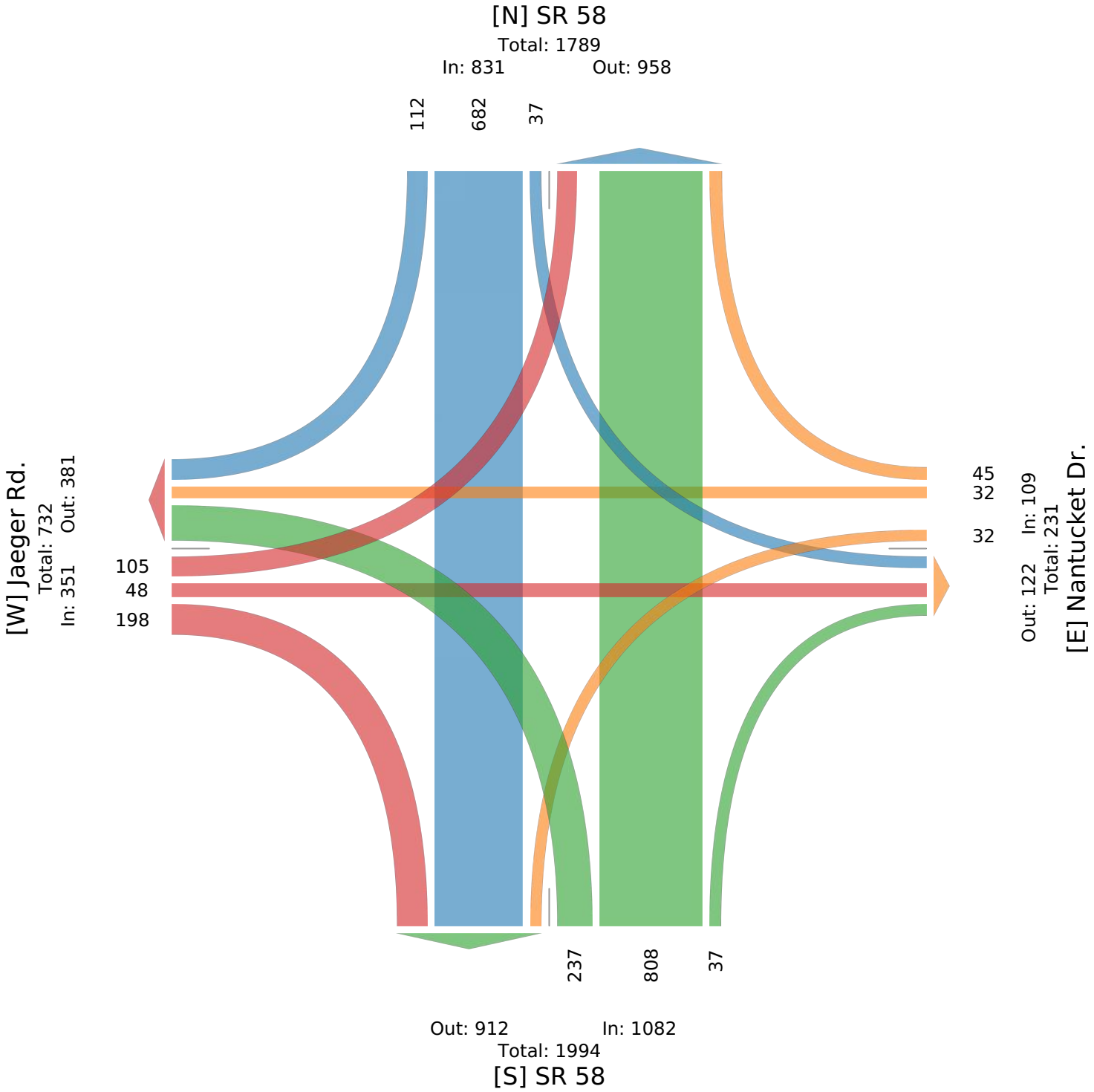
Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	27	13	59	0	**99**	0	5	4	12	0	**21**	0	50	201	8	0	**259**	0	13	128	27	0	**168**	0	**547**
4:15PM	24	10	55	0	**89**	0	9	10	9	0	**28**	0	69	186	8	0	**263**	0	8	174	28	0	**210**	0	**590**
4:30PM	32	11	35	0	**78**	0	6	7	11	0	**24**	0	56	217	11	0	**284**	0	5	203	24	0	**232**	0	**618**
4:45PM	22	14	49	0	**85**	0	12	11	13	0	**36**	0	62	204	10	0	**276**	0	11	177	33	0	**221**	0	**618**
Total	105	48	198	0	**351**	0	32	32	45	0	**109**	0	237	808	37	0	**1082**	0	37	682	112	0	**831**	0	**2373**
% Approach	29.9%	13.7%	56.4%	0%	**-**	-	29.4%	29.4%	41.3%	0%	**-**	-	21.9%	74.7%	3.4%	0%	**-**	-	4.5%	82.1%	13.5%	0%	**-**	-	-
% Total	4.4%	2.0%	8.3%	0%	**14.8%**	-	1.3%	1.3%	1.9%	0%	**4.6%**	-	10.0%	34.0%	1.6%	0%	**45.6%**	-	1.6%	28.7%	4.7%	0%	**35.0%**	-	-
PHF	0.820	0.857	0.839	-	**0.886**	-	0.667	0.727	0.865	-	**0.757**	-	0.859	0.931	0.841	-	**0.952**	-	0.712	0.840	0.848	-	**0.895**	-	0.960
Lights	105	48	194	0	**347**	-	32	32	45	0	**109**	-	233	806	37	0	**1076**	-	37	676	112	0	**825**	-	2357
% Lights	100%	100%	98.0%	0%	**98.9%**	-	100%	100%	100%	0%	**100%**	-	98.3%	99.8%	100%	0%	**99.4%**	-	100%	99.1%	100%	0%	**99.3%**	-	99.3%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	3	0	0	0	**3**	-	0	5	0	0	**5**	-	9
% Articulated Trucks	0%	0%	0.5%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	1.3%	0%	0%	0%	**0.3%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.4%
Buses and Single-Unit Trucks	0	0	3	0	**3**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	1	0	0	**1**	-	7
% Buses and Single-Unit Trucks	0%	0%	1.5%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0.4%	0.2%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

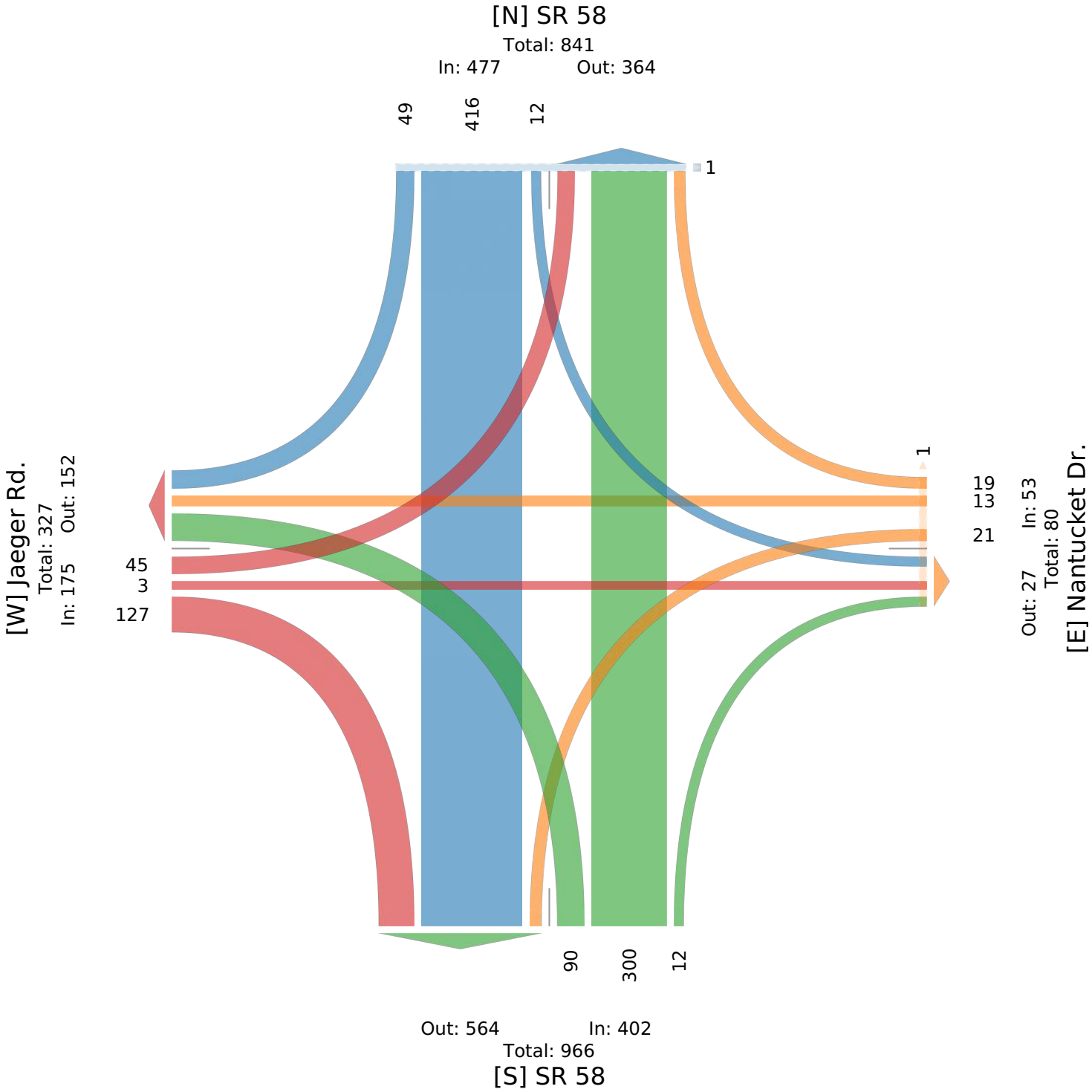
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	4	0	25	0	**29**	0	3	2	8	0	**13**	0	18	65	2	0	**85**	0	3	84	9	0	**96**	1	**223**
8:15AM	10	2	35	0	**47**	0	5	3	4	0	**12**	0	26	67	6	0	**99**	0	1	94	13	0	**108**	0	**266**
8:30AM	14	0	36	0	**50**	0	6	4	3	0	**13**	0	26	75	2	0	**103**	0	4	113	17	0	**134**	0	**300**
8:45AM	17	1	31	0	**49**	0	7	4	4	0	**15**	1	20	93	2	0	**115**	0	4	125	10	0	**139**	0	**318**
Total	45	3	127	0	**175**	0	21	13	19	0	**53**	1	90	300	12	0	**402**	0	12	416	49	0	**477**	1	**1107**
% Approach	25.7%	1.7%	72.6%	0%	**-**	-	39.6%	24.5%	35.8%	0%	**-**	-	22.4%	74.6%	3.0%	0%	**-**	-	2.5%	87.2%	10.3%	0%	**-**	-	-
% Total	4.1%	0.3%	11.5%	0%	**15.8%**	-	1.9%	1.2%	1.7%	0%	**4.8%**	-	8.1%	27.1%	1.1%	0%	**36.3%**	-	1.1%	37.6%	4.4%	0%	**43.1%**	-	-
PHF	0.662	0.375	0.882	-	**0.875**	-	0.750	0.813	0.594	-	**0.883**	-	0.865	0.806	0.500	-	**0.874**	-	0.750	0.832	0.721	-	**0.858**	-	0.870
Lights	45	3	121	0	**169**	-	21	13	19	0	**53**	-	87	294	12	0	**393**	-	12	407	48	0	**467**	-	1082
% Lights	100%	100%	95.3%	0%	**96.6%**	-	100%	100%	100%	0%	**100%**	-	96.7%	98.0%	100%	0%	**97.8%**	-	100%	97.8%	98.0%	0%	**97.9%**	-	97.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	3	0	0	**3**	-	6
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%	0.7%	0%	0%	**0.7%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.5%
Buses and Single-Unit Trucks	0	0	6	0	**6**	-	0	0	0	0	**0**	-	2	4	0	0	**6**	-	0	6	1	0	**7**	-	19
% Buses and Single-Unit Trucks	0%	0%	4.7%	0%	**3.4%**	-	0%	0%	0%	0%	**0%**	-	2.2%	1.3%	0%	0%	**1.5%**	-	0%	1.4%	2.0%	0%	**1.5%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Jaeger Rd. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

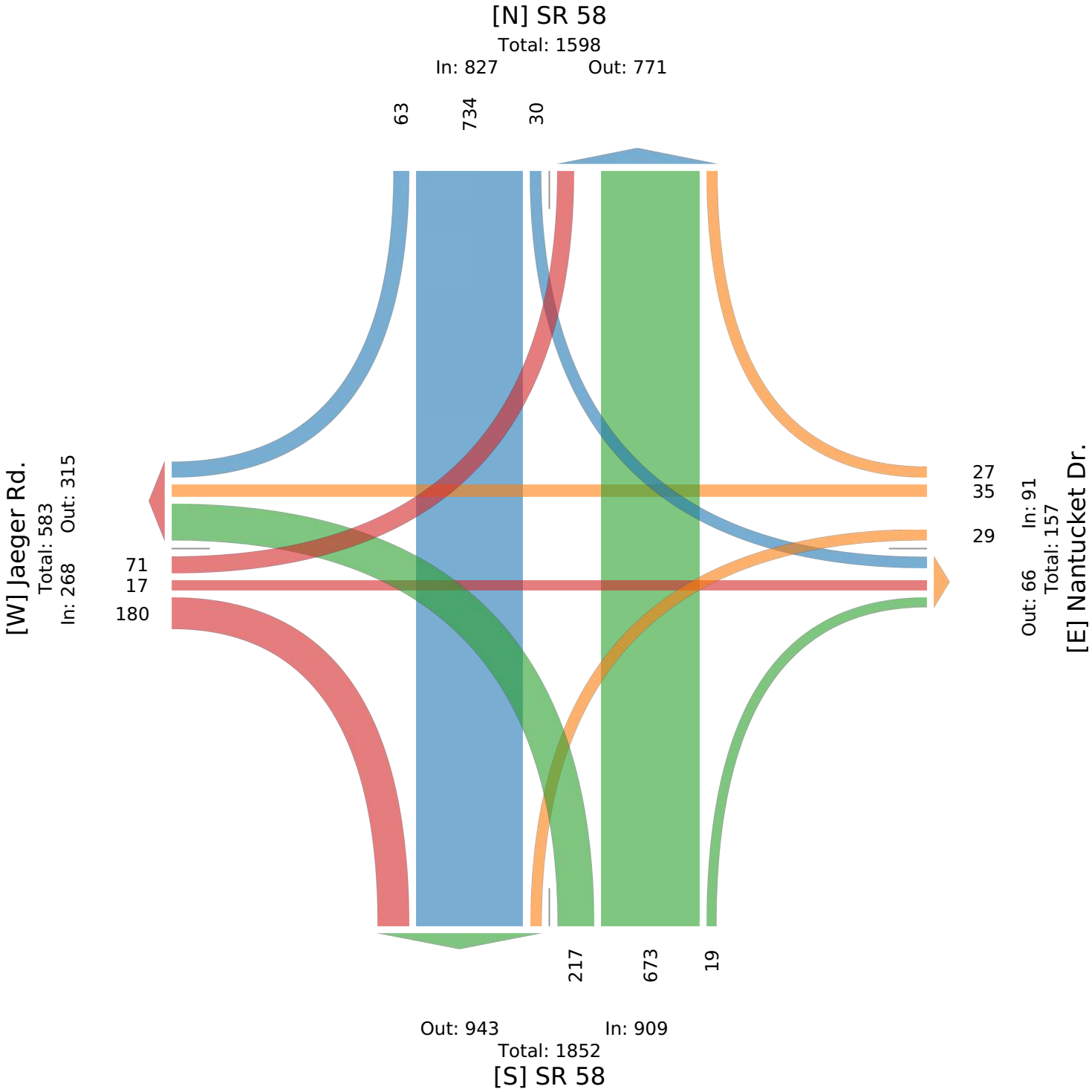
Leg	Jaeger Rd.						Nantucket Dr.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	18	3	38	0	**59**	0	4	11	5	0	**20**	0	51	143	5	0	**199**	0	10	200	18	0	**228**	0	**506**
11:15AM	22	6	49	0	**77**	0	10	7	12	0	**29**	0	59	181	5	0	**245**	0	8	199	10	0	**217**	0	**568**
11:30AM	14	5	42	0	**61**	0	12	11	5	0	**28**	0	57	182	7	0	**246**	0	7	153	17	0	**177**	0	**512**
11:45AM	17	3	51	0	**71**	0	3	6	5	0	**14**	0	50	167	2	0	**219**	0	5	182	18	0	**205**	0	**509**
Total	71	17	180	0	**268**	0	29	35	27	0	**91**	0	217	673	19	0	**909**	0	30	734	63	0	**827**	0	**2095**
% Approach	26.5%	6.3%	67.2%	0%	**-**	-	31.9%	38.5%	29.7%	0%	**-**	-	23.9%	74.0%	2.1%	0%	**-**	-	3.6%	88.8%	7.6%	0%	**-**	-	-
% Total	3.4%	0.8%	8.6%	0%	**12.8%**	-	1.4%	1.7%	1.3%	0%	**4.3%**	-	10.4%	32.1%	0.9%	0%	**43.4%**	-	1.4%	35.0%	3.0%	0%	**39.5%**	-	-
PHF	0.807	0.708	0.882	-	**0.870**	-	0.604	0.795	0.563	-	**0.784**	-	0.919	0.924	0.679	-	**0.924**	-	0.750	0.918	0.875	-	**0.907**	-	0.922
Lights	71	17	179	0	**267**	-	29	35	27	0	**91**	-	217	670	19	0	**906**	-	29	730	62	0	**821**	-	2085
% Lights	100%	100%	99.4%	0%	**99.6%**	-	100%	100%	100%	0%	**100%**	-	100%	99.6%	100%	0%	**99.7%**	-	96.7%	99.5%	98.4%	0%	**99.3%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	1	4	1	0	**6**	-	10
% Buses and Single-Unit Trucks	0%	0%	0.6%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	3.3%	0.5%	1.6%	0%	**0.7%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Jaeger Rd. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978614, Location: 41.426508, -82.20559

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

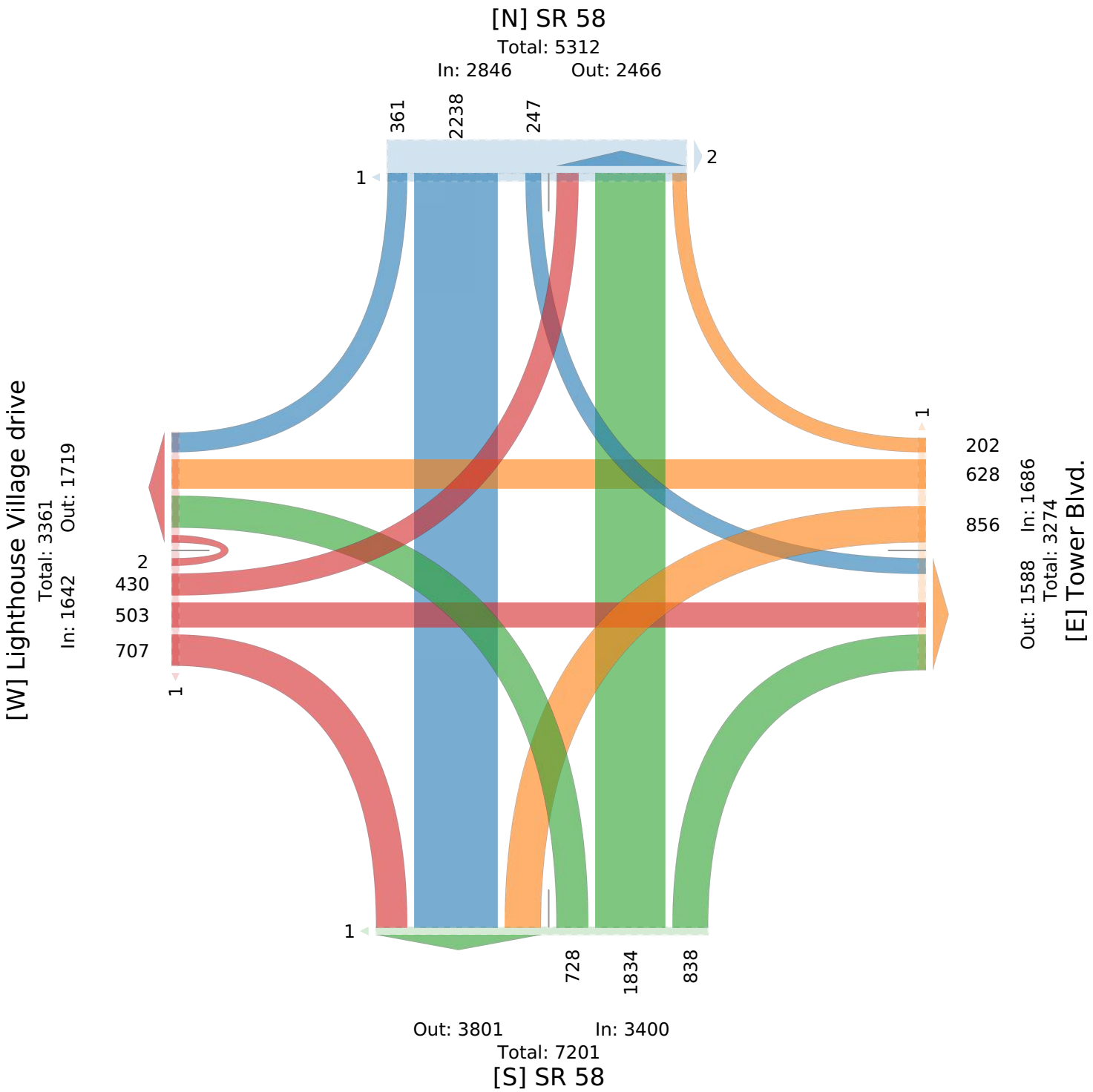
Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 6:00AM	6	10	29	0	**45**	0	67	15	8	0	**90**	0	30	142	31	0	**203**	0	13	291	17	0	**321**	0	**659**
8:00AM	20	24	38	0	**82**	0	68	39	13	0	**120**	0	37	117	57	0	**211**	0	17	209	20	0	**246**	0	**659**
9:00AM	29	25	41	0	**95**	0	60	39	10	0	**109**	0	56	102	50	0	**208**	1	24	151	21	0	**196**	0	**608**
12:00PM	106	119	167	0	**392**	0	182	147	42	0	**371**	0	168	399	181	0	**748**	0	65	382	86	0	**533**	1	**2044**
4:00PM	130	123	143	0	**396**	0	193	131	66	0	**390**	0	163	510	257	0	**930**	0	56	481	74	0	**611**	0	**2327**
2022-07-30 8:00AM	37	59	81	0	**177**	0	106	91	21	0	**218**	1	76	193	77	0	**346**	0	16	296	38	0	**350**	0	**1091**
11:00AM	102	143	208	2	**455**	1	180	166	42	0	**388**	0	198	371	185	0	**754**	0	56	428	105	0	**589**	2	**2186**
Total	430	503	707	2	**1642**	1	856	628	202	0	**1686**	1	728	1834	838	0	**3400**	1	247	2238	361	0	**2846**	3	**9574**
% Approach	26.2%	30.6%	43.1%	0.1%	**-**	-	50.8%	37.2%	12.0%	0%	**-**	-	21.4%	53.9%	24.6%	0%	**-**	-	8.7%	78.6%	12.7%	0%	**-**	-	-
% Total	4.5%	5.3%	7.4%	0%	**17.2%**	-	8.9%	6.6%	2.1%	0%	**17.6%**	-	7.6%	19.2%	8.8%	0%	**35.5%**	-	2.6%	23.4%	3.8%	0%	**29.7%**	-	-
Lights	429	499	701	2	**1631**	-	843	626	201	0	**1670**	-	723	1799	829	0	**3351**	-	240	2201	361	0	**2802**	-	9454
% Lights	99.8%	99.2%	99.2%	100%	**99.3%**	-	98.5%	99.7%	99.5%	0%	**99.1%**	-	99.3%	98.1%	98.9%	0%	**98.6%**	-	97.2%	98.3%	100%	0%	**98.5%**	-	98.7%
Articulated Trucks	0	0	2	0	**2**	-	2	0	0	0	**2**	-	0	15	0	0	**15**	-	0	10	0	0	**10**	-	29
% Articulated Trucks	0%	0%	0.3%	0%	**0.1%**	-	0.2%	0%	0%	0%	**0.1%**	-	0%	0.8%	0%	0%	**0.4%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.3%
Buses and Single-Unit Trucks	1	4	4	0	**9**	-	11	2	1	0	**14**	-	5	20	9	0	**34**	-	7	27	0	0	**34**	-	91
% Buses and Single-Unit Trucks	0.2%	0.8%	0.6%	0%	**0.5%**	-	1.3%	0.3%	0.5%	0%	**0.8%**	-	0.7%	1.1%	1.1%	0%	**1.0%**	-	2.8%	1.2%	0%	0%	**1.2%**	-	1.0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

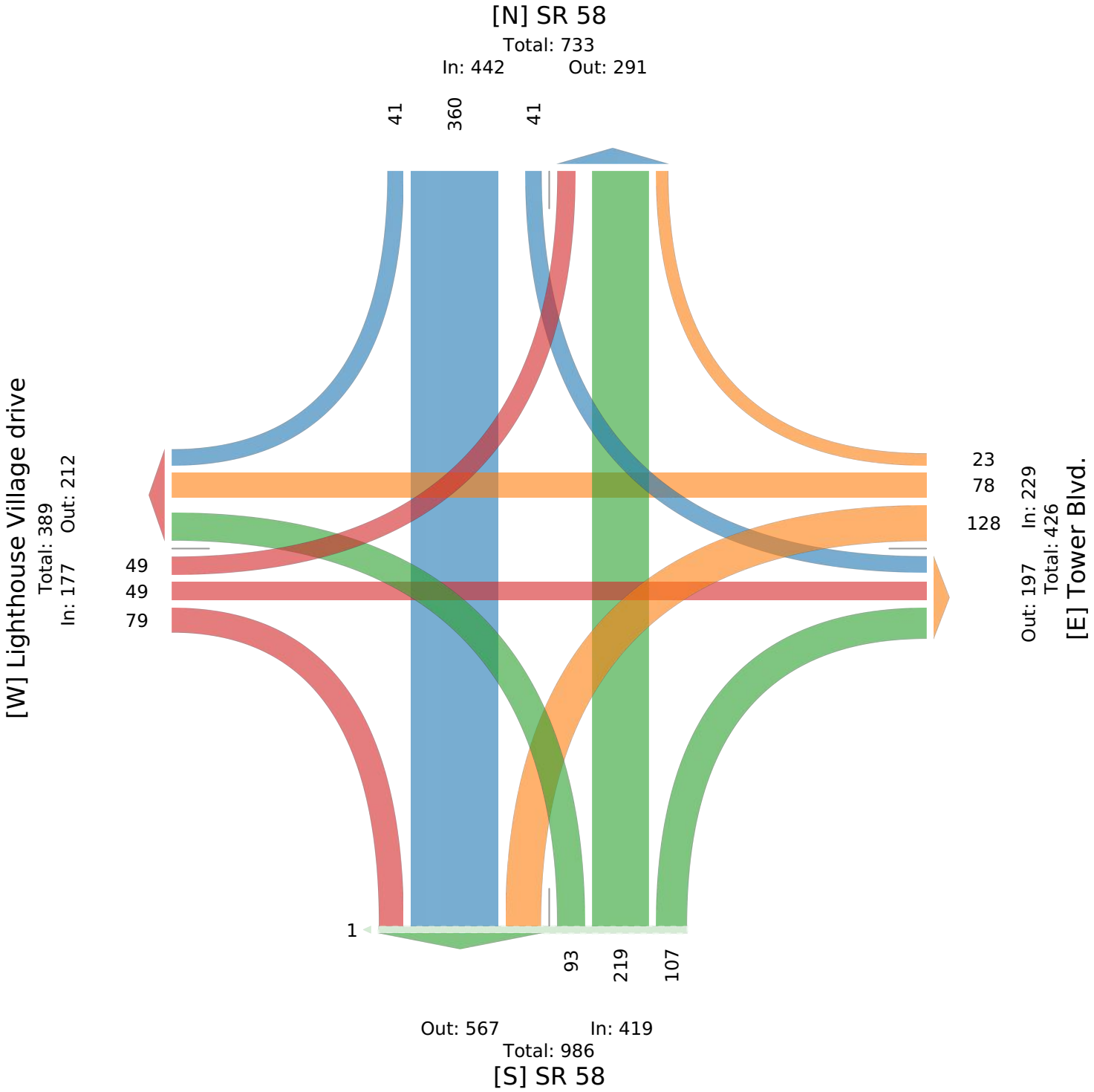
Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	9	10	21	0	**40**	0	29	16	3	0	**48**	0	18	56	24	0	**98**	0	5	109	10	0	**124**	0	**310**
8:45AM	11	14	17	0	**42**	0	39	23	10	0	**72**	0	19	61	33	0	**113**	0	12	100	10	0	**122**	0	**349**
9:00AM	16	9	23	0	**48**	0	31	23	3	0	**57**	0	23	50	22	0	**95**	1	18	69	9	0	**96**	0	**296**
9:15AM	13	16	18	0	**47**	0	29	16	7	0	**52**	0	33	52	28	0	**113**	0	6	82	12	0	**100**	0	**312**
Total	49	49	79	0	**177**	0	128	78	23	0	**229**	0	93	219	107	0	**419**	1	41	360	41	0	**442**	0	**1267**
% Approach	27.7%	27.7%	44.6%	0%	**-**	-	55.9%	34.1%	10.0%	0%	**-**	-	22.2%	52.3%	25.5%	0%	**-**	-	9.3%	81.4%	9.3%	0%	**-**	-	-
% Total	3.9%	3.9%	6.2%	0%	**14.0%**	-	10.1%	6.2%	1.8%	0%	**18.1%**	-	7.3%	17.3%	8.4%	0%	**33.1%**	-	3.2%	28.4%	3.2%	0%	**34.9%**	-	-
PHF	0.766	0.766	0.859	-	**0.922**	-	0.821	0.848	0.575	-	**0.795**	-	0.705	0.898	0.811	-	**0.927**	-	0.569	0.826	0.854	-	**0.891**	-	0.908
Lights	49	48	77	0	**174**	-	125	77	23	0	**225**	-	93	212	105	0	**410**	-	40	354	41	0	**435**	-	1244
% Lights	100%	98.0%	97.5%	0%	**98.3%**	-	97.7%	98.7%	100%	0%	**98.3%**	-	100%	96.8%	98.1%	0%	**97.9%**	-	97.6%	98.3%	100%	0%	**98.4%**	-	98.2%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	2	0	0	**2**	-	7
% Articulated Trucks	0%	0%	1.3%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	1.8%	0%	0%	**1.0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	3	1	0	0	**4**	-	0	3	2	0	**5**	-	1	4	0	0	**5**	-	16
% Buses and Single-Unit Trucks	0%	2.0%	1.3%	0%	**1.1%**	-	2.3%	1.3%	0%	0%	**1.7%**	-	0%	1.4%	1.9%	0%	**1.2%**	-	2.4%	1.1%	0%	0%	**1.1%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

LOUKAS engineering
TRAFFIC DATA & CONSULTING

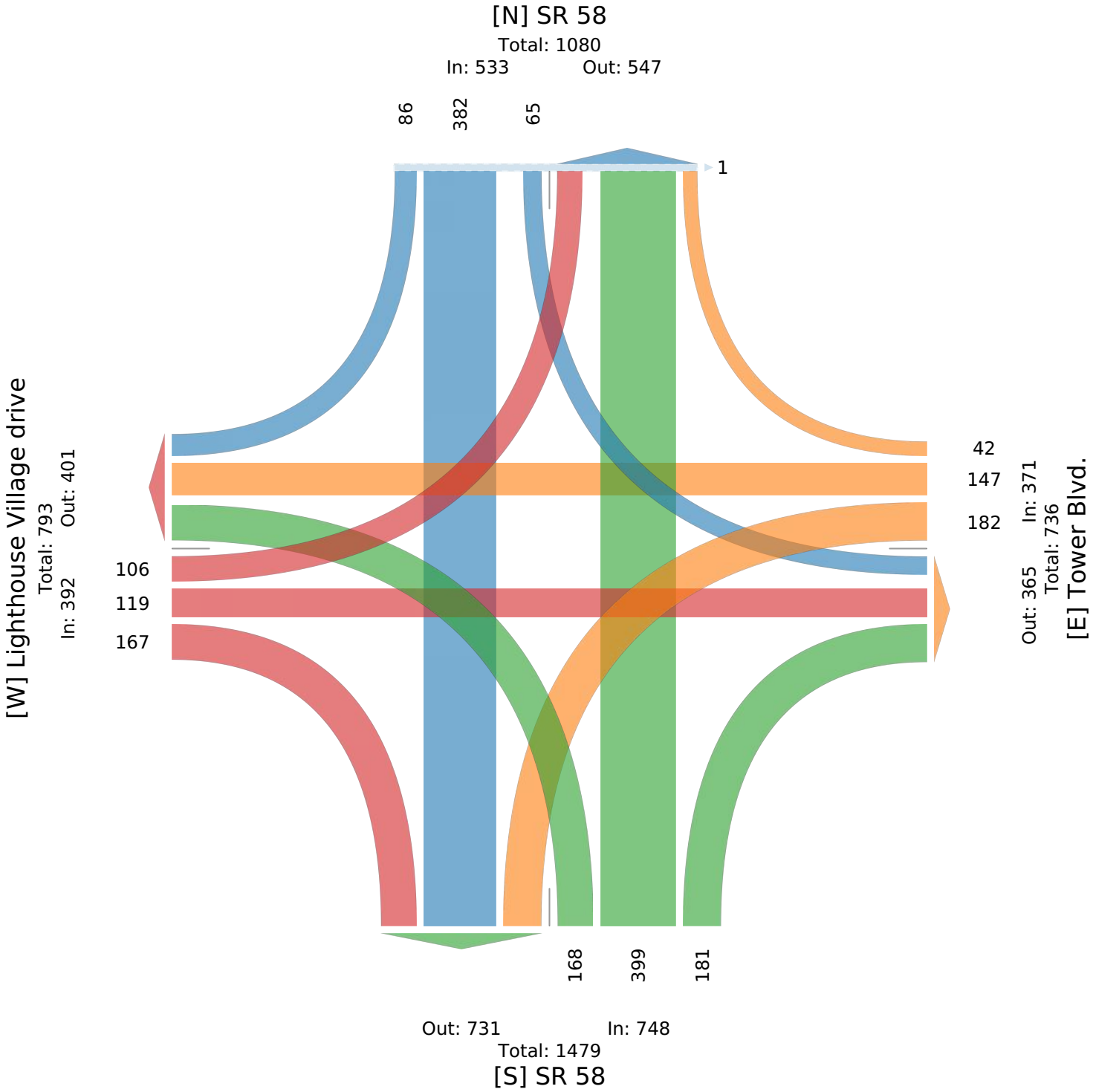
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	22	17	46	0	**85**	0	41	32	9	0	**82**	0	43	107	48	0	**198**	0	21	102	19	0	**142**	0	**507**
12:15PM	30	25	37	0	**92**	0	45	42	8	0	**95**	0	44	84	54	0	**182**	0	16	84	23	0	**123**	0	**492**
12:30PM	28	41	37	0	**106**	0	52	37	11	0	**100**	0	44	101	37	0	**182**	0	16	86	18	0	**120**	0	**508**
12:45PM	26	36	47	0	**109**	0	44	36	14	0	**94**	0	37	107	42	0	**186**	0	12	110	26	0	**148**	1	**537**
Total	106	119	167	0	**392**	0	182	147	42	0	**371**	0	168	399	181	0	**748**	0	65	382	86	0	**533**	1	**2044**
% Approach	27.0%	30.4%	42.6%	0%	**-**	-	49.1%	39.6%	11.3%	0%	**-**	-	22.5%	53.3%	24.2%	0%	**-**	-	12.2%	71.7%	16.1%	0%	**-**	-	-
% Total	5.2%	5.8%	8.2%	0%	**19.2%**	-	8.9%	7.2%	2.1%	0%	**18.2%**	-	8.2%	19.5%	8.9%	0%	**36.6%**	-	3.2%	18.7%	4.2%	0%	**26.1%**	-	-
PHF	0.883	0.726	0.888	-	**0.899**	-	0.875	0.875	0.750	-	**0.928**	-	0.955	0.932	0.838	-	**0.944**	-	0.774	0.868	0.827	-	**0.900**	-	0.952
Lights	106	117	165	0	**388**	-	177	147	41	0	**365**	-	167	386	177	0	**730**	-	62	375	86	0	**523**	-	2006
% Lights	100%	98.3%	98.8%	0%	**99.0%**	-	97.3%	100%	97.6%	0%	**98.4%**	-	99.4%	96.7%	97.8%	0%	**97.6%**	-	95.4%	98.2%	100%	0%	**98.1%**	-	98.1%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	3	0	0	**3**	-	10
% Articulated Trucks	0%	0%	0.6%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0%	0%	**0.8%**	-	0%	0.8%	0%	0%	**0.6%**	-	0.5%
Buses and Single-Unit Trucks	0	2	1	0	**3**	-	5	0	1	0	**6**	-	1	7	4	0	**12**	-	3	4	0	0	**7**	-	28
% Buses and Single-Unit Trucks	0%	1.7%	0.6%	0%	**0.8%**	-	2.7%	0%	2.4%	0%	**1.6%**	-	0.6%	1.8%	2.2%	0%	**1.6%**	-	4.6%	1.0%	0%	0%	**1.3%**	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

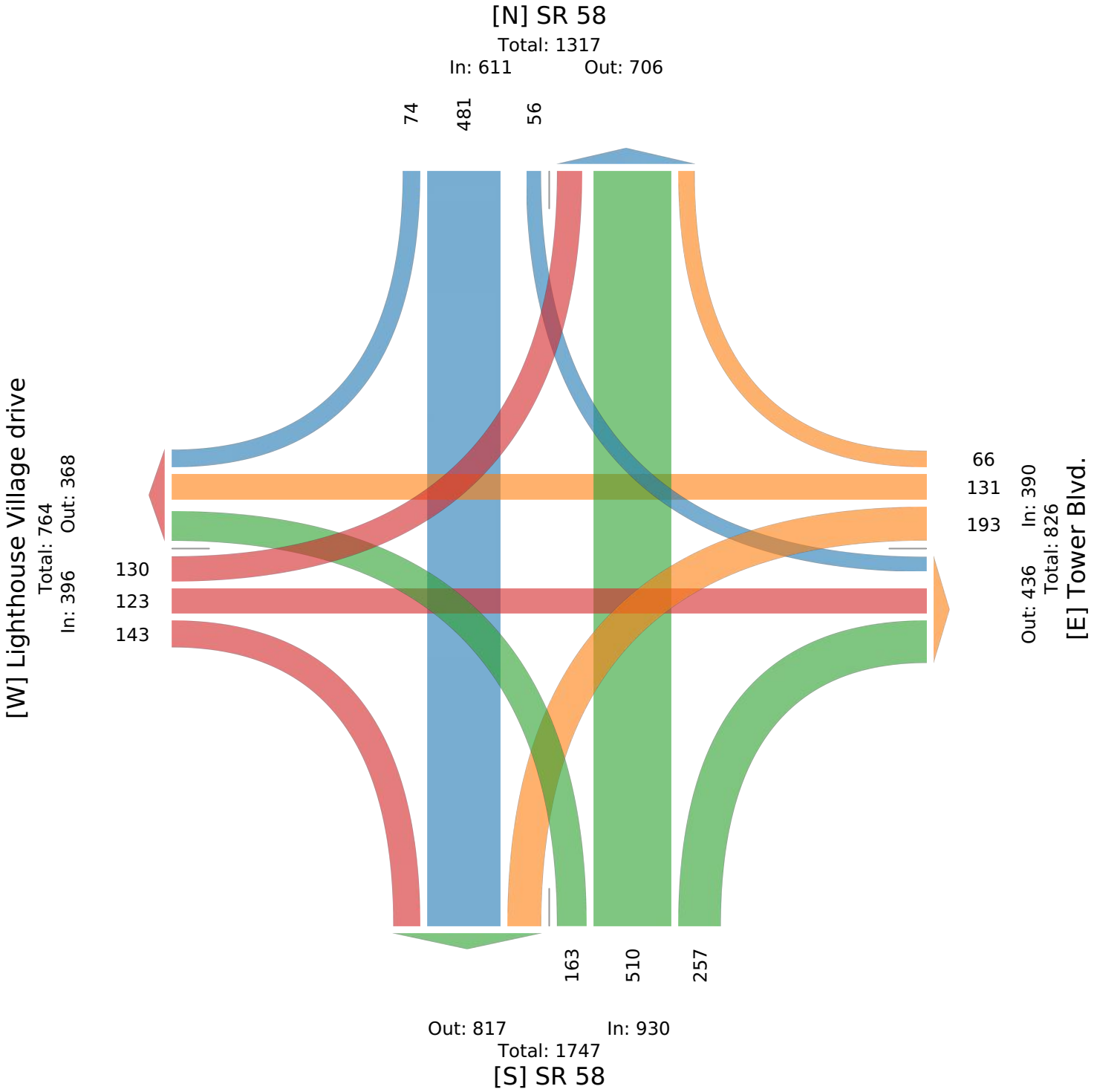
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	39	31	33	0	**103**	0	40	23	15	0	**78**	0	43	119	66	0	**228**	0	14	97	17	0	**128**	0	**537**
4:15PM	33	35	29	0	**97**	0	47	42	13	0	**102**	0	37	125	60	0	**222**	0	13	133	20	0	**166**	0	**587**
4:30PM	32	23	43	0	**98**	0	52	29	20	0	**101**	0	48	127	72	0	**247**	0	19	142	19	0	**180**	0	**626**
4:45PM	26	34	38	0	**98**	0	54	37	18	0	**109**	0	35	139	59	0	**233**	0	10	109	18	0	**137**	0	**577**
Total	130	123	143	0	**396**	0	193	131	66	0	**390**	0	163	510	257	0	**930**	0	56	481	74	0	**611**	0	**2327**
% Approach	32.8%	31.1%	36.1%	0%	**-**	-	49.5%	33.6%	16.9%	0%	**-**	-	17.5%	54.8%	27.6%	0%	**-**	-	9.2%	78.7%	12.1%	0%	**-**	-	-
% Total	5.6%	5.3%	6.1%	0%	**17.0%**	-	8.3%	5.6%	2.8%	0%	**16.8%**	-	7.0%	21.9%	11.0%	0%	**40.0%**	-	2.4%	20.7%	3.2%	0%	**26.3%**	-	-
PHF	0.833	0.879	0.831	-	**0.961**	-	0.894	0.780	0.825	-	**0.894**	-	0.849	0.917	0.892	-	**0.941**	-	0.737	0.847	0.925	-	**0.849**	-	0.929
Lights	130	123	143	0	**396**	-	191	131	66	0	**388**	-	163	509	255	0	**927**	-	55	478	74	0	**607**	-	2318
% Lights	100%	100%	100%	0%	**100%**	-	99.0%	100%	100%	0%	**99.5%**	-	100%	99.8%	99.2%	0%	**99.7%**	-	98.2%	99.4%	100%	0%	**99.3%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	1.0%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	2	0	**3**	-	1	2	0	0	**3**	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0.8%	0%	**0.3%**	-	1.8%	0.4%	0%	0%	**0.5%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

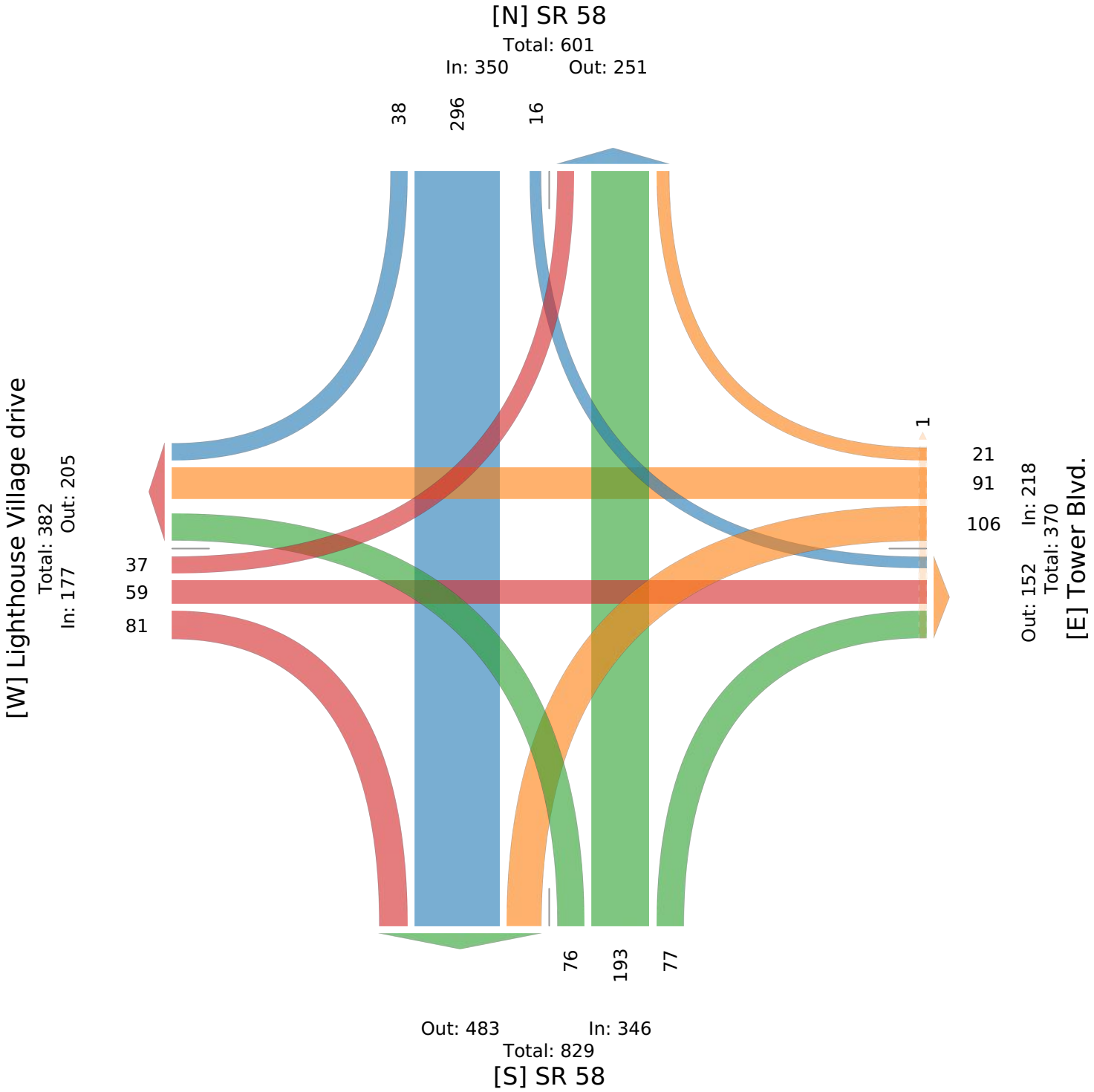
Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	7	13	20	0	**40**	0	25	17	9	0	**51**	0	20	37	15	0	**72**	0	3	53	8	0	**64**	0	**227**
8:15AM	8	15	18	0	**41**	0	26	24	4	0	**54**	0	13	50	15	0	**78**	0	5	71	13	0	**89**	0	**262**
8:30AM	7	9	21	0	**37**	0	21	22	5	0	**48**	0	17	55	16	0	**88**	0	4	86	4	0	**94**	0	**267**
8:45AM	15	22	22	0	**59**	0	34	28	3	0	**65**	1	26	51	31	0	**108**	0	4	86	13	0	**103**	0	**335**
Total	37	59	81	0	**177**	0	106	91	21	0	**218**	1	76	193	77	0	**346**	0	16	296	38	0	**350**	0	**1091**
% Approach	20.9%	33.3%	45.8%	0%	**-**	-	48.6%	41.7%	9.6%	0%	**-**	-	22.0%	55.8%	22.3%	0%	**-**	-	4.6%	84.6%	10.9%	0%	**-**	-	-
% Total	3.4%	5.4%	7.4%	0%	**16.2%**	-	9.7%	8.3%	1.9%	0%	**20.0%**	-	7.0%	17.7%	7.1%	0%	**31.7%**	-	1.5%	27.1%	3.5%	0%	**32.1%**	-	-
PHF	0.617	0.670	0.920	-	**0.750**	-	0.779	0.813	0.583	-	**0.838**	-	0.731	0.877	0.621	-	**0.801**	-	0.800	0.860	0.731	-	**0.850**	-	0.814
Lights	36	59	81	0	**176**	-	105	90	21	0	**216**	-	75	188	77	0	**340**	-	14	287	38	0	**339**	-	1071
% Lights	97.3%	100%	100%	0%	**99.4%**	-	99.1%	98.9%	100%	0%	**99.1%**	-	98.7%	97.4%	100%	0%	**98.3%**	-	87.5%	97.0%	100%	0%	**96.9%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	3	0	0	**3**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.6%**	-	0%	1.0%	0%	0%	**0.9%**	-	0.5%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	1	1	0	0	**2**	-	1	3	0	0	**4**	-	2	6	0	0	**8**	-	15
% Buses and Single-Unit Trucks	2.7%	0%	0%	0%	**0.6%**	-	0.9%	1.1%	0%	0%	**0.9%**	-	1.3%	1.6%	0%	0%	**1.2%**	-	12.5%	2.0%	0%	0%	**2.3%**	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

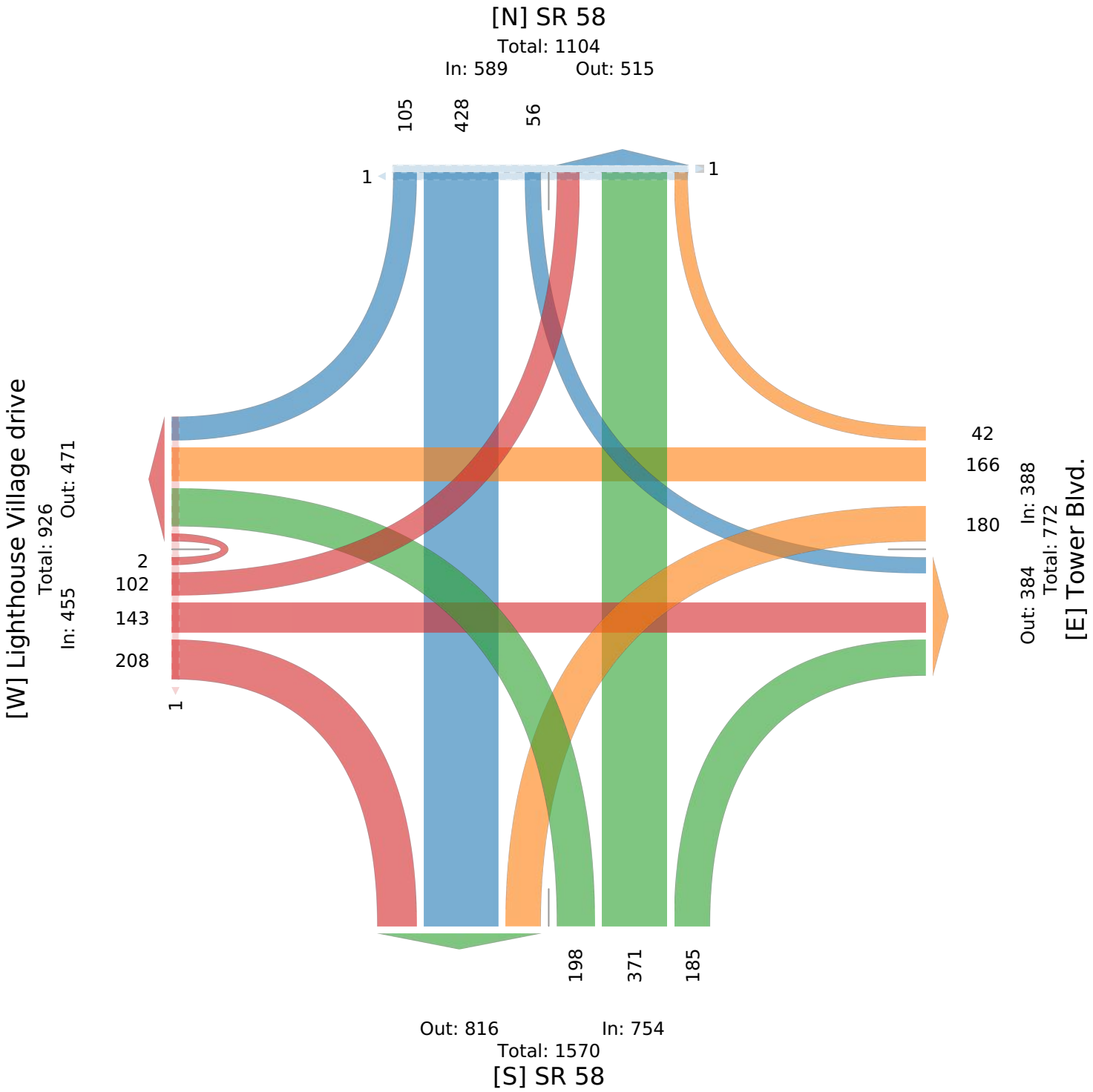
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	15	41	55	1	**112**	1	53	46	8	0	**107**	0	47	85	44	0	**176**	0	13	123	24	0	**160**	2	**555**
11:15AM	28	37	63	0	**128**	0	49	46	11	0	**106**	0	62	94	52	0	**208**	0	14	106	28	0	**148**	0	**590**
11:30AM	27	31	42	1	**101**	0	37	31	11	0	**79**	0	49	90	46	0	**185**	0	16	95	36	0	**147**	0	**512**
11:45AM	32	34	48	0	**114**	0	41	43	12	0	**96**	0	40	102	43	0	**185**	0	13	104	17	0	**134**	0	**529**
Total	102	143	208	2	**455**	1	180	166	42	0	**388**	0	198	371	185	0	**754**	0	56	428	105	0	**589**	2	**2186**
% Approach	22.4%	31.4%	45.7%	0.4%	**-**	-	46.4%	42.8%	10.8%	0%	**-**	-	26.3%	49.2%	24.5%	0%	**-**	-	9.5%	72.7%	17.8%	0%	**-**	-	**-**
% Total	4.7%	6.5%	9.5%	0.1%	**20.8%**	-	8.2%	7.6%	1.9%	0%	**17.7%**	-	9.1%	17.0%	8.5%	0%	**34.5%**	-	2.6%	19.6%	4.8%	0%	**26.9%**	-	**-**
PHF	0.797	0.872	0.825	0.500	**0.889**	-	0.849	0.902	0.875	-	**0.907**	-	0.798	0.909	0.889	-	**0.906**	-	0.875	0.870	0.729	-	**0.920**	-	0.926
Lights	102	142	208	2	**454**	-	178	166	42	0	**386**	-	196	370	184	0	**750**	-	56	424	105	0	**585**	-	2175
% Lights	100%	99.3%	100%	100%	**99.8%**	-	98.9%	100%	100%	0%	**99.5%**	-	99.0%	99.7%	99.5%	0%	**99.5%**	-	100%	99.1%	100%	0%	**99.3%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	2	0	0	0	**2**	-	2	1	1	0	**4**	-	0	4	0	0	**4**	-	11
% Buses and Single-Unit Trucks	0%	0.7%	0%	0%	**0.2%**	-	1.1%	0%	0%	0%	**0.5%**	-	1.0%	0.3%	0.5%	0%	**0.5%**	-	0%	0.9%	0%	0%	**0.7%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

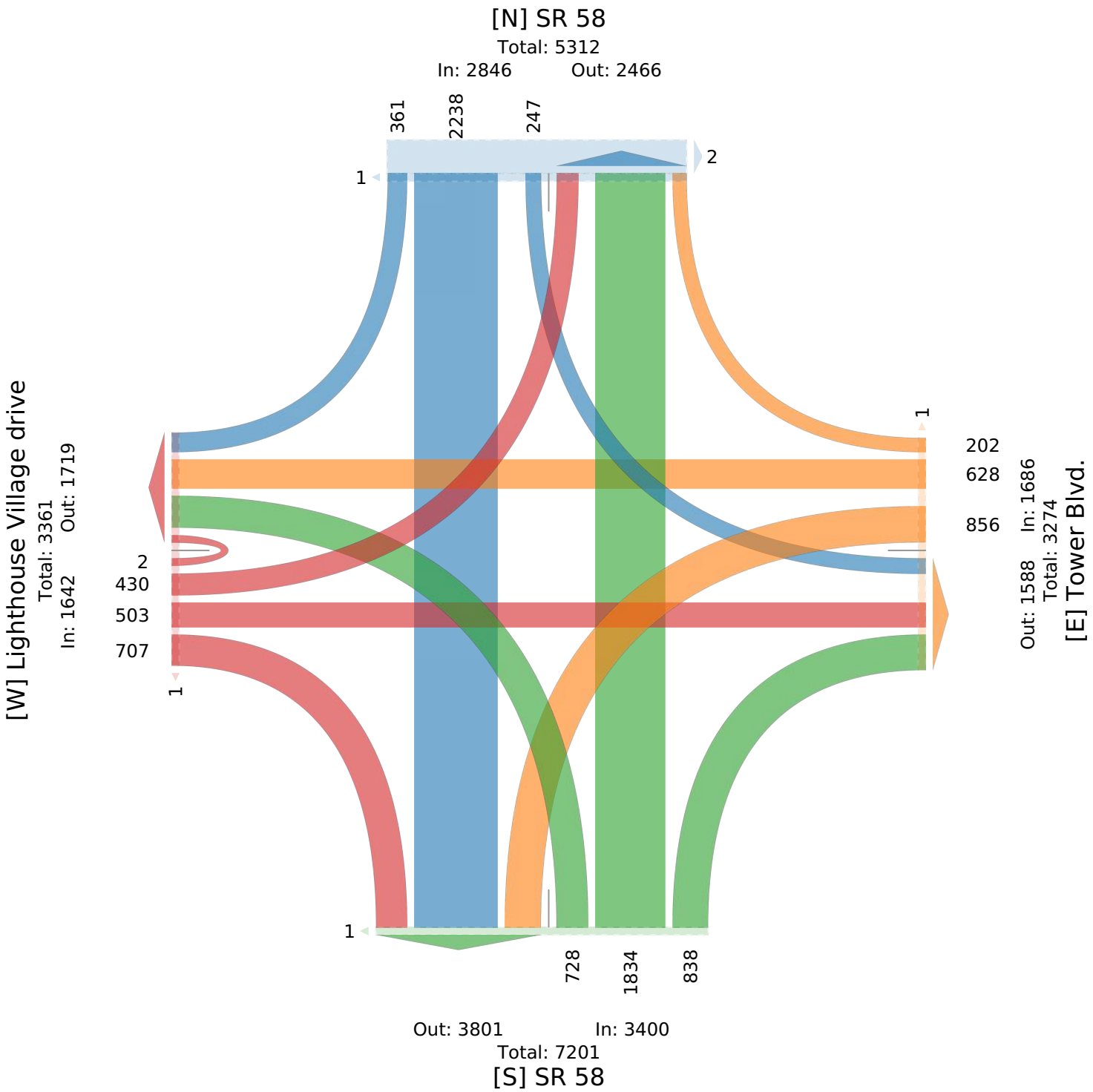
Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US

Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-28 6:00AM	1	1	3	0	**5**	0	11	0	3	0	**14**	0	2	21	6	0	**29**	0	3	61	4	0	**68**	0	**116**
6:15AM	0	1	6	0	**7**	0	9	2	1	0	**12**	0	8	20	7	0	**35**	0	5	77	2	0	**84**	0	**138**
6:30AM	3	4	9	0	**16**	0	21	5	2	0	**28**	0	4	50	7	0	**61**	0	5	82	5	0	**92**	0	**197**
6:45AM	2	4	11	0	**17**	0	26	8	2	0	**36**	0	16	51	11	0	**78**	0	0	71	6	0	**77**	0	**208**
Hourly Total	6	10	29	0	**45**	0	67	15	8	0	**90**	0	30	142	31	0	**203**	0	13	291	17	0	**321**	0	**659**
8:30AM	9	10	21	0	**40**	0	29	16	3	0	**48**	0	18	56	24	0	**98**	0	5	109	10	0	**124**	0	**310**
8:45AM	11	14	17	0	**42**	0	39	23	10	0	**72**	0	19	61	33	0	**113**	0	12	100	10	0	**122**	0	**349**
Hourly Total	20	24	38	0	**82**	0	68	39	13	0	**120**	0	37	117	57	0	**211**	0	17	209	20	0	**246**	0	**659**
9:00AM	16	9	23	0	**48**	0	31	23	3	0	**57**	0	23	50	22	0	**95**	1	18	69	9	0	**96**	0	**296**
9:15AM	13	16	18	0	**47**	0	29	16	7	0	**52**	0	33	52	28	0	**113**	0	6	82	12	0	**100**	0	**312**
Hourly Total	29	25	41	0	**95**	0	60	39	10	0	**109**	0	56	102	50	0	**208**	1	24	151	21	0	**196**	0	**608**
12:00PM	22	17	46	0	**85**	0	41	32	9	0	**82**	0	43	107	48	0	**198**	0	21	102	19	0	**142**	0	**507**
12:15PM	30	25	37	0	**92**	0	45	42	8	0	**95**	0	44	84	54	0	**182**	0	16	84	23	0	**123**	0	**492**
12:30PM	28	41	37	0	**106**	0	52	37	11	0	**100**	0	44	101	37	0	**182**	0	16	86	18	0	**120**	0	**508**
12:45PM	26	36	47	0	**109**	0	44	36	14	0	**94**	0	37	107	42	0	**186**	0	12	110	26	0	**148**	1	**537**
Hourly Total	106	119	167	0	**392**	0	182	147	42	0	**371**	0	168	399	181	0	**748**	0	65	382	86	0	**533**	1	**2044**
4:00PM	39	31	33	0	**103**	0	40	23	15	0	**78**	0	43	119	66	0	**228**	0	14	97	17	0	**128**	0	**537**
4:15PM	33	35	29	0	**97**	0	47	42	13	0	**102**	0	37	125	60	0	**222**	0	13	133	20	0	**166**	0	**587**
4:30PM	32	23	43	0	**98**	0	52	29	20	0	**101**	0	48	127	72	0	**247**	0	19	142	19	0	**180**	0	**626**
4:45PM	26	34	38	0	**98**	0	54	37	18	0	**109**	0	35	139	59	0	**233**	0	10	109	18	0	**137**	0	**577**
Hourly Total	130	123	143	0	**396**	0	193	131	66	0	**390**	0	163	510	257	0	**930**	0	56	481	74	0	**611**	0	**2327**
2022-07-30 8:00AM	7	13	20	0	**40**	0	25	17	9	0	**51**	0	20	37	15	0	**72**	0	3	53	8	0	**64**	0	**227**
8:15AM	8	15	18	0	**41**	0	26	24	4	0	**54**	0	13	50	15	0	**78**	0	5	71	13	0	**89**	0	**262**
8:30AM	7	9	21	0	**37**	0	21	22	5	0	**48**	0	17	55	16	0	**88**	0	4	86	4	0	**94**	0	**267**
8:45AM	15	22	22	0	**59**	0	34	28	3	0	**65**	1	26	51	31	0	**108**	0	4	86	13	0	**103**	0	**335**
Hourly Total	37	59	81	0	**177**	0	106	91	21	0	**218**	1	76	193	77	0	**346**	0	16	296	38	0	**350**	0	**1091**
11:00AM	15	41	55	1	**112**	1	53	46	8	0	**107**	0	47	85	44	0	**176**	0	13	123	24	0	**160**	2	**555**
11:15AM	28	37	63	0	**128**	0	49	46	11	0	**106**	0	62	94	52	0	**208**	0	14	106	28	0	**148**	0	**590**
11:30AM	27	31	42	1	**101**	0	37	31	11	0	**79**	0	49	90	46	0	**185**	0	16	95	36	0	**147**	0	**512**
11:45AM	32	34	48	0	**114**	0	41	43	12	0	**96**	0	40	102	43	0	**185**	0	13	104	17	0	**134**	0	**529**
Hourly Total	102	143	208	2	**455**	1	180	166	42	0	**388**	0	198	371	185	0	**754**	0	56	428	105	0	**589**	2	**2186**
Total	430	503	707	2	**1642**	1	856	628	202	0	**1686**	1	728	1834	838	0	**3400**	1	247	2238	361	0	**2846**	3	**9574**
% Approach	26.2%	30.6%	43.1%	0.1%	**-**	-	50.8%	37.2%	12.0%	0%	**-**	-	21.4%	53.9%	24.6%	0%	**-**	-	8.7%	78.6%	12.7%	0%	**-**	-	-
% Total	4.5%	5.3%	7.4%	0%	**17.2%**	-	8.9%	6.6%	2.1%	0%	**17.6%**	-	7.6%	19.2%	8.8%	0%	**35.5%**	-	2.6%	23.4%	3.8%	0%	**29.7%**	-	-
Lights	429	499	701	2	**1631**	-	843	626	201	0	**1670**	-	723	1799	829	0	**3351**	-	240	2201	361	0	**2802**	-	9454
% Lights	99.8%	99.2%	99.2%	100%	**99.3%**	-	98.5%	99.7%	99.5%	0%	**99.1%**	-	99.3%	98.1%	98.9%	0%	**98.6%**	-	97.2%	98.3%	100%	0%	**98.5%**	-	98.7%
Articulated Trucks	0	0	2	0	**2**	-	2	0	0	0	**2**	-	0	15	0	0	**15**	-	0	10	0	0	**10**	-	29
% Articulated Trucks	0%	0%	0.3%	0%	**0.1%**	-	0.2%	0%	0%	0%	**0.1%**	-	0%	0.8%	0%	0%	**0.4%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.3%
Buses and Single-Unit Trucks	1	4	4	0	**9**	-	11	2	1	0	**14**	-	5	20	9	0	**34**	-	7	27	0	0	**34**	-	91
% Buses and Single-Unit Trucks	0.2%	0.8%	0.6%	0%	**0.5%**	-	1.3%	0.3%	0.5%	0%	**0.8%**	-	0.7%	1.1%	1.1%	0%	**1.0%**	-	2.8%	1.2%	0%	0%	**1.2%**	-	1.0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Thu Jul 28, 2022
Full Length (6 AM-7 AM, 8:30 AM-9:30 AM, 12 PM-1 PM, 4 PM-5 PM, 8 AM-9 AM, 11 AM-12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW,
Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

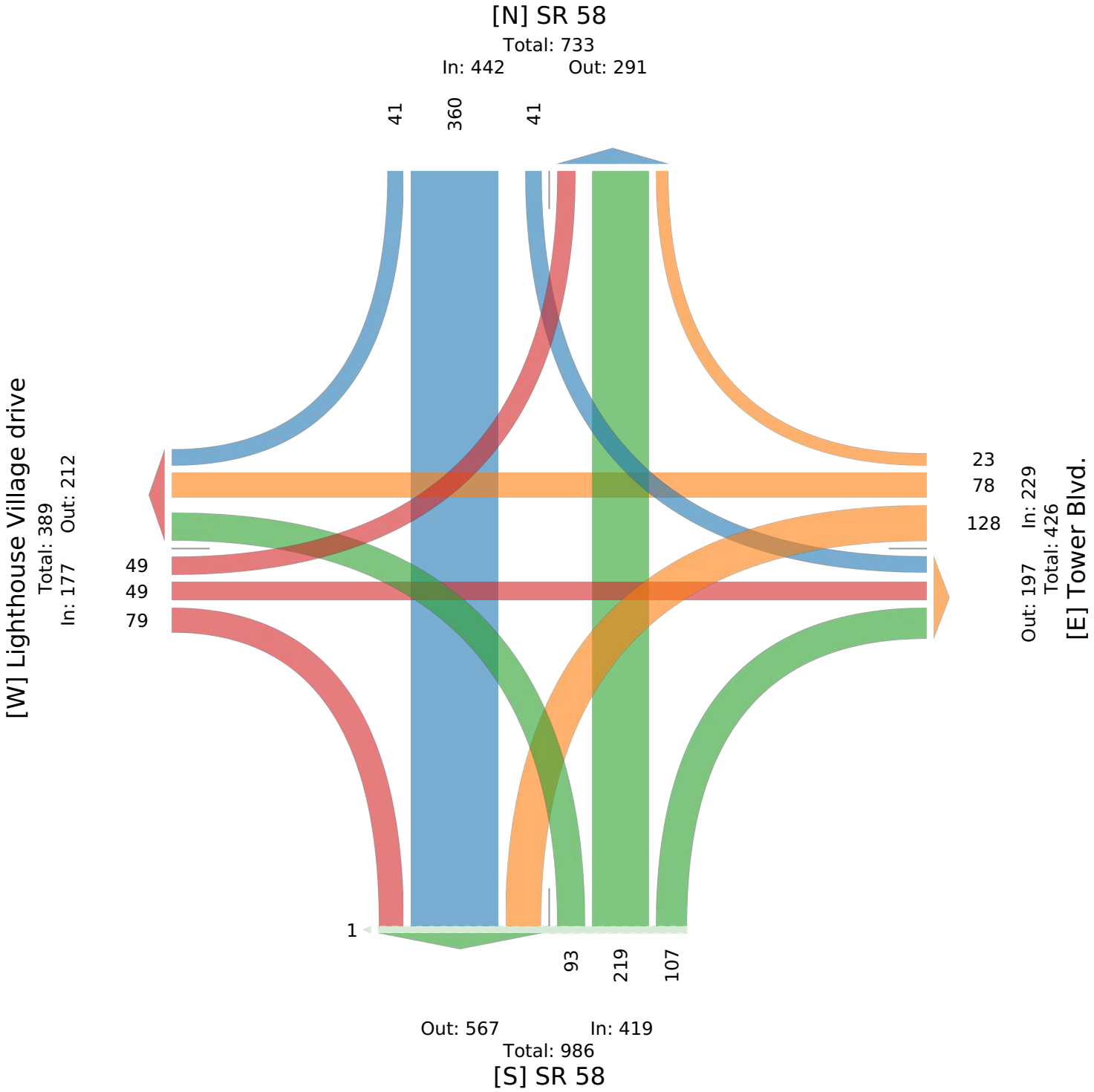
Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 8:30AM	9	10	21	0	**40**	0	29	16	3	0	**48**	0	18	56	24	0	**98**	0	5	109	10	0	**124**	0	**310**
8:45AM	11	14	17	0	**42**	0	39	23	10	0	**72**	0	19	61	33	0	**113**	0	12	100	10	0	**122**	0	**349**
9:00AM	16	9	23	0	**48**	0	31	23	3	0	**57**	0	23	50	22	0	**95**	1	18	69	9	0	**96**	0	**296**
9:15AM	13	16	18	0	**47**	0	29	16	7	0	**52**	0	33	52	28	0	**113**	0	6	82	12	0	**100**	0	**312**
Total	49	49	79	0	**177**	0	128	78	23	0	**229**	0	93	219	107	0	**419**	1	41	360	41	0	**442**	0	**1267**
% Approach	27.7%	27.7%	44.6%	0%	**-**	-	55.9%	34.1%	10.0%	0%	**-**	-	22.2%	52.3%	25.5%	0%	**-**	-	9.3%	81.4%	9.3%	0%	**-**	-	-
% Total	3.9%	3.9%	6.2%	0%	**14.0%**	-	10.1%	6.2%	1.8%	0%	**18.1%**	-	7.3%	17.3%	8.4%	0%	**33.1%**	-	3.2%	28.4%	3.2%	0%	**34.9%**	-	-
PHF	0.766	0.766	0.859	-	**0.922**	-	0.821	0.848	0.575	-	**0.795**	-	0.705	0.898	0.811	-	**0.927**	-	0.569	0.826	0.854	-	**0.891**	-	0.908
Lights	49	48	77	0	**174**	-	125	77	23	0	**225**	-	93	212	105	0	**410**	-	40	354	41	0	**435**	-	1244
% Lights	100%	98.0%	97.5%	0%	**98.3%**	-	97.7%	98.7%	100%	0%	**98.3%**	-	100%	96.8%	98.1%	0%	**97.9%**	-	97.6%	98.3%	100%	0%	**98.4%**	-	98.2%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	2	0	0	**2**	-	7
% Articulated Trucks	0%	0%	1.3%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	1.8%	0%	0%	**1.0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.6%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	3	1	0	0	**4**	-	0	3	2	0	**5**	-	1	4	0	0	**5**	-	16
% Buses and Single-Unit Trucks	0%	2.0%	1.3%	0%	**1.1%**	-	2.3%	1.3%	0%	0%	**1.7%**	-	0%	1.4%	1.9%	0%	**1.2%**	-	2.4%	1.1%	0%	0%	**1.1%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Thu Jul 28, 2022
AM Peak (Jul 28 2022 8:30AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

LOUKAS engineering
TRAFFIC DATA & CONSULTING

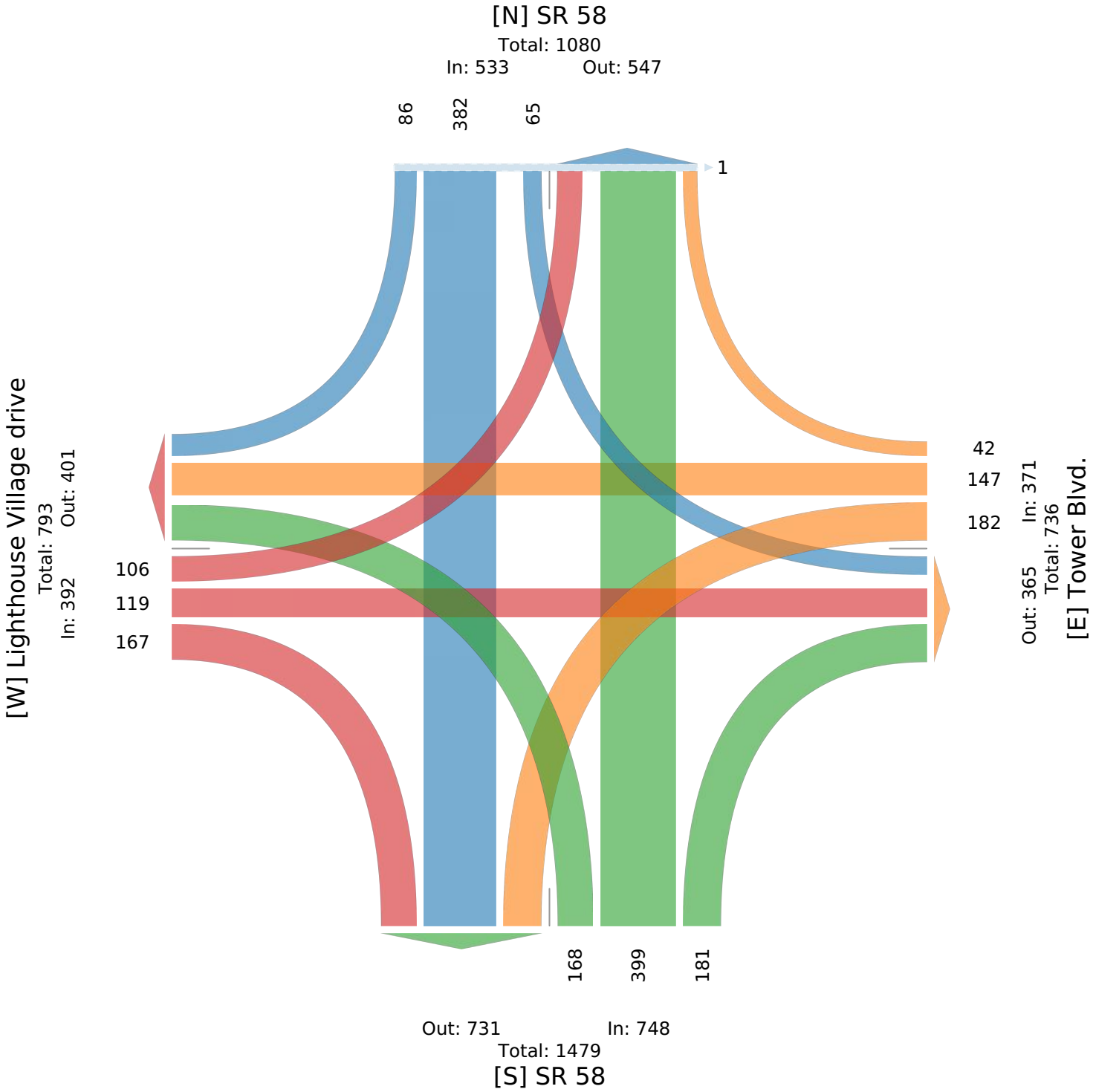
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 12:00PM	22	17	46	0	**85**	0	41	32	9	0	**82**	0	43	107	48	0	**198**	0	21	102	19	0	**142**	0	**507**
12:15PM	30	25	37	0	**92**	0	45	42	8	0	**95**	0	44	84	54	0	**182**	0	16	84	23	0	**123**	0	**492**
12:30PM	28	41	37	0	**106**	0	52	37	11	0	**100**	0	44	101	37	0	**182**	0	16	86	18	0	**120**	0	**508**
12:45PM	26	36	47	0	**109**	0	44	36	14	0	**94**	0	37	107	42	0	**186**	0	12	110	26	0	**148**	1	**537**
Total	106	119	167	0	**392**	0	182	147	42	0	**371**	0	168	399	181	0	**748**	0	65	382	86	0	**533**	1	**2044**
% Approach	27.0%	30.4%	42.6%	0%	**-**	-	49.1%	39.6%	11.3%	0%	**-**	-	22.5%	53.3%	24.2%	0%	**-**	-	12.2%	71.7%	16.1%	0%	**-**	-	-
% Total	5.2%	5.8%	8.2%	0%	**19.2%**	-	8.9%	7.2%	2.1%	0%	**18.2%**	-	8.2%	19.5%	8.9%	0%	**36.6%**	-	3.2%	18.7%	4.2%	0%	**26.1%**	-	-
PHF	0.883	0.726	0.888	-	**0.899**	-	0.875	0.875	0.750	-	**0.928**	-	0.955	0.932	0.838	-	**0.944**	-	0.774	0.868	0.827	-	**0.900**	-	0.952
Lights	106	117	165	0	**388**	-	177	147	41	0	**365**	-	167	386	177	0	**730**	-	62	375	86	0	**523**	-	2006
% Lights	100%	98.3%	98.8%	0%	**99.0%**	-	97.3%	100%	97.6%	0%	**98.4%**	-	99.4%	96.7%	97.8%	0%	**97.6%**	-	95.4%	98.2%	100%	0%	**98.1%**	-	98.1%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	3	0	0	**3**	-	10
% Articulated Trucks	0%	0%	0.6%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0%	0%	**0.8%**	-	0%	0.8%	0%	0%	**0.6%**	-	0.5%
Buses and Single-Unit Trucks	0	2	1	0	**3**	-	5	0	1	0	**6**	-	1	7	4	0	**12**	-	3	4	0	0	**7**	-	28
% Buses and Single-Unit Trucks	0%	1.7%	0.6%	0%	**0.8%**	-	2.7%	0%	2.4%	0%	**1.6%**	-	0.6%	1.8%	2.2%	0%	**1.6%**	-	4.6%	1.0%	0%	0%	**1.3%**	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Thu Jul 28, 2022
Midday Peak (Jul 28 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

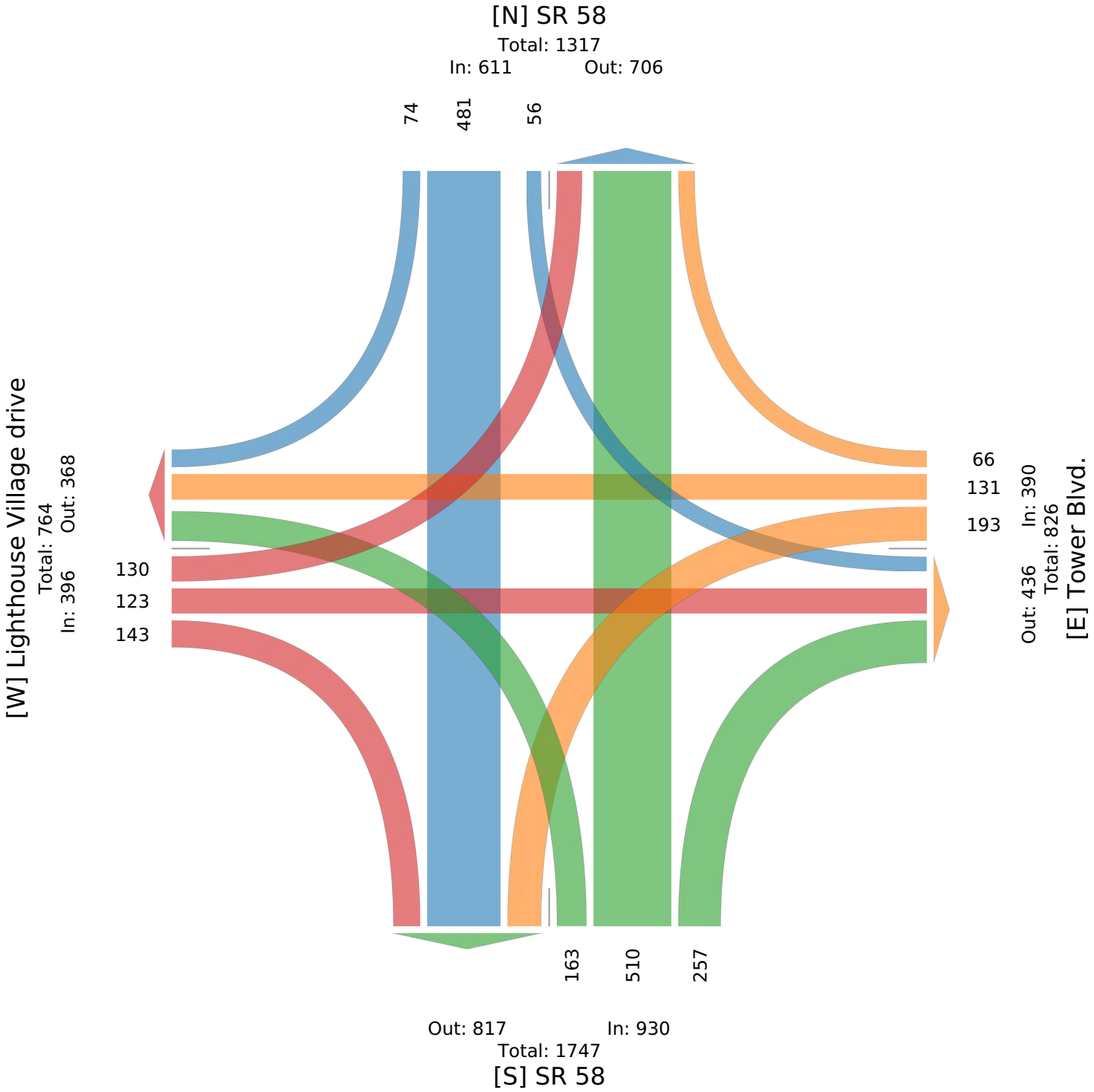
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-28 4:00PM	39	31	33	0	**103**	0	40	23	15	0	**78**	0	43	119	66	0	**228**	0	14	97	17	0	**128**	0	**537**
4:15PM	33	35	29	0	**97**	0	47	42	13	0	**102**	0	37	125	60	0	**222**	0	13	133	20	0	**166**	0	**587**
4:30PM	32	23	43	0	**98**	0	52	29	20	0	**101**	0	48	127	72	0	**247**	0	19	142	19	0	**180**	0	**626**
4:45PM	26	34	38	0	**98**	0	54	37	18	0	**109**	0	35	139	59	0	**233**	0	10	109	18	0	**137**	0	**577**
Total	130	123	143	0	**396**	0	193	131	66	0	**390**	0	163	510	257	0	**930**	0	56	481	74	0	**611**	0	**2327**
% Approach	32.8%	31.1%	36.1%	0%	**-**	-	49.5%	33.6%	16.9%	0%	**-**	-	17.5%	54.8%	27.6%	0%	**-**	-	9.2%	78.7%	12.1%	0%	**-**	-	-
% Total	5.6%	5.3%	6.1%	0%	**17.0%**	-	8.3%	5.6%	2.8%	0%	**16.8%**	-	7.0%	21.9%	11.0%	0%	**40.0%**	-	2.4%	20.7%	3.2%	0%	**26.3%**	-	-
PHF	0.833	0.879	0.831	-	**0.961**	-	0.894	0.780	0.825	-	**0.894**	-	0.849	0.917	0.892	-	**0.941**	-	0.737	0.847	0.925	-	**0.849**	-	0.929
Lights	130	123	143	0	**396**	-	191	131	66	0	**388**	-	163	509	255	0	**927**	-	55	478	74	0	**607**	-	2318
% Lights	100%	100%	100%	0%	**100%**	-	99.0%	100%	100%	0%	**99.5%**	-	100%	99.8%	99.2%	0%	**99.7%**	-	98.2%	99.4%	100%	0%	**99.3%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	1.0%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	2	0	**3**	-	1	2	0	0	**3**	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0.8%	0%	**0.3%**	-	1.8%	0.4%	0%	0%	**0.5%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Thu Jul 28, 2022
PM Peak (Jul 28 2022 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

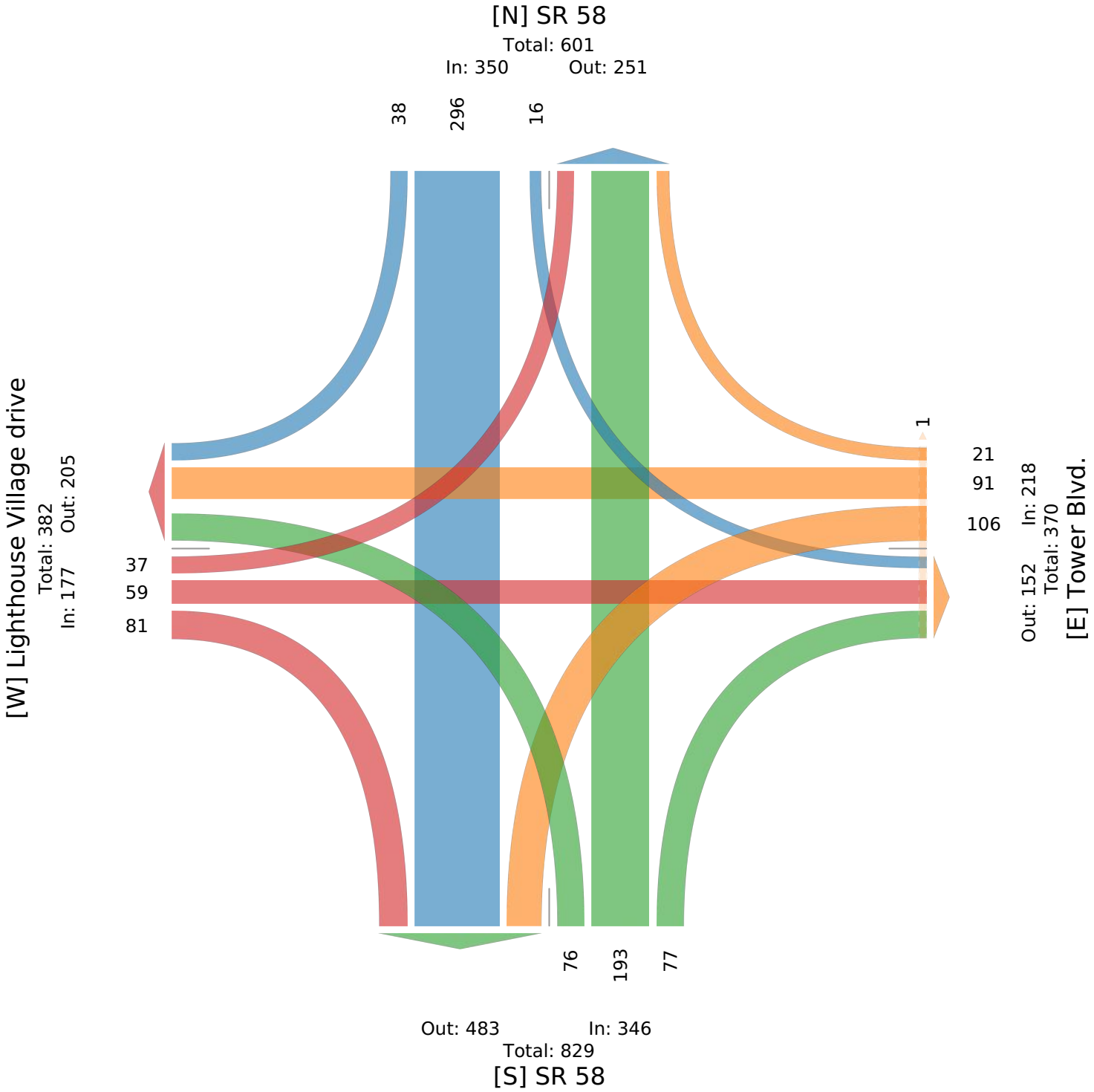
Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 8:00AM	7	13	20	0	**40**	0	25	17	9	0	**51**	0	20	37	15	0	**72**	0	3	53	8	0	**64**	0	**227**
8:15AM	8	15	18	0	**41**	0	26	24	4	0	**54**	0	13	50	15	0	**78**	0	5	71	13	0	**89**	0	**262**
8:30AM	7	9	21	0	**37**	0	21	22	5	0	**48**	0	17	55	16	0	**88**	0	4	86	4	0	**94**	0	**267**
8:45AM	15	22	22	0	**59**	0	34	28	3	0	**65**	1	26	51	31	0	**108**	0	4	86	13	0	**103**	0	**335**
Total	37	59	81	0	**177**	0	106	91	21	0	**218**	1	76	193	77	0	**346**	0	16	296	38	0	**350**	0	**1091**
% Approach	20.9%	33.3%	45.8%	0%	**-**	-	48.6%	41.7%	9.6%	0%	**-**	-	22.0%	55.8%	22.3%	0%	**-**	-	4.6%	84.6%	10.9%	0%	**-**	-	-
% Total	3.4%	5.4%	7.4%	0%	**16.2%**	-	9.7%	8.3%	1.9%	0%	**20.0%**	-	7.0%	17.7%	7.1%	0%	**31.7%**	-	1.5%	27.1%	3.5%	0%	**32.1%**	-	-
PHF	0.617	0.670	0.920	-	**0.750**	-	0.779	0.813	0.583	-	**0.838**	-	0.731	0.877	0.621	-	**0.801**	-	0.800	0.860	0.731	-	**0.850**	-	0.814
Lights	36	59	81	0	**176**	-	105	90	21	0	**216**	-	75	188	77	0	**340**	-	14	287	38	0	**339**	-	1071
% Lights	97.3%	100%	100%	0%	**99.4%**	-	99.1%	98.9%	100%	0%	**99.1%**	-	98.7%	97.4%	100%	0%	**98.3%**	-	87.5%	97.0%	100%	0%	**96.9%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	3	0	0	**3**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.6%**	-	0%	1.0%	0%	0%	**0.9%**	-	0.5%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	1	1	0	0	**2**	-	1	3	0	0	**4**	-	2	6	0	0	**8**	-	15
% Buses and Single-Unit Trucks	2.7%	0%	0%	0%	**0.6%**	-	0.9%	1.1%	0%	0%	**0.9%**	-	1.3%	1.6%	0%	0%	**1.2%**	-	12.5%	2.0%	0%	0%	**2.3%**	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Sat Jul 30, 2022
AM Peak (WKND) (Jul 30 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

LOUKAS engineering
TRAFFIC DATA & CONSULTING

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



SR 58 & Tower Blvd. - TMC

Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

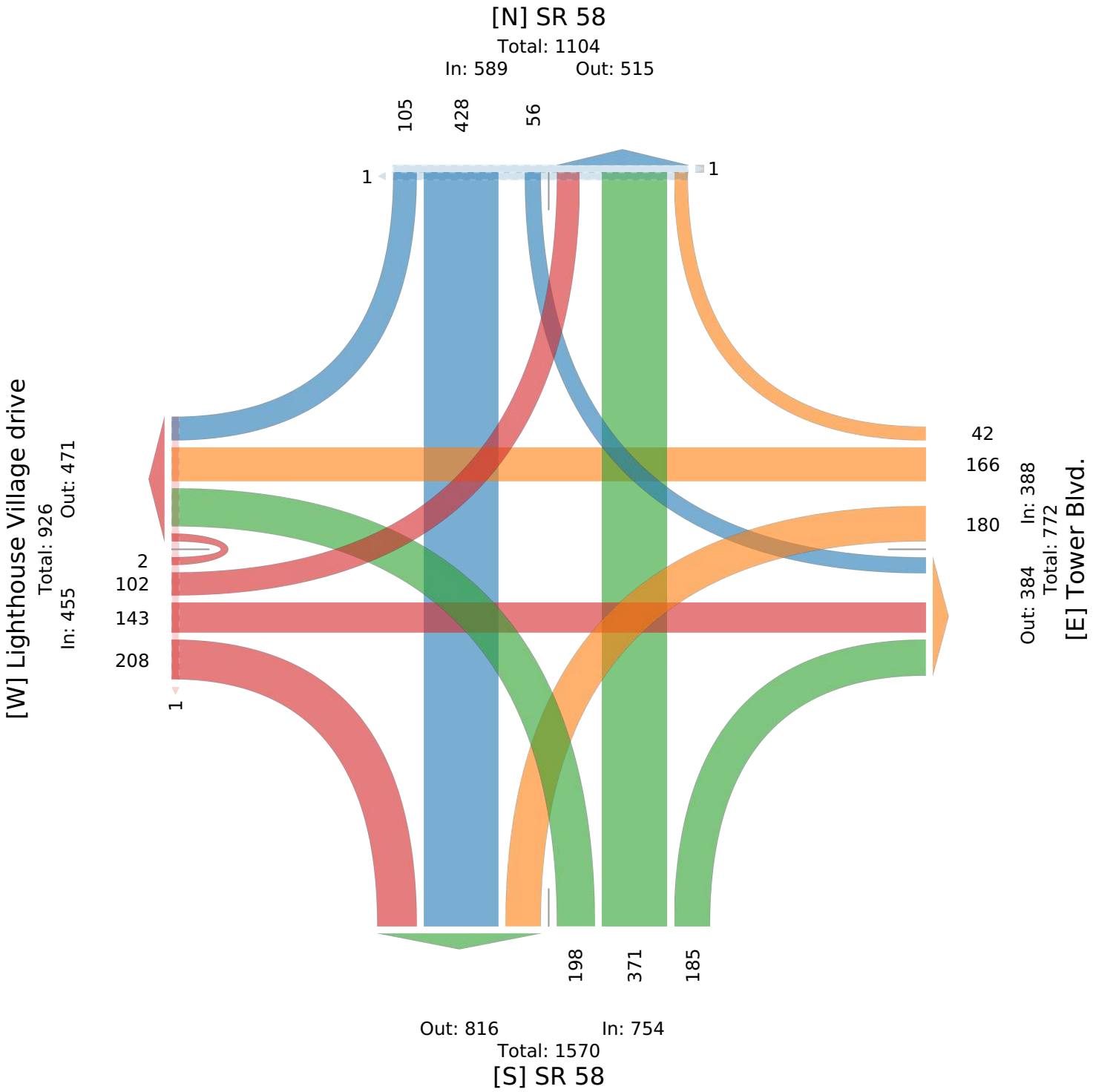
Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg	Lighthouse Village drive						Tower Blvd.						SR 58						SR 58						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-30 11:00AM	15	41	55	1	**112**	1	53	46	8	0	**107**	0	47	85	44	0	**176**	0	13	123	24	0	**160**	2	**555**
11:15AM	28	37	63	0	**128**	0	49	46	11	0	**106**	0	62	94	52	0	**208**	0	14	106	28	0	**148**	0	**590**
11:30AM	27	31	42	1	**101**	0	37	31	11	0	**79**	0	49	90	46	0	**185**	0	16	95	36	0	**147**	0	**512**
11:45AM	32	34	48	0	**114**	0	41	43	12	0	**96**	0	40	102	43	0	**185**	0	13	104	17	0	**134**	0	**529**
Total	102	143	208	2	**455**	1	180	166	42	0	**388**	0	198	371	185	0	**754**	0	56	428	105	0	**589**	2	**2186**
% Approach	22.4%	31.4%	45.7%	0.4%	**-**	-	46.4%	42.8%	10.8%	0%	**-**	-	26.3%	49.2%	24.5%	0%	**-**	-	9.5%	72.7%	17.8%	0%	**-**	-	**-**
% Total	4.7%	6.5%	9.5%	0.1%	**20.8%**	-	8.2%	7.6%	1.9%	0%	**17.7%**	-	9.1%	17.0%	8.5%	0%	**34.5%**	-	2.6%	19.6%	4.8%	0%	**26.9%**	-	**-**
PHF	0.797	0.872	0.825	0.500	**0.889**	-	0.849	0.902	0.875	-	**0.907**	-	0.798	0.909	0.889	-	**0.906**	-	0.875	0.870	0.729	-	**0.920**	-	0.926
Lights	102	142	208	2	**454**	-	178	166	42	0	**386**	-	196	370	184	0	**750**	-	56	424	105	0	**585**	-	2175
% Lights	100%	99.3%	100%	100%	**99.8%**	-	98.9%	100%	100%	0%	**99.5%**	-	99.0%	99.7%	99.5%	0%	**99.5%**	-	100%	99.1%	100%	0%	**99.3%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	2	0	0	0	**2**	-	2	1	1	0	**4**	-	0	4	0	0	**4**	-	11
% Buses and Single-Unit Trucks	0%	0.7%	0%	0%	**0.2%**	-	1.1%	0%	0%	0%	**0.5%**	-	1.0%	0.3%	0.5%	0%	**0.5%**	-	0%	0.9%	0%	0%	**0.7%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 58 & Tower Blvd. - TMC
Sat Jul 30, 2022
Midday Peak (WKND) (Jul 30 2022 11AM - 12 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 978615, Location: 41.429006, -82.20303

Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US



Appendix 10

Synchro Files

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	103	152	212	102	93	97	178	168	177	82	123	231
Average Queue (ft)	60	88	143	65	60	59	123	102	113	40	69	142
95th Queue (ft)	118	165	229	119	102	113	210	183	191	109	154	256
Link Distance (ft)		2021	2021		1627	1627		568	568			437
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140			360			250			200	210	
Storage Blk Time (%)	0	1					1		0	0	0	2
Queuing Penalty (veh)	0	1					1		0	0	0	2

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	SB
Directions Served	TR
Maximum Queue (ft)	236
Average Queue (ft)	153
95th Queue (ft)	262
Link Distance (ft)	437
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	63	88	50	55	100	102	124	31	132	149	46
Average Queue (ft)	35	56	24	27	64	64	82	13	96	103	27
95th Queue (ft)	75	98	57	60	114	116	138	37	145	156	54
Link Distance (ft)		2282		690		2686	2686		1020	1020	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			190
Storage Blk Time (%)									1	0	
Queuing Penalty (veh)									0	0	

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	41	60	47	117	96	61	48	53	12	31	96	66
Average Queue (ft)	20	30	32	78	60	32	18	25	3	12	58	25
95th Queue (ft)	50	62	56	152	109	68	57	62	20	37	119	72
Link Distance (ft)		1037		1158	1158		1020	1020			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 12: SR 58 & Meijer Drive/Walgreens Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	LT	R	L	TR	L	T	TR	L	T	T	R	
Maximum Queue (ft)	78	49	23	32	56	39	58	21	123	122	20	
Average Queue (ft)	44	28	9	12	33	18	28	5	63	62	6	
95th Queue (ft)	91	53	29	40	69	47	67	24	148	138	27	
Link Distance (ft)	238		160	160		437	437		2686	2686		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)		160			180			50			170	
Storage Blk Time (%)									8	0		
Queuing Penalty (veh)									1	0		

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	EB	NB	NB	NB	SB	SB	SB				
Directions Served	L	TR	T	T	R	L	T	T				
Maximum Queue (ft)	214	92	220	195	84	310	301	125				
Average Queue (ft)	148	57	165	149	48	208	94	69				
95th Queue (ft)	250	97	252	229	94	349	319	139				
Link Distance (ft)		1135	362	362	362		564	564				
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350					300						
Storage Blk Time (%)						5	0					
Queuing Penalty (veh)						14	0					

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	R	L	T	T	T	T	R
Maximum Queue (ft)	136	129	99	96	31	44	184	130	44
Average Queue (ft)	90	85	63	60	8	9	103	71	19
95th Queue (ft)	165	144	117	113	34	49	217	158	48
Link Distance (ft)		1121			564	564	503	503	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	325		450	140					200
Storage Blk Time (%)				0				0	
Queuing Penalty (veh)				1				0	

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	166	59	48	90	112	26	154	201
Average Queue (ft)	44	110	25	32	53	57	12	89	130
95th Queue (ft)	55	183	66	61	118	126	37	183	233
Link Distance (ft)		576	718		1107	1107		362	362
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	68	12			0			0	
Queuing Penalty (veh)	54	16			0			0	

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	158	70	76	102	20	108	84	35	71	107
Average Queue (ft)	110	45	37	64	10	59	36	17	32	53
95th Queue (ft)	180	82	88	126	27	123	92	40	93	124
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)			1	4		2				
Queuing Penalty (veh)			1	2		1				

Intersection: 26: SR 58 & Private Drive/Kresge Drive

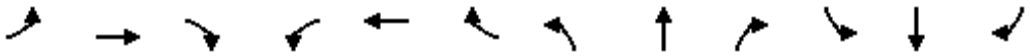
Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	76	49	172	63	48	172	157	33	69	216	194
Average Queue (ft)	30	27	118	30	26	117	102	17	40	119	110
95th Queue (ft)	85	61	195	86	63	198	182	39	84	232	211
Link Distance (ft)	186			420		503	503			568	568
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		25	185		230			400	140		
Storage Blk Time (%)	17	6	3							4	
Queuing Penalty (veh)	3	2	2							3	

Intersection: 29: SR 58 & Drug Mart/Private Drive

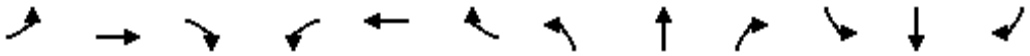
Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	R	L	T	TR	T	TR
Maximum Queue (ft)	57	29	47	48	58	62	92
Average Queue (ft)	32	14	22	21	22	26	43
95th Queue (ft)	72	38	57	62	66	83	113
Link Distance (ft)	100	100		1020	1020	1107	1107
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)			70				
Storage Blk Time (%)			0	0		0	
Queuing Penalty (veh)			0	0		0	

Network Summary

Network wide Queuing Penalty: 106



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	190	276	121	187	88	264	530	140	139	647	116
Future Volume (vph)	103	190	276	121	187	88	264	530	140	139	647	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		200	210		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.911			0.952				0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3224	0	1770	3369	0	1736	3471	1553	1770	3458	0
Flt Permitted	0.452			0.301			0.201			0.435		
Satd. Flow (perm)	842	3224	0	561	3369	0	367	3471	1553	810	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		300			69				152		21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			528	
Travel Time (s)		47.0			38.3			14.8			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	112	207	300	132	203	96	287	576	152	151	703	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	507	0	132	299	0	287	576	152	151	829	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	21.1		9.5	21.1		10.1	21.4	9.5	10.1	21.4	
Total Split (s)	14.4	22.0		15.0	22.6		26.0	47.4	15.0	15.6	37.0	
Total Split (%)	14.4%	22.0%		15.0%	22.6%		26.0%	47.4%	15.0%	15.6%	37.0%	
Maximum Green (s)	8.9	16.9		9.5	17.5		19.9	42.0	9.5	9.5	31.6	
Yellow Time (s)	3.2	4.1		3.2	4.1		3.6	4.4	3.2	3.6	4.4	
All-Red Time (s)	2.3	1.0		2.3	1.0		2.5	1.0	2.3	2.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.1		5.5	5.1		6.1	5.4	5.5	6.1	5.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	20.8	12.7		22.0	13.3		60.2	47.4	61.9	49.4	41.4	
Actuated g/C Ratio	0.21	0.13		0.22	0.13		0.60	0.47	0.62	0.49	0.41	
v/c Ratio	0.44	0.76		0.57	0.59		0.68	0.35	0.15	0.31	0.57	
Control Delay	33.2	24.2		37.8	35.4		19.4	18.4	2.0	10.6	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	33.2	24.2		37.8	35.4		19.4	18.4	2.0	10.6	19.2	
LOS	C	C		D	D		B	B	A	B	B	
Approach Delay		25.8			36.1			16.2			17.8	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	55	65		66	72		80	121	0	26	209	
Queue Length 95th (ft)	95	117		110	111		152	176	26	47	317	
Internal Link Dist (ft)		1988			1605			570			448	
Turn Bay Length (ft)	140			360			250		200	210		
Base Capacity (vph)	261	794		240	646		498	1645	1025	501	1443	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.43	0.64		0.55	0.46		0.58	0.35	0.15	0.30	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 84 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Future Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.860			0.928			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1586	0	1770	1729	0	1736	3450	0	1770	3539	1583
Flt Permitted	0.609			0.573			0.297			0.446		
Satd. Flow (perm)	1123	1586	0	1067	1729	0	543	3450	0	831	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		269			32			7				127
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2754			1141	
Travel Time (s)		53.2			16.8			62.6			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	95	20	287	54	35	32	185	529	23	27	567	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	307	0	54	67	0	185	552	0	27	567	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7

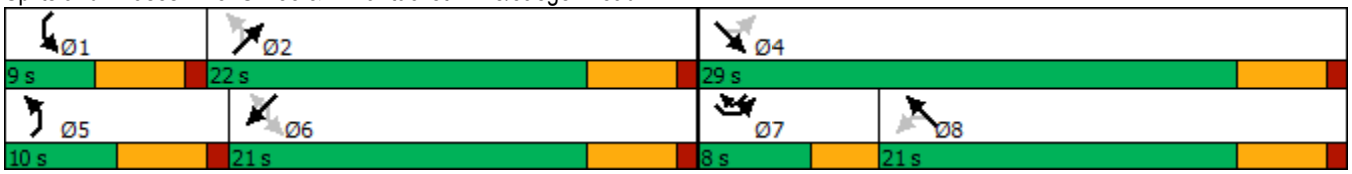
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	8.0
Total Split (s)	8.0	29.0		21.0	21.0		10.0	22.0		9.0	21.0	8.0
Total Split (%)	13.3%	48.3%		35.0%	35.0%		16.7%	36.7%		15.0%	35.0%	13.3%
Maximum Green (s)	5.0	24.0		16.0	16.0		5.0	17.0		4.0	16.0	5.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	Max		None	Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	26.0	24.0		17.6	17.6		24.4	22.4		20.0	16.0	26.0
Actuated g/C Ratio	0.43	0.40		0.29	0.29		0.41	0.37		0.33	0.27	0.43
v/c Ratio	0.18	0.39		0.17	0.13		0.58	0.43		0.08	0.60	0.11
Control Delay	11.2	4.3		18.9	11.3		20.7	16.3		10.7	22.4	1.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	11.2	4.3		18.9	11.3		20.7	16.3		10.7	22.4	1.5
LOS	B	A		B	B		C	B		B	C	A
Approach Delay		5.9			14.7			17.4			19.3	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	20	8		15	9		40	66		5	93	0
Queue Length 95th (ft)	43	50		40	35		#87	131		17	140	12
Internal Link Dist (ft)		2262			657			2674			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	539	795		312	529		320	1292		339	943	757
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.18	0.39		0.17	0.13		0.58	0.43		0.08	0.60	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road



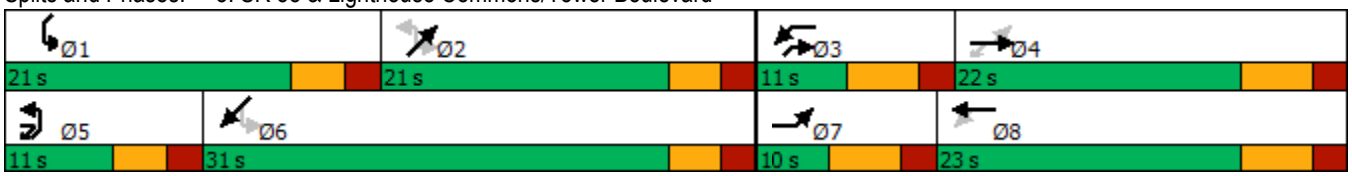
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Future Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1798	0	1770	3539	1583	1770	3483	0
Flt Permitted	0.668			0.437			0.447			0.442		
Satd. Flow (perm)	1244	1863	1583	814	1798	0	833	3539	1583	823	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189		19				189		18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	67	108	175	107	32	127	300	147	57	492	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	67	108	175	139	0	127	300	147	57	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

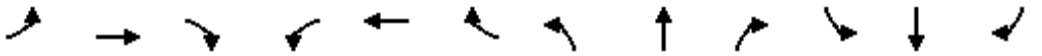
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.0	10.0	22.0		9.0	21.0	10.0	21.0	21.0	
Total Split (s)	10.0	22.0	11.0	11.0	23.0		11.0	21.0	11.0	21.0	31.0	
Total Split (%)	13.3%	29.3%	14.7%	14.7%	30.7%		14.7%	28.0%	14.7%	28.0%	41.3%	
Maximum Green (s)	4.0	16.0	6.0	5.0	17.0		6.0	16.0	5.0	16.0	26.0	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max	None	Max	Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	10.0	8.8	15.2	12.5	9.8		22.2	16.2	27.3	37.5	29.0	
Actuated g/C Ratio	0.16	0.14	0.24	0.20	0.15		0.35	0.25	0.43	0.59	0.45	
v/c Ratio	0.30	0.26	0.21	0.70	0.48		0.34	0.33	0.19	0.08	0.35	
Control Delay	21.9	28.4	1.3	37.4	28.1		12.5	22.4	2.1	8.2	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.9	28.4	1.3	37.4	28.1		12.5	22.4	2.1	8.2	14.4	
LOS	C	C	A	D	C		B	C	A	A	B	
Approach Delay		14.5			33.2			15.0			13.8	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	20	26	0	57	46		24	54	0	10	82	
Queue Length 95th (ft)	46	58	5	#111	95		54	94	20	29	134	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	227	472	523	249	498		380	898	784	723	1588	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.30	0.14	0.21	0.70	0.28		0.33	0.33	0.19	0.08	0.35	

Intersection Summary

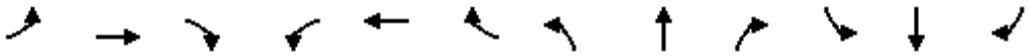
Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 63.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 51.2% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard





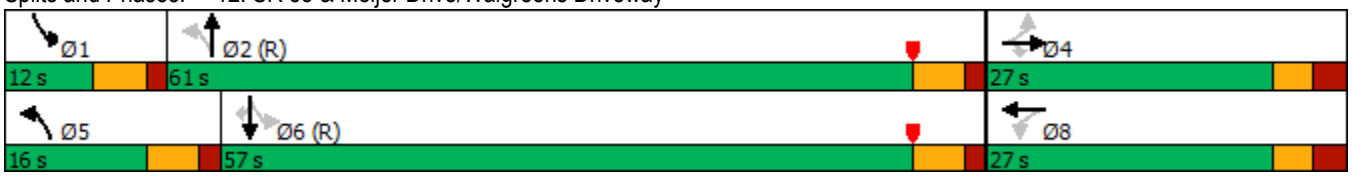
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	3	84	7	0	13	79	607	0	11	831	38
Future Volume (vph)	62	3	84	7	0	13	79	607	0	11	831	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		0	180		0	50		170
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.850							0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1760	1568	1687	1509	0	1736	3471	0	1770	3539	1583
Flt Permitted		0.725		0.711			0.271			0.401		
Satd. Flow (perm)	0	1337	1568	1263	1509	0	495	3471	0	747	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91		329							88
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			210			528			2754	
Travel Time (s)		6.7			4.8			12.0			62.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	67	3	91	8	0	14	86	660	0	12	903	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	91	8	14	0	86	660	0	12	903	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	



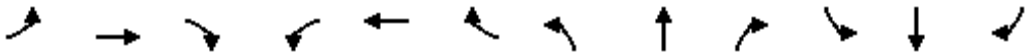
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.7	21.7	21.7	21.7	21.7		9.4	21.4		9.4	21.4	21.4
Total Split (s)	27.0	27.0	27.0	27.0	27.0		16.0	61.0		12.0	57.0	57.0
Total Split (%)	27.0%	27.0%	27.0%	27.0%	27.0%		16.0%	61.0%		12.0%	57.0%	57.0%
Maximum Green (s)	21.3	21.3	21.3	21.3	21.3		10.6	55.6		6.6	51.6	51.6
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.7	5.7	5.7	5.7		5.4	5.4		5.4	5.4	5.4
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	0
Act Effct Green (s)		10.5	10.5	10.4	10.4		80.0	79.5		75.4	71.9	71.9
Actuated g/C Ratio		0.10	0.10	0.10	0.10		0.80	0.80		0.75	0.72	0.72
v/c Ratio		0.50	0.37	0.06	0.03		0.18	0.24		0.02	0.36	0.04
Control Delay		53.5	12.9	38.9	0.2		2.9	2.9		3.5	7.9	0.1
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		53.5	12.9	38.9	0.2		2.9	2.9		3.5	7.9	0.1
LOS		D	B	D	A		A	A		A	A	A
Approach Delay		30.5			14.2			2.9			7.6	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		43	0	5	0		8	31		1	122	0
Queue Length 95th (ft)		84	44	18	0		15	78		6	192	1
Internal Link Dist (ft)		216			130			448			2674	
Turn Bay Length (ft)			160				180			50		170
Base Capacity (vph)		284	405	269	580		530	2759		635	2543	1162
Starvation Cap Reductn		0	0	0	0		0	0		0	0	0
Spillback Cap Reductn		0	0	0	0		0	0		0	0	0
Storage Cap Reductn		0	0	0	0		0	0		0	0	0
Reduced v/c Ratio		0.25	0.22	0.03	0.02		0.16	0.24		0.02	0.36	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: SR 58 & Meijer Drive/Walgreens Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	3	192	0	0	0	0	616	159	524	586	0
Future Volume (vph)	223	3	192	0	0	0	0	616	159	524	586	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	1		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1736	1557	0	0	0	0	0	3471	1553	1752	3505	0
Flt Permitted	0.950									0.267		
Satd. Flow (perm)	1736	1557	0	0	0	0	0	3471	1553	493	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		209							173			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	242	3	209	0	0	0	0	670	173	570	637	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	212	0	0	0	0	0	670	173	570	637	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	



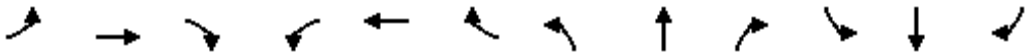
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4								2	6		
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Minimum Split (s)	21.4	21.4						21.4	21.4	9.4	21.4	
Total Split (s)	28.0	28.0						34.0	34.0	43.0	77.0	
Total Split (%)	26.7%	26.7%						32.4%	32.4%	41.0%	73.3%	
Maximum Green (s)	22.6	22.6						28.6	28.6	37.6	71.6	
Yellow Time (s)	3.6	3.6						3.9	3.9	3.9	3.9	
All-Red Time (s)	1.8	1.8						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.4						5.4	5.4	5.4	5.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0						5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	19.0	19.0						32.2	32.2	75.2	75.2	
Actuated g/C Ratio	0.18	0.18						0.31	0.31	0.72	0.72	
v/c Ratio	0.77	0.47						0.63	0.29	0.71	0.25	
Control Delay	57.4	8.8						39.2	14.0	30.7	6.4	
Queue Delay	0.0	0.0						0.0	0.0	54.4	0.0	
Total Delay	57.4	8.8						39.2	14.0	85.1	6.4	
LOS	E	A						D	B	F	A	
Approach Delay		34.7						34.1			43.5	
Approach LOS		C						C			D	
Queue Length 50th (ft)	155	2						213	14	252	89	
Queue Length 95th (ft)	235	62						290	99	447	134	
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)	350									300		
Base Capacity (vph)	373	499						1065	596	804	2511	
Starvation Cap Reductn	0	0						0	0	371	0	
Spillback Cap Reductn	0	0						0	0	0	0	
Storage Cap Reductn	0	0						0	0	0	0	
Reduced v/c Ratio	0.65	0.42						0.63	0.29	1.32	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 92 (88%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 38.7		Intersection LOS: D	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	129	3	468	137	719	0	0	916	181
Future Volume (vph)	0	0	0	129	3	468	137	719	0	0	916	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	140		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt					0.852	0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	1479	1475	1736	3471	0	0	3505	1568
Flt Permitted				0.950			0.232					
Satd. Flow (perm)	0	0	0	1736	1479	1475	424	3471	0	0	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					229	229						197
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	0	0	0	140	3	509	149	782	0	0	996	197
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	0	0	140	258	254	149	782	0	0	996	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	

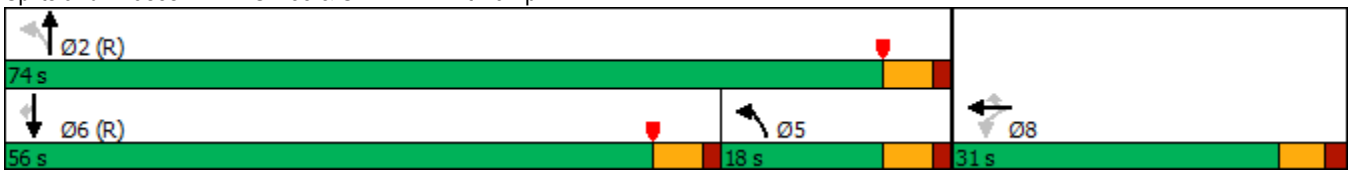


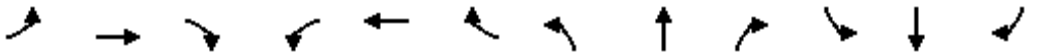
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8		8	2					6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				21.4	21.4	21.4	9.4	21.4			21.4	21.4
Total Split (s)				31.0	31.0	31.0	18.0	74.0			56.0	56.0
Total Split (%)				29.5%	29.5%	29.5%	17.1%	70.5%			53.3%	53.3%
Maximum Green (s)				25.6	25.6	25.6	12.6	68.6			50.6	50.6
Yellow Time (s)				3.6	3.6	3.6	3.9	3.9			3.9	3.9
All-Red Time (s)				1.8	1.8	1.8	1.5	1.5			1.5	1.5
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				5.4	5.4	5.4	5.4	5.4			5.4	5.4
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				15.6	15.6	15.6	78.6	78.6			60.6	60.6
Actuated g/C Ratio				0.15	0.15	0.15	0.75	0.75			0.58	0.58
v/c Ratio				0.54	0.62	0.62	0.31	0.30			0.49	0.20
Control Delay				48.3	14.4	13.8	3.4	0.3			14.9	4.9
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				48.3	14.4	13.8	3.4	0.3			14.9	4.9
LOS				D	B	B	A	A			B	A
Approach Delay					21.4			0.8			13.2	
Approach LOS					C			A			B	
Queue Length 50th (ft)				88	17	15	12	1			87	0
Queue Length 95th (ft)				140	93	89	m31	2			293	70
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)				325		450	140					200
Base Capacity (vph)				423	533	532	474	2599			2024	988
Starvation Cap Reductn				0	0	0	0	0			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.33	0.48	0.48	0.31	0.30			0.49	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 92 (88%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

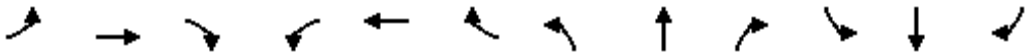
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	0	80	13	0	24	90	655	11	20	559	174
Future Volume (vph)	131	0	80	13	0	24	90	655	11	20	559	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.912			0.998			0.964	
Flt Protected	0.950				0.983		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1592	0	1719	3431	0	1736	3346	0
Flt Permitted	0.731				0.893		0.301			0.374		
Satd. Flow (perm)	1362	1583	0	0	1446	0	545	3431	0	683	3346	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		280			79			2			53	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	5%	5%	5%	4%	4%	4%
Adj. Flow (vph)	142	0	87	14	0	26	98	712	12	22	608	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	87	0	0	40	0	98	724	0	22	797	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

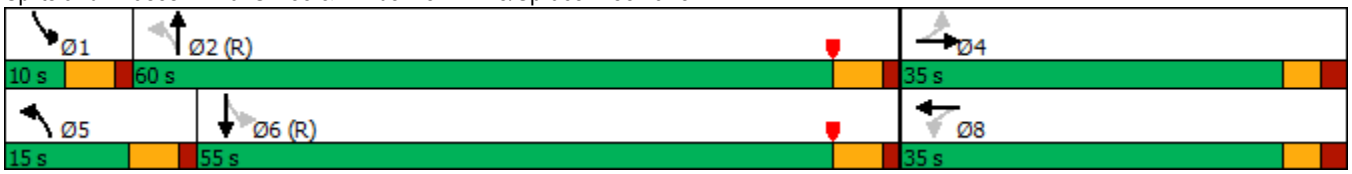


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	60.0		10.0	55.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		14.3%	57.1%		9.5%	52.4%	
Maximum Green (s)	29.8	29.8		29.8	29.8		9.7	54.7		4.7	49.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	16.3	16.3			16.3		77.0	73.6		72.7	67.9	
Actuated g/C Ratio	0.16	0.16			0.16		0.73	0.70		0.69	0.65	
v/c Ratio	0.67	0.18			0.14		0.20	0.30		0.04	0.37	
Control Delay	56.8	0.8			2.2		3.4	6.4		10.3	21.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.3	
Total Delay	56.8	0.8			2.2		3.4	6.4		10.3	21.9	
LOS	E	A			A		A	A		B	C	
Approach Delay		35.5			2.2			6.0			21.6	
Approach LOS		D			A			A			C	
Queue Length 50th (ft)	91	0			0		5	21		5	239	
Queue Length 95th (ft)	147	0			6		20	152		m22	290	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	386	649			466		510	2404		532	2181	
Starvation Cap Reductn	0	0			0		0	0		0	702	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.37	0.13			0.09		0.19	0.30		0.04	0.54	

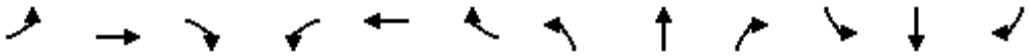
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 68 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane



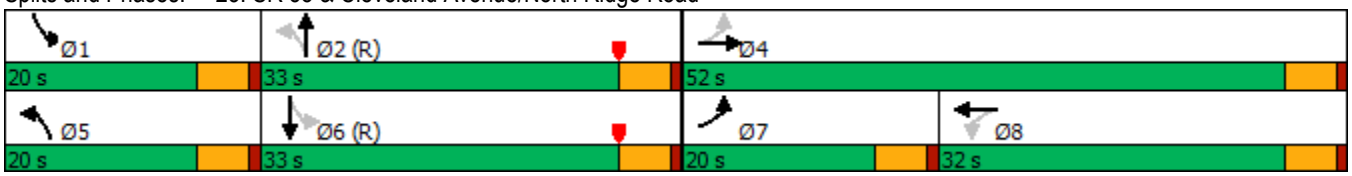
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Future Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.934			0.902			0.983			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1740	0	1770	1680	0	1770	3479	0	1770	3426	0
Flt Permitted	0.361			0.685			0.472			0.444		
Satd. Flow (perm)	672	1740	0	1276	1680	0	879	3479	0	827	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			80			13			31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	203	62	49	55	43	80	36	415	52	62	374	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	111	0	55	123	0	36	467	0	62	474	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

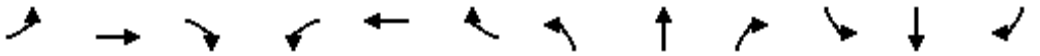


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	20.0	52.0		32.0	32.0		20.0	33.0		20.0	33.0	
Total Split (%)	19.0%	49.5%		30.5%	30.5%		19.0%	31.4%		19.0%	31.4%	
Maximum Green (s)	15.0	47.0		27.0	27.0		15.0	28.0		15.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	29.1	29.1		9.9	9.9		61.3	56.0		63.4	58.7	
Actuated g/C Ratio	0.28	0.28		0.09	0.09		0.58	0.53		0.60	0.56	
v/c Ratio	0.61	0.21		0.46	0.53		0.06	0.25		0.11	0.25	
Control Delay	38.1	16.8		56.0	26.5		9.2	14.8		2.8	6.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.1	16.8		56.0	26.5		9.2	14.8		2.8	6.2	
LOS	D	B		E	C		A	B		A	A	
Approach Delay		30.6			35.6			14.4			5.8	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	110	31		36	27		9	87		3	111	
Queue Length 95th (ft)	166	69		73	81		24	136		7	52	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	343	805		328	491		678	1860		653	1929	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.14		0.17	0.25		0.05	0.25		0.09	0.25	

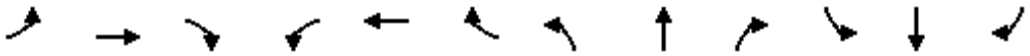
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 19 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road





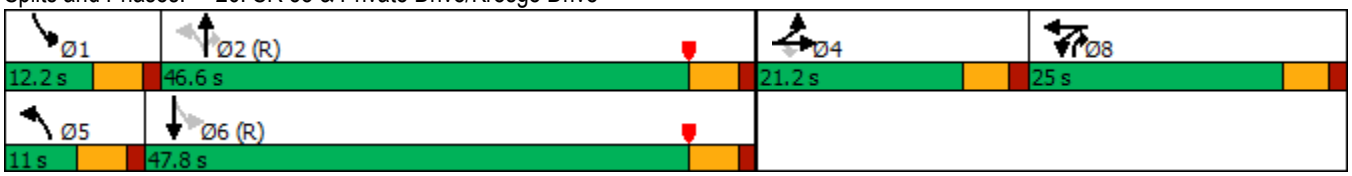
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	8	18	183	8	57	56	883	192	80	917	50
Future Volume (vph)	20	8	18	183	8	57	56	883	192	80	917	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	185		0	230		400	140		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.869				0.850		0.992	
Flt Protected		0.966		0.950			0.950			0.950		
Satd. Flow (prot)	0	1782	1568	1736	1588	0	1736	3471	1553	1752	3477	0
Flt Permitted		0.966		0.950			0.194			0.218		
Satd. Flow (perm)	0	1782	1568	1736	1588	0	354	3471	1553	402	3477	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133		62				209		6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			479			596			650	
Travel Time (s)		5.3			10.9			13.5			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	22	9	20	199	9	62	61	960	209	87	997	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	20	199	71	0	61	960	209	87	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	

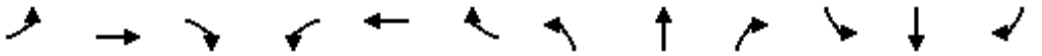


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4				2		2	6		
Detector Phase	4	4	4	8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.3	21.3	21.2	9.3	21.3	
Total Split (s)	21.2	21.2	21.2	25.0	25.0		11.0	46.6	25.0	12.2	47.8	
Total Split (%)	20.2%	20.2%	20.2%	23.8%	23.8%		10.5%	44.4%	23.8%	11.6%	45.5%	
Maximum Green (s)	16.0	16.0	16.0	19.8	19.8		5.7	41.3	19.8	6.9	42.5	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.9	3.9	3.6	3.9	3.9	
All-Red Time (s)	1.6	1.6	1.6	1.6	1.6		1.4	1.4	1.6	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.2	5.2	5.2	5.2		5.3	5.3	5.2	5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	
Act Effct Green (s)		7.4	7.4	17.8	17.8		63.7	58.2	79.2	65.0	58.8	
Actuated g/C Ratio		0.07	0.07	0.17	0.17		0.61	0.55	0.75	0.62	0.56	
v/c Ratio		0.25	0.09	0.68	0.22		0.20	0.50	0.17	0.25	0.54	
Control Delay		50.4	0.7	51.8	12.5		12.3	15.9	1.3	11.5	19.2	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		50.4	0.7	51.8	12.5		12.3	15.9	1.3	11.5	19.2	
LOS		D	A	D	B		B	B	A	B	B	
Approach Delay		30.9			41.5			13.2			18.7	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		20	0	126	5		10	113	1	22	258	
Queue Length 95th (ft)		50	0	188	41		41	295	32	54	390	
Internal Link Dist (ft)		152			399			516			570	
Turn Bay Length (ft)			25	185			230		400	140		
Base Capacity (vph)		271	351	346	366		302	1923	1240	347	1949	
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.11	0.06	0.58	0.19		0.20	0.50	0.17	0.25	0.54	

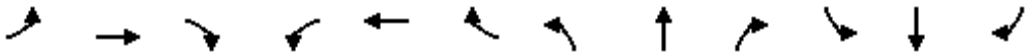
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: SR 58 & Private Drive/Kresge Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	19	0	0	0	51	707	0	1	554	43
Future Volume (vph)	40	0	19	0	0	0	51	707	0	1	554	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850								0.989	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1827	0	1703	3406	0	1770	3500	0
Flt Permitted		0.757					0.371			0.361		
Satd. Flow (perm)	0	1410	1583	0	1827	0	665	3406	0	672	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	6%	6%	6%	2%	2%	2%
Adj. Flow (vph)	43	0	21	0	0	0	55	768	0	1	602	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	21	0	0	0	55	768	0	1	649	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		19.0	77.0		58.0	58.0	
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%		18.1%	73.3%		55.2%	55.2%	
Maximum Green (s)	22.8	22.8	22.8	22.8	22.8		13.4	71.4		52.4	52.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		8.7	8.7				87.7	88.8		79.2	79.2	
Actuated g/C Ratio		0.08	0.08				0.84	0.85		0.75	0.75	
v/c Ratio		0.37	0.10				0.09	0.27		0.00	0.25	
Control Delay		53.6	0.9				3.1	3.3		16.0	10.2	
Queue Delay		0.0	0.0				0.0	0.0		0.0	0.0	
Total Delay		53.6	0.9				3.1	3.3		16.0	10.2	
LOS		D	A				A	A		B	B	
Approach Delay		36.3						3.3			10.2	
Approach LOS		D						A			B	
Queue Length 50th (ft)		28	0				9	75		0	70	
Queue Length 95th (ft)		61	0				m18	93		m1	213	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		306	410				687	2879		507	2643	
Starvation Cap Reductn		0	0				0	0		0	0	
Spillback Cap Reductn		0	0				0	0		0	0	
Storage Cap Reductn		0	0				0	0		0	0	
Reduced v/c Ratio		0.14	0.05				0.08	0.27		0.00	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 45 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	10.7	27.9	0.2	19
Private Drive	29	1.8	22.7	0.2	34
Spruce Tree Lane	20	4.2	28.7	0.2	28
	14	32.2	41.7	0.1	7
SR 2 WB Exit Ramp	17	3.6	16.5	0.1	25
Kresge Drive	26	7.5	19.9	0.1	20
Cooper Foster Park R	4	18.9	32.7	0.1	14
Walgreens Driveway	12	2.3	13.8	0.1	26
N Nantucket Drive	5	12.9	69.6	0.5	27
Tower Boulevard	8	16.2	37.7	0.2	21
Total		110.4	311.2	1.9	21

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	11.1	23.6	0.1	17
Jaeger Road	5	15.6	37.6	0.2	21
Meijer Drive	12	7.8	60.0	0.5	31
Cooper Foster Park R	4	19.7	31.1	0.1	12
Private Drive	26	6.3	20.5	0.1	22
	17	9.8	22.8	0.1	18
SR 2 EB Exit Ramp	14	4.9	17.9	0.1	23
Timberview Drive	20	11.6	20.2	0.1	15
Drug Mart	29	4.0	29.3	0.2	27
Cleveland Avenue	23	8.2	30.5	0.2	25
Total		99.0	293.5	1.8	22

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	155	365	425	182	180	249	275	425	436	225	223	324
Average Queue (ft)	105	264	338	124	126	173	228	303	291	131	163	248
95th Queue (ft)	197	495	558	213	201	278	335	498	500	292	266	403
Link Distance (ft)		2021	2021		1627	1627		568	568			437
Upstream Blk Time (%)									0			1
Queuing Penalty (veh)									3			5
Storage Bay Dist (ft)	140			360			250			200	210	
Storage Blk Time (%)	1	39					6	15	22	0	1	16
Queuing Penalty (veh)	2	43					29	51	47	1	6	43

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	SB
Directions Served	TR
Maximum Queue (ft)	322
Average Queue (ft)	246
95th Queue (ft)	391
Link Distance (ft)	437
Upstream Blk Time (%)	2
Queuing Penalty (veh)	10
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	124	161	66	96	174	222	234	85	208	214	119
Average Queue (ft)	78	111	39	59	106	136	162	35	147	155	53
95th Queue (ft)	142	177	78	111	187	237	258	103	237	239	145
Link Distance (ft)		2282		690		2686	2686		1020	1020	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			190
Storage Blk Time (%)	0	0		1		0			10	4	0
Queuing Penalty (veh)	1	0		1		0			5	5	0

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	97	107	63	214	170	98	173	215	120	52	154	128
Average Queue (ft)	60	69	46	141	110	56	114	137	81	20	104	80
95th Queue (ft)	120	120	75	307	186	107	201	237	166	66	173	144
Link Distance (ft)		1037		1158	1158		1020	1020			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)	0	0					1	21	1		1	
Queuing Penalty (veh)	0	1					2	67	3		1	

Intersection: 12: SR 58 & Meijer Drive/Walgreens Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	132	87	35	57	86	75	97	43	229	181	100
Average Queue (ft)	93	58	15	23	55	47	59	20	134	105	31
95th Queue (ft)	166	113	42	62	101	88	113	53	275	219	113
Link Distance (ft)	238		160	160		437	437		2686	2686	
Upstream Blk Time (%)	1										
Queuing Penalty (veh)	0										
Storage Bay Dist (ft)		160			180			50			170
Storage Blk Time (%)	0	2						2	16	2	0
Queuing Penalty (veh)	0	3						8	6	2	0

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	T	T	R	L	T	T
Maximum Queue (ft)	327	268	362	369	153	324	510	322
Average Queue (ft)	274	176	302	301	91	279	262	118
95th Queue (ft)	400	475	438	430	171	391	639	340
Link Distance (ft)		1135	362	362	362		564	564
Upstream Blk Time (%)			5	4			1	
Queuing Penalty (veh)			20	17			7	
Storage Bay Dist (ft)	350					300		
Storage Blk Time (%)	11					16		
Queuing Penalty (veh)	24					80		

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	R	L	T	T	T	T	R
Maximum Queue (ft)	243	282	263	141	142	127	402	391	204
Average Queue (ft)	158	213	191	97	47	48	289	252	121
95th Queue (ft)	267	316	289	161	174	171	464	434	263
Link Distance (ft)		1121			564	564	503	503	
Upstream Blk Time (%)							0	0	
Queuing Penalty (veh)							3	3	
Storage Bay Dist (ft)	325		450	140					200
Storage Blk Time (%)		0		2	1			16	0
Queuing Penalty (veh)		1		9	2			55	0

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	52	160	61	76	172	189	112	272	288
Average Queue (ft)	47	101	34	41	98	104	35	181	208
95th Queue (ft)	58	171	71	85	198	215	129	298	315
Link Distance (ft)		576	718		1107	1107		362	362
Upstream Blk Time (%)								0	0
Queuing Penalty (veh)								0	1
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	61	15			4			5	
Queuing Penalty (veh)	50	20			2			2	

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	182	133	107	258	116	271	243	117	220	290
Average Queue (ft)	126	82	76	184	53	179	165	55	108	157
95th Queue (ft)	204	150	135	328	129	297	279	135	245	306
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)			5	26	1	24			2	
Queuing Penalty (veh)			12	25	4	18			2	

Intersection: 26: SR 58 & Private Drive/Kresge Drive

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LTR	L	T	T	R	L	T	TR
Maximum Queue (ft)	102	48	209	408	194	451	452	316	162	367	363
Average Queue (ft)	49	25	167	320	68	306	305	125	112	224	213
95th Queue (ft)	133	60	267	494	215	503	503	372	191	398	372
Link Distance (ft)	186			420		503	503			568	568
Upstream Blk Time (%)	1			6		2	2				
Queuing Penalty (veh)	0			0		15	15				
Storage Bay Dist (ft)		25	185		230			400	140		
Storage Blk Time (%)	39	10	1	29		25	5	0	5	15	
Queuing Penalty (veh)	13	5	2	67		14	21	0	31	22	

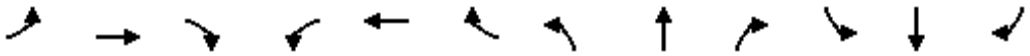
Intersection: 29: SR 58 & Drug Mart/Private Drive

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	100	56	3	48	51	78	6	49	85
Average Queue (ft)	62	33	1	26	26	38	1	19	45
95th Queue (ft)	117	64	9	61	60	86	11	57	97
Link Distance (ft)	100	100	74		1020	1020		1107	1107
Upstream Blk Time (%)	7	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)				70			100		
Storage Blk Time (%)				0	0			0	
Queuing Penalty (veh)				2	0			0	

Network Summary

Network wide Queuing Penalty: 909

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	326	342	225	339	236	335	1043	212	269	872	96
Future Volume (vph)	111	326	342	225	339	236	335	1043	212	269	872	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		200	210		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.923			0.938				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3267	0	1770	3320	0	1770	3539	1583	1770	3486	0
Flt Permitted	0.229			0.184			0.102			0.114		
Satd. Flow (perm)	427	3267	0	343	3320	0	190	3539	1583	212	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		219			152				89		12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			528	
Travel Time (s)		47.0			38.3			14.8			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	354	372	245	368	257	364	1134	230	292	948	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	726	0	245	625	0	364	1134	230	292	1052	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8			2		2	6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	21.1		9.5	21.1		10.1	21.4	9.5	10.1	21.4	
Total Split (s)	13.1	22.6		17.2	26.7		25.0	44.8	17.2	20.4	40.2	
Total Split (%)	12.5%	21.5%		16.4%	25.4%		23.8%	42.7%	16.4%	19.4%	38.3%	
Maximum Green (s)	7.6	17.5		11.7	21.6		18.9	39.4	11.7	14.3	34.8	
Yellow Time (s)	3.2	4.1		3.2	4.1		3.6	4.4	3.2	3.6	4.4	
All-Red Time (s)	2.3	1.0		2.3	1.0		2.5	1.0	2.3	2.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.1		5.5	5.1		6.1	5.4	5.5	6.1	5.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	24.6	17.5		33.0	21.7		57.4	39.4	56.5	48.6	35.0	
Actuated g/C Ratio	0.23	0.17		0.31	0.21		0.55	0.38	0.54	0.46	0.33	
v/c Ratio	0.62	1.00		0.92	0.78		0.95	0.85	0.26	0.94	0.90	
Control Delay	41.5	64.4		68.8	37.1		63.6	37.9	8.5	70.9	50.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.3	0.0	0.0	0.0	
Total Delay	41.5	64.4		68.8	37.1		63.6	39.1	8.5	70.9	50.8	
LOS	D	E		E	D		E	D	A	E	D	
Approach Delay		61.2			46.0			40.2			55.2	
Approach LOS		E			D			D			E	
Queue Length 50th (ft)	58	187		128	160		191	363	46	180	273	
Queue Length 95th (ft)	#108	#318		#265	227		#371	454	89	#312	#482	
Internal Link Dist (ft)		1988			1605			570			448	
Turn Bay Length (ft)	140			360			250		200	210		
Base Capacity (vph)	197	727		266	806		388	1327	892	309	1170	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	1		0	67	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.61	1.00		0.92	0.78		0.94	0.90	0.26	0.94	0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 90 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 49.2		Intersection LOS: D	
Intersection Capacity Utilization 96.6%		ICU Level of Service F	
Analysis Period (min) 15			

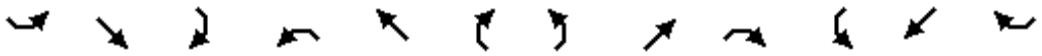
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Future Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.879			0.912			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	1770	1699	0	1770	3518	0	1770	3539	1583
Flt Permitted	0.536			0.513			0.133			0.160		
Satd. Flow (perm)	998	1637	0	956	1699	0	248	3518	0	298	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		268			78			7				175
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2754			1141	
Travel Time (s)		53.2			16.8			62.6			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	84	345	55	55	78	338	1151	52	50	921	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	429	0	55	133	0	338	1203	0	50	921	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7
Permitted Phases	4			8			2			6		6

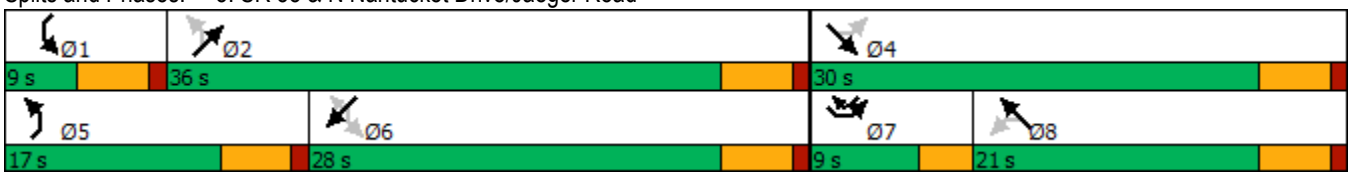


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	9.0
Total Split (s)	9.0	30.0		21.0	21.0		17.0	36.0		9.0	28.0	9.0
Total Split (%)	12.0%	40.0%		28.0%	28.0%		22.7%	48.0%		12.0%	37.3%	12.0%
Maximum Green (s)	6.0	25.0		16.0	16.0		12.0	31.0		4.0	23.0	6.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	Max		None	Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	27.0	25.0		13.9	13.9		40.0	34.6		27.0	23.0	38.2
Actuated g/C Ratio	0.36	0.33		0.19	0.19		0.53	0.46		0.36	0.31	0.51
v/c Ratio	0.39	0.59		0.31	0.35		0.90	0.74		0.27	0.85	0.17
Control Delay	20.3	11.5		30.1	14.7		46.6	21.0		13.7	33.6	2.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	20.3	11.5		30.1	14.7		46.6	21.0		13.7	33.6	2.1
LOS	C	B		C	B		D	C		B	C	A
Approach Delay		14.1			19.2			26.6			28.5	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	60	55		22	21		106	252		10	209	0
Queue Length 95th (ft)	107	142		53	65		#256	335		26	#310	22
Internal Link Dist (ft)		2262			657			2674			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	464	724		203	423		375	1626		185	1085	892
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.39	0.59		0.27	0.31		0.90	0.74		0.27	0.85	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Future Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.950				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1770	0	1770	3539	1583	1770	3468	0
Flt Permitted	0.404			0.647			0.336			0.185		
Satd. Flow (perm)	753	1863	1583	1205	1770	0	626	3539	1583	345	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189		31				288		24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	168	196	264	179	90	223	807	351	76	658	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	168	196	264	269	0	223	807	351	76	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.5	10.0	22.0		9.5	21.5	10.0	21.5	21.5	
Total Split (s)	10.0	22.0	14.4	10.0	22.0		14.4	21.5	10.0	21.5	28.6	
Total Split (%)	13.3%	29.3%	19.2%	13.3%	29.3%		19.2%	28.7%	13.3%	28.7%	38.1%	
Maximum Green (s)	4.0	16.0	9.4	4.0	16.0		9.4	16.5	4.0	16.5	23.6	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max	None	Max	Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	17.7	13.7	28.6	17.7	13.7		25.4	16.5	25.5	38.1	24.2	
Actuated g/C Ratio	0.24	0.19	0.39	0.24	0.19		0.35	0.23	0.35	0.52	0.33	
v/c Ratio	0.74	0.48	0.27	0.81	0.75		0.62	1.00	0.47	0.15	0.65	
Control Delay	42.0	31.1	3.6	44.6	38.7		20.1	64.1	6.7	10.2	23.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	42.0	31.1	3.6	44.6	38.7		20.1	64.1	6.7	10.2	23.8	
LOS	D	C	A	D	D		C	E	A	B	C	
Approach Delay		24.7			41.6			42.4			22.6	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	59	68	2	93	102		54	~205	20	17	153	
Queue Length 95th (ft)	#130	123	37	#187	#186		95	#326	81	37	215	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	239	410	747	324	413		370	803	742	503	1167	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.74	0.41	0.26	0.81	0.65		0.60	1.00	0.47	0.15	0.65	

Intersection Summary

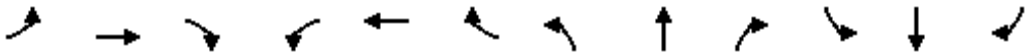
Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 72.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 34.3 Intersection LOS: C
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	4	185	24	7	40	153	1161	1	38	1024	91
Future Volume (vph)	136	4	185	24	7	40	153	1161	1	38	1024	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		0	180		0	50		170
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.874							0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1777	1583	1770	1628	0	1770	3539	0	1770	3539	1583
Flt Permitted		0.694		0.570			0.178			0.181		
Satd. Flow (perm)	0	1293	1583	1062	1628	0	332	3539	0	337	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194		43							140
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			210			528			2754	
Travel Time (s)		6.7			4.8			12.0			62.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	4	201	26	8	43	166	1262	1	41	1113	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	152	201	26	51	0	166	1263	0	41	1113	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6

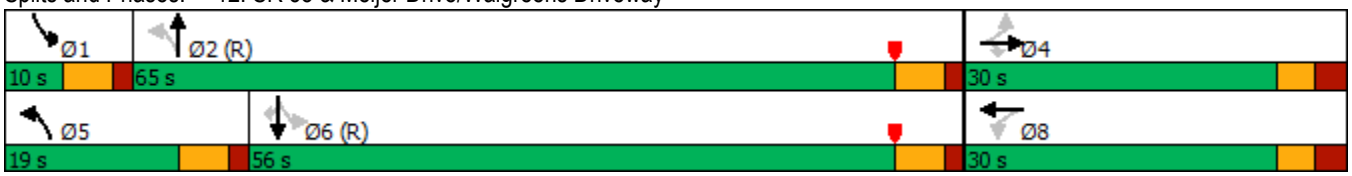


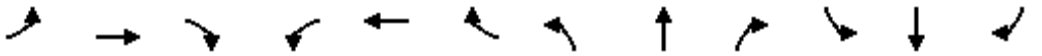
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.7	21.7	21.7	21.7	21.7		9.4	21.4		9.4	21.4	21.4
Total Split (s)	30.0	30.0	30.0	30.0	30.0		19.0	65.0		10.0	56.0	56.0
Total Split (%)	28.6%	28.6%	28.6%	28.6%	28.6%		18.1%	61.9%		9.5%	53.3%	53.3%
Maximum Green (s)	24.3	24.3	24.3	24.3	24.3		13.6	59.6		4.6	50.6	50.6
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.7	5.7	5.7	5.7		5.4	5.4		5.4	5.4	5.4
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	0
Act Effct Green (s)		17.4	17.4	17.4	17.4		75.4	69.8		68.0	62.3	62.3
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.72	0.66		0.65	0.59	0.59
v/c Ratio		0.71	0.47	0.15	0.17		0.46	0.54		0.14	0.53	0.10
Control Delay		58.5	9.6	36.7	14.1		9.1	6.5		6.8	15.1	1.1
Queue Delay		0.0	0.7	0.2	0.0		0.0	0.7		0.0	0.0	0.0
Total Delay		58.5	10.3	36.9	14.1		9.1	7.2		6.8	15.1	1.1
LOS		E	B	D	B		A	A		A	B	A
Approach Delay		31.0			21.8			7.5			13.7	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		97	4	15	5		15	40		7	216	0
Queue Length 95th (ft)		156	61	38	35		m17	432		20	348	12
Internal Link Dist (ft)		216			130			448			2674	
Turn Bay Length (ft)			160				180			50		170
Base Capacity (vph)		299	515	245	409		428	2352		296	2100	996
Starvation Cap Reductn		0	0	0	0		0	688		0	0	0
Spillback Cap Reductn		0	113	65	0		0	0		0	34	0
Storage Cap Reductn		0	0	0	0		0	0		0	0	0
Reduced v/c Ratio		0.51	0.50	0.14	0.12		0.39	0.76		0.14	0.54	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 24 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

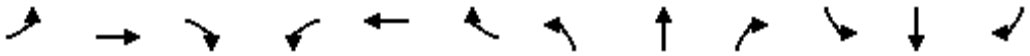
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SR 58 & Meijer Drive/Walgreens Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	3	210	0	0	0	0	1016	225	673	976	0
Future Volume (vph)	316	3	210	0	0	0	0	1016	225	673	976	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	1		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1587	0	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.096		
Satd. Flow (perm)	1770	1587	0	0	0	0	0	3539	1583	179	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		156							212			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	3	228	0	0	0	0	1104	245	732	1061	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	343	231	0	0	0	0	0	1104	245	732	1061	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2	6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Minimum Split (s)	21.4	21.4						21.4	21.4	9.4	21.4	
Total Split (s)	27.2	27.2						41.8	41.8	46.0	87.8	
Total Split (%)	23.7%	23.7%						36.3%	36.3%	40.0%	76.3%	
Maximum Green (s)	21.8	21.8						36.4	36.4	40.6	82.4	
Yellow Time (s)	3.6	3.6						3.9	3.9	3.9	3.9	
All-Red Time (s)	1.8	1.8						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.4						5.4	5.4	5.4	5.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0						5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	21.8	21.8						36.4	36.4	82.4	82.4	
Actuated g/C Ratio	0.19	0.19						0.32	0.32	0.72	0.72	
v/c Ratio	1.02	0.54						0.99	0.38	1.06	0.42	
Control Delay	101.8	19.6						64.5	15.8	77.2	3.2	
Queue Delay	0.0	0.5						38.7	0.0	14.9	0.6	
Total Delay	101.8	20.2						103.3	15.8	92.1	3.8	
LOS	F	C						F	B	F	A	
Approach Delay		69.0						87.4			39.9	
Approach LOS		E						F			D	
Queue Length 50th (ft)	~270	48						444	70	~525	41	
Queue Length 95th (ft)	#454	128						#583	153	m#683	m57	
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)	350									300		
Base Capacity (vph)	335	427						1120	645	689	2535	
Starvation Cap Reductn	0	0						156	0	47	997	
Spillback Cap Reductn	0	39						0	0	0	910	
Storage Cap Reductn	0	0						0	0	0	0	
Reduced v/c Ratio	1.02	0.60						1.15	0.38	1.14	0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 97 (84%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 61.6		Intersection LOS: E	
Intersection Capacity Utilization 96.4%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

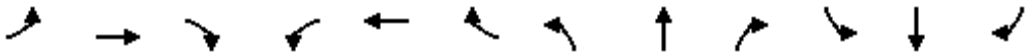
Queue shown is maximum after two cycles.

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

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	293	4	871	192	1141	0	0	1356	349
Future Volume (vph)	0	0	0	293	4	871	192	1141	0	0	1356	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	140		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt					0.851	0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1506	1504	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.069					
Satd. Flow (perm)	0	0	0	1770	1506	1504	129	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					68	74						250
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	318	4	947	209	1240	0	0	1474	379
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	0	0	318	478	473	209	1240	0	0	1474	379
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				21.4	21.4	21.4	9.4	21.4			21.4	21.4
Total Split (s)				41.0	41.0	41.0	17.0	74.0			57.0	57.0
Total Split (%)				35.7%	35.7%	35.7%	14.8%	64.3%			49.6%	49.6%
Maximum Green (s)				35.6	35.6	35.6	11.6	68.6			51.6	51.6
Yellow Time (s)				3.6	3.6	3.6	3.9	3.9			3.9	3.9
All-Red Time (s)				1.8	1.8	1.8	1.5	1.5			1.5	1.5
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				5.4	5.4	5.4	5.4	5.4			5.4	5.4
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				35.0	35.0	35.0	69.2	69.2			52.2	52.2
Actuated g/C Ratio				0.30	0.30	0.30	0.60	0.60			0.45	0.45
v/c Ratio				0.59	0.95	0.93	0.86	0.58			0.92	0.44
Control Delay				39.1	62.9	59.4	26.7	0.4			41.3	14.9
Queue Delay				0.3	1.8	1.4	0.0	0.5			3.4	0.0
Total Delay				39.4	64.7	60.9	26.7	0.8			44.6	14.9
LOS				D	E	E	C	A			D	B
Approach Delay					56.9			4.6			38.5	
Approach LOS					E			A			D	
Queue Length 50th (ft)				198	317	307	96	0			483	98
Queue Length 95th (ft)				293	#538	#524	m96	m0			#671	m128
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)				325		450	140					200
Base Capacity (vph)				547	513	516	243	2131			1607	855
Starvation Cap Reductn				0	0	0	0	201			79	0
Spillback Cap Reductn				30	8	8	0	428			51	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.62	0.95	0.93	0.86	0.73			0.96	0.44

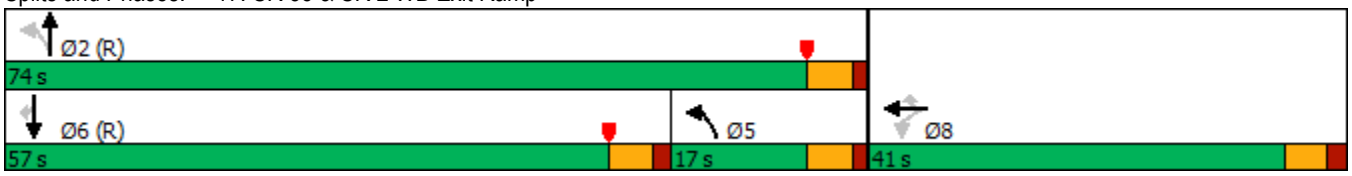
Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 97 (84%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 96.4%		ICU Level of Service F	
Analysis Period (min) 15			

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

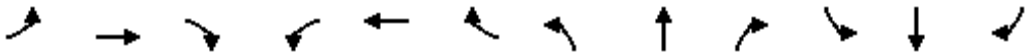
Queue shown is maximum after two cycles.

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

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Future Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.908			0.998			0.982	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1664	0	1770	3532	0	1770	3476	0
Flt Permitted	0.818				0.901		0.171			0.180		
Satd. Flow (perm)	1524	1587	0	0	1524	0	319	3532	0	335	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		87			72			2			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	1	87	14	0	30	65	1238	18	37	1099	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	88	0	0	44	0	65	1256	0	37	1245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

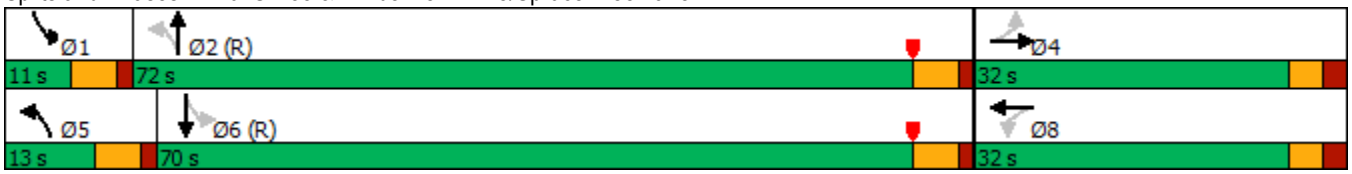


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	32.0	32.0		32.0	32.0		13.0	72.0		11.0	70.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		11.3%	62.6%		9.6%	60.9%	
Maximum Green (s)	26.8	26.8		26.8	26.8		7.7	66.7		5.7	64.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	17.3	17.3			17.3		84.5	80.1		82.5	77.5	
Actuated g/C Ratio	0.15	0.15			0.15		0.73	0.70		0.72	0.67	
v/c Ratio	0.62	0.28			0.15		0.21	0.51		0.12	0.53	
Control Delay	56.8	10.8			4.3		3.8	5.1		10.1	26.8	
Queue Delay	0.6	0.0			0.1		0.0	0.1		0.0	0.7	
Total Delay	57.3	10.8			4.4		3.8	5.3		10.1	27.5	
LOS	E	B			A		A	A		B	C	
Approach Delay		39.5			4.4			5.2			27.0	
Approach LOS		D			A			A			C	
Queue Length 50th (ft)	100	1			0		5	88		12	427	
Queue Length 95th (ft)	157	43			14		14	170		m34	513	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	355	436			410		333	2461		317	2348	
Starvation Cap Reductn	0	0			0		0	0		0	689	
Spillback Cap Reductn	53	0			62		0	352		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.47	0.20			0.13		0.20	0.60		0.12	0.75	

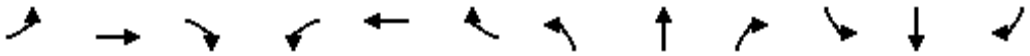
Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 68 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane



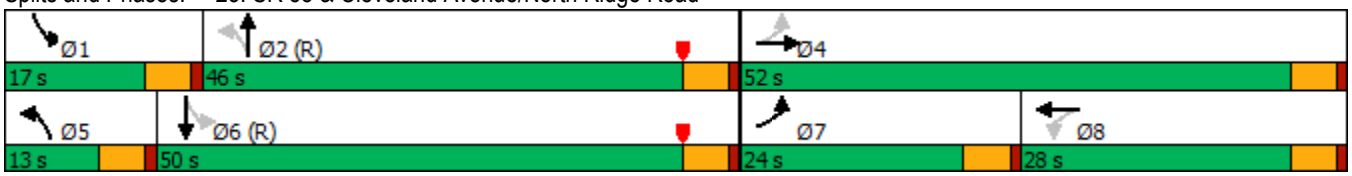
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Future Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.953			0.936			0.984			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1775	0	1770	1744	0	1770	3483	0	1770	3330	0
Flt Permitted	0.229			0.636			0.152			0.183		
Satd. Flow (perm)	427	1775	0	1185	1744	0	283	3483	0	341	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			29			13			155	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	258	133	60	104	137	101	83	792	96	155	655	428
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	193	0	104	238	0	83	888	0	155	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		



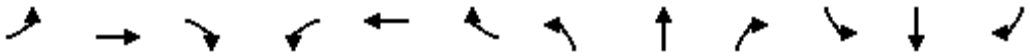
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	24.0	52.0		28.0	28.0		13.0	46.0		17.0	50.0	
Total Split (%)	20.9%	45.2%		24.3%	24.3%		11.3%	40.0%		14.8%	43.5%	
Maximum Green (s)	19.0	47.0		23.0	23.0		8.0	41.0		12.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	41.6	41.6		18.5	18.5		55.8	48.2		61.7	52.9	
Actuated g/C Ratio	0.36	0.36		0.16	0.16		0.49	0.42		0.54	0.46	
v/c Ratio	0.70	0.29		0.55	0.78		0.35	0.61		0.50	0.67	
Control Delay	37.5	22.9		54.5	58.0		18.4	29.2		16.6	24.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.5	22.9		54.5	58.0		18.4	29.2		16.6	24.5	
LOS	D	C		D	E		B	C		B	C	
Approach Delay		31.2			57.0			28.3			23.5	
Approach LOS		C			E			C			C	
Queue Length 50th (ft)	138	86		71	150		29	269		36	401	
Queue Length 95th (ft)	198	135		125	231		58	366		80	475	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	376	739		237	372		244	1466		335	1616	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.69	0.26		0.44	0.64		0.34	0.61		0.46	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 114 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 30.0		Intersection LOS: C	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	17	33	462	10	187	54	1399	471	147	1209	57
Future Volume (vph)	37	17	33	462	10	187	54	1399	471	147	1209	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	185		0	230		400	140		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.912				0.850		0.993	
Flt Protected		0.967		0.950	0.981		0.950			0.950		
Satd. Flow (prot)	0	1801	1583	1681	1583	0	1770	3539	1583	1770	3514	0
Flt Permitted		0.967		0.950	0.981		0.088			0.080		
Satd. Flow (perm)	0	1801	1583	1681	1583	0	164	3539	1583	149	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121		60				512		5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			479			596			650	
Travel Time (s)		5.3			10.9			13.5			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	18	36	502	11	203	59	1521	512	160	1314	62
Shared Lane Traffic (%)				26%								
Lane Group Flow (vph)	0	58	36	371	345	0	59	1521	512	160	1376	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases			4				2		2	6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.3	21.3		9.3	21.3	21.3	9.3	21.3	
Total Split (s)	21.2	21.2	21.2	34.0	34.0		9.4	49.8	34.0	10.0	50.4	
Total Split (%)	18.4%	18.4%	18.4%	29.6%	29.6%		8.2%	43.3%	29.6%	8.7%	43.8%	
Maximum Green (s)	16.0	16.0	16.0	28.8	28.8		4.1	44.5	28.8	4.7	45.1	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.9	3.9	3.6	3.9	3.9	
All-Red Time (s)	1.6	1.6	1.6	1.6	1.6		1.4	1.4	1.6	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.2	5.2	5.2	5.2		5.3	5.3	5.2	5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	
Act Effct Green (s)		9.1	9.1	32.2	32.2		51.3	46.4	79.7	56.9	52.2	
Actuated g/C Ratio		0.08	0.08	0.28	0.28		0.45	0.40	0.69	0.49	0.45	
v/c Ratio		0.41	0.15	0.79	0.71		0.42	1.07	0.41	0.83	0.86	
Control Delay		58.3	1.4	51.4	39.2		23.1	71.2	1.0	59.8	37.5	
Queue Delay		0.0	0.0	2.2	1.1		0.0	10.0	0.0	0.0	0.3	
Total Delay		58.3	1.4	53.6	40.3		23.1	81.2	1.0	59.8	37.8	
LOS		E	A	D	D		C	F	A	E	D	
Approach Delay		36.5			47.2			60.0			40.1	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)		42	0	254	191		24	~672	5	~100	526	
Queue Length 95th (ft)		82	0	#416	316		m35	m#797	m12	#238	#694	
Internal Link Dist (ft)		152			399			516			570	
Turn Bay Length (ft)			25	185			230		400	140		
Base Capacity (vph)		250	324	478	493		141	1427	1259	193	1598	
Starvation Cap Reductn		0	0	0	0		0	32	22	0	0	
Spillback Cap Reductn		0	8	37	38		0	0	0	0	27	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.23	0.11	0.84	0.76		0.42	1.09	0.41	0.83	0.88	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 50.5		Intersection LOS: D	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

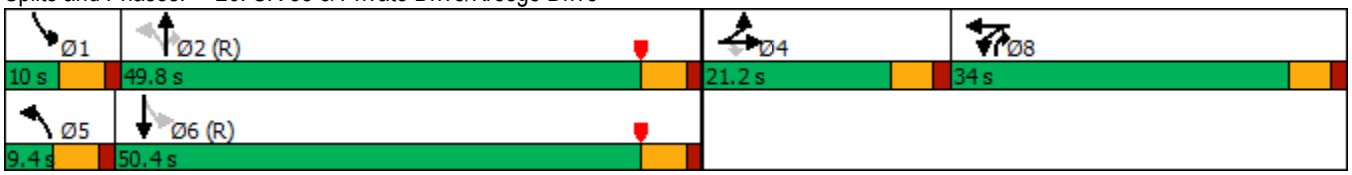
Queue shown is maximum after two cycles.

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

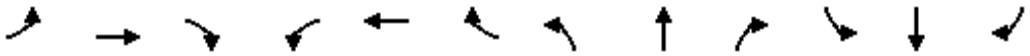
Queue shown is maximum after two cycles.

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

Splits and Phases: 26: SR 58 & Private Drive/Kresge Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	82	0	0	1	82	1085	0	1	933	57
Future Volume (vph)	73	0	82	0	0	1	82	1085	0	1	933	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.865						0.991	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1611	0	1770	3539	0	1770	3507	0
Flt Permitted		0.757					0.218			0.240		
Satd. Flow (perm)	0	1410	1583	0	1611	0	406	3539	0	447	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89		124						9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	0	89	0	0	1	89	1179	0	1	1014	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	89	0	1	0	89	1179	0	1	1076	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	27.0	27.0	27.0	27.0	27.0		16.0	88.0		72.0	72.0	
Total Split (%)	23.5%	23.5%	23.5%	23.5%	23.5%		13.9%	76.5%		62.6%	62.6%	
Maximum Green (s)	21.8	21.8	21.8	21.8	21.8		10.4	82.4		66.4	66.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		11.8	11.8		11.8		92.4	92.4		82.3	82.3	
Actuated g/C Ratio		0.10	0.10		0.10		0.80	0.80		0.72	0.72	
v/c Ratio		0.55	0.37		0.00		0.22	0.41		0.00	0.43	
Control Delay		62.4	13.8		0.0		2.4	1.7		8.0	5.2	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		62.4	13.8		0.0		2.4	1.7		8.0	5.2	
LOS		E	B		A		A	A		A	A	
Approach Delay		36.7						1.7			5.2	
Approach LOS		D						A			A	
Queue Length 50th (ft)		56	0		0		4	31		0	54	
Queue Length 95th (ft)		103	46		0		m10	52		m0	170	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		267	372		405		449	2844		320	2513	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.30	0.24		0.00		0.20	0.41		0.00	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 62 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 5.5		Intersection LOS: A	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	24.0	41.0	0.2	13
Private Drive	29	4.1	26.6	0.2	29
Spruce Tree Lane	20	8.7	34.0	0.2	23
	14	40.9	49.8	0.1	6
SR 2 WB Exit Ramp	17	9.7	23.4	0.1	18
Kresge Drive	26	25.7	36.9	0.1	11
Cooper Foster Park R	4	40.8	54.5	0.1	8
Walgreens Driveway	12	3.3	14.4	0.1	25
N Nantucket Drive	5	17.0	71.5	0.5	26
Tower Boulevard	8	33.2	56.4	0.2	14
Total		207.4	408.5	1.9	16

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	17.4	29.8	0.1	13
Jaeger Road	5	21.9	44.7	0.2	17
Meijer Drive	12	12.7	65.6	0.5	29
Cooper Foster Park R	4	38.0	49.0	0.1	7
Private Drive	26	14.0	27.2	0.1	16
	17	34.2	46.5	0.1	9
SR 2 EB Exit Ramp	14	4.8	18.4	0.1	23
Timberview Drive	20	17.5	26.9	0.1	11
Drug Mart	29	4.6	28.7	0.2	28
Cleveland Avenue	23	16.5	38.5	0.2	20
Total		181.4	375.3	1.8	17

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	103	152	212	102	93	97	178	168	177	82	123	231
Average Queue (ft)	60	88	143	65	60	59	123	102	113	40	69	142
95th Queue (ft)	118	165	229	119	102	113	210	183	191	109	154	256
Link Distance (ft)		2021	2021		1627	1627		568	568			437
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140			360			250			200	210	
Storage Blk Time (%)	0	1					1		0	0	0	2
Queuing Penalty (veh)	0	1					1		0	0	0	2

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	SB
Directions Served	TR
Maximum Queue (ft)	236
Average Queue (ft)	153
95th Queue (ft)	262
Link Distance (ft)	437
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	63	88	50	55	100	102	124	31	132	149	46
Average Queue (ft)	35	56	24	27	64	64	82	13	96	103	27
95th Queue (ft)	75	98	57	60	114	116	138	37	145	156	54
Link Distance (ft)		2282		690		2686	2686		1020	1020	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			190
Storage Blk Time (%)									1	0	
Queuing Penalty (veh)									0	0	

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	41	60	47	117	96	61	48	53	12	31	96	66
Average Queue (ft)	20	30	32	78	60	32	18	25	3	12	58	25
95th Queue (ft)	50	62	56	152	109	68	57	62	20	37	119	72
Link Distance (ft)		1037		1158	1158		1020	1020			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 12: SR 58 & Meijer Drive/Walgreens Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	LT	R	L	TR	L	T	TR	L	T	T	R	
Maximum Queue (ft)	78	49	23	32	56	39	58	21	123	122	20	
Average Queue (ft)	44	28	9	12	33	18	28	5	63	62	6	
95th Queue (ft)	91	53	29	40	69	47	67	24	148	138	27	
Link Distance (ft)	238		160	160		437	437		2686	2686		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)		160			180			50			170	
Storage Blk Time (%)									8	0		
Queuing Penalty (veh)									1	0		

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	EB	NB	NB	NB	SB	SB	SB				
Directions Served	L	TR	T	T	R	L	T	T				
Maximum Queue (ft)	214	92	220	195	84	310	301	125				
Average Queue (ft)	148	57	165	149	48	208	94	69				
95th Queue (ft)	250	97	252	229	94	349	319	139				
Link Distance (ft)		1135	362	362	362		564	564				
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350					300						
Storage Blk Time (%)						5	0					
Queuing Penalty (veh)						14	0					

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	R	L	T	T	T	T	R
Maximum Queue (ft)	136	129	99	96	31	44	184	130	44
Average Queue (ft)	90	85	63	60	8	9	103	71	19
95th Queue (ft)	165	144	117	113	34	49	217	158	48
Link Distance (ft)		1121			564	564	503	503	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	325		450	140					200
Storage Blk Time (%)				0				0	
Queuing Penalty (veh)				1				0	

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	166	59	48	90	112	26	154	201
Average Queue (ft)	44	110	25	32	53	57	12	89	130
95th Queue (ft)	55	183	66	61	118	126	37	183	233
Link Distance (ft)		576	718		1107	1107		362	362
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	68	12			0			0	
Queuing Penalty (veh)	54	16			0			0	

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	158	70	76	102	20	108	84	35	71	107
Average Queue (ft)	110	45	37	64	10	59	36	17	32	53
95th Queue (ft)	180	82	88	126	27	123	92	40	93	124
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)			1	4		2				
Queuing Penalty (veh)			1	2		1				

Intersection: 26: SR 58 & Private Drive/Kresge Drive

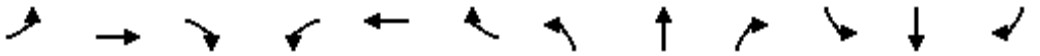
Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	76	49	172	63	48	172	157	33	69	216	194
Average Queue (ft)	30	27	118	30	26	117	102	17	40	119	110
95th Queue (ft)	85	61	195	86	63	198	182	39	84	232	211
Link Distance (ft)	186			420		503	503			568	568
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		25	185		230			400	140		
Storage Blk Time (%)	17	6	3							4	
Queuing Penalty (veh)	3	2	2							3	

Intersection: 29: SR 58 & Drug Mart/Private Drive

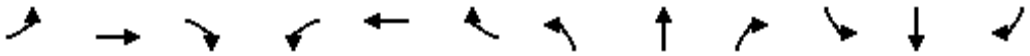
Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	R	L	T	TR	T	TR
Maximum Queue (ft)	57	29	47	48	58	62	92
Average Queue (ft)	32	14	22	21	22	26	43
95th Queue (ft)	72	38	57	62	66	83	113
Link Distance (ft)	100	100		1020	1020	1107	1107
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)			70				
Storage Blk Time (%)			0	0		0	
Queuing Penalty (veh)			0	0		0	

Network Summary

Network wide Queuing Penalty: 106



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	190	276	121	187	88	264	530	140	139	647	116
Future Volume (vph)	103	190	276	121	187	88	264	530	140	139	647	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		200	210		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.911			0.952				0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3224	0	1770	3369	0	1736	3471	1553	1770	3458	0
Flt Permitted	0.452			0.301			0.201			0.435		
Satd. Flow (perm)	842	3224	0	561	3369	0	367	3471	1553	810	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		300			69				152		21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			528	
Travel Time (s)		47.0			38.3			14.8			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	112	207	300	132	203	96	287	576	152	151	703	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	507	0	132	299	0	287	576	152	151	829	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	21.1		9.5	21.1		10.1	21.4	9.5	10.1	21.4	
Total Split (s)	14.4	22.0		15.0	22.6		26.0	47.4	15.0	15.6	37.0	
Total Split (%)	14.4%	22.0%		15.0%	22.6%		26.0%	47.4%	15.0%	15.6%	37.0%	
Maximum Green (s)	8.9	16.9		9.5	17.5		19.9	42.0	9.5	9.5	31.6	
Yellow Time (s)	3.2	4.1		3.2	4.1		3.6	4.4	3.2	3.6	4.4	
All-Red Time (s)	2.3	1.0		2.3	1.0		2.5	1.0	2.3	2.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.1		5.5	5.1		6.1	5.4	5.5	6.1	5.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	20.8	12.7		22.0	13.3		60.2	47.4	61.9	49.4	41.4	
Actuated g/C Ratio	0.21	0.13		0.22	0.13		0.60	0.47	0.62	0.49	0.41	
v/c Ratio	0.44	0.76		0.57	0.59		0.68	0.35	0.15	0.31	0.57	
Control Delay	33.2	24.2		37.8	35.4		19.4	18.4	2.0	10.6	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	33.2	24.2		37.8	35.4		19.4	18.4	2.0	10.6	19.2	
LOS	C	C		D	D		B	B	A	B	B	
Approach Delay		25.8			36.1			16.2			17.8	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	55	65		66	72		80	121	0	26	209	
Queue Length 95th (ft)	95	117		110	111		152	176	26	47	317	
Internal Link Dist (ft)		1988			1605			570			448	
Turn Bay Length (ft)	140			360			250		200	210		
Base Capacity (vph)	261	794		240	646		498	1645	1025	501	1443	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.43	0.64		0.55	0.46		0.58	0.35	0.15	0.30	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 84 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Future Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.860			0.928			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1586	0	1770	1729	0	1736	3450	0	1770	3539	1583
Flt Permitted	0.609			0.573			0.297			0.446		
Satd. Flow (perm)	1123	1586	0	1067	1729	0	543	3450	0	831	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		269			32			7				127
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2754			1141	
Travel Time (s)		53.2			16.8			62.6			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	95	20	287	54	35	32	185	529	23	27	567	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	307	0	54	67	0	185	552	0	27	567	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7

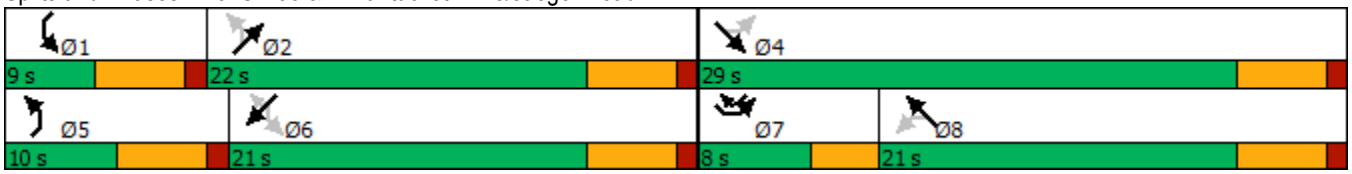
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	8.0
Total Split (s)	8.0	29.0		21.0	21.0		10.0	22.0		9.0	21.0	8.0
Total Split (%)	13.3%	48.3%		35.0%	35.0%		16.7%	36.7%		15.0%	35.0%	13.3%
Maximum Green (s)	5.0	24.0		16.0	16.0		5.0	17.0		4.0	16.0	5.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	Max		None	Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	26.0	24.0		17.6	17.6		24.4	22.4		20.0	16.0	26.0
Actuated g/C Ratio	0.43	0.40		0.29	0.29		0.41	0.37		0.33	0.27	0.43
v/c Ratio	0.18	0.39		0.17	0.13		0.58	0.43		0.08	0.60	0.11
Control Delay	11.2	4.3		18.9	11.3		20.7	16.3		10.7	22.4	1.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	11.2	4.3		18.9	11.3		20.7	16.3		10.7	22.4	1.5
LOS	B	A		B	B		C	B		B	C	A
Approach Delay		5.9			14.7			17.4			19.3	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	20	8		15	9		40	66		5	93	0
Queue Length 95th (ft)	43	50		40	35		#87	131		17	140	12
Internal Link Dist (ft)		2262			657			2674			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	539	795		312	529		320	1292		339	943	757
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.18	0.39		0.17	0.13		0.58	0.43		0.08	0.60	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road



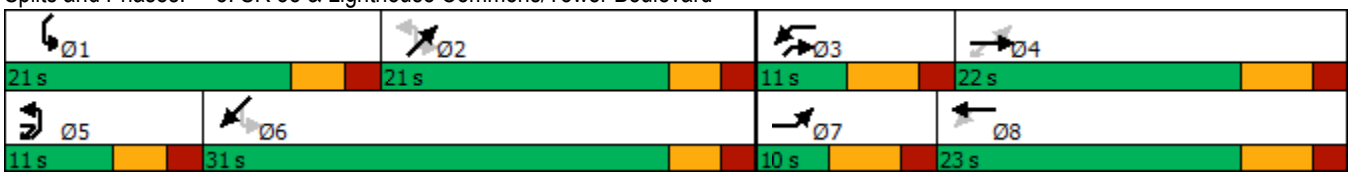
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Future Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1798	0	1770	3539	1583	1770	3483	0
Flt Permitted	0.668			0.437			0.447			0.442		
Satd. Flow (perm)	1244	1863	1583	814	1798	0	833	3539	1583	823	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189		19				189		18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	67	108	175	107	32	127	300	147	57	492	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	67	108	175	139	0	127	300	147	57	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

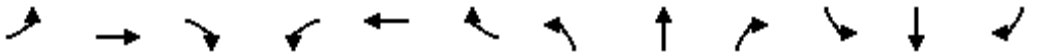
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.0	10.0	22.0		9.0	21.0	10.0	21.0	21.0	
Total Split (s)	10.0	22.0	11.0	11.0	23.0		11.0	21.0	11.0	21.0	31.0	
Total Split (%)	13.3%	29.3%	14.7%	14.7%	30.7%		14.7%	28.0%	14.7%	28.0%	41.3%	
Maximum Green (s)	4.0	16.0	6.0	5.0	17.0		6.0	16.0	5.0	16.0	26.0	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max	None	Max	Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	10.0	8.8	15.2	12.5	9.8		22.2	16.2	27.3	37.5	29.0	
Actuated g/C Ratio	0.16	0.14	0.24	0.20	0.15		0.35	0.25	0.43	0.59	0.45	
v/c Ratio	0.30	0.26	0.21	0.70	0.48		0.34	0.33	0.19	0.08	0.35	
Control Delay	21.9	28.4	1.3	37.4	28.1		12.5	22.4	2.1	8.2	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.9	28.4	1.3	37.4	28.1		12.5	22.4	2.1	8.2	14.4	
LOS	C	C	A	D	C		B	C	A	A	B	
Approach Delay		14.5			33.2			15.0			13.8	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	20	26	0	57	46		24	54	0	10	82	
Queue Length 95th (ft)	46	58	5	#111	95		54	94	20	29	134	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	227	472	523	249	498		380	898	784	723	1588	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.30	0.14	0.21	0.70	0.28		0.33	0.33	0.19	0.08	0.35	

Intersection Summary

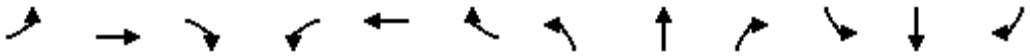
Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 63.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 51.2% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard





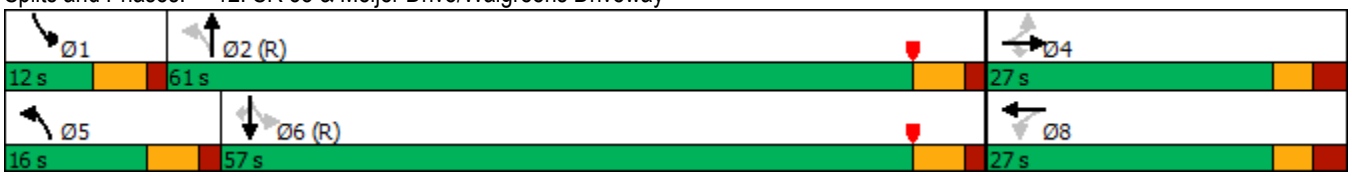
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	3	84	7	0	13	79	607	0	11	831	38
Future Volume (vph)	62	3	84	7	0	13	79	607	0	11	831	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		0	180		0	50		170
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.850							0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1760	1568	1687	1509	0	1736	3471	0	1770	3539	1583
Flt Permitted		0.725		0.711			0.271			0.401		
Satd. Flow (perm)	0	1337	1568	1263	1509	0	495	3471	0	747	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91		329							88
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			210			528			2754	
Travel Time (s)		6.7			4.8			12.0			62.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	67	3	91	8	0	14	86	660	0	12	903	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	91	8	14	0	86	660	0	12	903	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

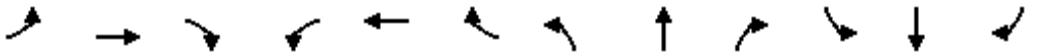


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.7	21.7	21.7	21.7	21.7		9.4	21.4		9.4	21.4	21.4
Total Split (s)	27.0	27.0	27.0	27.0	27.0		16.0	61.0		12.0	57.0	57.0
Total Split (%)	27.0%	27.0%	27.0%	27.0%	27.0%		16.0%	61.0%		12.0%	57.0%	57.0%
Maximum Green (s)	21.3	21.3	21.3	21.3	21.3		10.6	55.6		6.6	51.6	51.6
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.7	5.7	5.7	5.7		5.4	5.4		5.4	5.4	5.4
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	0
Act Effct Green (s)		10.5	10.5	10.4	10.4		80.0	79.5		75.4	71.9	71.9
Actuated g/C Ratio		0.10	0.10	0.10	0.10		0.80	0.80		0.75	0.72	0.72
v/c Ratio		0.50	0.37	0.06	0.03		0.18	0.24		0.02	0.36	0.04
Control Delay		53.5	12.9	38.9	0.2		2.9	2.9		3.5	7.9	0.1
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		53.5	12.9	38.9	0.2		2.9	2.9		3.5	7.9	0.1
LOS		D	B	D	A		A	A		A	A	A
Approach Delay		30.5			14.2			2.9			7.6	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		43	0	5	0		8	31		1	122	0
Queue Length 95th (ft)		84	44	18	0		15	78		6	192	1
Internal Link Dist (ft)		216			130			448			2674	
Turn Bay Length (ft)			160				180			50		170
Base Capacity (vph)		284	405	269	580		530	2759		635	2543	1162
Starvation Cap Reductn		0	0	0	0		0	0		0	0	0
Spillback Cap Reductn		0	0	0	0		0	0		0	0	0
Storage Cap Reductn		0	0	0	0		0	0		0	0	0
Reduced v/c Ratio		0.25	0.22	0.03	0.02		0.16	0.24		0.02	0.36	0.04

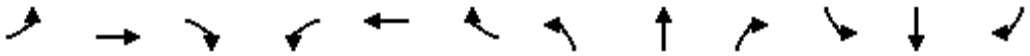
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: SR 58 & Meijer Drive/Walgreens Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	3	192	0	0	0	0	616	159	524	586	0
Future Volume (vph)	223	3	192	0	0	0	0	616	159	524	586	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	1		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1736	1557	0	0	0	0	0	3471	1553	1752	3505	0
Flt Permitted	0.950									0.267		
Satd. Flow (perm)	1736	1557	0	0	0	0	0	3471	1553	493	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		209							173			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	242	3	209	0	0	0	0	670	173	570	637	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	212	0	0	0	0	0	670	173	570	637	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	

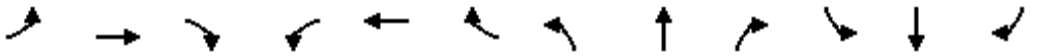


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4								2	6		
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Minimum Split (s)	21.4	21.4						21.4	21.4	9.4	21.4	
Total Split (s)	28.0	28.0						34.0	34.0	43.0	77.0	
Total Split (%)	26.7%	26.7%						32.4%	32.4%	41.0%	73.3%	
Maximum Green (s)	22.6	22.6						28.6	28.6	37.6	71.6	
Yellow Time (s)	3.6	3.6						3.9	3.9	3.9	3.9	
All-Red Time (s)	1.8	1.8						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.4						5.4	5.4	5.4	5.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0						5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	19.0	19.0						32.2	32.2	75.2	75.2	
Actuated g/C Ratio	0.18	0.18						0.31	0.31	0.72	0.72	
v/c Ratio	0.77	0.47						0.63	0.29	0.71	0.25	
Control Delay	57.4	8.8						39.2	14.0	30.7	6.4	
Queue Delay	0.0	0.0						0.0	0.0	54.4	0.0	
Total Delay	57.4	8.8						39.2	14.0	85.1	6.4	
LOS	E	A						D	B	F	A	
Approach Delay		34.7						34.1			43.5	
Approach LOS		C						C			D	
Queue Length 50th (ft)	155	2						213	14	252	89	
Queue Length 95th (ft)	235	62						290	99	447	134	
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)	350									300		
Base Capacity (vph)	373	499						1065	596	804	2511	
Starvation Cap Reductn	0	0						0	0	371	0	
Spillback Cap Reductn	0	0						0	0	0	0	
Storage Cap Reductn	0	0						0	0	0	0	
Reduced v/c Ratio	0.65	0.42						0.63	0.29	1.32	0.25	

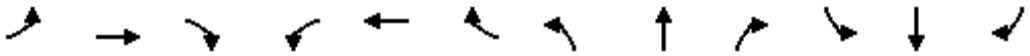
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 92 (88%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 38.7		Intersection LOS: D	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	129	3	468	137	719	0	0	916	181
Future Volume (vph)	0	0	0	129	3	468	137	719	0	0	916	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	140		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt					0.852	0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	1479	1475	1736	3471	0	0	3505	1568
Flt Permitted				0.950			0.232					
Satd. Flow (perm)	0	0	0	1736	1479	1475	424	3471	0	0	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					229	229						197
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	0	0	0	140	3	509	149	782	0	0	996	197
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	0	0	140	258	254	149	782	0	0	996	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	

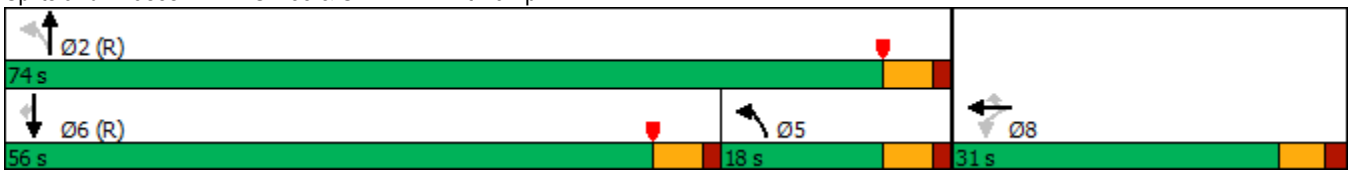


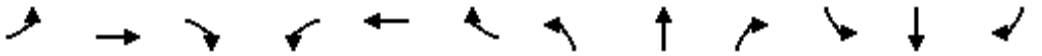
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8		8	2					6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				21.4	21.4	21.4	9.4	21.4			21.4	21.4
Total Split (s)				31.0	31.0	31.0	18.0	74.0			56.0	56.0
Total Split (%)				29.5%	29.5%	29.5%	17.1%	70.5%			53.3%	53.3%
Maximum Green (s)				25.6	25.6	25.6	12.6	68.6			50.6	50.6
Yellow Time (s)				3.6	3.6	3.6	3.9	3.9			3.9	3.9
All-Red Time (s)				1.8	1.8	1.8	1.5	1.5			1.5	1.5
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				5.4	5.4	5.4	5.4	5.4			5.4	5.4
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				15.6	15.6	15.6	78.6	78.6			60.6	60.6
Actuated g/C Ratio				0.15	0.15	0.15	0.75	0.75			0.58	0.58
v/c Ratio				0.54	0.62	0.62	0.31	0.30			0.49	0.20
Control Delay				48.3	14.4	13.8	3.4	0.3			14.9	4.9
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				48.3	14.4	13.8	3.4	0.3			14.9	4.9
LOS				D	B	B	A	A			B	A
Approach Delay					21.4			0.8			13.2	
Approach LOS					C			A			B	
Queue Length 50th (ft)				88	17	15	12	1			87	0
Queue Length 95th (ft)				140	93	89	m31	2			293	70
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)				325		450	140					200
Base Capacity (vph)				423	533	532	474	2599			2024	988
Starvation Cap Reductn				0	0	0	0	0			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.33	0.48	0.48	0.31	0.30			0.49	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 92 (88%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

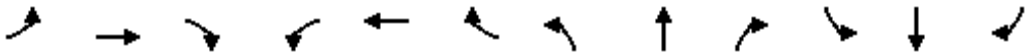
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	0	80	13	0	24	90	655	11	20	559	174
Future Volume (vph)	131	0	80	13	0	24	90	655	11	20	559	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.912			0.998			0.964	
Flt Protected	0.950				0.983		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1592	0	1719	3431	0	1736	3346	0
Flt Permitted	0.731				0.893		0.301			0.374		
Satd. Flow (perm)	1362	1583	0	0	1446	0	545	3431	0	683	3346	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		280			79			2			53	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	5%	5%	5%	4%	4%	4%
Adj. Flow (vph)	142	0	87	14	0	26	98	712	12	22	608	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	87	0	0	40	0	98	724	0	22	797	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

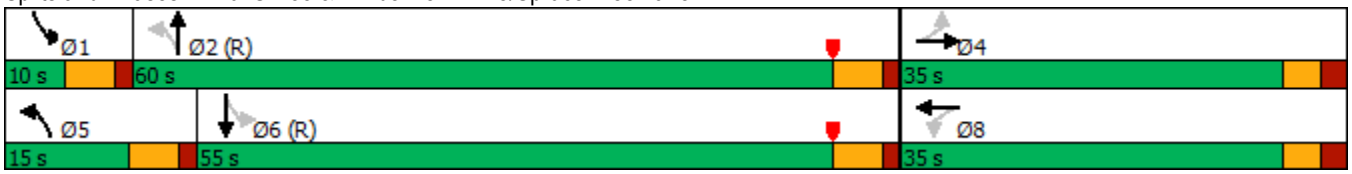


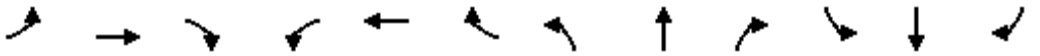
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	60.0		10.0	55.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		14.3%	57.1%		9.5%	52.4%	
Maximum Green (s)	29.8	29.8		29.8	29.8		9.7	54.7		4.7	49.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	16.3	16.3			16.3		77.0	73.6		72.7	67.9	
Actuated g/C Ratio	0.16	0.16			0.16		0.73	0.70		0.69	0.65	
v/c Ratio	0.67	0.18			0.14		0.20	0.30		0.04	0.37	
Control Delay	56.8	0.8			2.2		3.4	6.4		10.3	21.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.3	
Total Delay	56.8	0.8			2.2		3.4	6.4		10.3	21.9	
LOS	E	A			A		A	A		B	C	
Approach Delay		35.5			2.2			6.0			21.6	
Approach LOS		D			A			A			C	
Queue Length 50th (ft)	91	0			0		5	21		5	239	
Queue Length 95th (ft)	147	0			6		20	152		m22	290	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	386	649			466		510	2404		532	2181	
Starvation Cap Reductn	0	0			0		0	0		0	702	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.37	0.13			0.09		0.19	0.30		0.04	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 68 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

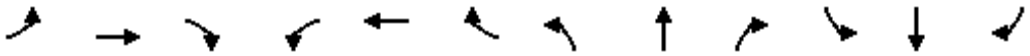
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane





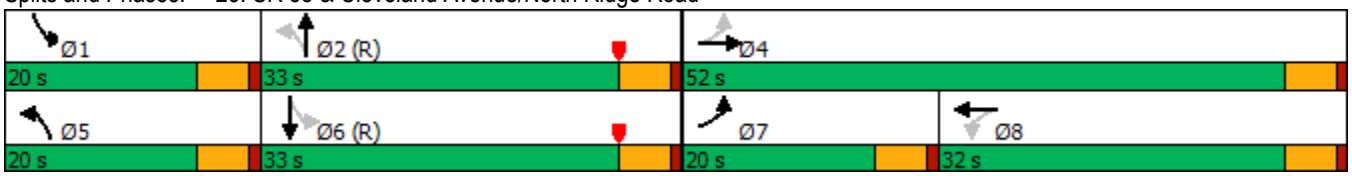
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Future Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.934			0.902			0.983			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1740	0	1770	1680	0	1770	3479	0	1770	3426	0
Flt Permitted	0.361			0.685			0.472			0.444		
Satd. Flow (perm)	672	1740	0	1276	1680	0	879	3479	0	827	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			80			13			31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	203	62	49	55	43	80	36	415	52	62	374	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	111	0	55	123	0	36	467	0	62	474	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

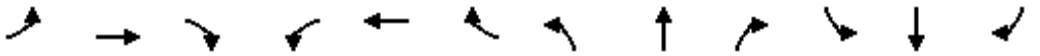


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	20.0	52.0		32.0	32.0		20.0	33.0		20.0	33.0	
Total Split (%)	19.0%	49.5%		30.5%	30.5%		19.0%	31.4%		19.0%	31.4%	
Maximum Green (s)	15.0	47.0		27.0	27.0		15.0	28.0		15.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	29.1	29.1		9.9	9.9		61.3	56.0		63.4	58.7	
Actuated g/C Ratio	0.28	0.28		0.09	0.09		0.58	0.53		0.60	0.56	
v/c Ratio	0.61	0.21		0.46	0.53		0.06	0.25		0.11	0.25	
Control Delay	38.1	16.8		56.0	26.5		9.2	14.8		2.8	6.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.1	16.8		56.0	26.5		9.2	14.8		2.8	6.2	
LOS	D	B		E	C		A	B		A	A	
Approach Delay		30.6			35.6			14.4			5.8	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	110	31		36	27		9	87		3	111	
Queue Length 95th (ft)	166	69		73	81		24	136		7	52	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	343	805		328	491		678	1860		653	1929	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.14		0.17	0.25		0.05	0.25		0.09	0.25	

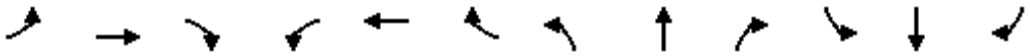
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 19 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road





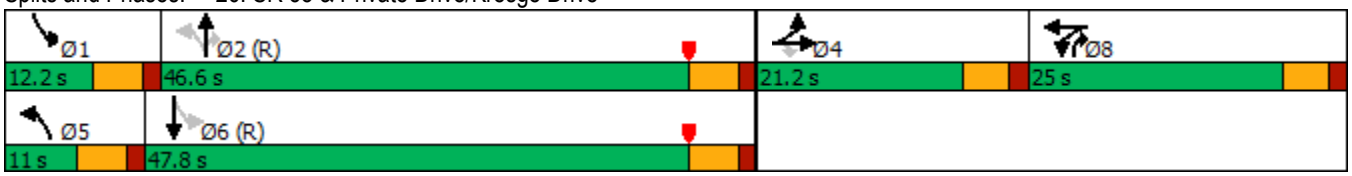
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	8	18	183	8	57	56	883	192	80	917	50
Future Volume (vph)	20	8	18	183	8	57	56	883	192	80	917	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	185		0	230		400	140		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.869				0.850		0.992	
Flt Protected		0.966		0.950			0.950			0.950		
Satd. Flow (prot)	0	1782	1568	1736	1588	0	1736	3471	1553	1752	3477	0
Flt Permitted		0.966		0.950			0.194			0.218		
Satd. Flow (perm)	0	1782	1568	1736	1588	0	354	3471	1553	402	3477	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133		62				209		6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			479			596			650	
Travel Time (s)		5.3			10.9			13.5			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	22	9	20	199	9	62	61	960	209	87	997	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	20	199	71	0	61	960	209	87	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	

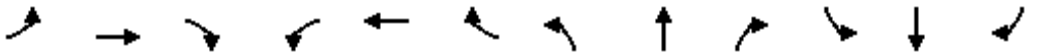


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4				2		2	6		
Detector Phase	4	4	4	8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.3	21.3	21.2	9.3	21.3	
Total Split (s)	21.2	21.2	21.2	25.0	25.0		11.0	46.6	25.0	12.2	47.8	
Total Split (%)	20.2%	20.2%	20.2%	23.8%	23.8%		10.5%	44.4%	23.8%	11.6%	45.5%	
Maximum Green (s)	16.0	16.0	16.0	19.8	19.8		5.7	41.3	19.8	6.9	42.5	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.9	3.9	3.6	3.9	3.9	
All-Red Time (s)	1.6	1.6	1.6	1.6	1.6		1.4	1.4	1.6	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.2	5.2	5.2	5.2		5.3	5.3	5.2	5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	
Act Effct Green (s)		7.4	7.4	17.8	17.8		63.7	58.2	79.2	65.0	58.8	
Actuated g/C Ratio		0.07	0.07	0.17	0.17		0.61	0.55	0.75	0.62	0.56	
v/c Ratio		0.25	0.09	0.68	0.22		0.20	0.50	0.17	0.25	0.54	
Control Delay		50.4	0.7	51.8	12.5		12.3	15.9	1.3	11.5	19.2	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		50.4	0.7	51.8	12.5		12.3	15.9	1.3	11.5	19.2	
LOS		D	A	D	B		B	B	A	B	B	
Approach Delay		30.9			41.5			13.2			18.7	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		20	0	126	5		10	113	1	22	258	
Queue Length 95th (ft)		50	0	188	41		41	295	32	54	390	
Internal Link Dist (ft)		152			399			516			570	
Turn Bay Length (ft)			25	185			230		400	140		
Base Capacity (vph)		271	351	346	366		302	1923	1240	347	1949	
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.11	0.06	0.58	0.19		0.20	0.50	0.17	0.25	0.54	

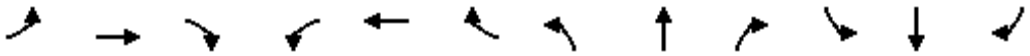
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: SR 58 & Private Drive/Kresge Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	19	0	0	0	51	707	0	1	554	43
Future Volume (vph)	40	0	19	0	0	0	51	707	0	1	554	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850								0.989	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1827	0	1703	3406	0	1770	3500	0
Flt Permitted		0.757					0.371			0.361		
Satd. Flow (perm)	0	1410	1583	0	1827	0	665	3406	0	672	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	6%	6%	6%	2%	2%	2%
Adj. Flow (vph)	43	0	21	0	0	0	55	768	0	1	602	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	21	0	0	0	55	768	0	1	649	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		19.0	77.0		58.0	58.0	
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%		18.1%	73.3%		55.2%	55.2%	
Maximum Green (s)	22.8	22.8	22.8	22.8	22.8		13.4	71.4		52.4	52.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		8.7	8.7				87.7	88.8		79.2	79.2	
Actuated g/C Ratio		0.08	0.08				0.84	0.85		0.75	0.75	
v/c Ratio		0.37	0.10				0.09	0.27		0.00	0.25	
Control Delay		53.6	0.9				3.1	3.3		16.0	10.2	
Queue Delay		0.0	0.0				0.0	0.0		0.0	0.0	
Total Delay		53.6	0.9				3.1	3.3		16.0	10.2	
LOS		D	A				A	A		B	B	
Approach Delay		36.3						3.3			10.2	
Approach LOS		D						A			B	
Queue Length 50th (ft)		28	0				9	75		0	70	
Queue Length 95th (ft)		61	0				m18	93		m1	213	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		306	410				687	2879		507	2643	
Starvation Cap Reductn		0	0				0	0		0	0	
Spillback Cap Reductn		0	0				0	0		0	0	
Storage Cap Reductn		0	0				0	0		0	0	
Reduced v/c Ratio		0.14	0.05				0.08	0.27		0.00	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 45 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	10.7	27.9	0.2	19
Private Drive	29	1.8	22.7	0.2	34
Spruce Tree Lane	20	4.2	28.7	0.2	28
	14	32.2	41.7	0.1	7
SR 2 WB Exit Ramp	17	3.6	16.5	0.1	25
Kresge Drive	26	7.5	19.9	0.1	20
Cooper Foster Park R	4	18.9	32.7	0.1	14
Walgreens Driveway	12	2.3	13.8	0.1	26
N Nantucket Drive	5	12.9	69.6	0.5	27
Tower Boulevard	8	16.2	37.7	0.2	21
Total		110.4	311.2	1.9	21

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	11.1	23.6	0.1	17
Jaeger Road	5	15.6	37.6	0.2	21
Meijer Drive	12	7.8	60.0	0.5	31
Cooper Foster Park R	4	19.7	31.1	0.1	12
Private Drive	26	6.3	20.5	0.1	22
	17	9.8	22.8	0.1	18
SR 2 EB Exit Ramp	14	4.9	17.9	0.1	23
Timberview Drive	20	11.6	20.2	0.1	15
Drug Mart	29	4.0	29.3	0.2	27
Cleveland Avenue	23	8.2	30.5	0.2	25
Total		99.0	293.5	1.8	22

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	164	290	358	167	190	244	232	214	192	43	231	340
Average Queue (ft)	106	213	281	116	126	177	167	128	109	19	190	239
95th Queue (ft)	194	341	416	197	215	264	289	319	249	56	278	399
Link Distance (ft)		2021	2021		1627	1627		568	568	568		437
Upstream Blk Time (%)												0
Queuing Penalty (veh)												2
Storage Bay Dist (ft)	140			360			250				210	
Storage Blk Time (%)	2	31					5	0			10	11
Queuing Penalty (veh)	4	34					25	0			45	28

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	SB
Directions Served	TR
Maximum Queue (ft)	347
Average Queue (ft)	240
95th Queue (ft)	386
Link Distance (ft)	437
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	187	254	61	88	202	131	170	89	205	214	147
Average Queue (ft)	116	154	38	58	133	87	115	38	135	143	54
95th Queue (ft)	208	284	76	106	238	152	182	107	226	232	156
Link Distance (ft)		2282		690		2686	2686		1020	1020	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			190
Storage Blk Time (%)	1	4		1	1				7	3	0
Queuing Penalty (veh)	3	7		0	4				3	4	0

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	138	158	94	167	199	131	147	142	96	59	206	182
Average Queue (ft)	77	94	59	112	141	68	78	82	30	23	141	114
95th Queue (ft)	160	208	122	193	224	143	164	163	111	59	224	212
Link Distance (ft)		1037		1158	1158		1020	1020			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)	1	3	0			0		6	0		5	
Queuing Penalty (veh)	4	9	0			2		19	0		3	

Intersection: 12: SR 58 & Meijer Drive/Walgreens Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	134	106	46	53	100	142	161	62	226	210	92
Average Queue (ft)	86	57	18	29	57	73	82	31	140	112	28
95th Queue (ft)	157	119	52	61	110	161	179	72	251	222	103
Link Distance (ft)	238		160	160		437	437		2686	2686	
Upstream Blk Time (%)	0										
Queuing Penalty (veh)	0										
Storage Bay Dist (ft)		160			180			50			170
Storage Blk Time (%)	1	0				0		5	23	2	0
Queuing Penalty (veh)	2	0				0		26	9	2	0

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	T	T	R	L	T	T
Maximum Queue (ft)	142	166	107	316	316	95	293	222	169
Average Queue (ft)	100	127	74	210	212	65	221	93	78
95th Queue (ft)	157	183	121	348	346	121	351	301	192
Link Distance (ft)			1135	356	356	356		558	558
Upstream Blk Time (%)				1	1			0	
Queuing Penalty (veh)				2	3			0	
Storage Bay Dist (ft)	350	350					300		
Storage Blk Time (%)							3		
Queuing Penalty (veh)							16		

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	R	L	T	T	T	T	R
Maximum Queue (ft)	256	248	223	135	92	135	237	216	85
Average Queue (ft)	177	177	139	100	31	42	147	116	37
95th Queue (ft)	286	282	259	156	106	149	273	253	121
Link Distance (ft)		1108			558	558	503	503	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	325		450	160					200
Storage Blk Time (%)	0	1		2	0			1	0
Queuing Penalty (veh)	0	5		11	0			2	0

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	185	56	64	103	144	39	70	101
Average Queue (ft)	48	117	30	36	63	89	22	33	61
95th Queue (ft)	54	208	66	74	119	167	52	81	115
Link Distance (ft)		576	718		1107	1107		356	356
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	58	14			0				
Queuing Penalty (veh)	47	18			0				

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	171	114	107	201	122	237	219	92	128	177
Average Queue (ft)	123	70	69	147	66	165	152	50	63	109
95th Queue (ft)	199	140	133	235	138	257	253	109	150	198
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)			3	31	2	22			0	
Queuing Penalty (veh)			6	30	7	17			1	

Intersection: 26: SR 58 & Private Drive/Kresge Drive

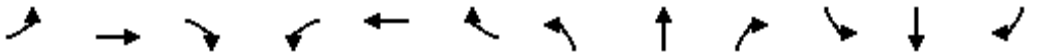
Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LTR	L	T	T	T	R	L	T	TR
Maximum Queue (ft)	86	50	209	348	166	345	282	241	125	151	258	254
Average Queue (ft)	54	32	157	249	65	259	213	142	71	96	166	162
95th Queue (ft)	101	65	251	414	187	402	312	277	136	163	301	296
Link Distance (ft)	186			408		503	503	503			568	568
Upstream Blk Time (%)				4		0						
Queuing Penalty (veh)				0		1						
Storage Bay Dist (ft)		25	185		230				400	140		
Storage Blk Time (%)	37	11	1	18		14				2	13	
Queuing Penalty (veh)	12	6	6	42		8				11	19	

Intersection: 29: SR 58 & Drug Mart/Private Drive

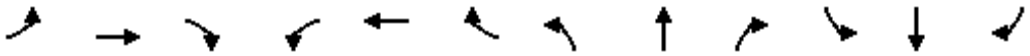
Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	T	TR
Maximum Queue (ft)	95	56	8	54	102	125	60	98
Average Queue (ft)	62	36	2	29	47	61	31	57
95th Queue (ft)	113	63	12	67	124	148	71	111
Link Distance (ft)	100	100	74		1020	1020	1107	1107
Upstream Blk Time (%)	4							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)				70				
Storage Blk Time (%)				1	2			
Queuing Penalty (veh)				3	2			

Network Summary

Network wide Queuing Penalty: 513



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	326	342	225	339	236	335	1043	212	269	872	96
Future Volume (vph)	111	326	342	225	339	236	335	1043	212	269	872	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		0	210		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.923			0.938				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3267	0	1770	3320	0	1770	3539	1583	1770	3486	0
Flt Permitted	0.242			0.203			0.950			0.950		
Satd. Flow (perm)	451	3267	0	378	3320	0	1770	3539	1583	1770	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		229			158				89		12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			528	
Travel Time (s)		47.0			38.3			14.8			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	354	372	245	368	257	364	1134	230	292	948	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	726	0	245	625	0	364	1134	230	292	1052	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8					2			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	21.1		9.5	21.1		10.1	21.4	9.5	10.1	21.4	
Total Split (s)	12.4	21.6		15.6	24.8		27.0	39.8	15.6	23.0	35.8	
Total Split (%)	12.4%	21.6%		15.6%	24.8%		27.0%	39.8%	15.6%	23.0%	35.8%	
Maximum Green (s)	6.9	16.5		10.1	19.7		20.9	34.4	10.1	16.9	30.4	
Yellow Time (s)	3.2	4.1		3.2	4.1		3.6	4.4	3.2	3.6	4.4	
All-Red Time (s)	2.3	1.0		2.3	1.0		2.5	1.0	2.3	2.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.1		5.5	5.1		6.1	5.4	5.5	6.1	5.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	23.0	16.5		29.4	19.7		20.9	34.4	49.9	16.9	30.4	
Actuated g/C Ratio	0.23	0.16		0.29	0.20		0.21	0.34	0.50	0.17	0.30	
v/c Ratio	0.62	0.99		0.98	0.80		0.99	0.93	0.28	0.98	0.99	
Control Delay	41.6	61.6		82.6	37.3		48.1	15.7	0.9	81.1	40.2	
Queue Delay	3.1	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	44.7	61.6		82.6	37.4		48.1	15.7	0.9	81.1	40.2	
LOS	D	E		F	D		D	B	A	F	D	
Approach Delay		59.2			50.1			20.5			49.1	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)	56	174		123	152		173	54	2	149	159	
Queue Length 95th (ft)	#110	#303		#259	#220		m#303	m#457	m3	#345	#475	
Internal Link Dist (ft)		1988			1605			570			448	
Turn Bay Length (ft)	140			360			250			210		
Base Capacity (vph)	194	730		251	780		369	1217	834	299	1068	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	25	0		0	2		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.72	0.99		0.98	0.80		0.99	0.93	0.28	0.98	0.99	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 88 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 40.7		Intersection LOS: D	
Intersection Capacity Utilization 96.6%		ICU Level of Service F	
Analysis Period (min) 15			

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

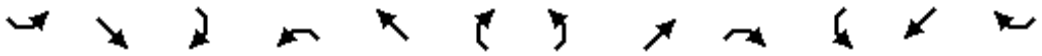
Queue shown is maximum after two cycles.

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

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Future Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.879			0.912			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	1770	1699	0	1770	3518	0	1770	3539	1583
Flt Permitted	0.576			0.376			0.134			0.222		
Satd. Flow (perm)	1073	1637	0	700	1699	0	250	3518	0	414	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		224			68			6				151
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2754			1141	
Travel Time (s)		53.2			16.8			62.6			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	84	345	55	55	78	338	1151	52	50	921	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	429	0	55	133	0	338	1203	0	50	921	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7
Permitted Phases	4			8			2			6		6



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	9.0
Total Split (s)	9.0	39.0		30.0	30.0		24.0	51.0		10.0	37.0	9.0
Total Split (%)	9.0%	39.0%		30.0%	30.0%		24.0%	51.0%		10.0%	37.0%	9.0%
Maximum Green (s)	6.0	34.0		25.0	25.0		19.0	46.0		5.0	32.0	6.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	C-Max		None	C-Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	36.0	34.0		25.0	25.0		48.0	48.0		33.8	33.8	44.8
Actuated g/C Ratio	0.36	0.34		0.25	0.25		0.48	0.48		0.34	0.34	0.45
v/c Ratio	0.43	0.61		0.31	0.28		0.89	0.71		0.24	0.77	0.19
Control Delay	26.8	16.8		36.5	17.3		48.8	12.5		18.1	21.6	2.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.8	16.8		36.5	17.3		48.8	12.5		18.1	21.6	2.1
LOS	C	B		D	B		D	B		B	C	A
Approach Delay		19.8			22.9			20.4			18.8	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	82	103		29	32		97	110		14	142	5
Queue Length 95th (ft)	137	207		66	82		#297	138		m25	204	m10
Internal Link Dist (ft)		2262			657			2674			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	428	704		175	475		408	1691		207	1196	792
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.43	0.61		0.31	0.28		0.83	0.71		0.24	0.77	0.19

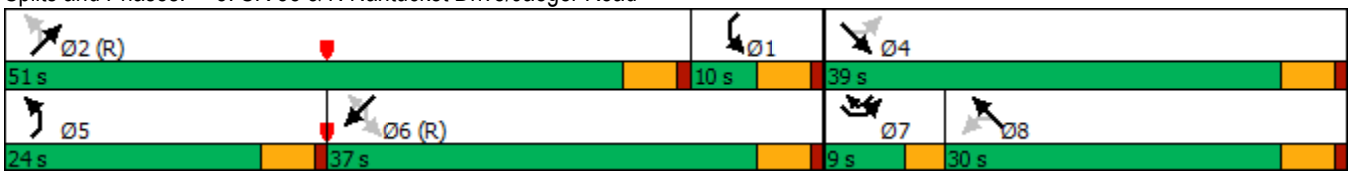
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 88 (88%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road



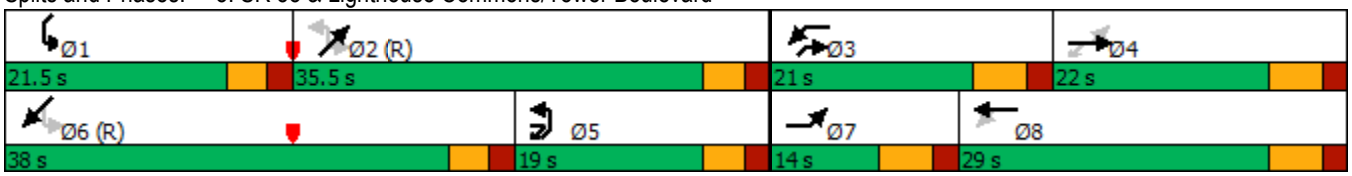
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Future Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.950				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1770	0	1770	3539	1583	1770	3468	0
Flt Permitted	0.515			0.354			0.364			0.242		
Satd. Flow (perm)	959	1863	1583	659	1770	0	678	3539	1583	451	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			207		24				288		18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	168	196	264	179	90	223	807	351	76	658	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	168	196	264	269	0	223	807	351	76	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.5	10.0	22.0		9.5	21.5	10.0	21.5	21.5	
Total Split (s)	14.0	22.0	19.0	21.0	29.0		19.0	35.5	21.0	21.5	38.0	
Total Split (%)	14.0%	22.0%	19.0%	21.0%	29.0%		19.0%	35.5%	21.0%	21.5%	38.0%	
Maximum Green (s)	8.0	16.0	14.0	15.0	23.0		14.0	30.5	15.0	16.5	33.0	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	Max	C-Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	21.5	13.5	28.5	33.3	19.8		30.5	30.5	49.8	36.2	36.2	
Actuated g/C Ratio	0.22	0.14	0.28	0.33	0.20		0.30	0.30	0.50	0.36	0.36	
v/c Ratio	0.66	0.67	0.33	0.70	0.73		0.62	0.75	0.38	0.18	0.60	
Control Delay	38.4	54.3	3.2	35.7	45.7		25.5	20.2	1.2	24.0	28.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	38.4	54.3	3.2	35.7	45.7		25.5	20.2	1.2	24.0	28.5	
LOS	D	D	A	D	D		C	C	A	C	C	
Approach Delay		30.6			40.8			16.2			28.1	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	81	102	0	127	145		37	81	0	33	204	
Queue Length 95th (ft)	131	168	26	193	229		m101	234	3	67	276	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	270	298	598	389	425		359	1079	941	423	1267	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.66	0.56	0.33	0.68	0.63		0.62	0.75	0.37	0.18	0.60	

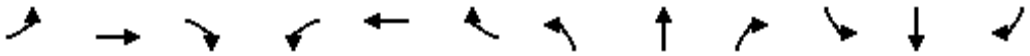
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 91 (91%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 25.6 Intersection LOS: C
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	4	185	24	7	40	153	1161	1	38	1024	91
Future Volume (vph)	136	4	185	24	7	40	153	1161	1	38	1024	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		0	180		0	50		170
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.874							0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1777	1583	1770	1628	0	1770	3539	0	1770	3539	1583
Flt Permitted		0.694		0.581			0.158			0.214		
Satd. Flow (perm)	0	1293	1583	1082	1628	0	294	3539	0	399	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201		43							92
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			210			528			2754	
Travel Time (s)		6.7			4.8			12.0			62.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	4	201	26	8	43	166	1262	1	41	1113	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	152	201	26	51	0	166	1263	0	41	1113	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6

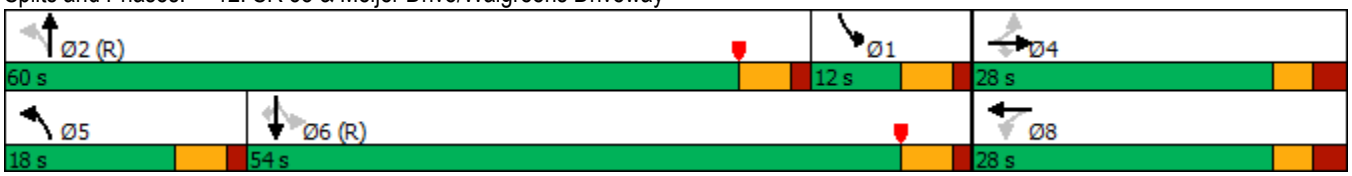


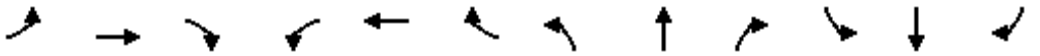
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.7	21.7	21.7	21.7	21.7		9.4	21.4		9.4	21.4	21.4
Total Split (s)	28.0	28.0	28.0	28.0	28.0		18.0	60.0		12.0	54.0	54.0
Total Split (%)	28.0%	28.0%	28.0%	28.0%	28.0%		18.0%	60.0%		12.0%	54.0%	54.0%
Maximum Green (s)	22.3	22.3	22.3	22.3	22.3		12.6	54.6		6.6	48.6	48.6
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.7	5.7	5.7	5.7		5.4	5.4		5.4	5.4	5.4
Lead/Lag							Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	0
Act Effct Green (s)		16.6	16.6	16.6	16.6		65.1	65.1		57.4	57.4	57.4
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.65	0.65		0.57	0.57	0.57
v/c Ratio		0.71	0.47	0.15	0.17		0.50	0.55		0.13	0.55	0.10
Control Delay		56.6	8.7	35.1	13.7		6.0	8.8		11.9	10.3	2.9
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.5		0.0	0.0	0.0
Total Delay		56.6	8.7	35.1	13.7		6.0	9.3		11.9	10.3	2.9
LOS		E	A	D	B		A	A		B	B	A
Approach Delay		29.3			20.9			8.9			9.8	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		92	0	14	4		21	358		7	107	0
Queue Length 95th (ft)		152	57	36	34		m44	m398		m16	193	m11
Internal Link Dist (ft)		216			130			448			2674	
Turn Bay Length (ft)			160				180			50		170
Base Capacity (vph)		288	509	241	396		377	2303		319	2031	947
Starvation Cap Reductn		0	0	0	0		0	556		0	0	0
Spillback Cap Reductn		0	0	0	0		0	0		0	0	0
Storage Cap Reductn		0	0	0	0		0	0		0	0	0
Reduced v/c Ratio		0.53	0.39	0.11	0.13		0.44	0.72		0.13	0.55	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 64 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

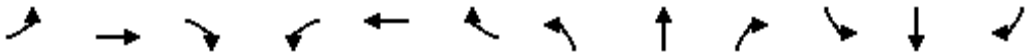
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SR 58 & Meijer Drive/Walgreens Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	3	210	0	0	0	0	1016	225	673	976	0
Future Volume (vph)	316	3	210	0	0	0	0	1016	225	673	976	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	2		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3433	1587	0	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.106		
Satd. Flow (perm)	3433	1587	0	0	0	0	0	3539	1583	197	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		162							245			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	3	228	0	0	0	0	1104	245	732	1061	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	343	231	0	0	0	0	0	1104	245	732	1061	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2	6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Minimum Split (s)	21.4	21.4						21.4	21.4	9.4	21.4	
Total Split (s)	21.4	21.4						37.6	37.6	41.0	78.6	
Total Split (%)	21.4%	21.4%						37.6%	37.6%	41.0%	78.6%	
Maximum Green (s)	16.0	16.0						32.2	32.2	35.6	73.2	
Yellow Time (s)	3.6	3.6						3.9	3.9	3.9	3.9	
All-Red Time (s)	1.8	1.8						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.4						5.4	5.4	5.4	5.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0						5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	14.5	14.5						32.2	32.2	74.7	74.7	
Actuated g/C Ratio	0.14	0.14						0.32	0.32	0.75	0.75	
v/c Ratio	0.69	0.63						0.97	0.36	1.00	0.40	
Control Delay	48.0	21.1						42.7	2.2	38.7	2.4	
Queue Delay	0.0	0.1						4.4	0.0	0.0	0.0	
Total Delay	48.0	21.2						47.1	2.2	38.7	2.4	
LOS	D	C						D	A	D	A	
Approach Delay		37.2						38.9			17.2	
Approach LOS		D						D			B	
Queue Length 50th (ft)	106	39						381	10	~451	79	
Queue Length 95th (ft)	153	117						#488	3	m#546	m83	
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)	350									300		
Base Capacity (vph)	549	390						1139	675	730	2642	
Starvation Cap Reductn	0	0						28	0	0	0	
Spillback Cap Reductn	0	5						0	0	0	116	
Storage Cap Reductn	0	0						0	0	0	0	
Reduced v/c Ratio	0.62	0.60						0.99	0.36	1.00	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 71 (71%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 28.2		Intersection LOS: C	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

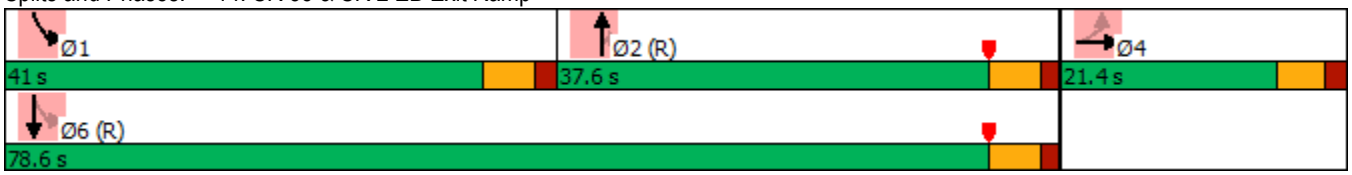
Queue shown is maximum after two cycles.

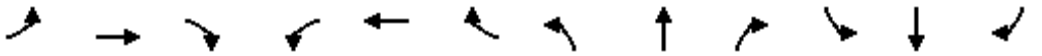
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

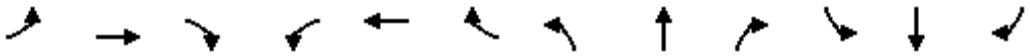
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	293	4	871	192	1141	0	0	1356	349
Future Volume (vph)	0	0	0	293	4	871	192	1141	0	0	1356	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	160		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt					0.851	0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1506	1504	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.079					
Satd. Flow (perm)	0	0	0	1770	1506	1504	147	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					70	85						289
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	318	4	947	209	1240	0	0	1474	379
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	0	0	318	478	473	209	1240	0	0	1474	379
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				21.4	21.4	21.4	9.4	21.4			21.4	21.4
Total Split (s)				34.4	34.4	34.4	15.0	65.6			50.6	50.6
Total Split (%)				34.4%	34.4%	34.4%	15.0%	65.6%			50.6%	50.6%
Maximum Green (s)				29.0	29.0	29.0	9.6	60.2			45.2	45.2
Yellow Time (s)				3.6	3.6	3.6	3.9	3.9			3.9	3.9
All-Red Time (s)				1.8	1.8	1.8	1.5	1.5			1.5	1.5
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				5.4	5.4	5.4	5.4	5.4			5.4	5.4
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				29.0	29.0	29.0	60.2	60.2			45.2	45.2
Actuated g/C Ratio				0.29	0.29	0.29	0.60	0.60			0.45	0.45
v/c Ratio				0.62	0.98	0.95	0.86	0.58			0.92	0.43
Control Delay				37.0	68.6	60.4	42.1	4.3			14.7	2.1
Queue Delay				0.0	0.0	0.0	0.0	0.6			1.3	0.0
Total Delay				37.0	68.6	60.4	42.1	4.9			16.0	2.1
LOS				D	E	E	D	A			B	A
Approach Delay					57.6			10.3			13.1	
Approach LOS					E			B			B	
Queue Length 50th (ft)				175	278	264	37	23			151	21
Queue Length 95th (ft)				268	#504	#480	m62	m28			m163	m22
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)				325		450	160					200
Base Capacity (vph)				513	486	496	244	2130			1600	873
Starvation Cap Reductn				0	0	0	0	487			39	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.62	0.98	0.95	0.86	0.75			0.94	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 19 (19%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			

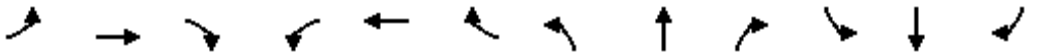
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

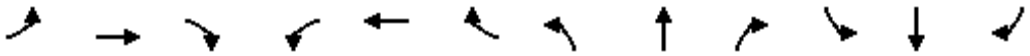
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Future Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.908			0.998			0.982	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1664	0	1770	3532	0	1770	3476	0
Flt Permitted	0.728				0.901		0.197			0.143		
Satd. Flow (perm)	1356	1587	0	0	1524	0	367	3532	0	266	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		87			141			2			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	1	87	14	0	30	65	1238	18	37	1099	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	88	0	0	44	0	65	1256	0	37	1245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

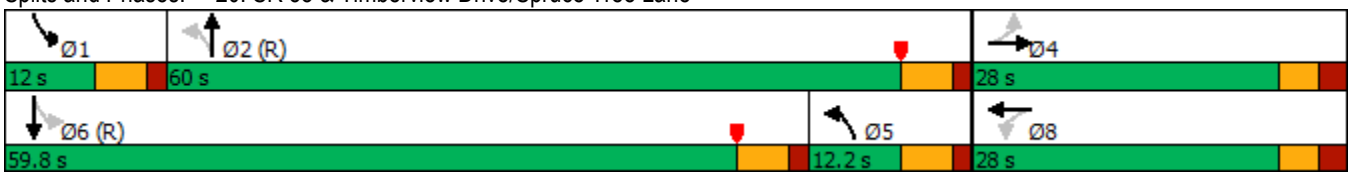


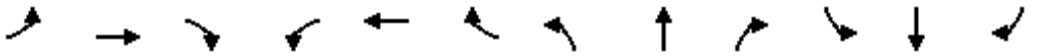
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	28.0	28.0		28.0	28.0		12.2	60.0		12.0	59.8	
Total Split (%)	28.0%	28.0%		28.0%	28.0%		12.2%	60.0%		12.0%	59.8%	
Maximum Green (s)	22.8	22.8		22.8	22.8		6.9	54.7		6.7	54.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	15.7	15.7			15.7		66.6	66.6		64.1	64.1	
Actuated g/C Ratio	0.16	0.16			0.16		0.67	0.67		0.64	0.64	
v/c Ratio	0.67	0.27			0.12		0.19	0.53		0.14	0.56	
Control Delay	54.3	9.8			0.7		7.4	6.1		4.5	5.8	
Queue Delay	0.0	0.0			0.0		0.0	0.1		0.0	0.1	
Total Delay	54.3	9.8			0.7		7.4	6.2		4.5	5.9	
LOS	D	A			A		A	A		A	A	
Approach Delay		37.3			0.7			6.2			5.8	
Approach LOS		D			A			A			A	
Queue Length 50th (ft)	86	1			0		8	108		3	49	
Queue Length 95th (ft)	141	40			0		23	149		m10	404	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	309	429			456		341	2352		273	2235	
Starvation Cap Reductn	0	0			0		0	0		0	165	
Spillback Cap Reductn	0	0			8		0	205		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.46	0.21			0.10		0.19	0.59		0.14	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 65 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

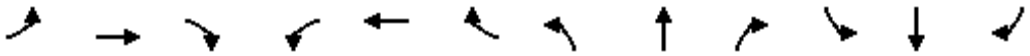
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane





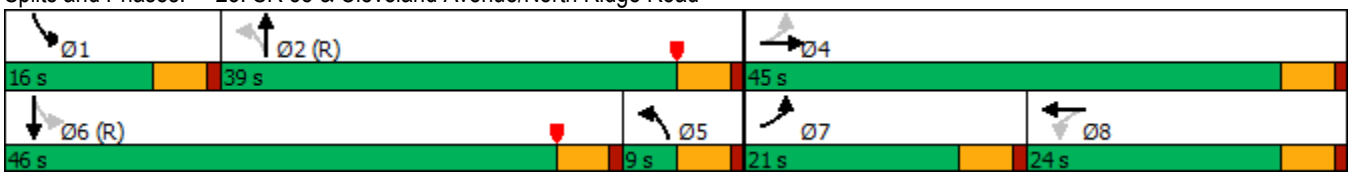
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Future Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.953			0.936			0.984			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1775	0	1770	1744	0	1770	3483	0	1770	3330	0
Flt Permitted	0.238			0.636			0.223			0.127		
Satd. Flow (perm)	443	1775	0	1185	1744	0	415	3483	0	237	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			33			14			184	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	258	133	60	104	137	101	83	792	96	155	655	428
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	193	0	104	238	0	83	888	0	155	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

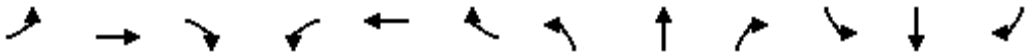


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	21.0	45.0		24.0	24.0		9.0	39.0		16.0	46.0	
Total Split (%)	21.0%	45.0%		24.0%	24.0%		9.0%	39.0%		16.0%	46.0%	
Maximum Green (s)	16.0	40.0		19.0	19.0		4.0	34.0		11.0	41.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	36.4	36.4		16.0	16.0		38.8	38.8		46.4	46.4	
Actuated g/C Ratio	0.36	0.36		0.16	0.16		0.39	0.39		0.46	0.46	
v/c Ratio	0.71	0.29		0.55	0.78		0.39	0.65		0.60	0.66	
Control Delay	34.2	19.7		49.3	51.9		33.9	28.6		25.0	7.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.2	19.7		49.3	51.9		33.9	28.6		25.0	7.5	
LOS	C	B		D	D		C	C		C	A	
Approach Delay		28.0			51.1			29.1			9.7	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)	117	71		61	125		35	248		25	152	
Queue Length 95th (ft)	179	120		114	206		71	331		92	64	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	373	726		225	358		215	1361		278	1644	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.69	0.27		0.46	0.66		0.39	0.65		0.56	0.66	

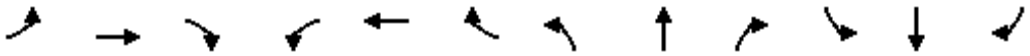
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	17	33	462	10	187	54	1399	471	147	1209	57
Future Volume (vph)	37	17	33	462	10	187	54	1399	471	147	1209	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	185		0	230		400	140		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.912				0.850		0.993	
Flt Protected		0.967		0.950	0.981		0.950			0.950		
Satd. Flow (prot)	0	1801	1583	1681	1583	0	1770	5085	1583	1770	3514	0
Flt Permitted		0.967		0.950	0.981		0.950			0.950		
Satd. Flow (perm)	0	1801	1583	1681	1583	0	1770	5085	1583	1770	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197		65				512		5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			479			596			650	
Travel Time (s)		5.3			10.9			13.5			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	18	36	502	11	203	59	1521	512	160	1314	62
Shared Lane Traffic (%)				26%								
Lane Group Flow (vph)	0	58	36	371	345	0	59	1521	512	160	1376	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases			4						2			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.3	21.3		9.3	21.3	21.3	9.3	21.3	
Total Split (s)	21.2	21.2	21.2	26.2	26.2		9.6	37.6	26.2	15.0	43.0	
Total Split (%)	21.2%	21.2%	21.2%	26.2%	26.2%		9.6%	37.6%	26.2%	15.0%	43.0%	
Maximum Green (s)	16.0	16.0	16.0	21.0	21.0		4.3	32.3	21.0	9.7	37.7	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.9	3.9	3.6	3.9	3.9	
All-Red Time (s)	1.6	1.6	1.6	1.6	1.6		1.4	1.4	1.6	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.2	5.2	5.2	5.2		5.3	5.3	5.2	5.3	5.3	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	
Act Effct Green (s)		8.6	8.6	28.7	28.7		4.3	34.2	68.1	9.7	41.5	
Actuated g/C Ratio		0.09	0.09	0.29	0.29		0.04	0.34	0.68	0.10	0.42	
v/c Ratio		0.37	0.11	0.77	0.69		0.78	0.88	0.41	0.94	0.94	
Control Delay		49.2	0.7	46.0	34.8		80.0	28.2	1.2	61.3	20.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.1	0.0	5.1	
Total Delay		49.2	0.7	46.0	34.8		80.0	28.2	1.3	61.3	25.1	
LOS		D	A	D	C		E	C	A	E	C	
Approach Delay		30.6			40.6			23.1			28.8	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		36	0	228	168		38	289	6	110	~510	
Queue Length 95th (ft)		73	0	#411	#317		m#60	m#364	m22	m112	m#520	
Internal Link Dist (ft)		152			399			516			570	
Turn Bay Length (ft)			25	185			230		400	140		
Base Capacity (vph)		288	418	481	500		76	1737	1241	171	1460	
Starvation Cap Reductn		0	0	0	0		0	0	147	0	0	
Spillback Cap Reductn		0	3	0	1		0	0	0	0	63	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.20	0.09	0.77	0.69		0.78	0.88	0.47	0.94	0.98	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 28.1		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

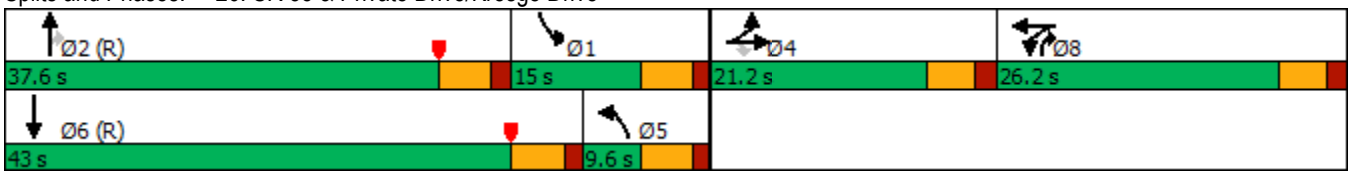
Queue shown is maximum after two cycles.

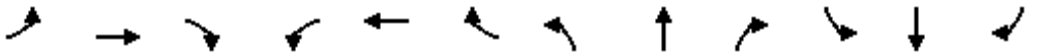
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

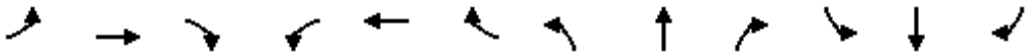
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: SR 58 & Private Drive/Kresge Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	82	0	0	1	82	1085	0	1	983	57
Future Volume (vph)	73	0	82	0	0	1	82	1085	0	1	983	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.865						0.992	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1611	0	1770	3539	0	1770	3511	0
Flt Permitted		0.757					0.196			0.240		
Satd. Flow (perm)	0	1410	1583	0	1611	0	365	3539	0	447	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89		115						9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	0	89	0	0	1	89	1179	0	1	1068	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	89	0	1	0	89	1179	0	1	1130	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	75.0		60.0	60.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		15.0%	75.0%		60.0%	60.0%	
Maximum Green (s)	19.8	19.8	19.8	19.8	19.8		9.4	69.4		54.4	54.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		10.9	10.9		10.9		78.3	78.3		68.2	68.2	
Actuated g/C Ratio		0.11	0.11		0.11		0.78	0.78		0.68	0.68	
v/c Ratio		0.52	0.35		0.00		0.23	0.43		0.00	0.47	
Control Delay		53.0	12.6		0.0		1.8	2.3		3.0	3.3	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		53.0	12.6		0.0		1.8	2.3		3.0	3.3	
LOS		D	B		A		A	A		A	A	
Approach Delay		31.6						2.2			3.3	
Approach LOS		C						A			A	
Queue Length 50th (ft)		48	0		0		1	7		0	45	
Queue Length 95th (ft)		91	43		0		m3	15		m0	54	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		279	384		411		417	2770		304	2397	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.28	0.23		0.00		0.21	0.43		0.00	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 81 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 4.6		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	22.0	39.2	0.2	14
Private Drive	29	6.0	27.2	0.2	28
Spruce Tree Lane	20	6.6	31.5	0.2	25
	14	24.6	33.7	0.1	9
SR 2 WB Exit Ramp	17	6.5	20.2	0.1	21
Kresge Drive	26	28.5	40.8	0.1	10
Cooper Foster Park R	4	13.1	26.6	0.1	17
Walgreens Driveway	12	6.8	17.6	0.1	20
N Nantucket Drive	5	12.8	69.9	0.5	27
Tower Boulevard	8	20.8	44.3	0.2	18
Total		147.6	351.1	1.9	19

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	23.9	36.4	0.1	11
Jaeger Road	5	14.9	36.6	0.2	21
Meijer Drive	12	12.4	64.4	0.5	29
Cooper Foster Park R	4	31.5	42.8	0.1	8
Private Drive	26	14.1	28.4	0.1	16
	17	9.0	21.7	0.1	19
SR 2 EB Exit Ramp	14	6.2	18.8	0.1	22
Timberview Drive	20	3.6	13.0	0.1	23
Drug Mart	29	3.8	29.1	0.2	27
Cleveland Avenue	23	12.3	36.1	0.2	21
Total		131.6	327.5	1.8	20

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	TR	T	TR	T	T	R	T	TR
Maximum Queue (ft)	170	212	95	90	101	180	45	97	110
Average Queue (ft)	123	154	69	61	39	102	16	64	72
95th Queue (ft)	190	234	113	103	125	209	50	107	118
Link Distance (ft)	2027	2027	1633	1633	569	569		450	450
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							250		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	71	112	61	67	111	92	108	35	104	123	45
Average Queue (ft)	44	68	33	38	64	51	69	14	64	78	21
95th Queue (ft)	91	124	70	75	118	105	120	41	111	131	52
Link Distance (ft)		2282		690		2336	2336		1020	1020	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			190
Storage Blk Time (%)		0							0	0	
Queuing Penalty (veh)		0							0	0	

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	39	58	51	115	107	54	34	37	9	36	98	86
Average Queue (ft)	16	31	33	78	64	24	11	15	2	14	64	39
95th Queue (ft)	46	70	55	131	122	58	40	41	13	42	120	95
Link Distance (ft)		1037		1158	1158		1020	1020			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 12: SR 58 & Meijer Drive

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	118	37	139	127	85	95	115	60
Average Queue (ft)	82	23	91	55	45	57	65	36
95th Queue (ft)	138	47	162	134	100	112	130	80
Link Distance (ft)	238	238		326	326	2336	2336	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			180					170
Storage Blk Time (%)			1				0	
Queuing Penalty (veh)			3				0	

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	T	T	R	L	T	T
Maximum Queue (ft)	136	164	94	160	161	65	236	42	51
Average Queue (ft)	79	119	56	104	114	38	136	25	24
95th Queue (ft)	142	180	97	194	200	72	251	52	64
Link Distance (ft)			1135	356	356	356		558	558
Upstream Blk Time (%)				0					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)	350	350					300		
Storage Blk Time (%)							0		
Queuing Penalty (veh)							1		

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	R	L	T	T	T	T	R
Maximum Queue (ft)	123	92	135	92	6	22	153	108	31
Average Queue (ft)	81	62	91	57	1	5	93	60	14
95th Queue (ft)	143	97	145	106	11	28	170	120	34
Link Distance (ft)		1121			558	558	509	509	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	325		450	160					200
Storage Blk Time (%)				0					
Queuing Penalty (veh)				0					

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	49	139	38	65	91	128	32	82	94
Average Queue (ft)	44	86	22	40	47	73	12	39	61
95th Queue (ft)	55	153	48	78	144	188	39	93	102
Link Distance (ft)		576	718		1107	1107		356	356
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	54	10			1				
Queuing Penalty (veh)	44	13			1				

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	141	70	56	96	40	86	68	35	28	44
Average Queue (ft)	87	44	29	59	14	49	28	17	11	24
95th Queue (ft)	154	83	69	108	45	99	82	39	32	56
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)				3		1				
Queuing Penalty (veh)				1		0				

Intersection: 26: SR 58 & Kresge Drive

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	R	T	T	R	T	T
Maximum Queue (ft)	89	121	34	75	142	31	157	142
Average Queue (ft)	54	87	17	40	88	12	95	85
95th Queue (ft)	102	137	41	88	163	39	174	162
Link Distance (ft)			427	509	509		569	569
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	185	185				400		
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Intersection: 29: SR 58 & Drug Mart/Private Drive

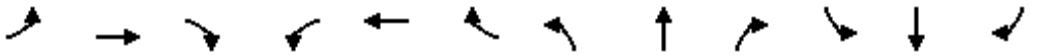
Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	T	TR
Maximum Queue (ft)	58	32	6	30	67	65	38	59
Average Queue (ft)	33	17	1	18	26	23	14	23
95th Queue (ft)	73	42	11	39	72	72	46	65
Link Distance (ft)	100	100	74		1020	1020	1107	1107
Upstream Blk Time (%)	1							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)				70				
Storage Blk Time (%)					1			
Queuing Penalty (veh)					0			

Intersection: 33: SR 58

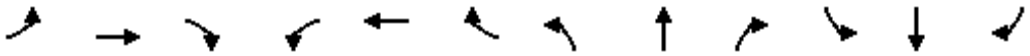
Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	L	T	T	R
Maximum Queue (ft)	76	56	27	21	62	31	31	27	63	54	11
Average Queue (ft)	40	32	8	8	38	10	8	7	19	20	3
95th Queue (ft)	82	64	32	30	76	38	35	28	74	73	19
Link Distance (ft)	152	152	174	174	450	450	450		326	326	326
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)								100			
Storage Blk Time (%)									0		
Queuing Penalty (veh)									0		

Network Summary

Network wide Queuing Penalty: 65



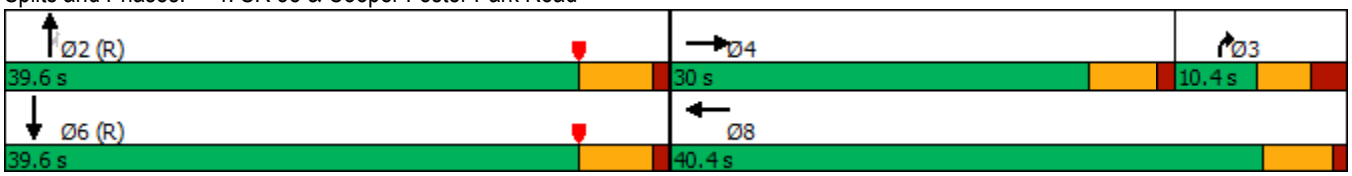
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	424	236	0	244	88	0	810	127	0	607	116
Future Volume (vph)	0	424	236	0	244	88	0	810	127	0	607	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		250	210		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.946			0.960				0.850		0.976	
Flt Protected												
Satd. Flow (prot)	0	3348	0	0	3398	0	0	3539	1583	0	3454	0
Flt Permitted												
Satd. Flow (perm)	0	3348	0	0	3398	0	0	3539	1583	0	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		139			70				138		34	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			525	
Travel Time (s)		47.0			38.3			14.8			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	461	257	0	265	96	0	880	138	0	660	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	718	0	0	361	0	0	880	138	0	786	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2	1		2	
Detector Template		Thru			Thru			Thru	Right		Thru	
Leading Detector (ft)		100			100			100	20		100	
Trailing Detector (ft)		0			0			0	0		0	
Detector 1 Position(ft)		0			0			0	0		0	
Detector 1 Size(ft)		6			6			6	20		6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0	0.0		0.0	
Detector 1 Queue (s)		0.0			0.0			0.0	0.0		0.0	
Detector 1 Delay (s)		0.0			0.0			0.0	0.0		0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA			NA			NA	custom		NA	
Protected Phases		4			8			2	3		6	
Permitted Phases									2			



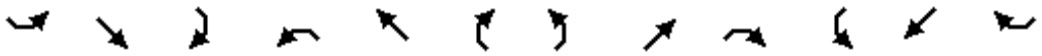
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4			8			2	3		6	
Switch Phase												
Minimum Initial (s)		4.0			4.0			4.0	4.0		4.0	
Minimum Split (s)		21.1			21.1			21.4	9.5		21.4	
Total Split (s)		30.0			40.4			39.6	10.4		39.6	
Total Split (%)		37.5%			50.5%			49.5%	13.0%		49.5%	
Maximum Green (s)		24.9			35.3			34.2	4.9		34.2	
Yellow Time (s)		4.1			4.1			4.4	3.2		4.4	
All-Red Time (s)		1.0			1.0			1.0	2.3		1.0	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.1			5.1			5.4	5.5		5.4	
Lead/Lag		Lead							Lag			
Lead-Lag Optimize?		Yes							Yes			
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	
Recall Mode		None			None			C-Max	None		C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		20.7			31.6			37.9	48.7		37.9	
Actuated g/C Ratio		0.26			0.40			0.47	0.61		0.47	
v/c Ratio		0.74			0.26			0.52	0.14		0.47	
Control Delay		26.4			12.9			10.3	1.5		4.7	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		26.4			12.9			10.3	1.5		4.7	
LOS		C			B			B	A		A	
Approach Delay		26.4			12.9			9.1			4.7	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		138			48			123	0		25	
Queue Length 95th (ft)		186			72			176	8		32	
Internal Link Dist (ft)		1988			1605			570			445	
Turn Bay Length (ft)									250			
Base Capacity (vph)		1137			1538			1677	1018		1655	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.63			0.23			0.52	0.14		0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 19 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Future Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.860			0.928			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1602	0	1770	1729	0	1770	3518	0	1770	3539	1583
Flt Permitted	0.615			0.573			0.270			0.446		
Satd. Flow (perm)	1146	1602	0	1067	1729	0	503	3518	0	831	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		287			32			7				95
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2403			1141	
Travel Time (s)		53.2			16.8			54.6			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	20	287	54	35	32	185	529	23	27	567	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	307	0	54	67	0	185	552	0	27	567	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7
Permitted Phases	4			8			2			6		6

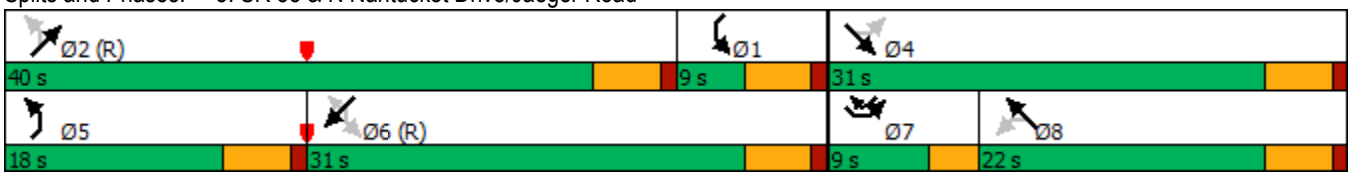


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	9.0
Total Split (s)	9.0	31.0		22.0	22.0		18.0	40.0		9.0	31.0	9.0
Total Split (%)	11.3%	38.8%		27.5%	27.5%		22.5%	50.0%		11.3%	38.8%	11.3%
Maximum Green (s)	6.0	26.0		17.0	17.0		13.0	35.0		4.0	26.0	6.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	C-Max		None	C-Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	28.0	26.0		18.8	18.8		40.4	40.4		28.9	28.9	39.9
Actuated g/C Ratio	0.35	0.32		0.24	0.24		0.50	0.50		0.36	0.36	0.50
v/c Ratio	0.21	0.43		0.22	0.16		0.45	0.31		0.08	0.44	0.10
Control Delay	19.3	5.5		28.9	16.9		12.3	9.5		11.4	12.6	1.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	19.3	5.5		28.9	16.9		12.3	9.5		11.4	12.6	1.7
LOS	B	A		C	B		B	A		B	B	A
Approach Delay		8.8			22.3			10.2			11.2	
Approach LOS		A			C			B			B	
Queue Length 50th (ft)	32	7		23	14		29	47		6	66	0
Queue Length 95th (ft)	65	61		55	46		61	77		m15	91	m4
Internal Link Dist (ft)		2262			657			2323			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	447	714		250	430		459	1780		347	1279	837
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.43		0.22	0.16		0.40	0.31		0.08	0.44	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 78 (98%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road

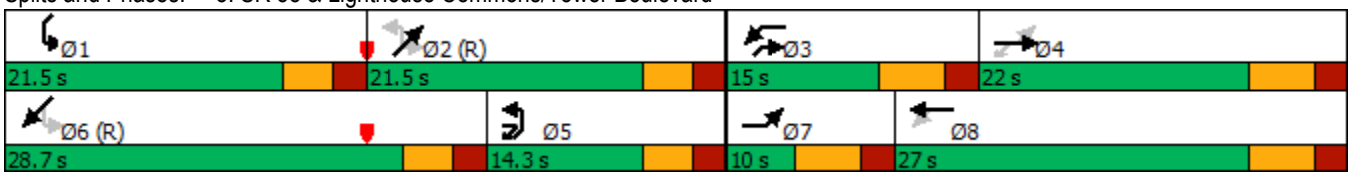


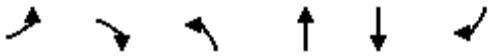
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Future Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1798	0	1770	3539	1583	1770	3483	0
Flt Permitted	0.668			0.399			0.667			0.667		
Satd. Flow (perm)	1244	1863	1583	743	1798	0	1242	3539	1583	1242	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177		18				147		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	67	108	175	107	32	127	300	147	57	492	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	67	108	175	139	0	127	300	147	57	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.5	10.0	22.0		9.5	21.5	10.0	21.5	21.5	
Total Split (s)	10.0	22.0	14.3	15.0	27.0		14.3	21.5	15.0	21.5	28.7	
Total Split (%)	12.5%	27.5%	17.9%	18.8%	33.8%		17.9%	26.9%	18.8%	26.9%	35.9%	
Maximum Green (s)	4.0	16.0	9.3	9.0	21.0		9.3	16.5	9.0	16.5	23.7	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	Max	C-Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	11.1	8.2	17.2	19.9	12.7		16.5	16.5	30.3	34.0	34.0	
Actuated g/C Ratio	0.14	0.10	0.22	0.25	0.16		0.21	0.21	0.38	0.42	0.42	
v/c Ratio	0.34	0.35	0.23	0.59	0.46		0.40	0.41	0.21	0.08	0.37	
Control Delay	26.1	37.7	1.5	31.3	30.9		18.7	16.3	1.3	16.7	17.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	26.1	37.7	1.5	31.3	30.9		18.7	16.3	1.3	16.7	17.5	
LOS	C	D	A	C	C		B	B	A	B	B	
Approach Delay		18.3			31.1			13.0			17.4	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	25	32	0	69	55		25	30	1	17	97	
Queue Length 95th (ft)	51	67	6	115	103		43	44	1	43	148	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	199	372	480	302	485		317	729	694	703	1487	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.34	0.18	0.23	0.58	0.29		0.40	0.41	0.21	0.08	0.37	

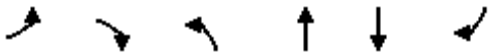
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 7 (9%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 18.5		Intersection LOS: B	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard





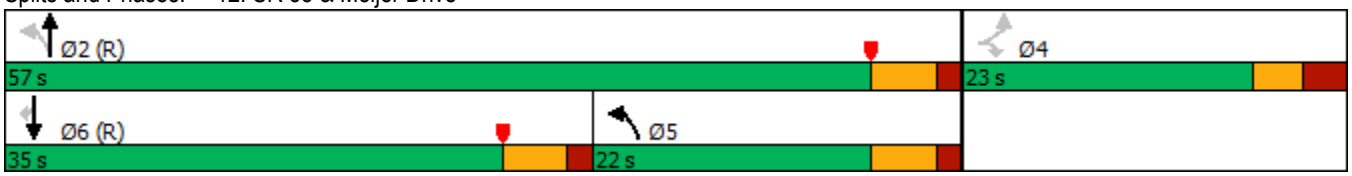
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	110	35	280	962	688	192
Future Volume (vph)	110	35	280	962	688	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	160	180			170
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.312			
Satd. Flow (perm)	1770	1583	581	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		38				209
Link Speed (mph)	30			30	30	
Link Distance (ft)	296			394	2403	
Travel Time (s)	6.7			9.0	54.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	38	304	1046	748	209
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	38	304	1046	748	209
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4	2			6

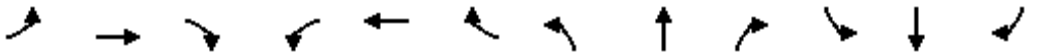


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.7	21.7	9.4	21.4	21.4	21.4
Total Split (s)	23.0	23.0	22.0	57.0	35.0	35.0
Total Split (%)	28.8%	28.8%	27.5%	71.3%	43.8%	43.8%
Maximum Green (s)	17.3	17.3	16.6	51.6	29.6	29.6
Yellow Time (s)	3.0	3.0	3.9	3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.4	5.4	5.4	5.4
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	10.7	10.7	60.7	61.7	38.7	38.7
Actuated g/C Ratio	0.13	0.13	0.76	0.77	0.48	0.48
v/c Ratio	0.51	0.16	0.44	0.38	0.44	0.24
Control Delay	39.0	11.6	5.2	2.2	10.1	1.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	39.0	11.6	5.2	2.3	10.1	1.3
LOS	D	B	A	A	B	A
Approach Delay	32.4			3.0	8.2	
Approach LOS	C			A	A	
Queue Length 50th (ft)	57	0	22	41	110	0
Queue Length 95th (ft)	102	24	35	53	167	1
Internal Link Dist (ft)	216			314	2323	
Turn Bay Length (ft)		160	180			170
Base Capacity (vph)	382	372	687	2731	1710	872
Starvation Cap Reductn	0	0	0	527	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.10	0.44	0.47	0.44	0.24

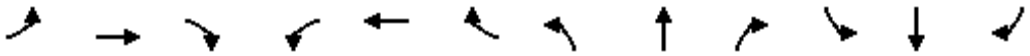
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 10 (13%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: SR 58 & Meijer Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	3	192	0	0	0	0	616	159	524	586	0
Future Volume (vph)	316	3	192	0	0	0	0	616	159	524	586	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	2		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3433	1587	0	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.291		
Satd. Flow (perm)	3433	1587	0	0	0	0	0	3539	1583	542	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		209							173			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	3	209	0	0	0	0	670	173	570	637	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	343	212	0	0	0	0	0	670	173	570	637	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2	6		

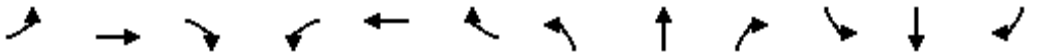


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Minimum Split (s)	21.4	21.4						21.4	21.4	9.4	21.4	
Total Split (s)	21.4	21.4						27.6	27.6	31.0	58.6	
Total Split (%)	26.8%	26.8%						34.5%	34.5%	38.8%	73.3%	
Maximum Green (s)	16.0	16.0						22.2	22.2	25.6	53.2	
Yellow Time (s)	3.6	3.6						3.9	3.9	3.9	3.9	
All-Red Time (s)	1.8	1.8						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.4						5.4	5.4	5.4	5.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0						5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	13.5	13.5						24.7	24.7	55.7	55.7	
Actuated g/C Ratio	0.17	0.17						0.31	0.31	0.70	0.70	
v/c Ratio	0.59	0.48						0.61	0.28	0.74	0.26	
Control Delay	34.8	8.6						14.8	1.9	15.1	1.3	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	34.8	8.6						14.8	1.9	15.1	1.3	
LOS	C	A						B	A	B	A	
Approach Delay		24.8						12.1			7.8	
Approach LOS		C						B			A	
Queue Length 50th (ft)	81	1						64	1	84	21	
Queue Length 95th (ft)	119	56						95	5	116	23	
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)	350									300		
Base Capacity (vph)	686	484						1093	608	770	2464	
Starvation Cap Reductn	0	0						0	0	0	0	
Spillback Cap Reductn	0	0						0	0	0	0	
Storage Cap Reductn	0	0						0	0	0	0	
Reduced v/c Ratio	0.50	0.44						0.61	0.28	0.74	0.26	

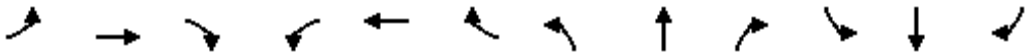
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 53 (66%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	129	3	468	137	719	0	0	916	181
Future Volume (vph)	0	0	0	129	3	468	137	719	0	0	916	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	160		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt					0.852	0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1508	1504	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.223					
Satd. Flow (perm)	0	0	0	1770	1508	1504	415	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					224	224						197
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	140	3	509	149	782	0	0	996	197
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	0	0	140	258	254	149	782	0	0	996	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6

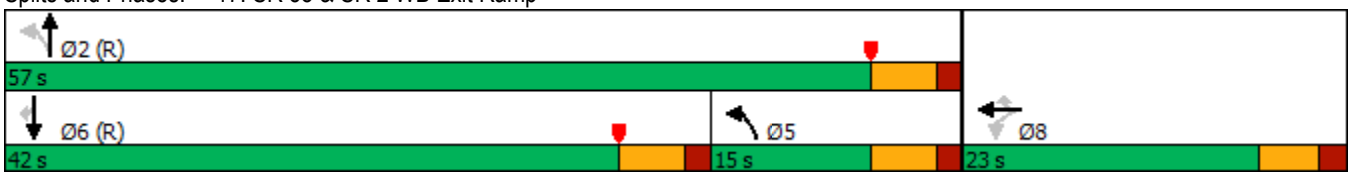


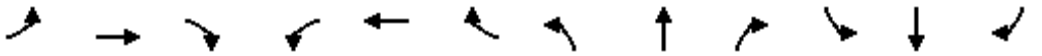
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				21.4	21.4	21.4	9.4	21.4			21.4	21.4
Total Split (s)				23.0	23.0	23.0	15.0	57.0			42.0	42.0
Total Split (%)				28.8%	28.8%	28.8%	18.8%	71.3%			52.5%	52.5%
Maximum Green (s)				17.6	17.6	17.6	9.6	51.6			36.6	36.6
Yellow Time (s)				3.6	3.6	3.6	3.9	3.9			3.9	3.9
All-Red Time (s)				1.8	1.8	1.8	1.5	1.5			1.5	1.5
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				5.4	5.4	5.4	5.4	5.4			5.4	5.4
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				13.0	13.0	13.0	56.2	56.2			41.2	41.2
Actuated g/C Ratio				0.16	0.16	0.16	0.70	0.70			0.52	0.52
v/c Ratio				0.49	0.60	0.59	0.33	0.31			0.55	0.22
Control Delay				35.3	12.4	12.0	5.0	0.7			6.6	1.2
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				35.3	12.4	12.0	5.0	0.7			6.6	1.2
LOS				D	B	B	A	A			A	A
Approach Delay					17.2			1.4			5.7	
Approach LOS					B			A			A	
Queue Length 50th (ft)				64	15	13	5	0			112	0
Queue Length 95th (ft)				111	80	76	m25	0			121	12
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)				325		450	160					200
Base Capacity (vph)				389	506	505	454	2487			1823	911
Starvation Cap Reductn				0	0	0	0	0			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.36	0.51	0.50	0.33	0.31			0.55	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 65 (81%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

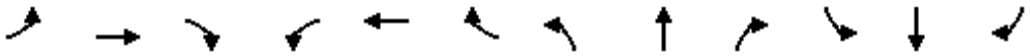
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1	80	13	0	24	90	655	11	20	559	174
Future Volume (vph)	131	1	80	13	0	24	90	655	11	20	559	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.912			0.998			0.964	
Flt Protected	0.950				0.983		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1670	0	1770	3532	0	1770	3412	0
Flt Permitted	0.731				0.891		0.261			0.376		
Satd. Flow (perm)	1362	1587	0	0	1514	0	486	3532	0	700	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		87			176			3			64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	1	87	14	0	26	98	712	12	22	608	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	88	0	0	40	0	98	724	0	22	797	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

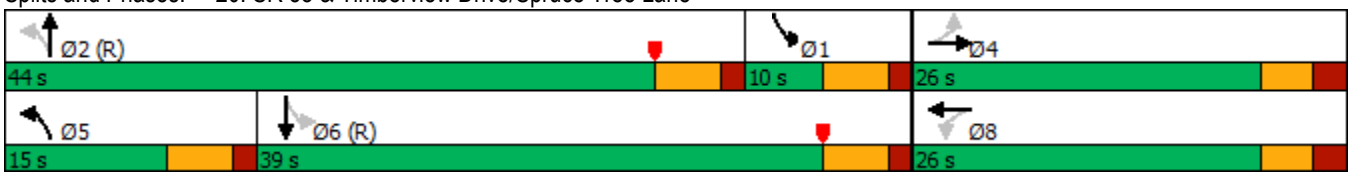


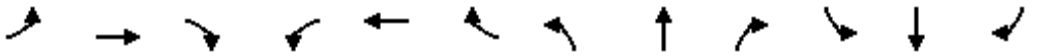
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	26.0	26.0		26.0	26.0		15.0	44.0		10.0	39.0	
Total Split (%)	32.5%	32.5%		32.5%	32.5%		18.8%	55.0%		12.5%	48.8%	
Maximum Green (s)	20.8	20.8		20.8	20.8		9.7	38.7		4.7	33.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	13.6	13.6			13.6		51.9	51.9		45.4	45.4	
Actuated g/C Ratio	0.17	0.17			0.17		0.65	0.65		0.57	0.57	
v/c Ratio	0.62	0.26			0.10		0.23	0.32		0.05	0.41	
Control Delay	41.6	8.4			0.5		5.5	6.4		10.0	8.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	41.6	8.4			0.5		5.5	6.4		10.0	8.0	
LOS	D	A			A		A	A		A	A	
Approach Delay		28.9			0.5			6.3			8.0	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)	67	0			0		4	100		2	40	
Queue Length 95th (ft)	114	35			0		29	168		m13	134	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	354	477			523		472	2294		460	1963	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.40	0.18			0.08		0.21	0.32		0.05	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 67 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

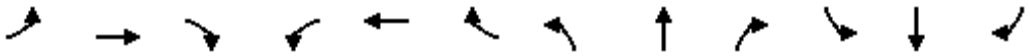
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane





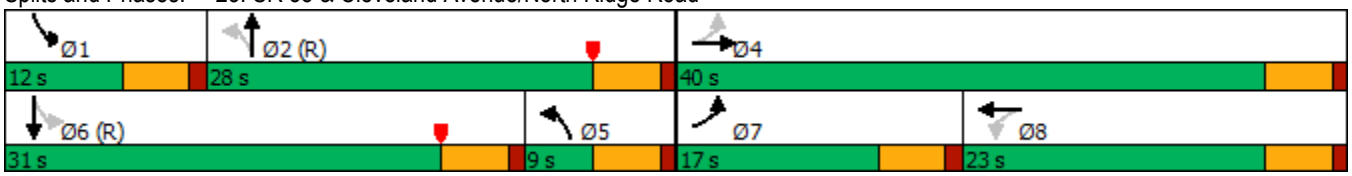
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Future Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.934			0.902			0.983			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1740	0	1770	1680	0	1770	3479	0	1770	3426	0
Flt Permitted	0.398			0.685			0.481			0.377		
Satd. Flow (perm)	741	1740	0	1276	1680	0	896	3479	0	702	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			80			17			45	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	203	62	49	55	43	80	36	415	52	62	374	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	111	0	55	123	0	36	467	0	62	474	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		



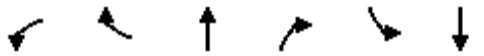
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	17.0	40.0		23.0	23.0		9.0	28.0		12.0	31.0	
Total Split (%)	21.3%	50.0%		28.8%	28.8%		11.3%	35.0%		15.0%	38.8%	
Maximum Green (s)	12.0	35.0		18.0	18.0		4.0	23.0		7.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	23.2	23.2		8.9	8.9		36.7	36.7		41.4	41.4	
Actuated g/C Ratio	0.29	0.29		0.11	0.11		0.46	0.46		0.52	0.52	
v/c Ratio	0.56	0.21		0.39	0.48		0.08	0.29		0.14	0.26	
Control Delay	27.4	11.9		40.0	19.9		18.1	16.5		3.7	2.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.4	11.9		40.0	19.9		18.1	16.5		3.7	2.6	
LOS	C	B		D	B		B	B		A	A	
Approach Delay		21.9			26.1			16.6			2.7	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	77	22		26	20		11	79		2	1	
Queue Length 95th (ft)	122	52		58	66		32	132		7	8	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	375	788		287	440		454	1605		465	1793	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.14		0.19	0.28		0.08	0.29		0.13	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 50 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	283	57	911	220	0	917
Future Volume (vph)	283	57	911	220	0	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0		400	140	
Storage Lanes	2	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	3539	1583	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	3539	1583	0	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		62				
Link Speed (mph)	30		30			30
Link Distance (ft)	479		596			650
Travel Time (s)	10.9		13.5			14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	308	62	990	239	0	997
Shared Lane Traffic (%)						
Lane Group Flow (vph)	308	62	990	239	0	997
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1		2
Detector Template	Left	Right	Thru	Right		Thru
Leading Detector (ft)	20	20	100	20		100
Trailing Detector (ft)	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	20		6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	pm+ov		NA
Protected Phases	8		2	8		6
Permitted Phases		8		2		



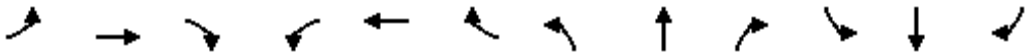
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	8		6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	21.3	21.3	21.3	21.3		21.3
Total Split (s)	28.0	28.0	52.0	28.0		52.0
Total Split (%)	35.0%	35.0%	65.0%	35.0%		65.0%
Maximum Green (s)	22.8	22.8	46.7	22.8		46.7
Yellow Time (s)	3.6	3.6	3.9	3.6		3.9
All-Red Time (s)	1.6	1.6	1.4	1.6		1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.2	5.2	5.3	5.2		5.3
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	C-Max	None		C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	12.8	12.8	56.7	80.0		56.7
Actuated g/C Ratio	0.16	0.16	0.71	1.00		0.71
v/c Ratio	0.56	0.20	0.39	0.15		0.40
Control Delay	34.6	9.5	2.2	0.2		10.0
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	34.6	9.5	2.2	0.2		10.0
LOS	C	A	A	A		B
Approach Delay	30.4		1.8			10.0
Approach LOS	C		A			B
Queue Length 50th (ft)	74	0	24	0		170
Queue Length 95th (ft)	106	30	72	0		255
Internal Link Dist (ft)	399		516			570
Turn Bay Length (ft)	185			400		
Base Capacity (vph)	978	495	2507	1583		2507
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.31	0.13	0.39	0.15		0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 26: SR 58 & Kresge Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	19	0	0	1	51	707	0	1	544	43
Future Volume (vph)	40	0	19	0	0	1	51	707	0	1	544	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.865						0.989	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1611	0	1770	3539	0	1770	3500	0
Flt Permitted		0.757					0.406			0.361		
Satd. Flow (perm)	0	1410	1583	0	1611	0	756	3539	0	672	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			112		215						13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	0	21	0	0	1	55	768	0	1	591	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	21	0	1	0	55	768	0	1	638	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		

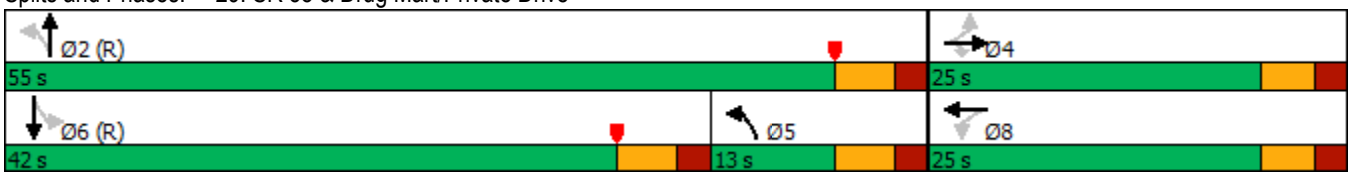


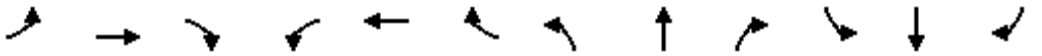
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	55.0		42.0	42.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		16.3%	68.8%		52.5%	52.5%	
Maximum Green (s)	19.8	19.8	19.8	19.8	19.8		7.4	49.4		36.4	36.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		8.0	8.0		7.8		68.0	68.0		60.2	60.2	
Actuated g/C Ratio		0.10	0.10		0.10		0.85	0.85		0.75	0.75	
v/c Ratio		0.31	0.08		0.00		0.08	0.26		0.00	0.24	
Control Delay		38.4	0.6		0.0		5.0	4.9		2.0	2.0	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		38.4	0.6		0.0		5.0	4.9		2.0	2.0	
LOS		D	A		A		A	A		A	A	
Approach Delay		26.0						4.9			2.0	
Approach LOS		C						A			A	
Queue Length 50th (ft)		20	0		0		12	104		0	48	
Queue Length 95th (ft)		49	0		0		m23	145		m0	12	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		348	476		560		714	3006		505	2635	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.12	0.04		0.00		0.08	0.26		0.00	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 37 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 4.6		Intersection LOS: A	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

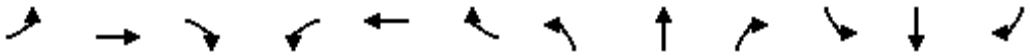
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	3	84	7	1	13	79	887	0	11	639	38
Future Volume (vph)	62	3	84	7	1	13	79	887	0	11	639	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.855			0.860							0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1593	0	1770	1602	0	1770	3539	0	1770	3539	1583
Flt Permitted	0.748			0.696			0.387			0.289		
Satd. Flow (perm)	1393	1593	0	1296	1602	0	721	3539	0	538	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91			14							41
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		211			220			525			394	
Travel Time (s)		4.8			5.0			11.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	3	91	8	1	14	86	964	0	12	695	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	94	0	8	15	0	86	964	0	12	695	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		21.7	21.7		21.4	21.4		21.4	21.4	21.4
Total Split (s)	26.0	26.0		26.0	26.0		54.0	54.0		54.0	54.0	54.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		67.5%	67.5%		67.5%	67.5%	67.5%
Maximum Green (s)	22.0	22.0		20.3	20.3		48.6	48.6		48.6	48.6	48.6
Yellow Time (s)	3.5	3.5		3.0	3.0		3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	0.5	0.5		2.7	2.7		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		5.7	5.7		5.4	5.4		5.4	5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	9.2	9.2		7.9	7.9		64.3	64.3		64.3	64.3	64.3
Actuated g/C Ratio	0.12	0.12		0.10	0.10		0.80	0.80		0.80	0.80	0.80
v/c Ratio	0.42	0.36		0.06	0.09		0.15	0.34		0.03	0.24	0.03
Control Delay	39.8	11.8		32.0	17.5		0.9	0.7		0.5	0.6	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.8	11.8		32.0	17.5		0.9	0.7		0.5	0.6	0.1
LOS	D	B		C	B		A	A		A	A	A
Approach Delay		23.4			22.5			0.7			0.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	32	1		4	0		1	7		0	1	0
Queue Length 95th (ft)	66	40		16	17		m3	12		m0	8	m1
Internal Link Dist (ft)		131			140			445			314	
Turn Bay Length (ft)										100		
Base Capacity (vph)	383	504		328	416		579	2846		432	2846	1281
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.17	0.19		0.02	0.04		0.15	0.34		0.03	0.24	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 2.7		Intersection LOS: A	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 33: SR 58



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	9.0	25.9	0.2	21
Private Drive	29	3.5	24.5	0.2	31
Spruce Tree Lane	20	6.1	31.6	0.2	25
	14	19.5	28.5	0.1	10
SR 2 WB Exit Ramp	17	3.3	16.1	0.1	26
Kresge Drive	26	2.4	14.8	0.1	28
Cooper Foster Park R	4	6.6	20.7	0.1	21
	33	1.4	12.8	0.1	28
Meijer Drive	12	2.8	10.6	0.1	26
N Nantucket Drive	5	5.9	46.2	0.5	35
Tower Boulevard	8	13.6	35.6	0.2	22
Total		74.0	267.2	1.9	25

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	13.4	25.9	0.1	15
Jaeger Road	5	10.3	33.2	0.2	23
Meijer Drive	12	6.6	53.4	0.5	31
	33	2.3	11.0	0.1	24
Cooper Foster Park R	4	6.7	18.1	0.1	20
Kresge Drive	26	8.0	21.5	0.1	21
	17	8.1	20.6	0.1	20
SR 2 EB Exit Ramp	14	2.5	15.7	0.1	27
Timberview Drive	20	4.4	13.6	0.1	22
Drug Mart	29	2.3	26.4	0.2	30
Cleveland Avenue	23	4.8	26.9	0.2	28
Total		69.4	266.1	1.8	25

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	TR	T	TR	T	T	R	T	TR
Maximum Queue (ft)	298	338	157	195	589	592	275	157	174
Average Queue (ft)	213	247	109	124	435	473	221	105	117
95th Queue (ft)	322	357	172	212	719	716	376	176	185
Link Distance (ft)	2027	2027	1633	1633	569	569		450	450
Upstream Blk Time (%)					3	10			
Queuing Penalty (veh)					24	84			
Storage Bay Dist (ft)							250		
Storage Blk Time (%)						52	0		
Queuing Penalty (veh)						103	2		

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	178	272	78	97	129	144	164	58	154	191	95
Average Queue (ft)	102	160	43	59	92	109	121	21	107	129	41
95th Queue (ft)	195	321	91	111	150	167	189	70	174	207	110
Link Distance (ft)		2282		690		2336	2336		1020	1020	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			190
Storage Blk Time (%)	0	7		2					2	1	
Queuing Penalty (veh)	1	12		1					1	1	

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	130	159	96	195	182	93	93	112	69	54	154	162
Average Queue (ft)	83	103	52	135	123	49	55	65	16	22	107	113
95th Queue (ft)	165	230	111	223	201	106	103	123	74	58	175	203
Link Distance (ft)		1037		1158	1158		1020	1020			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)	6	0	0					2	0		1	
Queuing Penalty (veh)	19	1	0					8	0		0	

Intersection: 12: SR 58 & Meijer Drive

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	128	40	139	64	68	118	159	120
Average Queue (ft)	88	17	95	35	43	75	92	68
95th Queue (ft)	147	47	165	76	82	142	196	145
Link Distance (ft)	238	238		326	326	2336	2336	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			180					170
Storage Blk Time (%)			1				1	0
Queuing Penalty (veh)			6				3	0

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	T	T	R	L	T	T
Maximum Queue (ft)	135	166	119	277	304	114	293	288	179
Average Queue (ft)	86	128	75	213	234	61	221	116	63
95th Queue (ft)	163	188	131	331	355	131	358	401	203
Link Distance (ft)			1135	356	356	356		558	558
Upstream Blk Time (%)				0	1			0	
Queuing Penalty (veh)				2	2			2	
Storage Bay Dist (ft)	350	350					300		
Storage Blk Time (%)							7		
Queuing Penalty (veh)							34		

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	R	L	T	T	T	T	R
Maximum Queue (ft)	210	249	295	171	360	406	422	403	210
Average Queue (ft)	155	162	217	118	133	175	290	267	123
95th Queue (ft)	236	304	341	196	410	453	486	478	273
Link Distance (ft)		1121			558	558	509	509	
Upstream Blk Time (%)					1	1	1	1	
Queuing Penalty (veh)					7	9	6	5	
Storage Bay Dist (ft)	325		450	160					200
Storage Blk Time (%)		0	0	2	6			11	0
Queuing Penalty (veh)		0	3	14	11			38	1

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	52	146	37	56	122	150	41	72	80
Average Queue (ft)	46	89	17	35	74	99	20	33	50
95th Queue (ft)	58	164	49	65	143	183	50	84	93
Link Distance (ft)		576	718		1107	1107		356	356
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	57	17			0				
Queuing Penalty (veh)	46	22			0				

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	157	122	109	195	89	197	184	99	126	164
Average Queue (ft)	101	76	76	141	49	144	125	57	68	97
95th Queue (ft)	179	135	138	223	113	221	206	118	148	190
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)			7	21	0	21			0	
Queuing Penalty (veh)			14	21	2	16			0	

Intersection: 26: SR 58 & Kresge Drive

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	R	T	T	R	T	T
Maximum Queue (ft)	193	209	362	488	502	386	156	142
Average Queue (ft)	153	181	198	292	339	167	111	99
95th Queue (ft)	238	244	424	596	582	486	171	162
Link Distance (ft)			427	509	509		569	569
Upstream Blk Time (%)			1	4	9			
Queuing Penalty (veh)			0	41	93			
Storage Bay Dist (ft)	185	185				400		
Storage Blk Time (%)	1	12	0		21	0		
Queuing Penalty (veh)	2	22	1		104	2		

Intersection: 29: SR 58 & Drug Mart/Private Drive

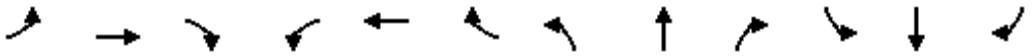
Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	T	TR
Maximum Queue (ft)	74	56	3	48	105	116	88	111
Average Queue (ft)	48	39	1	26	45	56	49	68
95th Queue (ft)	88	65	7	59	121	133	101	128
Link Distance (ft)	100	100	74		1020	1020	1107	1107
Upstream Blk Time (%)	1							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)				70				
Storage Blk Time (%)				1	2		0	
Queuing Penalty (veh)				8	2		0	

Intersection: 33: SR 58

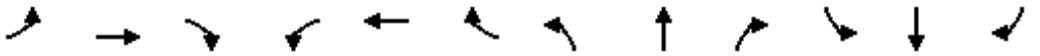
Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	L	T	T	R
Maximum Queue (ft)	117	84	44	54	81	75	75	44	49	52	30
Average Queue (ft)	77	51	20	30	44	40	38	23	23	24	9
95th Queue (ft)	142	94	55	66	95	94	86	55	59	63	35
Link Distance (ft)	152	152	174	174	450	450	450		326	326	326
Upstream Blk Time (%)	2										
Queuing Penalty (veh)	0										
Storage Bay Dist (ft)								100			
Storage Blk Time (%)								0			
Queuing Penalty (veh)								0			

Network Summary

Network wide Queuing Penalty: 797



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	771	269	0	401	236	0	1413	199	0	799	96
Future Volume (vph)	0	771	269	0	401	236	0	1413	199	0	799	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		250	210		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.961			0.944				0.850		0.984	
Flt Protected												
Satd. Flow (prot)	0	3401	0	0	3341	0	0	3539	1583	0	3483	0
Flt Permitted												
Satd. Flow (perm)	0	3401	0	0	3341	0	0	3539	1583	0	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			10				33		19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			525	
Travel Time (s)		47.0			38.3			14.8			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	838	292	0	436	257	0	1536	216	0	868	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1130	0	0	693	0	0	1536	216	0	972	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2	1		2	
Detector Template		Thru			Thru			Thru	Right		Thru	
Leading Detector (ft)		100			100			100	20		100	
Trailing Detector (ft)		0			0			0	0		0	
Detector 1 Position(ft)		0			0			0	0		0	
Detector 1 Size(ft)		6			6			6	20		6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0	0.0		0.0	
Detector 1 Queue (s)		0.0			0.0			0.0	0.0		0.0	
Detector 1 Delay (s)		0.0			0.0			0.0	0.0		0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA			NA			NA	custom		NA	
Protected Phases		4			8			2	3		6	
Permitted Phases									2			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4			8			2	3		6	
Switch Phase												
Minimum Initial (s)		4.0			4.0			4.0	4.0		4.0	
Minimum Split (s)		21.1			21.1			21.4	9.5		21.4	
Total Split (s)		34.2			44.0			46.0	9.8		46.0	
Total Split (%)		38.0%			48.9%			51.1%	10.9%		51.1%	
Maximum Green (s)		29.1			38.9			40.6	4.3		40.6	
Yellow Time (s)		4.1			4.1			4.4	3.2		4.4	
All-Red Time (s)		1.0			1.0			1.0	2.3		1.0	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.1			5.1			5.4	5.5		5.4	
Lead/Lag		Lag							Lead			
Lead-Lag Optimize?		Yes							Yes			
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	
Recall Mode		None			None			C-Max	None		C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		29.1			38.9			40.6	50.3		40.6	
Actuated g/C Ratio		0.32			0.43			0.45	0.56		0.45	
v/c Ratio		0.99			0.48			0.96	0.24		0.61	
Control Delay		55.1			19.4			30.7	5.9		10.0	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		55.1			19.4			30.7	5.9		10.0	
LOS		E			B			C	A		B	
Approach Delay		55.1			19.4			27.6			10.0	
Approach LOS		E			B			C			B	
Queue Length 50th (ft)		321			142			191	12		90	
Queue Length 95th (ft)		#470			191			#584	m42		108	
Internal Link Dist (ft)		1988			1605			570			445	
Turn Bay Length (ft)									250			
Base Capacity (vph)		1138			1449			1596	899		1581	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.99			0.48			0.96	0.24		0.61	

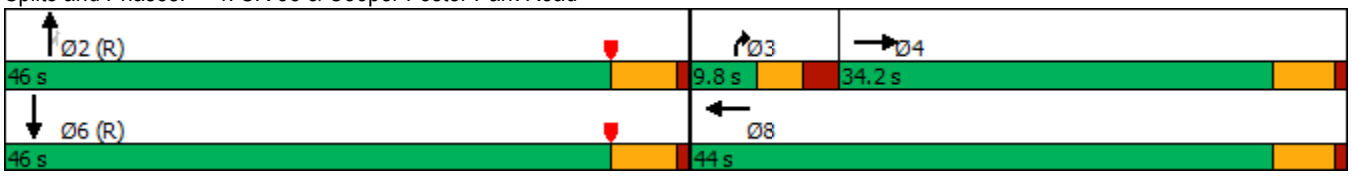
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 83 (92%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 29.4		Intersection LOS: C	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

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

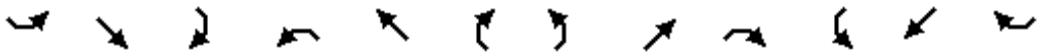
Queue shown is maximum after two cycles.

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

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Future Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.879			0.912			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	1770	1699	0	1770	3518	0	1770	3539	1583
Flt Permitted	0.633			0.292			0.132			0.234		
Satd. Flow (perm)	1179	1637	0	544	1699	0	246	3518	0	436	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		231			69			7				151
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2403			1141	
Travel Time (s)		53.2			16.8			54.6			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	84	345	55	55	78	338	1151	52	50	921	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	429	0	55	133	0	338	1203	0	50	921	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7
Permitted Phases	4			8			2			6		6



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	9.0
Total Split (s)	10.0	31.0		21.0	21.0		24.0	49.0		10.0	35.0	10.0
Total Split (%)	11.1%	34.4%		23.3%	23.3%		26.7%	54.4%		11.1%	38.9%	11.1%
Maximum Green (s)	7.0	26.0		16.0	16.0		19.0	44.0		5.0	30.0	7.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lag			Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	C-Max		None	C-Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	28.0	26.0		13.7	13.7		48.0	48.0		33.3	33.3	44.6
Actuated g/C Ratio	0.31	0.29		0.15	0.15		0.53	0.53		0.37	0.37	0.50
v/c Ratio	0.43	0.67		0.67	0.42		0.85	0.64		0.21	0.70	0.18
Control Delay	29.3	18.6		73.0	21.4		35.7	13.6		14.9	16.5	1.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	29.3	18.6		73.0	21.4		35.7	13.6		14.9	16.5	1.2
LOS	C	B		E	C		D	B		B	B	A
Approach Delay		21.8			36.5			18.5			14.4	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	79	95		29	31		115	246		12	132	1
Queue Length 95th (ft)	136	203		#84	83		#258	378		m21	166	m9
Internal Link Dist (ft)		2262			657			2323			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	427	637		96	358		453	1879		235	1310	860
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.43	0.67		0.57	0.37		0.75	0.64		0.21	0.70	0.18

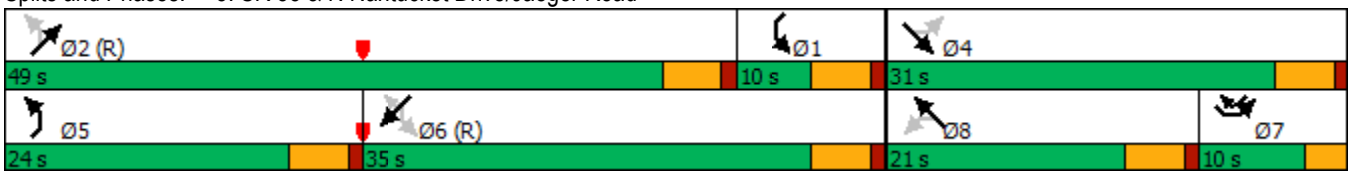
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Future Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.950				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1770	0	1770	3539	1583	1770	3468	0
Flt Permitted	0.384			0.497			0.364			0.268		
Satd. Flow (perm)	715	1863	1583	926	1770	0	678	3539	1583	499	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		25				288		21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	168	196	264	179	90	223	807	351	76	658	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	168	196	264	269	0	223	807	351	76	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

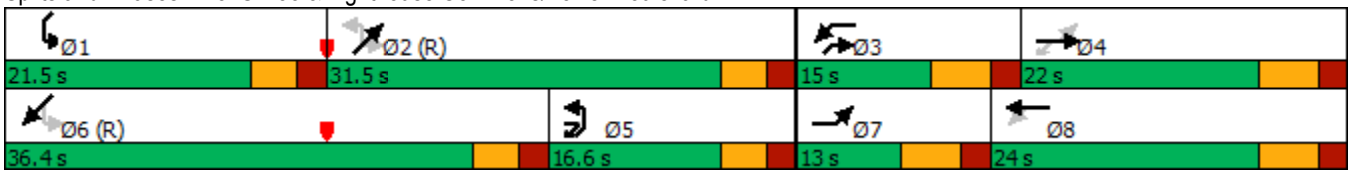
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.5	10.0	22.0		9.5	21.5	10.0	21.5	21.5	
Total Split (s)	13.0	22.0	16.6	15.0	24.0		16.6	31.5	15.0	21.5	36.4	
Total Split (%)	14.4%	24.4%	18.4%	16.7%	26.7%		18.4%	35.0%	16.7%	23.9%	40.4%	
Maximum Green (s)	7.0	16.0	11.6	9.0	18.0		11.6	26.5	9.0	16.5	31.4	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	Max	C-Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	21.1	14.1	26.7	25.1	16.1		26.5	26.5	40.5	33.3	33.3	
Actuated g/C Ratio	0.23	0.16	0.30	0.28	0.18		0.29	0.29	0.45	0.37	0.37	
v/c Ratio	0.71	0.58	0.34	0.77	0.80		0.66	0.77	0.40	0.17	0.59	
Control Delay	41.3	42.9	5.1	41.6	49.8		27.5	21.8	1.6	20.9	24.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	41.3	42.9	5.1	41.6	49.8		27.5	21.8	1.6	20.9	24.9	
LOS	D	D	A	D	D		C	C	A	C	C	
Approach Delay		28.7			45.7			17.6			24.5	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	73	87	10	114	131		39	89	6	29	181	
Queue Length 95th (ft)	#139	151	41	#204	#238		#101	214	3	60	242	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	249	331	581	343	374		340	1042	870	443	1294	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.71	0.51	0.34	0.77	0.72		0.66	0.77	0.40	0.17	0.59	

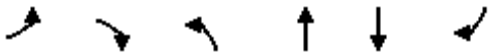
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 25.7 Intersection LOS: C
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

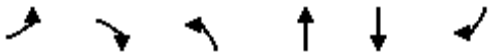
Queue shown is maximum after two cycles.

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard





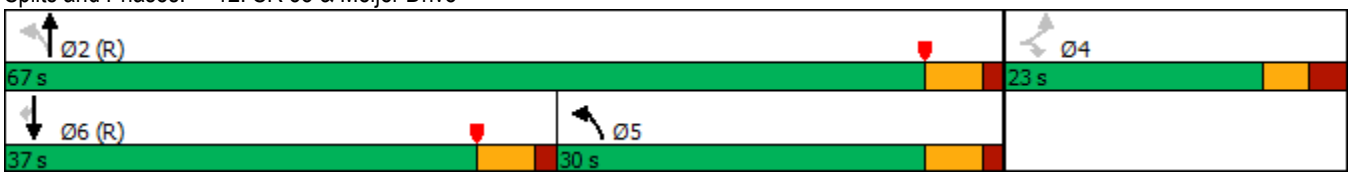
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	123	35	370	1161	657	367
Future Volume (vph)	123	35	370	1161	657	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	160	180			170
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.302			
Satd. Flow (perm)	1770	1583	563	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		38				399
Link Speed (mph)	30			30	30	
Link Distance (ft)	296			394	2403	
Travel Time (s)	6.7			9.0	54.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	134	38	402	1262	714	399
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	38	402	1262	714	399
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4	2			6

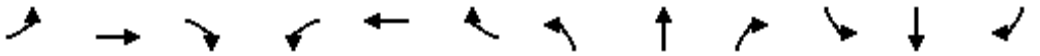


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.7	21.7	9.4	21.4	21.4	21.4
Total Split (s)	23.0	23.0	30.0	67.0	37.0	37.0
Total Split (%)	25.6%	25.6%	33.3%	74.4%	41.1%	41.1%
Maximum Green (s)	17.3	17.3	24.6	61.6	31.6	31.6
Yellow Time (s)	3.0	3.0	3.9	3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.4	5.4	5.4	5.4
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	12.1	12.1	66.8	66.8	36.8	36.8
Actuated g/C Ratio	0.13	0.13	0.74	0.74	0.41	0.41
v/c Ratio	0.57	0.16	0.54	0.48	0.49	0.45
Control Delay	45.2	12.2	6.0	2.6	12.0	4.6
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	45.2	12.2	6.0	2.8	12.0	4.6
LOS	D	B	A	A	B	A
Approach Delay	37.9			3.6	9.4	
Approach LOS	D			A	A	
Queue Length 50th (ft)	72	0	20	38	132	47
Queue Length 95th (ft)	123	26	57	84	230	127
Internal Link Dist (ft)	216			314	2323	
Turn Bay Length (ft)		160	180			170
Base Capacity (vph)	340	334	747	2627	1447	883
Starvation Cap Reductn	0	0	0	502	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.11	0.54	0.59	0.49	0.45

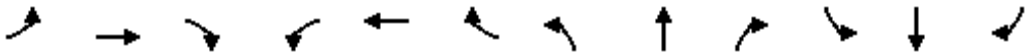
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: SR 58 & Meijer Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	3	210	0	0	0	0	1016	225	673	976	0
Future Volume (vph)	316	3	210	0	0	0	0	1016	225	673	976	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	2		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3433	1587	0	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.120		
Satd. Flow (perm)	3433	1587	0	0	0	0	0	3539	1583	224	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		149							245			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	3	228	0	0	0	0	1104	245	732	1061	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	343	231	0	0	0	0	0	1104	245	732	1061	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2	6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Minimum Split (s)	21.4	21.4						21.4	21.4	9.4	21.4	
Total Split (s)	21.4	21.4						33.2	33.2	35.4	68.6	
Total Split (%)	23.8%	23.8%						36.9%	36.9%	39.3%	76.2%	
Maximum Green (s)	16.0	16.0						27.8	27.8	30.0	63.2	
Yellow Time (s)	3.6	3.6						3.9	3.9	3.9	3.9	
All-Red Time (s)	1.8	1.8						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.4						5.4	5.4	5.4	5.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0						5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	14.0	14.0						27.8	27.8	65.2	65.2	
Actuated g/C Ratio	0.16	0.16						0.31	0.31	0.72	0.72	
v/c Ratio	0.64	0.62						1.01	0.37	1.03	0.41	
Control Delay	41.2	21.0						48.4	3.1	43.1	1.3	
Queue Delay	0.0	0.1						0.0	0.0	0.0	0.0	
Total Delay	41.2	21.0						48.4	3.1	43.1	1.3	
LOS	D	C						D	A	D	A	
Approach Delay		33.1						40.1			18.4	
Approach LOS		C						D			B	
Queue Length 50th (ft)	93	41						~330	20	~396	2	
Queue Length 95th (ft)	136	114						#464	21	m#466	m18	
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)	350									300		
Base Capacity (vph)	610	404						1093	658	711	2563	
Starvation Cap Reductn	0	0						0	0	0	0	
Spillback Cap Reductn	0	6						0	0	0	144	
Storage Cap Reductn	0	0						0	0	0	0	
Reduced v/c Ratio	0.56	0.58						1.01	0.37	1.03	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 45 (50%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

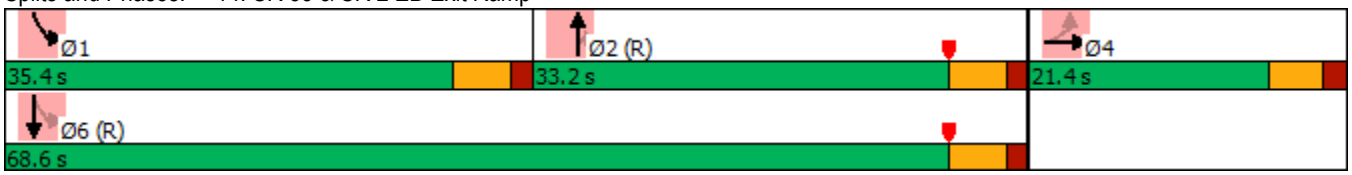
Queue shown is maximum after two cycles.

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

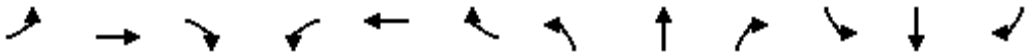
Queue shown is maximum after two cycles.

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

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	293	4	871	192	1141	0	0	1356	349
Future Volume (vph)	0	0	0	293	4	871	192	1141	0	0	1356	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	160		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt					0.851	0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1506	1504	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.091					
Satd. Flow (perm)	0	0	0	1770	1506	1504	170	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					57	95						308
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	318	4	947	209	1240	0	0	1474	379
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	0	0	318	478	473	209	1240	0	0	1474	379
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				21.4	21.4	21.4	9.4	21.4			21.4	21.4
Total Split (s)				34.0	34.0	34.0	12.0	56.0			44.0	44.0
Total Split (%)				37.8%	37.8%	37.8%	13.3%	62.2%			48.9%	48.9%
Maximum Green (s)				28.6	28.6	28.6	6.6	50.6			38.6	38.6
Yellow Time (s)				3.6	3.6	3.6	3.9	3.9			3.9	3.9
All-Red Time (s)				1.8	1.8	1.8	1.5	1.5			1.5	1.5
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				5.4	5.4	5.4	5.4	5.4			5.4	5.4
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				28.1	28.1	28.1	51.1	51.1			38.6	38.6
Actuated g/C Ratio				0.31	0.31	0.31	0.57	0.57			0.43	0.43
v/c Ratio				0.58	0.94	0.89	0.94	0.62			0.97	0.44
Control Delay				30.7	55.6	43.8	48.6	6.3			41.2	6.7
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				30.7	55.6	43.8	48.6	6.3			41.2	6.7
LOS				C	E	D	D	A			D	A
Approach Delay					44.9			12.4			34.1	
Approach LOS					D			B			C	
Queue Length 50th (ft)				149	246	217	22	203			425	31
Queue Length 95th (ft)				235	#451	#409	m#53	m267			#587	82
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)				325		450	160					200
Base Capacity (vph)				562	517	542	222	2009			1517	854
Starvation Cap Reductn				0	0	0	0	0			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.57	0.92	0.87	0.94	0.62			0.97	0.44

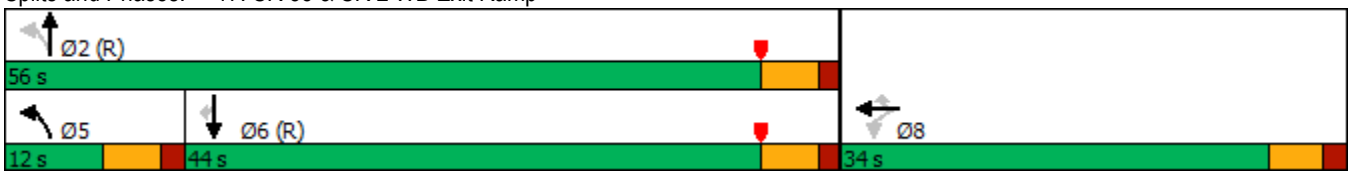
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 30.2		Intersection LOS: C	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			

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

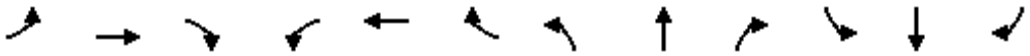
Queue shown is maximum after two cycles.

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

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Future Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.908			0.998			0.982	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1664	0	1770	3532	0	1770	3476	0
Flt Permitted	0.728				0.900		0.163			0.164		
Satd. Flow (perm)	1356	1587	0	0	1522	0	304	3532	0	305	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		87			92			2			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	1	87	14	0	30	65	1238	18	37	1099	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	88	0	0	44	0	65	1256	0	37	1245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

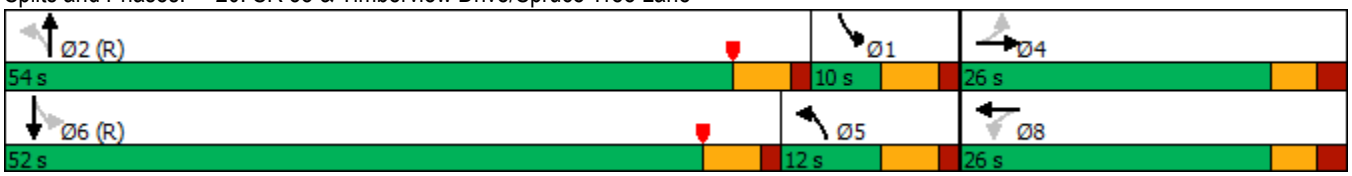


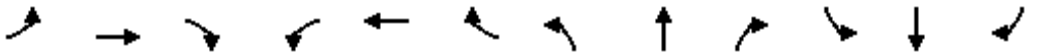
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	26.0	26.0		26.0	26.0		12.0	54.0		10.0	52.0	
Total Split (%)	28.9%	28.9%		28.9%	28.9%		13.3%	60.0%		11.1%	57.8%	
Maximum Green (s)	20.8	20.8		20.8	20.8		6.7	48.7		4.7	46.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	14.6	14.6			14.6		64.0	58.9		60.2	55.5	
Actuated g/C Ratio	0.16	0.16			0.16		0.71	0.65		0.67	0.62	
v/c Ratio	0.65	0.27			0.14		0.21	0.54		0.13	0.58	
Control Delay	47.9	9.1			1.6		8.6	8.0		4.5	7.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.1	
Total Delay	47.9	9.1			1.6		8.6	8.0		4.5	7.5	
LOS	D	A			A		A	A		A	A	
Approach Delay		33.1			1.6			8.1			7.4	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)	76	1			0		10	134		2	48	
Queue Length 95th (ft)	127	37			4		28	227		m7	421	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	313	433			422		326	2310		280	2152	
Starvation Cap Reductn	0	0			0		0	0		0	112	
Spillback Cap Reductn	0	0			2		0	91		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.45	0.20			0.10		0.20	0.57		0.13	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 44 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

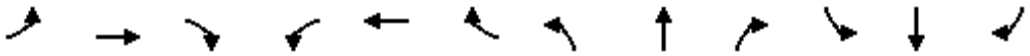
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Future Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.953			0.936			0.984			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1775	0	1770	1744	0	1770	3483	0	1770	3330	0
Flt Permitted	0.250			0.636			0.134			0.260		
Satd. Flow (perm)	466	1775	0	1185	1744	0	250	3483	0	484	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			36			16			197	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	258	133	60	104	137	101	83	792	96	155	655	428
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	193	0	104	238	0	83	888	0	155	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		



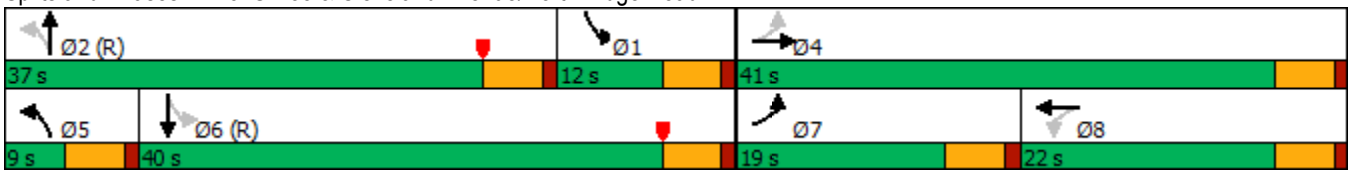
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	19.0	41.0		22.0	22.0		9.0	37.0		12.0	40.0	
Total Split (%)	21.1%	45.6%		24.4%	24.4%		10.0%	41.1%		13.3%	44.4%	
Maximum Green (s)	14.0	36.0		17.0	17.0		4.0	32.0		7.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	33.1	33.1		14.5	14.5		34.9	34.9		38.8	38.8	
Actuated g/C Ratio	0.37	0.37		0.16	0.16		0.39	0.39		0.43	0.43	
v/c Ratio	0.70	0.29		0.54	0.77		0.45	0.65		0.50	0.70	
Control Delay	31.4	17.3		45.1	46.7		28.1	25.6		13.6	4.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.4	17.3		45.1	46.7		28.1	25.6		13.6	4.5	
LOS	C	B		D	D		C	C		B	A	
Approach Delay		25.4			46.2			25.9			5.7	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)	103	61		54	109		31	216		10	4	
Queue Length 95th (ft)	163	109		105	#188		#66	292		34	15	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	374	728		223	358		184	1360		309	1549	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.69	0.27		0.47	0.66		0.45	0.65		0.50	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 82 (91%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

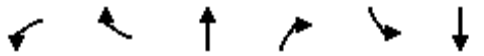
Queue shown is maximum after two cycles.

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	662	187	1426	498	0	1209
Future Volume (vph)	662	187	1426	498	0	1209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0		400	140	
Storage Lanes	2	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	3539	1583	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	3539	1583	0	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		30				
Link Speed (mph)	30		30			30
Link Distance (ft)	479		596			650
Travel Time (s)	10.9		13.5			14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	720	203	1550	541	0	1314
Shared Lane Traffic (%)						
Lane Group Flow (vph)	720	203	1550	541	0	1314
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1		2
Detector Template	Left	Right	Thru	Right		Thru
Leading Detector (ft)	20	20	100	20		100
Trailing Detector (ft)	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	20		6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	pm+ov		NA
Protected Phases	8		2	8		6
Permitted Phases		8		2		



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	8		6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	21.3	21.3	21.3	21.3		21.3
Total Split (s)	32.1	32.1	57.9	32.1		57.9
Total Split (%)	35.7%	35.7%	64.3%	35.7%		64.3%
Maximum Green (s)	26.9	26.9	52.6	26.9		52.6
Yellow Time (s)	3.6	3.6	3.9	3.6		3.9
All-Red Time (s)	1.6	1.6	1.4	1.6		1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.2	5.2	5.3	5.2		5.3
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	C-Max	None		C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	24.8	24.8	54.7	90.0		54.7
Actuated g/C Ratio	0.28	0.28	0.61	1.00		0.61
v/c Ratio	0.76	0.44	0.72	0.34		0.61
Control Delay	35.5	25.5	7.3	0.4		5.9
Queue Delay	0.0	0.0	0.2	0.0		0.0
Total Delay	35.5	25.5	7.5	0.4		5.9
LOS	D	C	A	A		A
Approach Delay	33.3		5.7			5.9
Approach LOS	C		A			A
Queue Length 50th (ft)	186	77	206	0		91
Queue Length 95th (ft)	248	140	m246	m0		m173
Internal Link Dist (ft)	399		516			570
Turn Bay Length (ft)	185			400		
Base Capacity (vph)	1026	494	2150	1574		2150
Starvation Cap Reductn	0	0	124	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.70	0.41	0.77	0.34		0.61

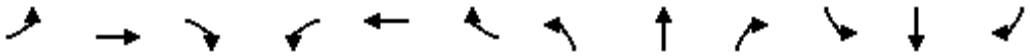
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 26: SR 58 & Kresge Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	82	0	0	1	82	1085	0	1	983	57
Future Volume (vph)	73	0	82	0	0	1	82	1085	0	1	983	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.865						0.992	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1611	0	1770	3539	0	1770	3511	0
Flt Permitted		0.757					0.211			0.219		
Satd. Flow (perm)	0	1410	1583	0	1611	0	393	3539	0	408	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99		111						10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	0	89	0	0	1	89	1179	0	1	1068	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	89	0	1	0	89	1179	0	1	1130	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	23.0	23.0	23.0	23.0	23.0		14.0	67.0		53.0	53.0	
Total Split (%)	25.6%	25.6%	25.6%	25.6%	25.6%		15.6%	74.4%		58.9%	58.9%	
Maximum Green (s)	17.8	17.8	17.8	17.8	17.8		8.4	61.4		47.4	47.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		10.4	10.4		10.3		72.2	72.2		61.0	61.0	
Actuated g/C Ratio		0.12	0.12		0.11		0.80	0.80		0.68	0.68	
v/c Ratio		0.49	0.33		0.00		0.21	0.42		0.00	0.47	
Control Delay		46.6	9.7		0.0		3.0	2.1		3.0	8.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		46.6	9.7		0.0		3.0	2.1		3.0	8.7	
LOS		D	A		A		A	A		A	A	
Approach Delay		27.1						2.2			8.7	
Approach LOS		C						A			A	
Queue Length 50th (ft)		43	0		0		4	31		0	290	
Queue Length 95th (ft)		83	35		0		m12	64		m0	376	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		278	392		407		438	2838		276	2382	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.28	0.23		0.00		0.20	0.42		0.00	0.47	

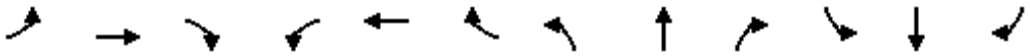
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 85 (94%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 6.7		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	4	185	24	7	40	153	1531	0	38	657	91
Future Volume (vph)	136	4	185	24	7	40	153	1531	0	38	657	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.853			0.874							0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1589	0	1770	1628	0	1770	3539	0	1770	3539	1583
Flt Permitted	0.724			0.357			0.375			0.108		
Satd. Flow (perm)	1349	1589	0	665	1628	0	699	3539	0	201	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		201			39							99
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		211			220			525			394	
Travel Time (s)		4.8			5.0			11.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	4	201	26	8	43	166	1664	0	41	714	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	205	0	26	51	0	166	1664	0	41	714	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		21.7	21.7		21.4	21.4		21.4	21.4	21.4
Total Split (s)	24.0	24.0		24.0	24.0		66.0	66.0		66.0	66.0	66.0
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	73.3%
Maximum Green (s)	20.0	20.0		18.3	18.3		60.6	60.6		60.6	60.6	60.6
Yellow Time (s)	3.5	3.5		3.0	3.0		3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	0.5	0.5		2.7	2.7		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		5.7	5.7		5.4	5.4		5.4	5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	14.8	14.8		13.1	13.1		65.8	65.8		65.8	65.8	65.8
Actuated g/C Ratio	0.16	0.16		0.15	0.15		0.73	0.73		0.73	0.73	0.73
v/c Ratio	0.67	0.48		0.27	0.19		0.32	0.64		0.28	0.28	0.08
Control Delay	49.6	8.9		39.4	15.3		2.5	2.4		8.0	1.0	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.5		0.0	0.2	0.0
Total Delay	49.6	8.9		39.4	15.3		2.5	2.9		8.0	1.2	0.1
LOS	D	A		D	B		A	A		A	A	A
Approach Delay		26.0			23.5			2.9			1.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	80	2		13	6		8	43		1	8	0
Queue Length 95th (ft)	135	57		36	35		m12	m58		m48	18	0
Internal Link Dist (ft)		131			140			445			314	
Turn Bay Length (ft)										100		
Base Capacity (vph)	299	509		135	362		511	2588		147	2588	1184
Starvation Cap Reductn	0	0		0	0		0	438		0	1056	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.49	0.40		0.19	0.14		0.32	0.77		0.28	0.47	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 46 (51%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 33: SR 58



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	19.8	36.8	0.2	15
Private Drive	29	5.4	27.0	0.2	28
Spruce Tree Lane	20	5.5	29.8	0.2	27
	14	27.3	36.4	0.1	8
SR 2 WB Exit Ramp	17	19.0	32.0	0.1	13
Kresge Drive	26	30.7	41.3	0.1	10
Cooper Foster Park R	4	49.1	62.1	0.1	7
	33	2.2	13.5	0.1	27
Meijer Drive	12	2.2	10.5	0.1	26
N Nantucket Drive	5	12.5	59.2	0.5	28
Tower Boulevard	8	17.5	40.3	0.2	19
Total		191.2	389.0	1.9	17

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	23.3	35.7	0.1	11
Jaeger Road	5	13.1	34.9	0.2	22
Meijer Drive	12	8.7	52.2	0.5	31
	33	2.9	11.2	0.1	24
Cooper Foster Park R	4	10.8	22.0	0.1	16
Kresge Drive	26	8.3	21.4	0.1	21
	17	21.8	33.4	0.1	12
SR 2 EB Exit Ramp	14	5.8	19.2	0.1	22
Timberview Drive	20	3.2	12.5	0.1	23
Drug Mart	29	4.7	30.4	0.2	26
Cleveland Avenue	23	13.1	36.0	0.2	21
Total		115.8	308.8	1.8	21

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	108	146	204	120	78	96	212	174	132	62	125	219
Average Queue (ft)	57	81	125	67	54	61	150	89	82	35	82	130
95th Queue (ft)	114	166	230	140	90	109	235	187	148	72	138	233
Link Distance (ft)		2021	2021		1627	1627		568	568			437
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140			360			250			200	210	
Storage Blk Time (%)	0	2					1		0			1
Queuing Penalty (veh)	0	3					3		0			1

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	SB
Directions Served	TR
Maximum Queue (ft)	258
Average Queue (ft)	186
95th Queue (ft)	286
Link Distance (ft)	437
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	74	113	52	78	106	76	94	33	96	99	44
Average Queue (ft)	46	69	29	39	64	45	59	13	55	55	15
95th Queue (ft)	89	125	62	80	121	86	109	39	103	111	49
Link Distance (ft)		2282		690		2686	2686		1020	1020	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			190
Storage Blk Time (%)		0		0					0		
Queuing Penalty (veh)		0		0					0		

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	68	80	42	121	114	72	33	40	2	47	110	89
Average Queue (ft)	23	40	28	79	64	38	11	17	1	17	72	38
95th Queue (ft)	77	119	48	138	126	80	36	43	3	56	133	104
Link Distance (ft)		1037		1158	1158		1020	1020			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)		1									0	
Queuing Penalty (veh)		1									0	

Intersection: 12: SR 58 & Meijer Drive/Walgreens Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	71	44	18	26	60	21	24	19	89	102	9
Average Queue (ft)	40	29	6	8	33	7	9	6	41	53	3
95th Queue (ft)	83	62	25	29	73	25	32	29	109	125	17
Link Distance (ft)	238		160	160		437	437		2686	2686	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		160			180			50			170
Storage Blk Time (%)								0	4	0	
Queuing Penalty (veh)								0	0	0	

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	R	R	T	T	R	T	T	R
Maximum Queue (ft)	84	68	50	41	49	25	32	53	42
Average Queue (ft)	49	46	24	16	19	8	12	20	19
95th Queue (ft)	91	74	63	49	57	31	39	59	51
Link Distance (ft)	1123	1083	1083	368	368	368	514	514	514
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	R	R	T	T	R	T	T	R
Maximum Queue (ft)	60	126	92	111	112	43	55	101	26
Average Queue (ft)	42	83	48	65	69	23	17	57	11
95th Queue (ft)	70	144	108	123	134	49	57	111	31
Link Distance (ft)	1092	1108		514	514	514	509	509	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			450						200
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	52	139	36	70	91	127	30	67	97
Average Queue (ft)	44	88	20	42	42	74	11	29	52
95th Queue (ft)	58	169	47	77	96	147	35	75	112
Link Distance (ft)		576	718		1107	1107		368	368
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	53	11			0				
Queuing Penalty (veh)	42	14			0				

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	127	72	64	87	25	76	49	22	34	48
Average Queue (ft)	92	44	26	56	12	41	24	11	14	26
95th Queue (ft)	152	92	76	108	33	86	60	34	39	60
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)			0	2		0				
Queuing Penalty (veh)			0	1		0				

Intersection: 26: SR 58 & Private Drive/Kresge Drive

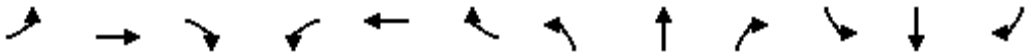
Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LTR	L	T	T	R	L	T	TR
Maximum Queue (ft)	53	46	69	156	63	170	150	44	102	186	278
Average Queue (ft)	25	23	20	108	35	114	110	19	69	97	179
95th Queue (ft)	63	56	94	177	72	183	169	48	122	222	325
Link Distance (ft)	186			420		509	509			568	568
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		25	185		230			400	140		
Storage Blk Time (%)	19	8	0	0						3	
Queuing Penalty (veh)	3	2	0	0						2	

Intersection: 29: SR 58 & Drug Mart/Private Drive

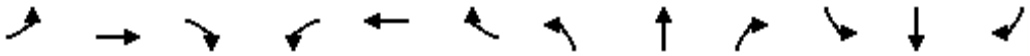
Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	LT	R	L	T	TR	T	TR
Maximum Queue (ft)	70	26	27	41	46	26	37
Average Queue (ft)	39	13	14	18	20	8	14
95th Queue (ft)	80	37	37	52	52	32	44
Link Distance (ft)	100	100		1020	1020	1107	1107
Upstream Blk Time (%)	1						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)			70				
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Network Summary

Network wide Queuing Penalty: 75



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	190	276	121	187	88	264	530	140	139	647	116
Future Volume (vph)	103	190	276	121	187	88	264	530	140	139	647	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		200	210		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.911			0.952				0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3224	0	1770	3369	0	1770	3539	1583	1770	3458	0
Flt Permitted	0.569			0.290			0.950			0.950		
Satd. Flow (perm)	1060	3224	0	540	3369	0	1770	3539	1583	1770	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		300			89				152		25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			528	
Travel Time (s)		47.0			38.3			14.8			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	207	300	132	203	96	287	576	152	151	703	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	507	0	132	299	0	287	576	152	151	829	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8					2			



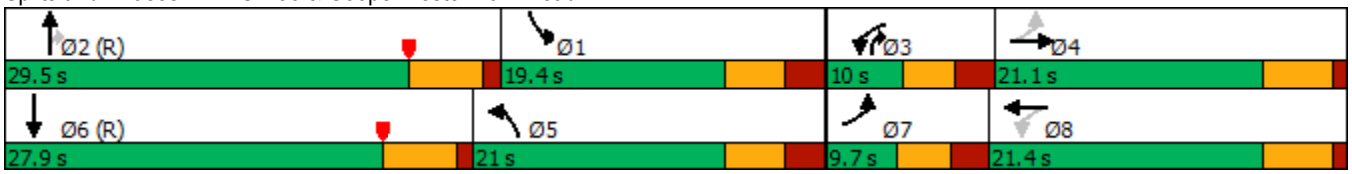
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	21.1		9.5	21.1		10.1	21.4	9.5	10.1	21.4	
Total Split (s)	9.7	21.1		10.0	21.4		21.0	29.5	10.0	19.4	27.9	
Total Split (%)	12.1%	26.4%		12.5%	26.8%		26.3%	36.9%	12.5%	24.3%	34.9%	
Maximum Green (s)	4.2	16.0		4.5	16.3		14.9	24.1	4.5	13.3	22.5	
Yellow Time (s)	3.2	4.1		3.2	4.1		3.6	4.4	3.2	3.6	4.4	
All-Red Time (s)	2.3	1.0		2.3	1.0		2.5	1.0	2.3	2.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.1		5.5	5.1		6.1	5.4	5.5	6.1	5.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.4	11.3		17.0	13.8		14.6	28.8	33.5	13.0	27.2	
Actuated g/C Ratio	0.19	0.14		0.21	0.17		0.18	0.36	0.42	0.16	0.34	
v/c Ratio	0.46	0.71		0.70	0.46		0.89	0.45	0.20	0.53	0.69	
Control Delay	29.7	18.5		45.3	23.1		49.7	15.6	3.4	29.1	14.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	29.7	18.5		45.3	23.1		49.7	15.6	3.4	29.1	14.1	
LOS	C	B		D	C		D	B	A	C	B	
Approach Delay		20.5			29.9			23.4			16.4	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	44	50		52	50		155	37	0	77	43	
Queue Length 95th (ft)	78	93		#105	83		#292	117	45	129	#90	
Internal Link Dist (ft)		1988			1605			570			448	
Turn Bay Length (ft)	140			360			250		200	210		
Base Capacity (vph)	243	884		188	765		329	1275	751	294	1193	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.57		0.70	0.39		0.87	0.45	0.20	0.51	0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			

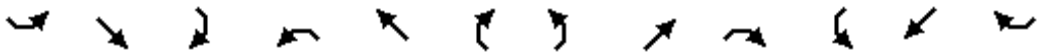
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Future Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.860			0.928			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1602	0	1770	1729	0	1770	3518	0	1770	3539	1583
Flt Permitted	0.615			0.573			0.270			0.446		
Satd. Flow (perm)	1146	1602	0	1067	1729	0	503	3518	0	831	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		287			32			7				95
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2754			1141	
Travel Time (s)		53.2			16.8			62.6			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	20	287	54	35	32	185	529	23	27	567	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	307	0	54	67	0	185	552	0	27	567	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7
Permitted Phases	4			8			2			6		6

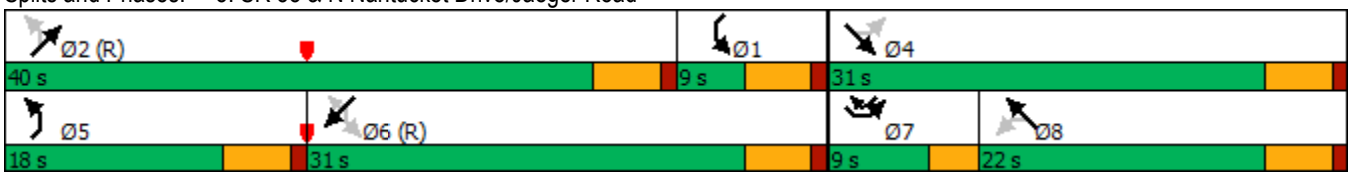


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	9.0
Total Split (s)	9.0	31.0		22.0	22.0		18.0	40.0		9.0	31.0	9.0
Total Split (%)	11.3%	38.8%		27.5%	27.5%		22.5%	50.0%		11.3%	38.8%	11.3%
Maximum Green (s)	6.0	26.0		17.0	17.0		13.0	35.0		4.0	26.0	6.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	C-Max		None	C-Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	28.0	26.0		18.8	18.8		40.4	40.4		28.9	28.9	39.9
Actuated g/C Ratio	0.35	0.32		0.24	0.24		0.50	0.50		0.36	0.36	0.50
v/c Ratio	0.21	0.43		0.22	0.16		0.45	0.31		0.08	0.44	0.10
Control Delay	19.3	5.5		28.9	16.9		10.3	7.9		11.0	12.4	1.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	19.3	5.5		28.9	16.9		10.3	7.9		11.0	12.4	1.8
LOS	B	A		C	B		B	A		B	B	A
Approach Delay		8.8			22.3			8.5			11.0	
Approach LOS		A			C			A			B	
Queue Length 50th (ft)	32	7		23	14		24	36		6	63	0
Queue Length 95th (ft)	65	61		55	46		55	68		m14	86	m4
Internal Link Dist (ft)		2262			657			2674			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	447	714		250	430		459	1780		347	1279	837
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.43		0.22	0.16		0.40	0.31		0.08	0.44	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 68 (85%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road

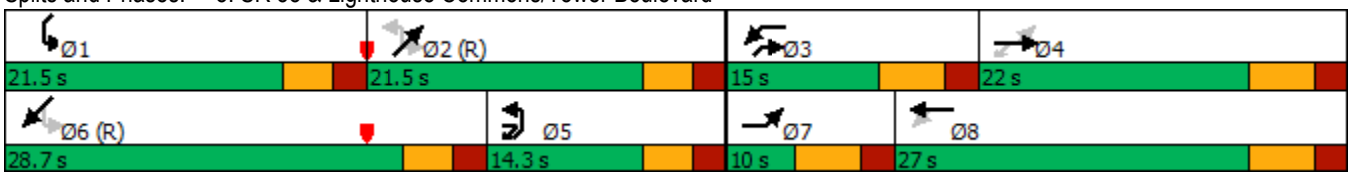


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Future Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1798	0	1770	3539	1583	1770	3483	0
Flt Permitted	0.668			0.399			0.667			0.667		
Satd. Flow (perm)	1244	1863	1583	743	1798	0	1242	3539	1583	1242	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177		18				147		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	67	108	175	107	32	127	300	147	57	492	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	67	108	175	139	0	127	300	147	57	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

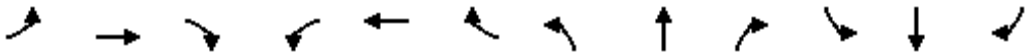
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.5	10.0	22.0		9.5	21.5	10.0	21.5	21.5	
Total Split (s)	10.0	22.0	14.3	15.0	27.0		14.3	21.5	15.0	21.5	28.7	
Total Split (%)	12.5%	27.5%	17.9%	18.8%	33.8%		17.9%	26.9%	18.8%	26.9%	35.9%	
Maximum Green (s)	4.0	16.0	9.3	9.0	21.0		9.3	16.5	9.0	16.5	23.7	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	Max	C-Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	11.1	8.2	17.2	19.9	12.7		16.5	16.5	30.3	34.0	34.0	
Actuated g/C Ratio	0.14	0.10	0.22	0.25	0.16		0.21	0.21	0.38	0.42	0.42	
v/c Ratio	0.34	0.35	0.23	0.59	0.46		0.40	0.41	0.21	0.08	0.37	
Control Delay	26.1	37.7	1.5	31.3	30.9		22.0	18.9	1.2	16.7	17.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	26.1	37.7	1.5	31.3	30.9		22.0	18.9	1.2	16.7	17.5	
LOS	C	D	A	C	C		C	B	A	B	B	
Approach Delay		18.3			31.1			15.1			17.4	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	25	32	0	69	55		32	40	1	17	97	
Queue Length 95th (ft)	51	67	6	115	103		53	53	0	43	148	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	199	372	480	302	485		317	729	694	703	1487	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.34	0.18	0.23	0.58	0.29		0.40	0.41	0.21	0.08	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 74 (93%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	3	84	7	0	13	79	607	0	11	831	38
Future Volume (vph)	62	3	84	7	0	13	79	607	0	11	831	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		0	180		0	50		170
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.850							0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1777	1583	1770	1583	0	1770	3539	0	1770	3539	1583
Flt Permitted		0.725		0.711			0.314			0.344		
Satd. Flow (perm)	0	1350	1583	1324	1583	0	585	3539	0	641	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			180		317							110
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			210			528			2754	
Travel Time (s)		6.7			4.8			12.0			62.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	3	91	8	0	14	86	660	0	12	903	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	91	8	14	0	86	660	0	12	903	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6

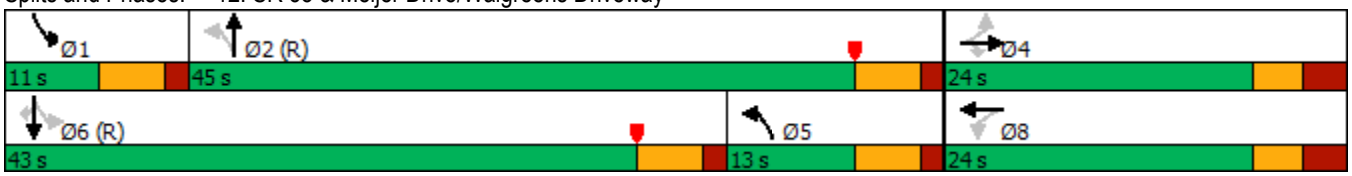


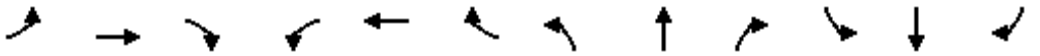
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.7	21.7	21.7	21.7	21.7		9.4	21.4		9.4	21.4	21.4
Total Split (s)	24.0	24.0	24.0	24.0	24.0		13.0	45.0		11.0	43.0	43.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%		16.3%	56.3%		13.8%	53.8%	53.8%
Maximum Green (s)	18.3	18.3	18.3	18.3	18.3		7.6	39.6		5.6	37.6	37.6
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.7	5.7	5.7	5.7		5.4	5.4		5.4	5.4	5.4
Lead/Lag							Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	0
Act Effct Green (s)		9.5	9.5	9.5	9.5		60.4	60.4		51.3	52.3	52.3
Actuated g/C Ratio		0.12	0.12	0.12	0.12		0.76	0.76		0.64	0.65	0.65
v/c Ratio		0.44	0.26	0.05	0.03		0.16	0.25		0.02	0.39	0.04
Control Delay		40.4	1.9	29.9	0.2		2.0	1.3		4.8	4.8	0.1
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		40.4	1.9	29.9	0.2		2.0	1.3		4.8	4.8	0.1
LOS		D	A	C	A		A	A		A	A	A
Approach Delay		18.6			11.0			1.4			4.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		33	0	4	0		0	1		1	50	0
Queue Length 95th (ft)		69	0	15	0		18	57		m3	64	m0
Internal Link Dist (ft)		216			130			448			2674	
Turn Bay Length (ft)			160				180			50		170
Base Capacity (vph)		308	500	302	606		546	2671		493	2315	1073
Starvation Cap Reductn		0	0	0	0		0	0		0	0	0
Spillback Cap Reductn		0	0	0	0		0	0		0	0	0
Storage Cap Reductn		0	0	0	0		0	0		0	0	0
Reduced v/c Ratio		0.23	0.18	0.03	0.02		0.16	0.25		0.02	0.39	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 9 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 4.6		Intersection LOS: A	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

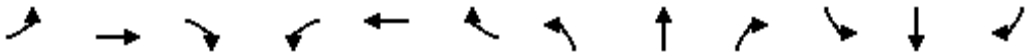
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SR 58 & Meijer Drive/Walgreens Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	192	0	0	223	0	616	159	0	586	524
Future Volume (vph)	0	0	192	0	0	223	0	616	159	0	586	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	0		1	0		2	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			279			457			173			570
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	209	0	0	242	0	670	173	0	637	570
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	209	0	0	242	0	670	173	0	637	570
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1			1		2	1		2	1
Detector Template			Right			Right		Thru	Right		Thru	Right
Leading Detector (ft)			20			20		100	20		100	20
Trailing Detector (ft)			0			0		0	0		0	0
Detector 1 Position(ft)			0			0		0	0		0	0
Detector 1 Size(ft)			20			20		6	20		6	20
Detector 1 Type			Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm			Perm		NA	Perm		NA	Perm
Protected Phases								2			6	
Permitted Phases			4			8			2			6

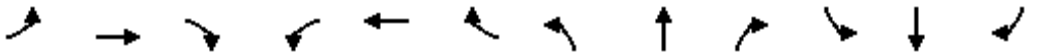


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4			8		2	2		6	6
Switch Phase												
Minimum Initial (s)			4.0			4.0		4.0	4.0		4.0	4.0
Minimum Split (s)			21.4			20.0		21.4	21.4		21.4	21.4
Total Split (s)			26.0			26.0		54.0	54.0		54.0	54.0
Total Split (%)			32.5%			32.5%		67.5%	67.5%		67.5%	67.5%
Maximum Green (s)			20.6			22.0		48.6	48.6		48.6	48.6
Yellow Time (s)			3.6			3.5		3.9	3.9		3.9	3.9
All-Red Time (s)			1.8			0.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)			5.4			4.0		5.4	5.4		5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0			3.0		3.0	3.0		3.0	3.0
Recall Mode			None			None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)			5.0			5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)			11.0			11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)			0			0		0	0		0	0
Act Effct Green (s)			6.1			7.5		63.1	63.1		63.1	63.1
Actuated g/C Ratio			0.08			0.09		0.79	0.79		0.79	0.79
v/c Ratio			0.55			0.36		0.24	0.13		0.23	0.42
Control Delay			7.3			1.5		1.3	0.3		2.0	1.9
Queue Delay			0.0			0.0		0.0	0.0		0.0	0.0
Total Delay			7.3			1.5		1.3	0.3		2.0	1.9
LOS			A			A		A	A		A	A
Approach Delay		7.3			1.5			1.1			2.0	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)			0			0		9	0		28	0
Queue Length 95th (ft)			25			0		12	0		40	33
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)												
Base Capacity (vph)			621			1097		2790	1284		2790	1368
Starvation Cap Reductn			0			0		0	0		0	0
Spillback Cap Reductn			0			0		0	0		0	0
Storage Cap Reductn			0			0		0	0		0	0
Reduced v/c Ratio			0.34			0.22		0.24	0.13		0.23	0.42

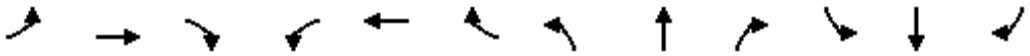
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 55 (69%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 2.1		Intersection LOS: A	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	129	0	0	468	0	719	137	0	916	181
Future Volume (vph)	0	0	129	0	0	468	0	719	137	0	916	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	160		0	0		200
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			305			149			197
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	140	0	0	509	0	782	149	0	996	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	140	0	0	509	0	782	149	0	996	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1			1		2	1		2	1
Detector Template			Right			Right		Thru	Right		Thru	Right
Leading Detector (ft)			20			20		100	20		100	20
Trailing Detector (ft)			0			0		0	0		0	0
Detector 1 Position(ft)			0			0		0	0		0	0
Detector 1 Size(ft)			20			20		6	20		6	20
Detector 1 Type			Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm			Perm		NA	Perm		NA	Perm
Protected Phases								2			6	
Permitted Phases			4			8			2			6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4			8		2	2		6	6
Switch Phase												
Minimum Initial (s)			4.0			4.0		4.0	4.0		4.0	4.0
Minimum Split (s)			20.0			21.4		21.4	21.4		21.4	21.4
Total Split (s)			30.0			30.0		50.0	50.0		50.0	50.0
Total Split (%)			37.5%			37.5%		62.5%	62.5%		62.5%	62.5%
Maximum Green (s)			26.0			24.6		44.6	44.6		44.6	44.6
Yellow Time (s)			3.5			3.6		3.9	3.9		3.9	3.9
All-Red Time (s)			0.5			1.8		1.5	1.5		1.5	1.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)			4.0			5.4		5.4	5.4		5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0			3.0		3.0	3.0		3.0	3.0
Recall Mode			None			None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)			5.0			5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)			11.0			11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)			0			0		0	0		0	0
Act Effct Green (s)			13.3			11.9		57.3	57.3		57.3	57.3
Actuated g/C Ratio			0.17			0.15		0.72	0.72		0.72	0.72
v/c Ratio			0.40			0.76		0.31	0.13		0.39	0.17
Control Delay			13.0			19.8		4.1	0.7		1.9	0.5
Queue Delay			0.0			0.0		0.0	0.0		0.0	0.0
Total Delay			13.0			19.8		4.1	0.7		1.9	0.5
LOS			B			B		A	A		A	A
Approach Delay		13.0			19.8			3.5			1.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)			16			53		69	0		5	0
Queue Length 95th (ft)			59			100		40	0		40	m6
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)						450						200
Base Capacity (vph)			592			1068		2533	1175		2533	1189
Starvation Cap Reductn			0			0		0	0		0	0
Spillback Cap Reductn			0			0		0	0		0	0
Storage Cap Reductn			0			0		0	0		0	0
Reduced v/c Ratio			0.24			0.48		0.31	0.13		0.39	0.17

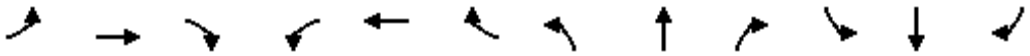
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 24 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	0	80	13	0	24	90	655	11	20	559	174
Future Volume (vph)	131	0	80	13	0	24	90	655	11	20	559	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.912			0.998			0.964	
Flt Protected	0.950				0.983		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1670	0	1770	3532	0	1770	3412	0
Flt Permitted	0.731				0.891		0.350			0.293		
Satd. Flow (perm)	1362	1583	0	0	1514	0	652	3532	0	546	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		383			176			3			65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	0	87	14	0	26	98	712	12	22	608	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	87	0	0	40	0	98	724	0	22	797	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

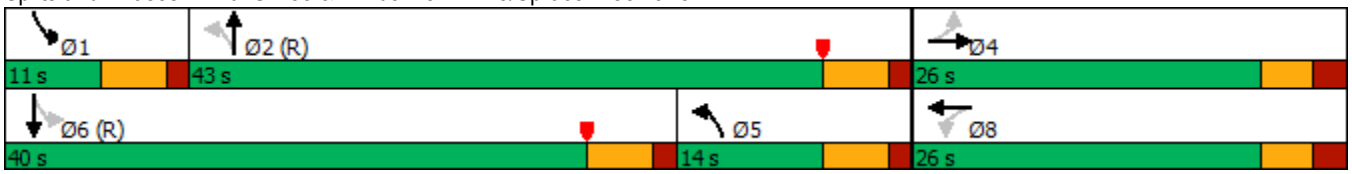


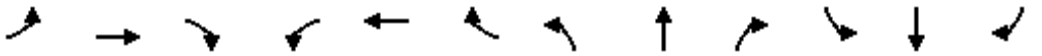
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	26.0	26.0		26.0	26.0		14.0	43.0		11.0	40.0	
Total Split (%)	32.5%	32.5%		32.5%	32.5%		17.5%	53.8%		13.8%	50.0%	
Maximum Green (s)	20.8	20.8		20.8	20.8		8.7	37.7		5.7	34.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	13.6	13.6			13.6		51.1	51.1		44.7	44.7	
Actuated g/C Ratio	0.17	0.17			0.17		0.64	0.64		0.56	0.56	
v/c Ratio	0.62	0.15			0.10		0.19	0.32		0.06	0.41	
Control Delay	41.6	0.5			0.5		9.7	8.0		6.6	5.8	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	41.6	0.5			0.5		9.7	8.0		6.6	5.8	
LOS	D	A			A		A	A		A	A	
Approach Delay		26.0			0.5			8.2			5.8	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)	67	0			0		13	55		3	58	
Queue Length 95th (ft)	114	0			0		40	156		m13	96	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	354	695			523		538	2258		399	1936	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.40	0.13			0.08		0.18	0.32		0.06	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 52 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

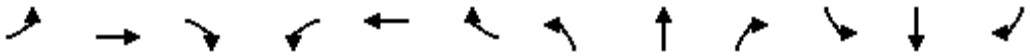
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane





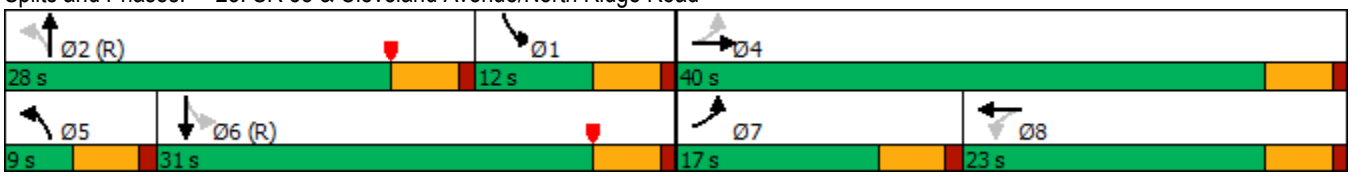
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Future Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.934			0.902			0.983			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1740	0	1770	1680	0	1770	3479	0	1770	3426	0
Flt Permitted	0.398			0.685			0.369			0.484		
Satd. Flow (perm)	741	1740	0	1276	1680	0	687	3479	0	902	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			80			17			45	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	203	62	49	55	43	80	36	415	52	62	374	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	111	0	55	123	0	36	467	0	62	474	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		



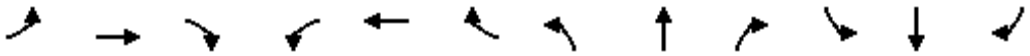
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	17.0	40.0		23.0	23.0		9.0	28.0		12.0	31.0	
Total Split (%)	21.3%	50.0%		28.8%	28.8%		11.3%	35.0%		15.0%	38.8%	
Maximum Green (s)	12.0	35.0		18.0	18.0		4.0	23.0		7.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	23.2	23.2		8.9	8.9		37.2	37.2		39.4	39.4	
Actuated g/C Ratio	0.29	0.29		0.11	0.11		0.46	0.46		0.49	0.49	
v/c Ratio	0.56	0.21		0.39	0.48		0.09	0.29		0.12	0.28	
Control Delay	27.4	11.9		40.0	19.9		16.6	15.9		4.8	3.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.4	11.9		40.0	19.9		16.6	15.9		4.8	3.3	
LOS	C	B		D	B		B	B		A	A	
Approach Delay		21.9			26.1			15.9			3.5	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	77	22		26	20		11	78		4	15	
Queue Length 95th (ft)	122	52		58	66		31	125		12	23	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	375	788		287	440		408	1625		520	1712	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.14		0.19	0.28		0.09	0.29		0.12	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 5 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	8	18	183	8	57	56	883	192	80	917	50
Future Volume (vph)	20	8	18	183	8	57	56	883	192	80	917	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	185		0	230		400	140		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.929				0.850		0.992	
Flt Protected		0.966		0.950	0.978		0.950			0.950		
Satd. Flow (prot)	0	1799	1583	1681	1608	0	1770	3539	1583	1770	3511	0
Flt Permitted		0.966		0.950	0.978		0.950			0.950		
Satd. Flow (perm)	0	1799	1583	1681	1608	0	1770	3539	1583	1770	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247		51				209		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			479			596			650	
Travel Time (s)		5.3			10.9			13.5			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	9	20	199	9	62	61	960	209	87	997	54
Shared Lane Traffic (%)				30%								
Lane Group Flow (vph)	0	31	20	139	131	0	61	960	209	87	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases			4						2			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.3	21.3		9.3	21.3	21.3	9.3	21.3	
Total Split (s)	21.2	21.2	21.2	21.3	21.3		9.4	27.5	21.3	10.0	28.1	
Total Split (%)	26.5%	26.5%	26.5%	26.6%	26.6%		11.8%	34.4%	26.6%	12.5%	35.1%	
Maximum Green (s)	16.0	16.0	16.0	16.1	16.1		4.1	22.2	16.1	4.7	22.8	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.9	3.9	3.6	3.9	3.9	
All-Red Time (s)	1.6	1.6	1.6	1.6	1.6		1.4	1.4	1.6	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.2	5.2	5.2	5.2		5.3	5.3	5.2	5.3	5.3	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	
Act Effct Green (s)		6.9	6.9	12.7	12.7		8.1	39.0	57.0	4.7	37.9	
Actuated g/C Ratio		0.09	0.09	0.16	0.16		0.10	0.49	0.71	0.06	0.47	
v/c Ratio		0.20	0.06	0.52	0.44		0.34	0.56	0.18	0.84	0.63	
Control Delay		36.4	0.3	36.8	22.7		41.9	13.5	0.8	74.3	13.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		36.4	0.3	36.8	22.7		41.9	13.5	0.8	74.3	13.0	
LOS		D	A	D	C		D	B	A	E	B	
Approach Delay		22.3			30.0			12.7			17.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		15	0	67	37		27	163	0	41	111	
Queue Length 95th (ft)		39	0	113	82		m67	208	0	m#79	#404	
Internal Link Dist (ft)		152			399			516			570	
Turn Bay Length (ft)			25	185			230		400	140		
Base Capacity (vph)		359	514	350	375		178	1727	1168	103	1668	
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.09	0.04	0.40	0.35		0.34	0.56	0.18	0.84	0.63	

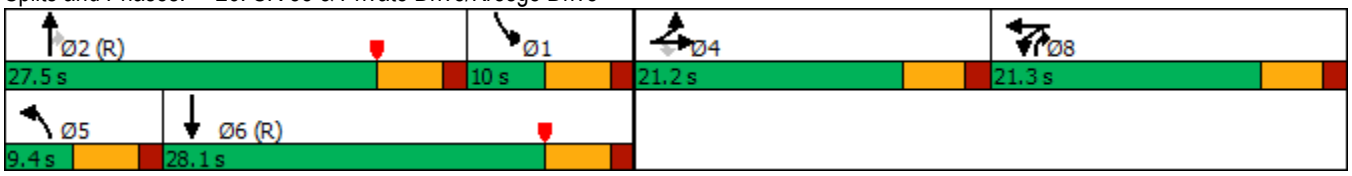
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

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

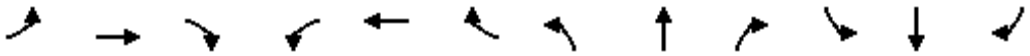
Queue shown is maximum after two cycles.

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

Splits and Phases: 26: SR 58 & Private Drive/Kresge Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	19	0	0	0	51	707	0	1	554	43
Future Volume (vph)	40	0	19	0	0	0	51	707	0	1	554	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850								0.989	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1863	0	1770	3539	0	1770	3500	0
Flt Permitted		0.757					0.400			0.361		
Satd. Flow (perm)	0	1410	1583	0	1863	0	745	3539	0	672	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			112								13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	0	21	0	0	0	55	768	0	1	602	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	21	0	0	0	55	768	0	1	649	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		

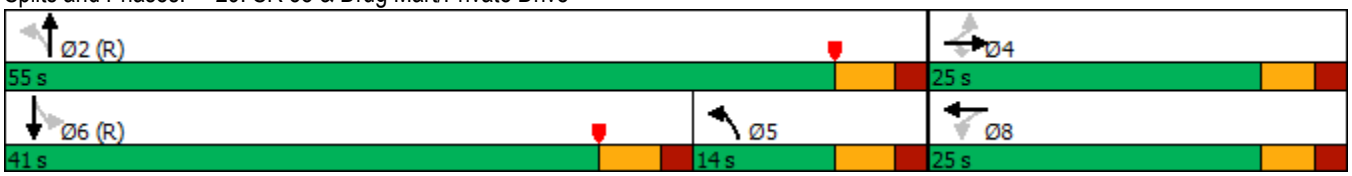


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		14.0	55.0		41.0	41.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		17.5%	68.8%		51.3%	51.3%	
Maximum Green (s)	19.8	19.8	19.8	19.8	19.8		8.4	49.4		35.4	35.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		8.0	8.0				68.0	68.0		59.6	59.6	
Actuated g/C Ratio		0.10	0.10				0.85	0.85		0.74	0.74	
v/c Ratio		0.31	0.08				0.08	0.26		0.00	0.25	
Control Delay		38.4	0.6				1.9	1.6		2.0	1.2	
Queue Delay		0.0	0.0				0.0	0.0		0.0	0.0	
Total Delay		38.4	0.6				1.9	1.6		2.0	1.2	
LOS		D	A				A	A		A	A	
Approach Delay		26.0						1.6			1.2	
Approach LOS		C						A			A	
Queue Length 50th (ft)		20	0				4	30		0	12	
Queue Length 95th (ft)		49	0				m9	42		m0	17	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		348	476				719	3006		500	2609	
Starvation Cap Reductn		0	0				0	0		0	0	
Spillback Cap Reductn		0	0				0	0		0	0	
Storage Cap Reductn		0	0				0	0		0	0	
Reduced v/c Ratio		0.12	0.04				0.08	0.26		0.00	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 2.5		Intersection LOS: A	
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	7.4	24.4	0.2	22
Private Drive	29	2.5	22.8	0.2	34
Spruce Tree Lane	20	5.3	29.8	0.2	27
	14	2.2	11.9	0.1	25
SR 2 WB Exit Ramp	17	6.3	19.4	0.1	21
Kresge Drive	26	11.4	23.8	0.1	17
Cooper Foster Park R	4	16.5	30.2	0.1	15
Walgreens Driveway	12	1.7	13.2	0.1	27
N Nantucket Drive	5	6.6	64.5	0.5	29
Tower Boulevard	8	15.2	37.2	0.2	21
Total		75.0	277.2	1.9	24

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	13.6	26.2	0.1	15
Jaeger Road	5	6.5	27.9	0.2	28
Meijer Drive	12	4.9	57.4	0.5	33
Cooper Foster Park R	4	26.4	37.8	0.1	10
Private Drive	26	18.8	32.8	0.1	13
	17	3.5	16.7	0.1	24
SR 2 EB Exit Ramp	14	2.3	15.2	0.1	27
Timberview Drive	20	2.9	12.5	0.1	24
Drug Mart	29	1.6	26.3	0.2	30
Cleveland Avenue	23	5.7	28.5	0.2	27
Total		86.3	281.3	1.8	23

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	164	352	391	227	240	277	252	286	218	92	234	406
Average Queue (ft)	116	266	312	152	164	202	193	164	141	50	190	314
95th Queue (ft)	206	405	448	246	257	303	295	314	247	113	284	490
Link Distance (ft)		2021	2021		1627	1627		568	568			437
Upstream Blk Time (%)												1
Queuing Penalty (veh)												6
Storage Bay Dist (ft)	140			360			250			200	210	
Storage Blk Time (%)	3	44					3	0	1		14	11
Queuing Penalty (veh)	6	49					17	0	1		60	30

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	SB
Directions Served	TR
Maximum Queue (ft)	399
Average Queue (ft)	318
95th Queue (ft)	473
Link Distance (ft)	437
Upstream Blk Time (%)	1
Queuing Penalty (veh)	3
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	186	252	78	126	186	216	227	67	180	174	76
Average Queue (ft)	118	171	45	71	122	134	140	30	120	126	43
95th Queue (ft)	212	301	99	147	227	243	236	82	211	214	110
Link Distance (ft)		2282		690		2686	2686		1020	1020	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			190
Storage Blk Time (%)		8	2	2	1				6	3	
Queuing Penalty (veh)		13	3	1	8				3	5	

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	138	182	101	178	231	108	95	111	98	78	196	194
Average Queue (ft)	85	109	56	121	165	70	62	69	28	31	129	105
95th Queue (ft)	170	261	126	191	286	128	108	127	106	90	208	206
Link Distance (ft)		1037		1158	1158		1020	1020			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)	1	4	0					4	0		4	
Queuing Penalty (veh)	3	14	0					11	0		3	

Intersection: 12: SR 58 & Meijer Drive/Walgreens Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	158	112	40	54	95	67	77	56	234	249	109
Average Queue (ft)	93	59	19	28	58	35	39	27	143	158	32
95th Queue (ft)	181	129	51	63	110	82	91	68	273	278	118
Link Distance (ft)	238		160	160		437	437		2686	2686	
Upstream Blk Time (%)	0										
Queuing Penalty (veh)	0										
Storage Bay Dist (ft)		160			180			50			170
Storage Blk Time (%)	3				0			1	23	6	0
Queuing Penalty (veh)	5				1			3	9	5	0

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	R	R	T	T	R	T	T	R
Maximum Queue (ft)	84	137	65	70	81	38	64	77	41
Average Queue (ft)	55	88	35	36	37	15	19	25	13
95th Queue (ft)	96	162	81	85	96	45	73	85	45
Link Distance (ft)	1123	1083	1083	368	368	368	514	514	514
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	R	R	T	T	R	T	T	R
Maximum Queue (ft)	151	277	264	190	223	44	175	252	144
Average Queue (ft)	98	207	189	125	156	24	99	149	48
95th Queue (ft)	176	308	293	211	238	47	210	277	173
Link Distance (ft)	1092	1108		514	514	514	509	509	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			450						200
Storage Blk Time (%)								3	0
Queuing Penalty (veh)								11	0

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	52	163	49	58	108	172	46	117	139
Average Queue (ft)	47	115	30	35	53	88	22	57	82
95th Queue (ft)	57	194	61	64	130	194	54	161	174
Link Distance (ft)		576	718		1107	1107		368	368
Upstream Blk Time (%)								0	0
Queuing Penalty (veh)								0	2
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	62	14			0			1	
Queuing Penalty (veh)	51	18			0			0	

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	152	110	110	231	108	246	240	88	166	192
Average Queue (ft)	107	71	66	138	52	166	167	47	92	127
95th Queue (ft)	172	123	128	256	125	270	260	107	188	228
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)			4	28	1	21			1	
Queuing Penalty (veh)			8	27	3	16			1	

Intersection: 26: SR 58 & Private Drive/Kresge Drive

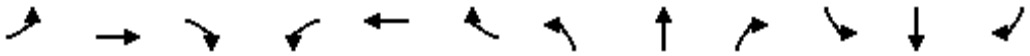
Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LTR	L	T	T	R	L	T	TR
Maximum Queue (ft)	85	46	209	447	219	449	438	276	158	270	396
Average Queue (ft)	49	26	192	413	97	355	345	140	118	143	232
95th Queue (ft)	100	60	268	512	255	527	523	382	181	300	436
Link Distance (ft)	186			420		509	509			568	568
Upstream Blk Time (%)				42		2	1				0
Queuing Penalty (veh)				0		22	13				0
Storage Bay Dist (ft)		25	185		230			400	140		
Storage Blk Time (%)	40	13	1	61		29	4	0	9	6	
Queuing Penalty (veh)	13	7	4	141		15	21	0	52	9	

Intersection: 29: SR 58 & Drug Mart/Private Drive

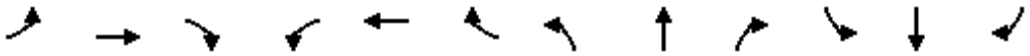
Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	91	50	3	40	60	85	3	78	94
Average Queue (ft)	58	32	1	25	28	40	1	40	55
95th Queue (ft)	104	58	7	48	69	94	8	94	112
Link Distance (ft)	100	100	74		1020	1020		1107	1107
Upstream Blk Time (%)	3	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)				70			100		
Storage Blk Time (%)					1			0	
Queuing Penalty (veh)					1			0	

Network Summary

Network wide Queuing Penalty: 692



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	326	342	225	339	236	335	1043	212	269	872	96
Future Volume (vph)	111	326	342	225	339	236	335	1043	212	269	872	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		200	210		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.923			0.938				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3267	0	1770	3320	0	1770	3539	1583	1770	3486	0
Flt Permitted	0.217			0.181			0.950			0.950		
Satd. Flow (perm)	404	3267	0	337	3320	0	1770	3539	1583	1770	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		209			144				91		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			528	
Travel Time (s)		47.0			38.3			14.8			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	354	372	245	368	257	364	1134	230	292	948	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	726	0	245	625	0	364	1134	230	292	1052	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8					2			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	21.1		9.5	21.1		10.1	21.4	9.5	10.1	21.4	
Total Split (s)	13.4	23.5		17.0	27.1		29.4	44.4	17.0	25.1	40.1	
Total Split (%)	12.2%	21.4%		15.5%	24.6%		26.7%	40.4%	15.5%	22.8%	36.5%	
Maximum Green (s)	7.9	18.4		11.5	22.0		23.3	39.0	11.5	19.0	34.7	
Yellow Time (s)	3.2	4.1		3.2	4.1		3.6	4.4	3.2	3.6	4.4	
All-Red Time (s)	2.3	1.0		2.3	1.0		2.5	1.0	2.3	2.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.1		5.5	5.1		6.1	5.4	5.5	6.1	5.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	25.8	18.4		33.2	22.1		23.3	39.0	50.4	19.0	34.7	
Actuated g/C Ratio	0.23	0.17		0.30	0.20		0.21	0.35	0.46	0.17	0.32	
v/c Ratio	0.63	1.01		0.98	0.80		0.97	0.90	0.30	0.96	0.95	
Control Delay	44.5	68.6		84.1	40.7		41.2	21.3	4.2	83.1	40.6	
Queue Delay	0.0	0.4		0.0	0.0		0.0	0.0	0.0	0.0	9.8	
Total Delay	44.5	69.0		84.1	40.7		41.2	21.3	4.2	83.1	50.4	
LOS	D	E		F	D		D	C	A	F	D	
Approach Delay		65.5			52.9			23.2			57.5	
Approach LOS		E			D			C			E	
Queue Length 50th (ft)	62	~205		136	173		278	157	19	221	378	
Queue Length 95th (ft)	#118	#336		#287	242		m268	m147	m18	#388	#500	
Internal Link Dist (ft)		1988			1605			570			448	
Turn Bay Length (ft)	140			360			250		200	210		
Base Capacity (vph)	193	720		251	782		374	1254	774	305	1107	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	1		0	0		0	0	0	0	62	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.63	1.01		0.98	0.80		0.97	0.90	0.30	0.96	1.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 45.7		Intersection LOS: D	
Intersection Capacity Utilization 96.6%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

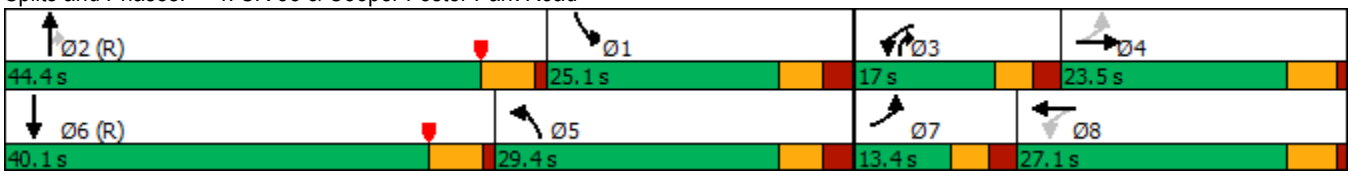
Queue shown is maximum after two cycles.

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

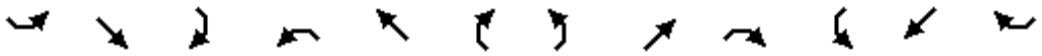
Queue shown is maximum after two cycles.

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

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Future Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.879			0.912			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	1770	1699	0	1770	3518	0	1770	3539	1583
Flt Permitted	0.633			0.292			0.132			0.234		
Satd. Flow (perm)	1179	1637	0	544	1699	0	246	3518	0	436	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		231			69			7				151
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2754			1141	
Travel Time (s)		53.2			16.8			62.6			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	84	345	55	55	78	338	1151	52	50	921	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	429	0	55	133	0	338	1203	0	50	921	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7
Permitted Phases	4			8			2			6		6



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	9.0
Total Split (s)	10.0	31.0		21.0	21.0		24.0	49.0		10.0	35.0	10.0
Total Split (%)	11.1%	34.4%		23.3%	23.3%		26.7%	54.4%		11.1%	38.9%	11.1%
Maximum Green (s)	7.0	26.0		16.0	16.0		19.0	44.0		5.0	30.0	7.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lag			Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	C-Max		None	C-Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	28.0	26.0		13.7	13.7		48.0	48.0		33.3	33.3	44.6
Actuated g/C Ratio	0.31	0.29		0.15	0.15		0.53	0.53		0.37	0.37	0.50
v/c Ratio	0.43	0.67		0.67	0.42		0.85	0.64		0.21	0.70	0.18
Control Delay	29.3	18.6		73.0	21.4		40.6	17.6		15.4	16.8	1.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	29.3	18.6		73.0	21.4		40.6	17.6		15.4	16.8	1.3
LOS	C	B		E	C		D	B		B	B	A
Approach Delay		21.8			36.5			22.7			14.7	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	79	95		29	31		137	265		12	134	1
Queue Length 95th (ft)	136	203		#84	83		#263	341		m22	175	m10
Internal Link Dist (ft)		2262			657			2674			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	427	637		96	358		453	1879		235	1310	860
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.43	0.67		0.57	0.37		0.75	0.64		0.21	0.70	0.18

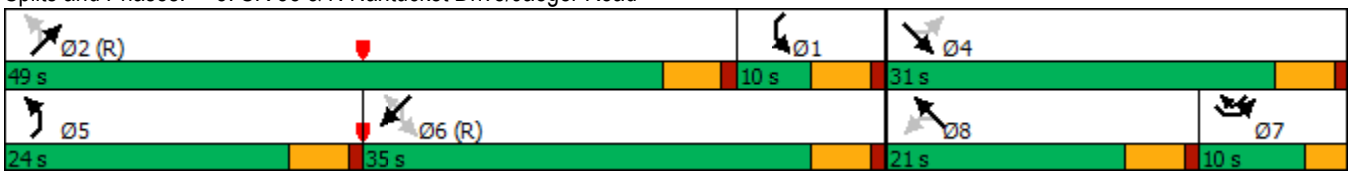
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 84 (93%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Future Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.950				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1770	0	1770	3539	1583	1770	3468	0
Flt Permitted	0.384			0.497			0.364			0.268		
Satd. Flow (perm)	715	1863	1583	926	1770	0	678	3539	1583	499	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		25				288		21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	168	196	264	179	90	223	807	351	76	658	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	168	196	264	269	0	223	807	351	76	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

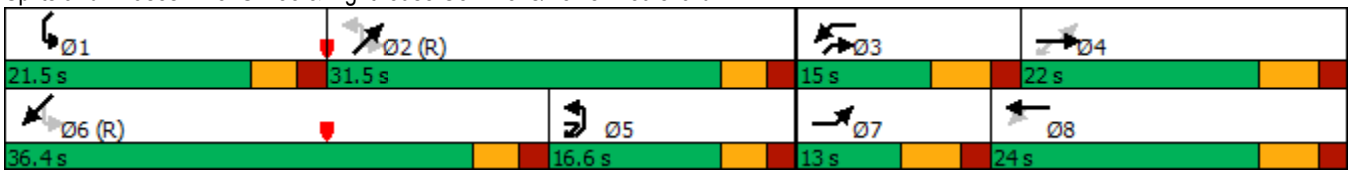
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.5	10.0	22.0		9.5	21.5	10.0	21.5	21.5	
Total Split (s)	13.0	22.0	16.6	15.0	24.0		16.6	31.5	15.0	21.5	36.4	
Total Split (%)	14.4%	24.4%	18.4%	16.7%	26.7%		18.4%	35.0%	16.7%	23.9%	40.4%	
Maximum Green (s)	7.0	16.0	11.6	9.0	18.0		11.6	26.5	9.0	16.5	31.4	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	Max	C-Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	21.1	14.1	26.7	25.1	16.1		26.5	26.5	40.5	33.3	33.3	
Actuated g/C Ratio	0.23	0.16	0.30	0.28	0.18		0.29	0.29	0.45	0.37	0.37	
v/c Ratio	0.71	0.58	0.34	0.77	0.80		0.66	0.77	0.40	0.17	0.59	
Control Delay	41.3	42.9	5.1	41.6	49.8		28.9	23.3	1.6	20.9	24.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	41.3	42.9	5.1	41.6	49.8		28.9	23.3	1.6	20.9	24.9	
LOS	D	D	A	D	D		C	C	A	C	C	
Approach Delay		28.7			45.7			18.7			24.5	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	73	87	10	114	131		44	126	6	29	181	
Queue Length 95th (ft)	#139	151	41	#204	#238		#101	214	3	60	242	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	249	331	581	343	374		340	1042	870	443	1294	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.71	0.51	0.34	0.77	0.72		0.66	0.77	0.40	0.17	0.59	

Intersection Summary

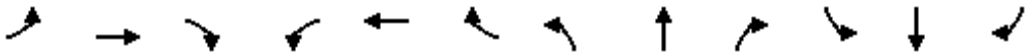
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 26.2 Intersection LOS: C
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	4	185	24	7	40	153	1161	1	38	1024	91
Future Volume (vph)	136	4	185	24	7	40	153	1161	1	38	1024	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		0	180		0	50		170
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.874							0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1777	1583	1770	1628	0	1770	3539	0	1770	3539	1583
Flt Permitted		0.694		0.559			0.187			0.161		
Satd. Flow (perm)	0	1293	1583	1041	1628	0	348	3539	0	300	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201		43							134
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		296			210			528			2754	
Travel Time (s)		6.7			4.8			12.0			62.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	4	201	26	8	43	166	1262	1	41	1113	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	152	201	26	51	0	166	1263	0	41	1113	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6

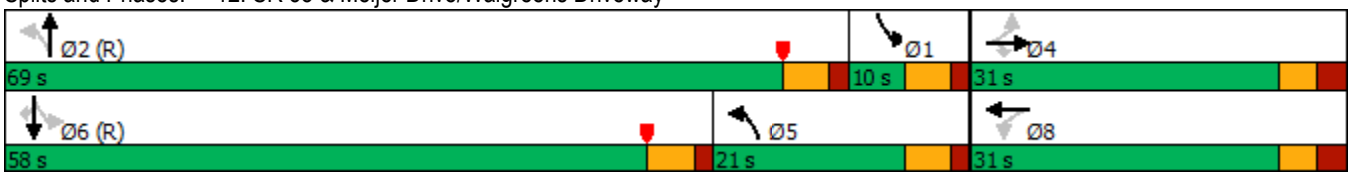


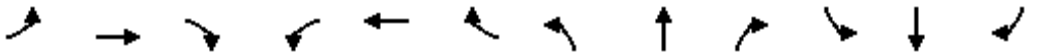
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.7	21.7	21.7	21.7	21.7		9.4	21.4		9.4	21.4	21.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	69.0		10.0	58.0	58.0
Total Split (%)	28.2%	28.2%	28.2%	28.2%	28.2%		19.1%	62.7%		9.1%	52.7%	52.7%
Maximum Green (s)	25.3	25.3	25.3	25.3	25.3		15.6	63.6		4.6	52.6	52.6
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.7	5.7	5.7	5.7		5.4	5.4		5.4	5.4	5.4
Lead/Lag							Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	0
Act Effct Green (s)		18.1	18.1	18.1	18.1		80.8	74.8		68.4	63.8	63.8
Actuated g/C Ratio		0.16	0.16	0.16	0.16		0.73	0.68		0.62	0.58	0.58
v/c Ratio		0.72	0.47	0.15	0.17		0.41	0.52		0.17	0.54	0.10
Control Delay		61.3	8.9	38.7	14.5		4.6	1.9		8.9	17.2	1.4
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.1		0.0	0.1	0.0
Total Delay		61.3	8.9	38.7	14.5		4.6	1.9		8.9	17.2	1.4
LOS		E	A	D	B		A	A		A	B	A
Approach Delay		31.5			22.7			2.2			15.7	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		103	0	16	5		7	43		7	263	0
Queue Length 95th (ft)		162	58	39	36		m13	m51		20	378	15
Internal Link Dist (ft)		216			130			448			2674	
Turn Bay Length (ft)			160				180			50		170
Base Capacity (vph)		297	518	239	407		469	2407		247	2053	974
Starvation Cap Reductn		0	0	0	0		0	166		0	0	0
Spillback Cap Reductn		0	5	0	0		0	0		0	96	0
Storage Cap Reductn		0	0	0	0		0	0		0	0	0
Reduced v/c Ratio		0.51	0.39	0.11	0.13		0.35	0.56		0.17	0.57	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 4 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

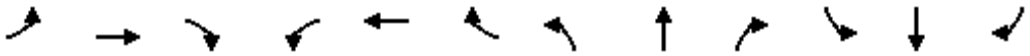
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SR 58 & Meijer Drive/Walgreens Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	210	0	0	316	0	1016	225	0	976	673
Future Volume (vph)	0	0	210	0	0	316	0	1016	225	0	976	673
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	0		1	0		2	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			210			245			732
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	228	0	0	343	0	1104	245	0	1061	732
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	228	0	0	343	0	1104	245	0	1061	732
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1			1		2	1		2	1
Detector Template			Right			Right		Thru	Right		Thru	Right
Leading Detector (ft)			20			20		100	20		100	20
Trailing Detector (ft)			0			0		0	0		0	0
Detector 1 Position(ft)			0			0		0	0		0	0
Detector 1 Size(ft)			20			20		6	20		6	20
Detector 1 Type			Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm			Perm		NA	Perm		NA	Perm
Protected Phases								2			6	
Permitted Phases			4			8			2			6

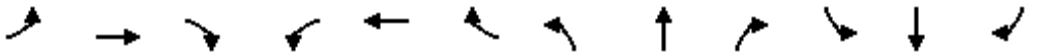


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4			8		2	2		6	6
Switch Phase												
Minimum Initial (s)			4.0			4.0		4.0	4.0		4.0	4.0
Minimum Split (s)			21.4			20.0		21.4	21.4		21.4	21.4
Total Split (s)			32.0			32.0		78.0	78.0		78.0	78.0
Total Split (%)			29.1%			29.1%		70.9%	70.9%		70.9%	70.9%
Maximum Green (s)			26.6			28.0		72.6	72.6		72.6	72.6
Yellow Time (s)			3.6			3.5		3.9	3.9		3.9	3.9
All-Red Time (s)			1.8			0.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)			5.4			4.0		5.4	5.4		5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0			3.0		3.0	3.0		3.0	3.0
Recall Mode			None			None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)			5.0			5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)			11.0			11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)			0			0		0	0		0	0
Act Effct Green (s)			12.7			14.1		86.5	86.5		86.5	86.5
Actuated g/C Ratio			0.12			0.13		0.79	0.79		0.79	0.79
v/c Ratio			0.75			0.63		0.40	0.19		0.38	0.52
Control Delay			35.4			21.9		2.4	0.3		1.1	1.3
Queue Delay			0.0			0.0		0.1	0.0		0.0	0.6
Total Delay			35.4			21.9		2.5	0.3		1.1	1.8
LOS			D			C		A	A		A	A
Approach Delay		35.4			21.9			2.1			1.4	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)			66			49		46	1		12	0
Queue Length 95th (ft)			140			93		54	0		31	0
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)												
Base Capacity (vph)			488			865		2781	1296		2781	1400
Starvation Cap Reductn			0			0		477	0		0	304
Spillback Cap Reductn			0			0		0	0		0	0
Storage Cap Reductn			0			0		0	0		0	0
Reduced v/c Ratio			0.47			0.40		0.48	0.19		0.38	0.67

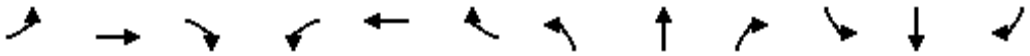
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 66 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	293	0	0	871	0	1141	192	0	1356	349
Future Volume (vph)	0	0	293	0	0	871	0	1141	192	0	1356	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	160		0	0		200
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			24			75			209			296
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	318	0	0	947	0	1240	209	0	1474	379
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	318	0	0	947	0	1240	209	0	1474	379
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1			1		2	1		2	1
Detector Template			Right			Right		Thru	Right		Thru	Right
Leading Detector (ft)			20			20		100	20		100	20
Trailing Detector (ft)			0			0		0	0		0	0
Detector 1 Position(ft)			0			0		0	0		0	0
Detector 1 Size(ft)			20			20		6	20		6	20
Detector 1 Type			Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm			Perm		NA	Perm		NA	Perm
Protected Phases								2			6	
Permitted Phases			4			8			2			6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4			8		2	2		6	6
Switch Phase												
Minimum Initial (s)			4.0			4.0		4.0	4.0		4.0	4.0
Minimum Split (s)			20.0			21.4		21.4	21.4		21.4	21.4
Total Split (s)			48.0			48.0		62.0	62.0		62.0	62.0
Total Split (%)			43.6%			43.6%		56.4%	56.4%		56.4%	56.4%
Maximum Green (s)			44.0			42.6		56.6	56.6		56.6	56.6
Yellow Time (s)			3.5			3.6		3.9	3.9		3.9	3.9
All-Red Time (s)			0.5			1.8		1.5	1.5		1.5	1.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)			4.0			5.4		5.4	5.4		5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0			3.0		3.0	3.0		3.0	3.0
Recall Mode			None			None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)			5.0			5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)			11.0			11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)			0			0		0	0		0	0
Act Effct Green (s)			41.0			39.6		59.6	59.6		59.6	59.6
Actuated g/C Ratio			0.37			0.36		0.54	0.54		0.54	0.54
v/c Ratio			0.52			0.90		0.65	0.22		0.77	0.38
Control Delay			27.5			42.8		18.8	4.3		10.0	2.4
Queue Delay			0.0			1.4		0.7	0.0		0.4	0.0
Total Delay			27.5			44.2		19.5	4.3		10.5	2.4
LOS			C			D		B	A		B	A
Approach Delay		27.5			44.2			17.3			8.8	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)			154			323		248	4		168	24
Queue Length 95th (ft)			235			415		402	52		201	m34
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)						450						200
Base Capacity (vph)			658			1125		1916	952		1916	993
Starvation Cap Reductn			0			0		120	0		125	0
Spillback Cap Reductn			0			62		324	0		0	0
Storage Cap Reductn			0			0		0	0		0	0
Reduced v/c Ratio			0.48			0.89		0.78	0.22		0.82	0.38

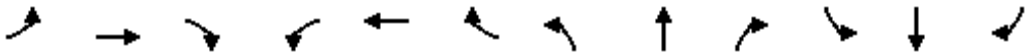
Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 26 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 71.0% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Future Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.908			0.998			0.982	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1664	0	1770	3532	0	1770	3476	0
Flt Permitted	0.828				0.901		0.197			0.150		
Satd. Flow (perm)	1542	1587	0	0	1524	0	367	3532	0	279	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		87			128			2			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	1	87	14	0	30	65	1238	18	37	1099	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	88	0	0	44	0	65	1256	0	37	1245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

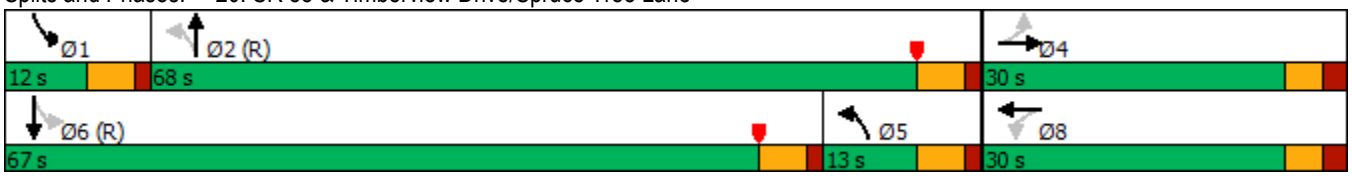


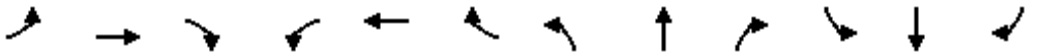
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	30.0	30.0		30.0	30.0		13.0	68.0		12.0	67.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		11.8%	61.8%		10.9%	60.9%	
Maximum Green (s)	24.8	24.8		24.8	24.8		7.7	62.7		6.7	61.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	16.7	16.7			16.7		75.4	75.4		72.4	72.4	
Actuated g/C Ratio	0.15	0.15			0.15		0.69	0.69		0.66	0.66	
v/c Ratio	0.61	0.28			0.13		0.19	0.52		0.14	0.54	
Control Delay	53.6	10.4			0.8		7.0	7.0		7.8	7.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.1	
Total Delay	53.6	10.4			0.8		7.0	7.0		7.8	8.0	
LOS	D	B			A		A	A		A	A	
Approach Delay		37.1			0.8			7.0			8.0	
Approach LOS		D			A			A			A	
Queue Length 50th (ft)	95	1			0		6	290		7	139	
Queue Length 95th (ft)	150	42			0		21	370		m15	190	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	347	425			442		349	2422		277	2293	
Starvation Cap Reductn	0	0			0		0	0		0	239	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.41	0.21			0.10		0.19	0.52		0.13	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 40 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

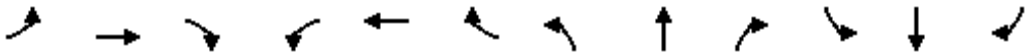
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane





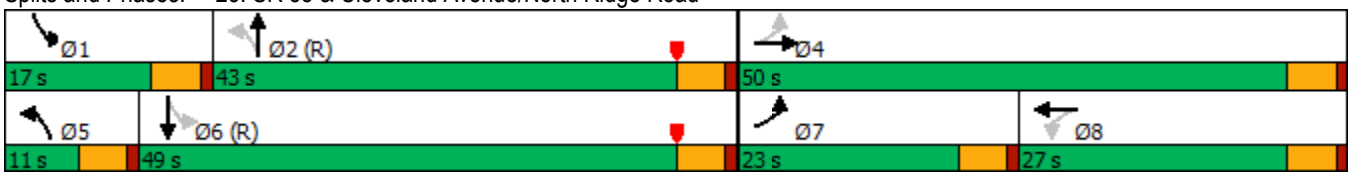
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Future Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.953			0.936			0.984			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1775	0	1770	1744	0	1770	3483	0	1770	3330	0
Flt Permitted	0.234			0.636			0.156			0.175		
Satd. Flow (perm)	436	1775	0	1185	1744	0	291	3483	0	326	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			30			13			164	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	258	133	60	104	137	101	83	792	96	155	655	428
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	193	0	104	238	0	83	888	0	155	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		



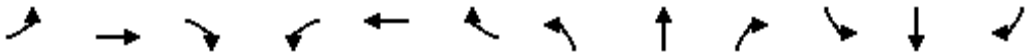
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	23.0	50.0		27.0	27.0		11.0	43.0		17.0	49.0	
Total Split (%)	20.9%	45.5%		24.5%	24.5%		10.0%	39.1%		15.5%	44.5%	
Maximum Green (s)	18.0	45.0		22.0	22.0		6.0	38.0		12.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	40.0	40.0		17.8	17.8		51.6	44.9		58.9	50.5	
Actuated g/C Ratio	0.36	0.36		0.16	0.16		0.47	0.41		0.54	0.46	
v/c Ratio	0.70	0.29		0.54	0.78		0.37	0.62		0.51	0.67	
Control Delay	36.2	21.7		52.4	55.5		18.8	29.2		23.5	11.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.2	21.7		52.4	55.5		18.8	29.2		23.5	11.9	
LOS	D	C		D	E		B	C		C	B	
Approach Delay		30.0			54.5			28.3			13.4	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	131	81		68	142		28	261		24	61	
Queue Length 95th (ft)	191	130		121	222		57	358		95	100	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	376	740		237	372		227	1430		334	1616	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.69	0.26		0.44	0.64		0.37	0.62		0.46	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 76 (69%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 25.4		Intersection LOS: C	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	17	33	462	10	187	54	1399	471	147	1209	57
Future Volume (vph)	37	17	33	462	10	187	54	1399	471	147	1209	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	185		0	230		400	140		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.912				0.850		0.993	
Flt Protected		0.967		0.950	0.981		0.950			0.950		
Satd. Flow (prot)	0	1801	1583	1681	1583	0	1770	3539	1583	1770	3514	0
Flt Permitted		0.967		0.950	0.981		0.950			0.950		
Satd. Flow (perm)	0	1801	1583	1681	1583	0	1770	3539	1583	1770	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			180		58				512		5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			479			596			650	
Travel Time (s)		5.3			10.9			13.5			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	18	36	502	11	203	59	1521	512	160	1314	62
Shared Lane Traffic (%)				26%								
Lane Group Flow (vph)	0	58	36	371	345	0	59	1521	512	160	1376	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases			4						2			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.3	21.3		9.3	21.3	21.3	9.3	21.3	
Total Split (s)	21.2	21.2	21.2	27.0	27.0		10.3	47.8	27.0	14.0	51.5	
Total Split (%)	19.3%	19.3%	19.3%	24.5%	24.5%		9.4%	43.5%	24.5%	12.7%	46.8%	
Maximum Green (s)	16.0	16.0	16.0	21.8	21.8		5.0	42.5	21.8	8.7	46.2	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.9	3.9	3.6	3.9	3.9	
All-Red Time (s)	1.6	1.6	1.6	1.6	1.6		1.4	1.4	1.6	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.2	5.2	5.2	5.2		5.3	5.3	5.2	5.3	5.3	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	
Act Effct Green (s)		8.9	8.9	30.8	30.8		5.3	42.8	78.9	8.7	48.5	
Actuated g/C Ratio		0.08	0.08	0.28	0.28		0.05	0.39	0.72	0.08	0.44	
v/c Ratio		0.40	0.12	0.79	0.71		0.70	1.11	0.40	1.15	0.89	
Control Delay		55.3	0.8	51.7	40.3		80.6	86.2	1.7	121.6	12.5	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.2	0.0	0.1	
Total Delay		55.3	0.8	51.7	40.3		80.6	86.3	2.0	121.6	12.7	
LOS		E	A	D	D		F	F	A	F	B	
Approach Delay		34.4			46.2			65.5			24.0	
Approach LOS		C			D			E			C	
Queue Length 50th (ft)		40	0	261	198		41	~637	6	~131	209	
Queue Length 95th (ft)		80	0	#467	#371		m#60	#783	m45	m#138	m222	
Internal Link Dist (ft)		152			399			516			570	
Turn Bay Length (ft)			25	185			230		400	140		
Base Capacity (vph)		261	384	470	485		84	1375	1279	139	1552	
Starvation Cap Reductn		0	0	0	0		0	16	248	0	7	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	4	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.22	0.09	0.79	0.71		0.70	1.12	0.50	1.15	0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 47.4		Intersection LOS: D	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

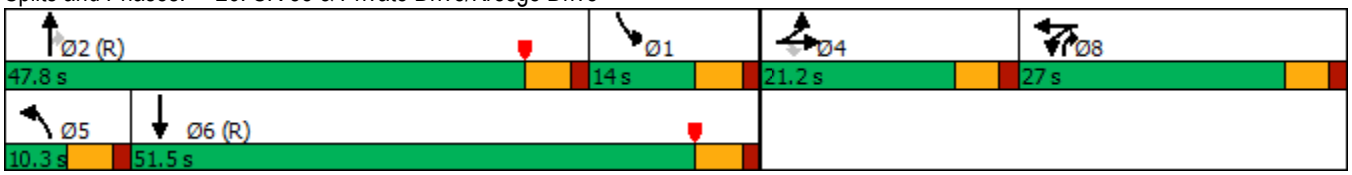
Queue shown is maximum after two cycles.

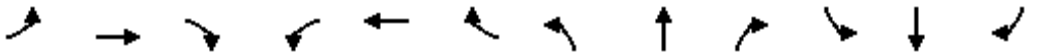
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

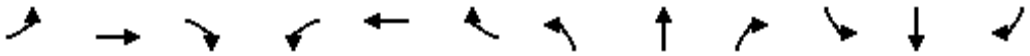
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: SR 58 & Private Drive/Kresge Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	82	0	0	1	82	1085	0	1	983	57
Future Volume (vph)	73	0	82	0	0	1	82	1085	0	1	983	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.865						0.992	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1611	0	1770	3539	0	1770	3511	0
Flt Permitted		0.757					0.213			0.220		
Satd. Flow (perm)	0	1410	1583	0	1611	0	397	3539	0	410	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89		123						9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	0	89	0	0	1	89	1179	0	1	1068	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	89	0	1	0	89	1179	0	1	1130	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	26.0	26.0	26.0	26.0	26.0		16.0	84.0		68.0	68.0	
Total Split (%)	23.6%	23.6%	23.6%	23.6%	23.6%		14.5%	76.4%		61.8%	61.8%	
Maximum Green (s)	20.8	20.8	20.8	20.8	20.8		10.4	78.4		62.4	62.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		11.5	11.5		11.5		87.7	87.7		74.9	74.9	
Actuated g/C Ratio		0.10	0.10		0.10		0.80	0.80		0.68	0.68	
v/c Ratio		0.54	0.36		0.00		0.21	0.42		0.00	0.47	
Control Delay		59.3	13.4		0.0		4.0	3.3		2.0	4.3	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		59.3	13.4		0.0		4.0	3.3		2.0	4.3	
LOS		E	B		A		A	A		A	A	
Approach Delay		34.9						3.3			4.3	
Approach LOS		C						A			A	
Queue Length 50th (ft)		54	0		0		8	101		0	146	
Queue Length 95th (ft)		100	45		0		m20	141		m0	195	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		266	371		404		446	2822		279	2394	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.30	0.24		0.00		0.20	0.42		0.00	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 78 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 5.8		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	21.7	37.7	0.2	14
Private Drive	29	4.4	26.4	0.2	29
Spruce Tree Lane	20	6.0	31.4	0.2	25
	14	1.9	11.6	0.1	25
SR 2 WB Exit Ramp	17	12.2	25.2	0.1	16
Kresge Drive	26	36.2	47.4	0.1	9
Cooper Foster Park R	4	24.7	38.5	0.1	12
Walgreens Driveway	12	3.5	14.9	0.1	24
N Nantucket Drive	5	13.6	68.3	0.5	28
Tower Boulevard	8	18.6	42.3	0.2	18
Total		142.7	343.6	1.9	19

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	24.1	36.2	0.1	11
Jaeger Road	5	15.6	38.6	0.2	20
Meijer Drive	12	14.5	69.0	0.5	27
Cooper Foster Park R	4	39.6	50.5	0.1	7
Private Drive	26	20.4	33.8	0.1	13
	17	6.8	19.6	0.1	21
SR 2 EB Exit Ramp	14	2.6	16.0	0.1	26
Timberview Drive	20	4.8	14.4	0.1	20
Drug Mart	29	3.4	28.3	0.2	28
Cleveland Avenue	23	17.3	40.0	0.2	19
Total		149.1	346.4	1.8	19

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	TR	T	TR	T	T	R	T	TR
Maximum Queue (ft)	156	198	92	86	105	142	43	93	159
Average Queue (ft)	113	140	63	49	70	103	26	54	102
95th Queue (ft)	179	225	110	96	120	161	54	112	188
Link Distance (ft)	2027	2027	1633	1633	569	569		450	450
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							200		
Storage Blk Time (%)						0			
Queuing Penalty (veh)						0			

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	67	86	66	51	99	76	86	32	134	156	50
Average Queue (ft)	38	59	34	32	71	50	56	13	85	100	30
95th Queue (ft)	73	102	81	61	115	83	99	42	143	171	57
Link Distance (ft)		2283		690		2267	2267		1012	1012	1012
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			
Storage Blk Time (%)			0						1		
Queuing Penalty (veh)			0						0		

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	40	57	50	119	109	50	13	15	4	30	101	83
Average Queue (ft)	16	33	31	73	67	24	3	5	1	11	58	36
95th Queue (ft)	48	79	51	140	133	61	14	20	10	37	114	96
Link Distance (ft)		1023		1158	1158		1012	1012			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 12: SR 58 & Walgreens Driveway

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	L	T	T
Maximum Queue (ft)	30	16	47	12	14	32
Average Queue (ft)	14	3	12	4	4	10
95th Queue (ft)	37	25	62	21	25	43
Link Distance (ft)	151	450	450		326	326
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				50		
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	R	R	T	T	R	T	T	R
Maximum Queue (ft)	86	65	42	35	59	29	48	62	87
Average Queue (ft)	54	48	24	14	31	8	21	30	42
95th Queue (ft)	92	76	50	44	73	30	55	76	100
Link Distance (ft)	1123	1084	1084	368	368	368	515	515	515
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	R	R	T	T	R	T	T	R
Maximum Queue (ft)	72	80	84	57	97	26	43	98	31
Average Queue (ft)	42	56	52	27	53	12	18	55	11
95th Queue (ft)	78	95	91	63	113	32	50	125	33
Link Distance (ft)	1097	1114		515	515	515	516	516	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			450						200
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	152	50	63	83	125	30	112	148
Average Queue (ft)	45	97	29	36	33	70	12	67	91
95th Queue (ft)	55	178	64	73	88	143	36	129	168
Link Distance (ft)		576	718		1107	1107		368	368
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	55	10			0				
Queuing Penalty (veh)	44	13			0				

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	126	89	67	74	26	70	65	41	27	37
Average Queue (ft)	82	51	31	42	12	36	27	17	10	13
95th Queue (ft)	142	103	74	87	33	78	72	47	32	45
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)			1	1		0				
Queuing Penalty (veh)			1	1		0				

Intersection: 26: SR 58 & Kresge Drive

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	R	T	T	R	T	T
Maximum Queue (ft)	108	174	45	108	140	22	71	110
Average Queue (ft)	43	120	22	68	83	7	32	66
95th Queue (ft)	140	191	50	128	149	29	79	131
Link Distance (ft)			427	516	516		569	569
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	185	185				400		
Storage Blk Time (%)	0	1						
Queuing Penalty (veh)	0	0						

Intersection: 28: SR 58

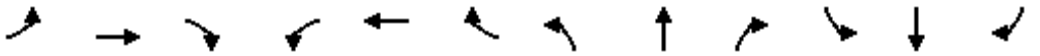
Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	135	58	184	109	106	114	139	77
Average Queue (ft)	94	37	131	57	49	71	98	45
95th Queue (ft)	156	67	219	119	119	139	161	88
Link Distance (ft)	360	360	326	326	326	2267	2267	2267
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 29: SR 58 & Drug Mart/Private Drive

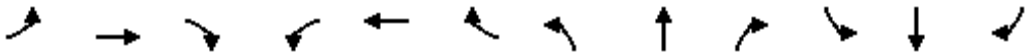
Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	56	29	31	49	88	3	44	61
Average Queue (ft)	29	14	17	20	40	1	13	19
95th Queue (ft)	67	40	40	60	98	7	55	69
Link Distance (ft)	100	100		1020	1020		1107	1107
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			70			100		
Storage Blk Time (%)				0			0	
Queuing Penalty (veh)				0			0	

Network Summary

Network wide Queuing Penalty: 60



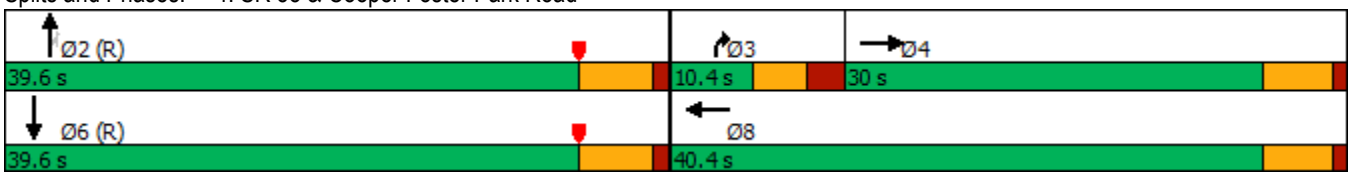
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	424	236	0	244	88	0	810	127	0	607	116
Future Volume (vph)	0	424	236	0	244	88	0	810	127	0	607	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		200	210		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.946			0.960				0.850		0.976	
Flt Protected												
Satd. Flow (prot)	0	3348	0	0	3398	0	0	3539	1583	0	3454	0
Flt Permitted												
Satd. Flow (perm)	0	3348	0	0	3398	0	0	3539	1583	0	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		139			70				138		34	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			528	
Travel Time (s)		47.0			38.3			14.8			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	461	257	0	265	96	0	880	138	0	660	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	718	0	0	361	0	0	880	138	0	786	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2	1		2	
Detector Template		Thru			Thru			Thru	Right		Thru	
Leading Detector (ft)		100			100			100	20		100	
Trailing Detector (ft)		0			0			0	0		0	
Detector 1 Position(ft)		0			0			0	0		0	
Detector 1 Size(ft)		6			6			6	20		6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0	0.0		0.0	
Detector 1 Queue (s)		0.0			0.0			0.0	0.0		0.0	
Detector 1 Delay (s)		0.0			0.0			0.0	0.0		0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA			NA			NA	custom		NA	
Protected Phases		4			8			2	3		6	
Permitted Phases									2			



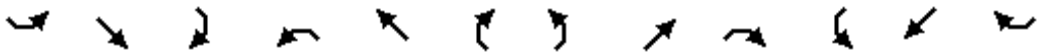
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4			8			2	3		6	
Switch Phase												
Minimum Initial (s)		4.0			4.0			4.0	4.0		4.0	
Minimum Split (s)		21.1			21.1			21.4	9.5		21.4	
Total Split (s)		30.0			40.4			39.6	10.4		39.6	
Total Split (%)		37.5%			50.5%			49.5%	13.0%		49.5%	
Maximum Green (s)		24.9			35.3			34.2	4.9		34.2	
Yellow Time (s)		4.1			4.1			4.4	3.2		4.4	
All-Red Time (s)		1.0			1.0			1.0	2.3		1.0	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.1			5.1			5.4	5.5		5.4	
Lead/Lag		Lag							Lead			
Lead-Lag Optimize?		Yes							Yes			
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	
Recall Mode		None			None			C-Max	None		C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		20.7			31.1			38.4	48.7		38.4	
Actuated g/C Ratio		0.26			0.39			0.48	0.61		0.48	
v/c Ratio		0.74			0.27			0.52	0.14		0.47	
Control Delay		26.4			13.1			13.7	1.6		12.2	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		26.4			13.1			13.7	1.6		12.2	
LOS		C			B			B	A		B	
Approach Delay		26.4			13.1			12.1			12.2	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		138			49			91	0		176	
Queue Length 95th (ft)		186			72			125	18		200	
Internal Link Dist (ft)		1988			1605			570			448	
Turn Bay Length (ft)									200			
Base Capacity (vph)		1137			1538			1700	1018		1677	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.63			0.23			0.52	0.14		0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 70 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Future Volume (vph)	87	18	264	50	32	29	170	487	21	25	522	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.860			0.928			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1602	0	1770	1729	0	1770	3518	0	1770	3539	1583
Flt Permitted	0.626			0.573			0.349			0.373		
Satd. Flow (perm)	1166	1602	0	1067	1729	0	650	3518	0	695	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		287			32			7				164
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2338			1141	
Travel Time (s)		53.2			16.8			53.1			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	20	287	54	35	32	185	529	23	27	567	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	307	0	54	67	0	185	552	0	27	567	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7
Permitted Phases	4			8			2			6		6

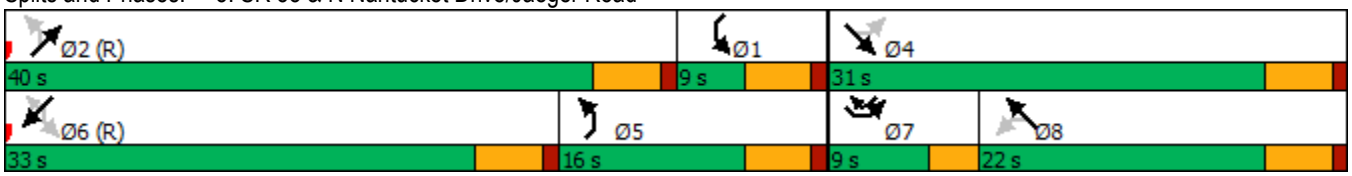


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	9.0
Total Split (s)	9.0	31.0		22.0	22.0		16.0	40.0		9.0	33.0	9.0
Total Split (%)	11.3%	38.8%		27.5%	27.5%		20.0%	50.0%		11.3%	41.3%	11.3%
Maximum Green (s)	6.0	26.0		17.0	17.0		11.0	35.0		4.0	28.0	6.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lead			Lag	Lag		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	C-Max		None	C-Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	31.3	29.3		21.5	21.5		40.7	37.1		32.0	28.0	36.6
Actuated g/C Ratio	0.39	0.37		0.27	0.27		0.51	0.46		0.40	0.35	0.46
v/c Ratio	0.19	0.40		0.19	0.14		0.42	0.34		0.08	0.46	0.11
Control Delay	17.8	5.1		27.6	16.4		11.4	7.3		5.9	14.6	1.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	17.8	5.1		27.6	16.4		11.4	7.3		5.9	14.6	1.8
LOS	B	A		C	B		B	A		A	B	A
Approach Delay		8.1			21.4			8.4			12.6	
Approach LOS		A			C			A			B	
Queue Length 50th (ft)	28	6		21	13		25	37		8	110	5
Queue Length 95th (ft)	65	61		55	46		35	52		m5	164	m4
Internal Link Dist (ft)		2262			657			2258			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	506	768		286	487		511	1635		331	1238	813
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.19	0.40		0.19	0.14		0.36	0.34		0.08	0.46	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 28 (35%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road

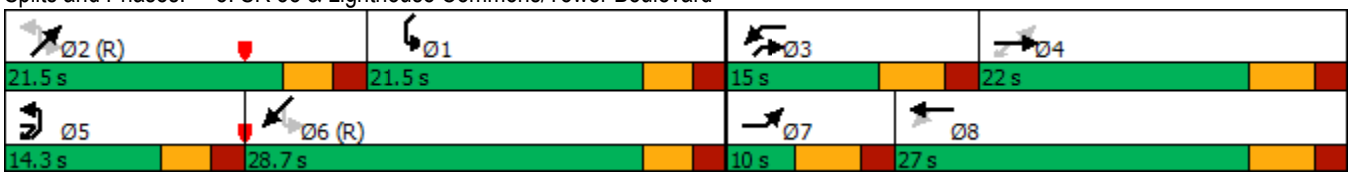


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Future Volume (vph)	62	62	99	161	98	29	117	276	135	52	453	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1798	0	1770	3539	1583	1770	3483	0
Flt Permitted	0.668			0.399			0.255			0.569		
Satd. Flow (perm)	1244	1863	1583	743	1798	0	475	3539	1583	1060	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177		18				147		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	67	108	175	107	32	127	300	147	57	492	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	67	108	175	139	0	127	300	147	57	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.5	10.0	22.0		9.5	21.5	10.0	21.5	21.5	
Total Split (s)	10.0	22.0	14.3	15.0	27.0		14.3	21.5	15.0	21.5	28.7	
Total Split (%)	12.5%	27.5%	17.9%	18.8%	33.8%		17.9%	26.9%	18.8%	26.9%	35.9%	
Maximum Green (s)	4.0	16.0	9.3	9.0	21.0		9.3	16.5	9.0	16.5	23.7	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	Max	C-Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	11.1	8.2	21.8	19.9	12.7		26.8	26.8	35.8	33.4	33.4	
Actuated g/C Ratio	0.14	0.10	0.27	0.25	0.16		0.34	0.34	0.45	0.42	0.42	
v/c Ratio	0.34	0.35	0.19	0.59	0.46		0.40	0.25	0.19	0.10	0.38	
Control Delay	26.1	37.7	1.3	31.3	30.9		14.8	11.4	0.9	19.2	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	26.1	37.7	1.3	31.3	30.9		14.8	11.4	0.9	19.2	18.7	
LOS	C	D	A	C	C		B	B	A	B	B	
Approach Delay		18.2			31.1			9.5			18.7	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	25	32	0	69	55		21	25	0	18	98	
Queue Length 95th (ft)	51	67	7	115	103		40	41	7	47	163	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	199	372	575	302	485		332	1183	770	588	1461	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.34	0.18	0.19	0.58	0.29		0.38	0.25	0.19	0.10	0.38	

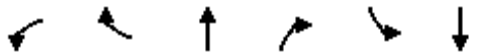
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 75 (94%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	13	966	0	11	639
Future Volume (vph)	7	13	966	0	11	639
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	0.914					
Flt Protected	0.982				0.950	
Satd. Flow (prot)	1672	0	3539	0	1770	3539
Flt Permitted	0.982				0.257	
Satd. Flow (perm)	1672	0	3539	0	479	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	14					
Link Speed (mph)	30		30			30
Link Distance (ft)	210		528			380
Travel Time (s)	4.8		12.0			8.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	14	1050	0	12	695
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	1050	0	12	695
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Perm		NA		pm+pt	NA
Protected Phases			2		1	6
Permitted Phases	8				6	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.7		21.4		9.4	21.4
Total Split (s)	22.0		47.0		11.0	58.0
Total Split (%)	27.5%		58.8%		13.8%	72.5%
Maximum Green (s)	16.3		41.6		5.6	52.6
Yellow Time (s)	3.0		3.9		3.9	3.9
All-Red Time (s)	2.7		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.7		5.4		5.4	5.4
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	5.0		5.0			5.0
Flash Dont Walk (s)	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	6.2		70.5		72.7	72.7
Actuated g/C Ratio	0.08		0.88		0.91	0.91
v/c Ratio	0.15		0.34		0.02	0.22
Control Delay	23.8		0.9		2.5	1.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	23.8		0.9		2.5	1.6
LOS	C		A		A	A
Approach Delay	23.8		0.9			1.6
Approach LOS	C		A			A
Queue Length 50th (ft)	4		0		0	0
Queue Length 95th (ft)	25		18		m3	65
Internal Link Dist (ft)	130		448			300
Turn Bay Length (ft)					50	
Base Capacity (vph)	351		3118		506	3216
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.06		0.34		0.02	0.22

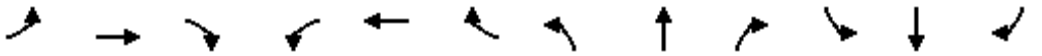
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 18 (23%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 1.5	Intersection LOS: A
Intersection Capacity Utilization 39.3%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 12: SR 58 & Walgreens Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	192	0	0	223	0	616	159	0	586	524
Future Volume (vph)	0	0	192	0	0	223	0	616	159	0	586	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	0		1	0		2	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			279			457			173			570
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	209	0	0	242	0	670	173	0	637	570
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	209	0	0	242	0	670	173	0	637	570
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1			1		2	1		2	1
Detector Template			Right			Right		Thru	Right		Thru	Right
Leading Detector (ft)			20			20		100	20		100	20
Trailing Detector (ft)			0			0		0	0		0	0
Detector 1 Position(ft)			0			0		0	0		0	0
Detector 1 Size(ft)			20			20		6	20		6	20
Detector 1 Type			Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm			Perm		NA	Perm		NA	Perm
Protected Phases								2			6	
Permitted Phases			4			8			2			6



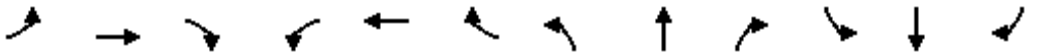
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4			8		2	2		6	6
Switch Phase												
Minimum Initial (s)			4.0			4.0		4.0	4.0		4.0	4.0
Minimum Split (s)			21.4			20.0		21.4	21.4		21.4	21.4
Total Split (s)			26.0			26.0		54.0	54.0		54.0	54.0
Total Split (%)			32.5%			32.5%		67.5%	67.5%		67.5%	67.5%
Maximum Green (s)			20.6			22.0		48.6	48.6		48.6	48.6
Yellow Time (s)			3.6			3.5		3.9	3.9		3.9	3.9
All-Red Time (s)			1.8			0.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)			5.4			4.0		5.4	5.4		5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0			3.0		3.0	3.0		3.0	3.0
Recall Mode			None			None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)			5.0			5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)			11.0			11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)			0			0		0	0		0	0
Act Effct Green (s)			6.1			7.5		63.1	63.1		63.1	63.1
Actuated g/C Ratio			0.08			0.09		0.79	0.79		0.79	0.79
v/c Ratio			0.55			0.36		0.24	0.13		0.23	0.42
Control Delay			7.3			1.5		1.1	0.3		1.7	1.4
Queue Delay			0.0			0.0		0.0	0.0		0.0	0.0
Total Delay			7.3			1.5		1.1	0.3		1.7	1.4
LOS			A			A		A	A		A	A
Approach Delay		7.3			1.5			0.9			1.6	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)			0			0		9	0		8	2
Queue Length 95th (ft)			25			0		12	0		22	9
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)												
Base Capacity (vph)			621			1097		2790	1284		2790	1368
Starvation Cap Reductn			0			0		0	0		0	0
Spillback Cap Reductn			0			0		0	0		0	0
Storage Cap Reductn			0			0		0	0		0	0
Reduced v/c Ratio			0.34			0.22		0.24	0.13		0.23	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 62 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 1.8		Intersection LOS: A	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	129	0	0	468	0	719	137	0	916	181
Future Volume (vph)	0	0	129	0	0	468	0	719	137	0	916	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	160		0	0		200
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			305			149			197
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	140	0	0	509	0	782	149	0	996	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	140	0	0	509	0	782	149	0	996	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1			1		2	1		2	1
Detector Template			Right			Right		Thru	Right		Thru	Right
Leading Detector (ft)			20			20		100	20		100	20
Trailing Detector (ft)			0			0		0	0		0	0
Detector 1 Position(ft)			0			0		0	0		0	0
Detector 1 Size(ft)			20			20		6	20		6	20
Detector 1 Type			Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm			Perm		NA	Perm		NA	Perm
Protected Phases								2			6	
Permitted Phases			4			8			2			6

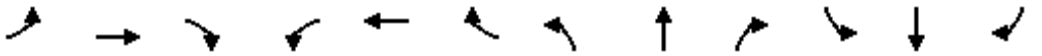


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4			8		2	2		6	6
Switch Phase												
Minimum Initial (s)			4.0			4.0		4.0	4.0		4.0	4.0
Minimum Split (s)			20.0			21.4		21.4	21.4		21.4	21.4
Total Split (s)			30.0			30.0		50.0	50.0		50.0	50.0
Total Split (%)			37.5%			37.5%		62.5%	62.5%		62.5%	62.5%
Maximum Green (s)			26.0			24.6		44.6	44.6		44.6	44.6
Yellow Time (s)			3.5			3.6		3.9	3.9		3.9	3.9
All-Red Time (s)			0.5			1.8		1.5	1.5		1.5	1.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)			4.0			5.4		5.4	5.4		5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0			3.0		3.0	3.0		3.0	3.0
Recall Mode			None			None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)			5.0			5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)			11.0			11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)			0			0		0	0		0	0
Act Effct Green (s)			13.3			11.9		57.3	57.3		57.3	57.3
Actuated g/C Ratio			0.17			0.15		0.72	0.72		0.72	0.72
v/c Ratio			0.40			0.76		0.31	0.13		0.39	0.17
Control Delay			13.0			19.8		2.7	0.7		3.5	1.0
Queue Delay			0.0			0.0		0.0	0.0		0.0	0.0
Total Delay			13.0			19.8		2.7	0.7		3.5	1.0
LOS			B			B		A	A		A	A
Approach Delay		13.0			19.8			2.4			3.1	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)			16			53		72	2		12	0
Queue Length 95th (ft)			59			100		40	0		144	15
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)						450						200
Base Capacity (vph)			592			1068		2533	1175		2533	1189
Starvation Cap Reductn			0			0		0	0		0	0
Spillback Cap Reductn			0			0		0	0		0	0
Storage Cap Reductn			0			0		0	0		0	0
Reduced v/c Ratio			0.24			0.48		0.31	0.13		0.39	0.17

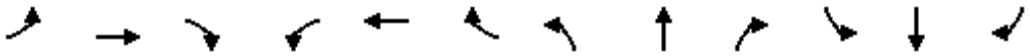
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 79 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1	80	13	0	24	90	655	11	20	559	174
Future Volume (vph)	131	1	80	13	0	24	90	655	11	20	559	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.912			0.998			0.964	
Flt Protected	0.950				0.983		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1670	0	1770	3532	0	1770	3412	0
Flt Permitted	0.731				0.891		0.261			0.376		
Satd. Flow (perm)	1362	1587	0	0	1514	0	486	3532	0	700	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		87			176			3			64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	1	87	14	0	26	98	712	12	22	608	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	88	0	0	40	0	98	724	0	22	797	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

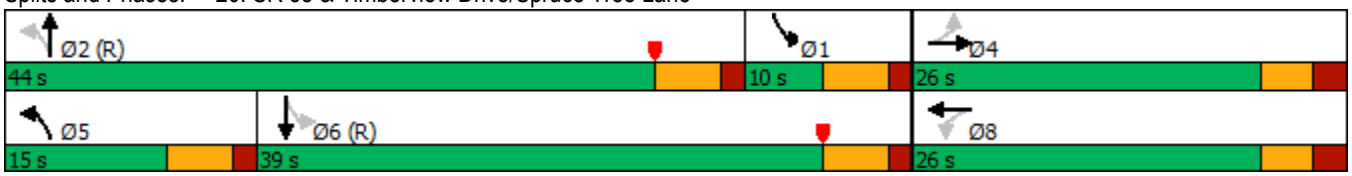


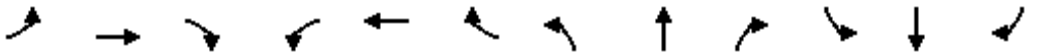
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	26.0	26.0		26.0	26.0		15.0	44.0		10.0	39.0	
Total Split (%)	32.5%	32.5%		32.5%	32.5%		18.8%	55.0%		12.5%	48.8%	
Maximum Green (s)	20.8	20.8		20.8	20.8		9.7	38.7		4.7	33.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	13.6	13.6			13.6		51.9	51.9		45.4	45.4	
Actuated g/C Ratio	0.17	0.17			0.17		0.65	0.65		0.57	0.57	
v/c Ratio	0.62	0.26			0.10		0.23	0.32		0.05	0.41	
Control Delay	41.6	8.4			0.5		11.0	10.1		11.2	10.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	41.6	8.4			0.5		11.0	10.1		11.2	10.1	
LOS	D	A			A		B	B		B	B	
Approach Delay		28.9			0.5			10.3			10.2	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	67	0			0		10	43		5	98	
Queue Length 95th (ft)	114	35			0		64	202		m18	143	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	354	477			523		472	2294		460	1963	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.40	0.18			0.08		0.21	0.32		0.05	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 65 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

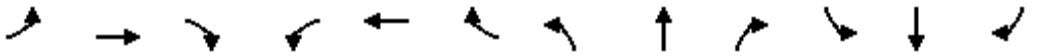
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane





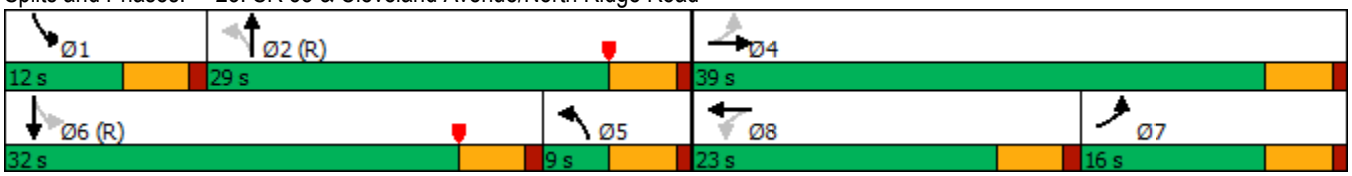
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Future Volume (vph)	187	57	45	51	40	74	33	382	48	57	344	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.934			0.902			0.983			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1740	0	1770	1680	0	1770	3479	0	1770	3426	0
Flt Permitted	0.662			0.685			0.481			0.385		
Satd. Flow (perm)	1233	1740	0	1276	1680	0	896	3479	0	717	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			80			17			46	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	203	62	49	55	43	80	36	415	52	62	374	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	111	0	55	123	0	36	467	0	62	474	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	16.0	39.0		23.0	23.0		9.0	29.0		12.0	32.0	
Total Split (%)	20.0%	48.8%		28.8%	28.8%		11.3%	36.3%		15.0%	40.0%	
Maximum Green (s)	11.0	34.0		18.0	18.0		4.0	24.0		7.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag			Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	21.7	21.7		8.9	8.9		38.3	38.3		42.9	42.9	
Actuated g/C Ratio	0.27	0.27		0.11	0.11		0.48	0.48		0.54	0.54	
v/c Ratio	0.51	0.22		0.39	0.48		0.08	0.28		0.13	0.25	
Control Delay	28.3	12.5		40.0	19.9		17.5	15.6		3.0	1.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.3	12.5		40.0	19.9		17.5	15.6		3.0	1.8	
LOS	C	B		D	B		B	B		A	A	
Approach Delay		22.7			26.1			15.7			1.9	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	81	23		26	20		10	73		3	10	
Queue Length 95th (ft)	120	51		58	66		33	135		12	22	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	434	767		287	440		472	1673		485	1860	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.14		0.19	0.28		0.08	0.28		0.13	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 43 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	283	57	911	220	0	917
Future Volume (vph)	283	57	911	220	0	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0		400	140	
Storage Lanes	2	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	3539	1583	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	3539	1583	0	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		62				
Link Speed (mph)	30		30			30
Link Distance (ft)	479		596			650
Travel Time (s)	10.9		13.5			14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	308	62	990	239	0	997
Shared Lane Traffic (%)						
Lane Group Flow (vph)	308	62	990	239	0	997
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1		2
Detector Template	Left	Right	Thru	Right		Thru
Leading Detector (ft)	20	20	100	20		100
Trailing Detector (ft)	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	20		6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	pm+ov		NA
Protected Phases	8		2	8		6
Permitted Phases		8		2		

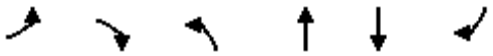


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	8		6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	21.3	21.3	21.3	21.3		21.3
Total Split (s)	28.0	28.0	52.0	28.0		52.0
Total Split (%)	35.0%	35.0%	65.0%	35.0%		65.0%
Maximum Green (s)	22.8	22.8	46.7	22.8		46.7
Yellow Time (s)	3.6	3.6	3.9	3.6		3.9
All-Red Time (s)	1.6	1.6	1.4	1.6		1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.2	5.2	5.3	5.2		5.3
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	C-Max	None		C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	12.8	12.8	56.7	80.0		56.7
Actuated g/C Ratio	0.16	0.16	0.71	1.00		0.71
v/c Ratio	0.56	0.20	0.39	0.15		0.40
Control Delay	34.6	9.5	3.9	0.2		1.5
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	34.6	9.5	3.9	0.2		1.5
LOS	C	A	A	A		A
Approach Delay	30.4		3.2			1.5
Approach LOS	C		A			A
Queue Length 50th (ft)	74	0	62	0		12
Queue Length 95th (ft)	106	30	119	0		34
Internal Link Dist (ft)	399		516			570
Turn Bay Length (ft)	185			400		
Base Capacity (vph)	978	495	2507	1583		2507
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.31	0.13	0.39	0.15		0.40

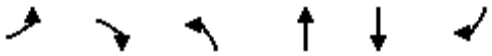
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 42.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 26: SR 58 & Kresge Drive





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	172	119	359	962	688	230
Future Volume (vph)	172	119	359	962	688	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.258			
Satd. Flow (perm)	1770	1583	481	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		129				250
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			380	2338	
Travel Time (s)	9.7			8.6	53.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	129	390	1046	748	250
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	129	390	1046	748	250
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0



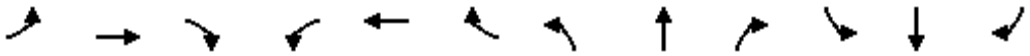
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	21.7	21.7	9.4	21.4	21.4	21.4
Total Split (s)	21.8	21.8	27.0	58.2	31.2	31.2
Total Split (%)	27.3%	27.3%	33.8%	72.8%	39.0%	39.0%
Maximum Green (s)	16.1	16.1	21.6	52.8	25.8	25.8
Yellow Time (s)	3.0	3.0	3.9	3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.4	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	13.1	13.1	55.8	55.8	36.0	36.0
Actuated g/C Ratio	0.16	0.16	0.70	0.70	0.45	0.45
v/c Ratio	0.65	0.35	0.69	0.42	0.47	0.29
Control Delay	41.6	8.5	9.6	2.6	9.5	1.3
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	41.6	8.5	9.6	2.8	9.5	1.3
LOS	D	A	A	A	A	A
Approach Delay	28.1			4.6	7.5	
Approach LOS	C			A	A	
Queue Length 50th (ft)	88	0	21	31	56	1
Queue Length 95th (ft)	148	43	29	28	233	4
Internal Link Dist (ft)	345			300	2258	
Turn Bay Length (ft)						
Base Capacity (vph)	356	421	683	2469	1594	850
Starvation Cap Reductn	0	0	3	555	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.31	0.57	0.55	0.47	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 3 (4%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 28: SR 58



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	19	0	0	0	51	707	0	1	554	43
Future Volume (vph)	40	0	19	0	0	0	51	707	0	1	554	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850								0.989	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1863	0	1770	3539	0	1770	3500	0
Flt Permitted		0.757					0.364			0.361		
Satd. Flow (perm)	0	1410	1583	0	1863	0	678	3539	0	672	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			112								13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	0	21	0	0	0	55	768	0	1	602	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	21	0	0	0	55	768	0	1	649	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	55.0		40.0	40.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		18.8%	68.8%		50.0%	50.0%	
Maximum Green (s)	19.8	19.8	19.8	19.8	19.8		9.4	49.4		34.4	34.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		8.0	8.0				65.7	68.0		60.7	60.7	
Actuated g/C Ratio		0.10	0.10				0.82	0.85		0.76	0.76	
v/c Ratio		0.31	0.08				0.09	0.26		0.00	0.24	
Control Delay		38.4	0.6				1.1	0.8		3.0	1.6	
Queue Delay		0.0	0.0				0.0	0.0		0.0	0.0	
Total Delay		38.4	0.6				1.1	0.8		3.0	1.6	
LOS		D	A				A	A		A	A	
Approach Delay		26.0						0.9			1.6	
Approach LOS		C						A			A	
Queue Length 50th (ft)		20	0				1	10		0	11	
Queue Length 95th (ft)		49	0				m5	21		m0	25	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		348	476				685	3006		510	2659	
Starvation Cap Reductn		0	0				0	0		0	0	
Spillback Cap Reductn		0	0				0	0		0	0	
Storage Cap Reductn		0	0				0	0		0	0	
Reduced v/c Ratio		0.12	0.04				0.08	0.26		0.00	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 23 (29%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 2.2		Intersection LOS: A	
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	6.0	22.6	0.2	24
Private Drive	29	3.3	25.4	0.2	30
Spruce Tree Lane	20	5.7	31.4	0.2	25
	14	2.5	11.9	0.1	25
SR 2 WB Exit Ramp	17	3.1	16.2	0.1	26
Kresge Drive	26	4.7	17.0	0.1	24
Cooper Foster Park R	4	10.3	24.2	0.1	18
Walgreens Driveway	12	2.0	13.3	0.1	27
	28	3.1	10.5	0.1	25
N Nantucket Drive	5	5.8	44.6	0.4	36
Tower Boulevard	8	9.4	30.9	0.2	25
Total		55.8	247.8	1.8	27

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	12.9	25.4	0.1	16
Jaeger Road	5	12.0	33.8	0.2	23
	28	9.2	51.3	0.4	31
Walgreens Driveway	12	1.7	9.9	0.1	26
Cooper Foster Park R	4	7.6	18.4	0.1	20
Kresge Drive	26	3.2	16.4	0.1	27
	17	3.5	16.3	0.1	25
SR 2 EB Exit Ramp	14	2.8	15.6	0.1	27
Timberview Drive	20	7.0	16.6	0.1	18
Drug Mart	29	2.1	26.3	0.2	30
Cleveland Avenue	23	2.9	25.6	0.2	30
Total		64.9	255.6	1.8	25

Intersection: 4: SR 58 & Cooper Foster Park Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	TR	T	TR	T	T	R	T	TR
Maximum Queue (ft)	256	278	149	182	333	347	212	237	310
Average Queue (ft)	186	216	103	134	210	240	100	130	200
95th Queue (ft)	273	304	157	199	410	434	239	254	334
Link Distance (ft)	2027	2027	1633	1633	569	569		450	450
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					1	1			
Storage Bay Dist (ft)							200		
Storage Blk Time (%)						19	0		
Queuing Penalty (veh)						37	1		

Intersection: 5: SR 58 & N Nantucket Drive/Jaeger Road

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	152	214	62	115	144	129	155	74	225	248	65
Average Queue (ft)	89	140	36	69	106	83	103	35	157	187	42
95th Queue (ft)	174	278	81	127	166	149	175	90	254	274	78
Link Distance (ft)		2283		690		2267	2267		1012	1012	1012
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	190		115		275			150			
Storage Blk Time (%)	0	4	1	4					6		
Queuing Penalty (veh)	0	6	2	2					3		

Intersection: 8: SR 58 & Lighthouse Commons/Tower Boulevard

Movement	EB	EB	EB	WB	WB	NE	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	109	134	93	172	195	110	141	168	107	65	169	188
Average Queue (ft)	70	83	49	115	141	63	90	105	58	25	119	118
95th Queue (ft)	130	158	100	195	231	125	165	197	152	96	213	223
Link Distance (ft)		1023		1158	1158		1012	1012			514	514
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		170			210			95	160		
Storage Blk Time (%)		0	0				0	7	0		2	
Queuing Penalty (veh)		1	0				0	21	1		2	

Intersection: 12: SR 58 & Walgreens Driveway

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	L	T	T
Maximum Queue (ft)	76	62	97	43	164	196
Average Queue (ft)	47	20	33	22	81	101
95th Queue (ft)	88	75	106	54	197	238
Link Distance (ft)	151	450	450		326	326
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				2	7	
Queuing Penalty (veh)				12	3	

Intersection: 14: SR 58 & SR 2 EB Exit Ramp

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	R	R	T	T	R	T	T	R
Maximum Queue (ft)	120	116	46	73	101	38	46	43	33
Average Queue (ft)	72	76	27	37	57	16	13	16	12
95th Queue (ft)	136	126	56	88	111	44	55	55	39
Link Distance (ft)	1123	1084	1084	368	368	368	515	515	515
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: SR 58 & SR 2 WB Exit Ramp

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	R	R	T	T	R	T	T	R
Maximum Queue (ft)	136	221	257	210	264	48	218	323	204
Average Queue (ft)	97	155	186	135	197	29	156	223	116
95th Queue (ft)	156	237	277	233	294	55	264	382	265
Link Distance (ft)	1097	1114		515	515	515	516	516	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			450						200
Storage Blk Time (%)								7	0
Queuing Penalty (veh)								25	1

Intersection: 20: SR 58 & Timberview Drive/Spruce Tree Lane

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	51	155	45	47	162	237	39	101	110
Average Queue (ft)	46	106	22	30	89	155	20	55	77
95th Queue (ft)	55	184	56	58	185	261	49	112	127
Link Distance (ft)		576	718		1107	1107		368	368
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	25			140			195		
Storage Blk Time (%)	61	15			1				
Queuing Penalty (veh)	49	20			1				

Intersection: 23: SR 58 & Cleveland Avenue/North Ridge Road

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	171	107	104	197	102	209	195	79	131	207
Average Queue (ft)	109	59	71	133	52	146	138	48	76	128
95th Queue (ft)	191	117	132	230	116	235	221	90	149	233
Link Distance (ft)		1744		1712		740	740		1020	1020
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	390		90		100			200		
Storage Blk Time (%)			2	22	1	18				
Queuing Penalty (veh)			4	21	3	14				

Intersection: 26: SR 58 & Kresge Drive

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	R	T	T	R	T	T
Maximum Queue (ft)	197	209	431	292	310	53	128	193
Average Queue (ft)	172	206	337	212	244	25	70	126
95th Queue (ft)	259	220	546	318	336	61	159	228
Link Distance (ft)			427	516	516		569	569
Upstream Blk Time (%)			10					
Queuing Penalty (veh)			0					
Storage Bay Dist (ft)	185	185				400		
Storage Blk Time (%)	1	34	0					
Queuing Penalty (veh)	3	63	2					

Intersection: 28: SR 58

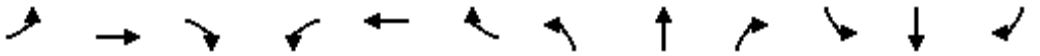
Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	296	89	288	66	67	240	268	211
Average Queue (ft)	223	58	227	32	38	153	185	118
95th Queue (ft)	341	112	332	77	81	270	315	227
Link Distance (ft)	360	360	326	326	326	2267	2267	2267
Upstream Blk Time (%)	0		1					
Queuing Penalty (veh)	0		7					
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 29: SR 58 & Drug Mart/Private Drive

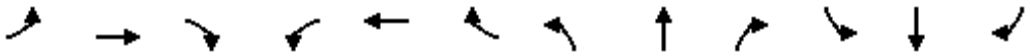
Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	91	65	9	57	78	132	3	109	126
Average Queue (ft)	56	42	2	35	35	56	1	62	80
95th Queue (ft)	103	73	13	70	90	142	8	121	142
Link Distance (ft)	100	100	74		1020	1020		1107	1107
Upstream Blk Time (%)	2	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)				70			100		
Storage Blk Time (%)				1	1			2	
Queuing Penalty (veh)				5	1			0	

Network Summary

Network wide Queuing Penalty: 312



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	771	269	0	401	236	0	1413	199	0	799	96
Future Volume (vph)	0	771	269	0	401	236	0	1413	199	0	799	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	360		0	250		200	210		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.961			0.944				0.850		0.984	
Flt Protected												
Satd. Flow (prot)	0	3401	0	0	3341	0	0	3539	1583	0	3483	0
Flt Permitted												
Satd. Flow (perm)	0	3401	0	0	3341	0	0	3539	1583	0	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			10				33		19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2068			1685			650			528	
Travel Time (s)		47.0			38.3			14.8			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	838	292	0	436	257	0	1536	216	0	868	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1130	0	0	693	0	0	1536	216	0	972	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2	1		2	
Detector Template		Thru			Thru			Thru	Right		Thru	
Leading Detector (ft)		100			100			100	20		100	
Trailing Detector (ft)		0			0			0	0		0	
Detector 1 Position(ft)		0			0			0	0		0	
Detector 1 Size(ft)		6			6			6	20		6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0	0.0		0.0	
Detector 1 Queue (s)		0.0			0.0			0.0	0.0		0.0	
Detector 1 Delay (s)		0.0			0.0			0.0	0.0		0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA			NA			NA	custom		NA	
Protected Phases		4			8			2	3		6	
Permitted Phases									2			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4			8			2	3		6	
Switch Phase												
Minimum Initial (s)		4.0			4.0			4.0	4.0		4.0	
Minimum Split (s)		21.1			21.1			21.4	9.5		21.4	
Total Split (s)		34.2			44.0			46.0	9.8		46.0	
Total Split (%)		38.0%			48.9%			51.1%	10.9%		51.1%	
Maximum Green (s)		29.1			38.9			40.6	4.3		40.6	
Yellow Time (s)		4.1			4.1			4.4	3.2		4.4	
All-Red Time (s)		1.0			1.0			1.0	2.3		1.0	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.1			5.1			5.4	5.5		5.4	
Lead/Lag		Lag							Lead			
Lead-Lag Optimize?		Yes							Yes			
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	
Recall Mode		None			None			C-Max	None		C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		29.1			38.9			40.6	50.3		40.6	
Actuated g/C Ratio		0.32			0.43			0.45	0.56		0.45	
v/c Ratio		0.99			0.48			0.96	0.24		0.61	
Control Delay		55.1			19.4			28.0	3.6		16.7	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		55.1			19.4			28.0	3.6		16.7	
LOS		E			B			C	A		B	
Approach Delay		55.1			19.4			25.0			16.7	
Approach LOS		E			B			C			B	
Queue Length 50th (ft)		321			142			142	4		203	
Queue Length 95th (ft)		#470			191			#583	m28		197	
Internal Link Dist (ft)		1988			1605			570			448	
Turn Bay Length (ft)									200			
Base Capacity (vph)		1138			1449			1596	899		1581	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.99			0.48			0.96	0.24		0.61	

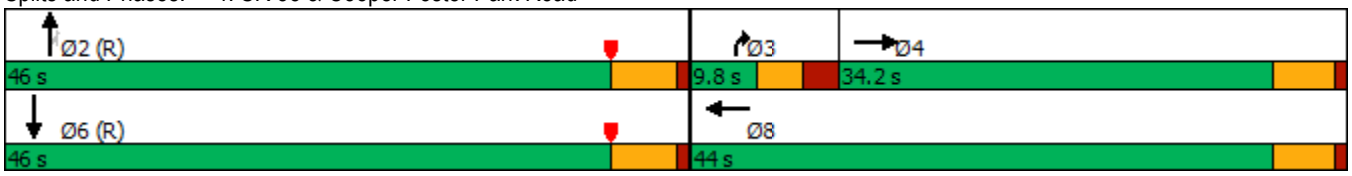
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 87 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

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

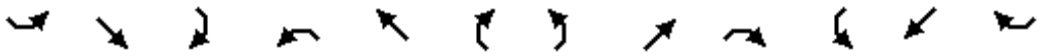
Queue shown is maximum after two cycles.

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

Splits and Phases: 4: SR 58 & Cooper Foster Park Road



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Future Volume (vph)	168	77	317	51	51	72	311	1059	48	46	847	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	115		0	275		0	150		190
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.879			0.912			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	1770	1699	0	1770	3518	0	1770	3539	1583
Flt Permitted	0.633			0.292			0.138			0.193		
Satd. Flow (perm)	1179	1637	0	544	1699	0	257	3518	0	360	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		231			69			7				151
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2342			737			2338			1141	
Travel Time (s)		53.2			16.8			53.1			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	84	345	55	55	78	338	1151	52	50	921	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	429	0	55	133	0	338	1203	0	50	921	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7
Permitted Phases	4			8			2			6		6



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	9.0
Total Split (s)	10.0	31.0		21.0	21.0		24.0	49.0		10.0	35.0	10.0
Total Split (%)	11.1%	34.4%		23.3%	23.3%		26.7%	54.4%		11.1%	38.9%	11.1%
Maximum Green (s)	7.0	26.0		16.0	16.0		19.0	44.0		5.0	30.0	7.0
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	3.0
Lead/Lag	Lag			Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		None	C-Max		None	C-Max	None
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	28.0	26.0		13.7	13.7		54.0	48.0		37.9	32.9	44.2
Actuated g/C Ratio	0.31	0.29		0.15	0.15		0.60	0.53		0.42	0.37	0.49
v/c Ratio	0.43	0.67		0.67	0.42		0.80	0.64		0.22	0.71	0.18
Control Delay	29.3	18.6		73.0	21.4		34.4	9.8		10.1	24.3	6.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	29.3	18.6		73.0	21.4		34.4	9.8		10.1	24.3	6.1
LOS	C	B		E	C		C	A		B	C	A
Approach Delay		21.8			36.5			15.2			21.2	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	79	95		29	31		111	89		8	236	21
Queue Length 95th (ft)	136	203		#84	83		m181	m139		m18	318	m55
Internal Link Dist (ft)		2262			657			2258			1061	
Turn Bay Length (ft)	190			115			275			150		190
Base Capacity (vph)	427	637		96	358		473	1879		230	1294	854
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.43	0.67		0.57	0.37		0.71	0.64		0.22	0.71	0.18

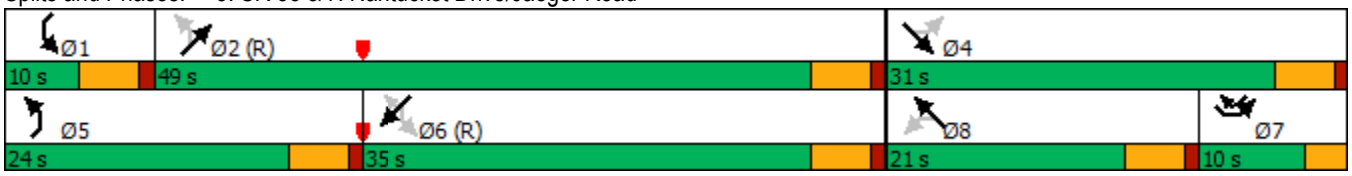
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 41 (46%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: SR 58 & N Nantucket Drive/Jaeger Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Future Volume (vph)	164	155	180	243	165	83	205	742	323	70	605	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		170	0		0	210		95	160		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.950				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1770	0	1770	3539	1583	1770	3468	0
Flt Permitted	0.384			0.497			0.234			0.347		
Satd. Flow (perm)	715	1863	1583	926	1770	0	436	3539	1583	646	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		25				257		21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1230			1141			581	
Travel Time (s)		25.5			28.0			25.9			13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	168	196	264	179	90	223	807	351	76	658	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	168	196	264	269	0	223	807	351	76	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		

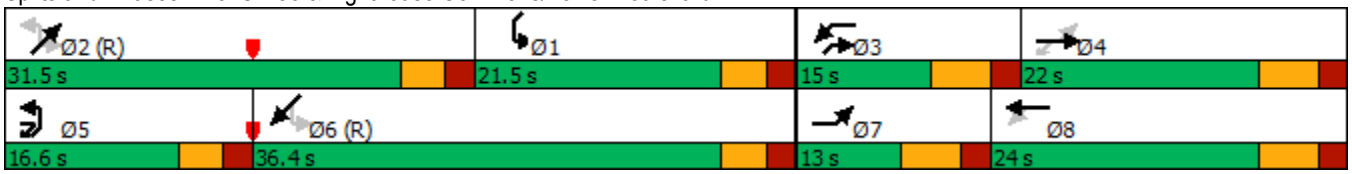
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0	9.5	10.0	22.0		9.5	21.5	10.0	21.5	21.5	
Total Split (s)	13.0	22.0	16.6	15.0	24.0		16.6	31.5	15.0	21.5	36.4	
Total Split (%)	14.4%	24.4%	18.4%	16.7%	26.7%		18.4%	35.0%	16.7%	23.9%	40.4%	
Maximum Green (s)	7.0	16.0	11.6	9.0	18.0		11.6	26.5	9.0	16.5	31.4	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.0	6.0	6.0		5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	None	Max	C-Max	
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	21.1	14.1	31.5	25.1	16.1		28.4	28.4	36.4	33.5	33.5	
Actuated g/C Ratio	0.23	0.16	0.35	0.28	0.18		0.32	0.32	0.40	0.37	0.37	
v/c Ratio	0.71	0.58	0.30	0.77	0.80		0.73	0.72	0.44	0.17	0.58	
Control Delay	41.3	42.9	6.5	41.6	49.8		31.1	22.5	3.7	23.5	24.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	41.3	42.9	6.5	41.6	49.8		31.1	22.5	3.7	23.5	24.8	
LOS	D	D	A	D	D		C	C	A	C	C	
Approach Delay		29.2			45.7			19.1			24.6	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	73	87	14	114	131		68	201	10	29	181	
Queue Length 95th (ft)	#139	151	58	#204	#238		#175	239	23	60	242	
Internal Link Dist (ft)		1043			1150			1061			501	
Turn Bay Length (ft)	170		170				210		95	160		
Base Capacity (vph)	249	331	663	343	374		312	1115	792	446	1304	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.71	0.51	0.30	0.77	0.72		0.71	0.72	0.44	0.17	0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 77 (86%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 72.2%		ICU Level of Service C	
Analysis Period (min) 15			

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

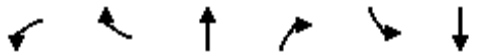
Queue shown is maximum after two cycles.

Splits and Phases: 8: SR 58 & Lighthouse Commons/Tower Boulevard





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	49	1684	0	42	1209
Future Volume (vph)	24	49	1684	0	42	1209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	0.909					
Flt Protected	0.984				0.950	
Satd. Flow (prot)	1666	0	3539	0	1770	3539
Flt Permitted	0.984				0.082	
Satd. Flow (perm)	1666	0	3539	0	153	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	53					
Link Speed (mph)	30		30			30
Link Distance (ft)	210		528			380
Travel Time (s)	4.8		12.0			8.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	53	1830	0	46	1314
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	1830	0	46	1314
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Perm		NA		pm+pt	NA
Protected Phases			2		1	6
Permitted Phases	8				6	



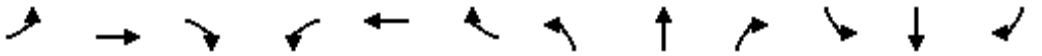
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.7		21.4		9.4	21.4
Total Split (s)	21.7		58.9		9.4	68.3
Total Split (%)	24.1%		65.4%		10.4%	75.9%
Maximum Green (s)	16.0		53.5		4.0	62.9
Yellow Time (s)	3.0		3.9		3.9	3.9
All-Red Time (s)	2.7		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.7		5.4		5.4	5.4
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	5.0		5.0			5.0
Flash Dont Walk (s)	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	7.4		69.1		73.7	74.8
Actuated g/C Ratio	0.08		0.77		0.82	0.83
v/c Ratio	0.42		0.67		0.23	0.45
Control Delay	24.2		3.0		10.0	6.7
Queue Delay	0.0		0.4		0.0	0.4
Total Delay	24.2		3.5		10.0	7.1
LOS	C		A		A	A
Approach Delay	24.2		3.5			7.2
Approach LOS	C		A			A
Queue Length 50th (ft)	14		50		8	134
Queue Length 95th (ft)	55		m66		m12	m201
Internal Link Dist (ft)	130		448			300
Turn Bay Length (ft)					50	
Base Capacity (vph)	339		2718		197	2940
Starvation Cap Reductn	0		382		0	979
Spillback Cap Reductn	0		60		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.23		0.78		0.23	0.67

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 21 (23%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

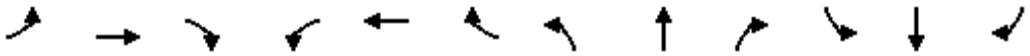
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SR 58 & Walgreens Driveway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	210	0	0	316	0	1016	225	0	976	673
Future Volume (vph)	0	0	210	0	0	316	0	1016	225	0	976	673
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	300		0
Storage Lanes	0		1	0		2	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			117			188			245			732
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1182			1152			431			608	
Travel Time (s)		26.9			26.2			9.8			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	228	0	0	343	0	1104	245	0	1061	732
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	228	0	0	343	0	1104	245	0	1061	732
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1			1		2	1		2	1
Detector Template			Right			Right		Thru	Right		Thru	Right
Leading Detector (ft)			20			20		100	20		100	20
Trailing Detector (ft)			0			0		0	0		0	0
Detector 1 Position(ft)			0			0		0	0		0	0
Detector 1 Size(ft)			20			20		6	20		6	20
Detector 1 Type			Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm			Perm		NA	Perm		NA	Perm
Protected Phases								2			6	
Permitted Phases			4			8			2			6

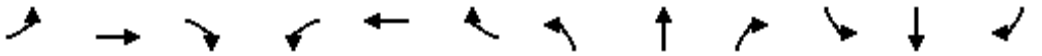


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4			8		2	2		6	6
Switch Phase												
Minimum Initial (s)			4.0			4.0		4.0	4.0		4.0	4.0
Minimum Split (s)			21.4			20.0		21.4	21.4		21.4	21.4
Total Split (s)			28.0			28.0		62.0	62.0		62.0	62.0
Total Split (%)			31.1%			31.1%		68.9%	68.9%		68.9%	68.9%
Maximum Green (s)			22.6			24.0		56.6	56.6		56.6	56.6
Yellow Time (s)			3.6			3.5		3.9	3.9		3.9	3.9
All-Red Time (s)			1.8			0.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)			5.4			4.0		5.4	5.4		5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0			3.0		3.0	3.0		3.0	3.0
Recall Mode			None			None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)			5.0			5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)			11.0			11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)			0			0		0	0		0	0
Act Effct Green (s)			12.1			13.5		67.1	67.1		67.1	67.1
Actuated g/C Ratio			0.13			0.15		0.75	0.75		0.75	0.75
v/c Ratio			0.72			0.59		0.42	0.20		0.40	0.54
Control Delay			30.4			19.2		1.9	0.3		1.6	1.1
Queue Delay			0.0			0.0		0.1	0.0		0.0	0.4
Total Delay			30.4			19.2		2.0	0.3		1.6	1.5
LOS			C			B		A	A		A	A
Approach Delay		30.4			19.2			1.7			1.6	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)			60			45		37	0		16	0
Queue Length 95th (ft)			126			83		46	0		40	0
Internal Link Dist (ft)		1102			1072			351			528	
Turn Bay Length (ft)												
Base Capacity (vph)			492			881		2638	1242		2638	1366
Starvation Cap Reductn			0			0		536	0		0	227
Spillback Cap Reductn			0			0		0	0		0	0
Storage Cap Reductn			0			0		0	0		0	0
Reduced v/c Ratio			0.46			0.39		0.53	0.20		0.40	0.64

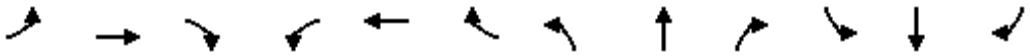
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 68 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 5.0		Intersection LOS: A	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: SR 58 & SR 2 EB Exit Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	293	0	0	871	0	1141	192	0	1356	349
Future Volume (vph)	0	0	293	0	0	871	0	1141	192	0	1356	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	325		450	160		0	0		200
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	2787	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			71			209			356
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1157			1167			608			596	
Travel Time (s)		26.3			26.5			13.8			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	318	0	0	947	0	1240	209	0	1474	379
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	318	0	0	947	0	1240	209	0	1474	379
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1			1		2	1		2	1
Detector Template			Right			Right		Thru	Right		Thru	Right
Leading Detector (ft)			20			20		100	20		100	20
Trailing Detector (ft)			0			0		0	0		0	0
Detector 1 Position(ft)			0			0		0	0		0	0
Detector 1 Size(ft)			20			20		6	20		6	20
Detector 1 Type			Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)			0.0			0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm			Perm		NA	Perm		NA	Perm
Protected Phases								2			6	
Permitted Phases			4			8			2			6



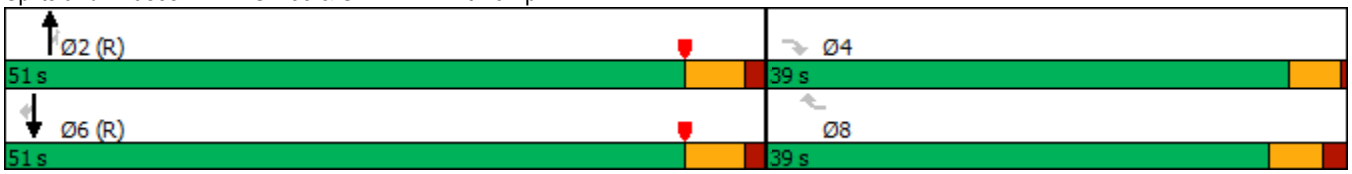
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4			8		2	2		6	6
Switch Phase												
Minimum Initial (s)			4.0			4.0		4.0	4.0		4.0	4.0
Minimum Split (s)			20.0			21.4		21.4	21.4		21.4	21.4
Total Split (s)			39.0			39.0		51.0	51.0		51.0	51.0
Total Split (%)			43.3%			43.3%		56.7%	56.7%		56.7%	56.7%
Maximum Green (s)			35.0			33.6		45.6	45.6		45.6	45.6
Yellow Time (s)			3.5			3.6		3.9	3.9		3.9	3.9
All-Red Time (s)			0.5			1.8		1.5	1.5		1.5	1.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)			4.0			5.4		5.4	5.4		5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0			3.0		3.0	3.0		3.0	3.0
Recall Mode			None			None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)			5.0			5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)			11.0			11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)			0			0		0	0		0	0
Act Effct Green (s)			33.4			32.0		47.2	47.2		47.2	47.2
Actuated g/C Ratio			0.37			0.36		0.52	0.52		0.52	0.52
v/c Ratio			0.52			0.91		0.67	0.22		0.79	0.38
Control Delay			22.9			39.6		16.9	3.5		16.6	2.6
Queue Delay			0.0			0.0		0.0	0.0		0.2	0.0
Total Delay			22.9			39.6		16.9	3.5		16.8	2.6
LOS			C			D		B	A		B	A
Approach Delay		22.9			39.6			14.9			13.9	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)			121			261		216	11		326	4
Queue Length 95th (ft)			200			#390		306	36		401	40
Internal Link Dist (ft)		1077			1087			528			516	
Turn Bay Length (ft)						450						200
Base Capacity (vph)			644			1084		1855	929		1855	999
Starvation Cap Reductn			0			0		0	0		60	0
Spillback Cap Reductn			0			0		0	0		0	0
Storage Cap Reductn			0			0		0	0		0	0
Reduced v/c Ratio			0.49			0.87		0.67	0.22		0.82	0.38

Intersection Summary

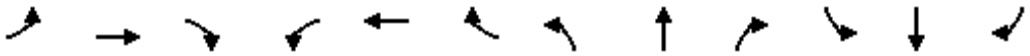
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 38 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 20.2 Intersection LOS: C
Intersection Capacity Utilization 71.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 17: SR 58 & SR 2 WB Exit Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Future Volume (vph)	131	1	80	13	0	28	60	1139	17	34	1011	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25		0	0		0	140		0	195		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.852			0.908			0.998			0.982	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1664	0	1770	3532	0	1770	3476	0
Flt Permitted	0.728				0.899		0.136			0.209		
Satd. Flow (perm)	1356	1587	0	0	1521	0	253	3532	0	389	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		87			156			3			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		622			777			1170			431	
Travel Time (s)		14.1			17.7			26.6			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	1	87	14	0	30	65	1238	18	37	1099	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	88	0	0	44	0	65	1256	0	37	1245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

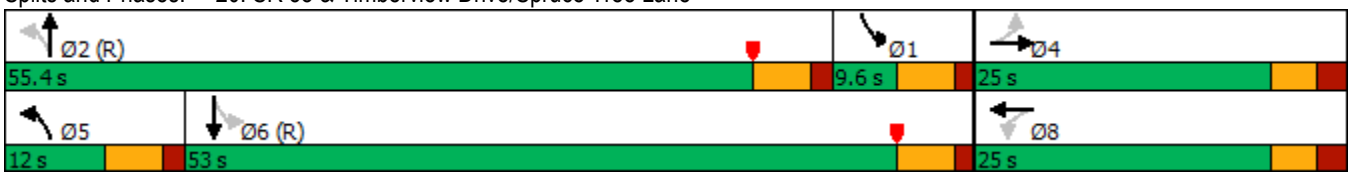


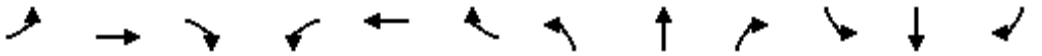
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2		21.2	21.2		9.3	21.3		9.3	21.3	
Total Split (s)	25.0	25.0		25.0	25.0		12.0	55.4		9.6	53.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		13.3%	61.6%		10.7%	58.9%	
Maximum Green (s)	19.8	19.8		19.8	19.8		6.7	50.1		4.3	47.7	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.2	2.2		2.2	2.2		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.2	5.2			5.2		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	14.4	14.4			14.4		59.3	59.3		55.5	55.5	
Actuated g/C Ratio	0.16	0.16			0.16		0.66	0.66		0.62	0.62	
v/c Ratio	0.66	0.27			0.12		0.24	0.54		0.12	0.58	
Control Delay	49.1	9.3			0.7		12.8	11.4		5.5	6.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.1	
Total Delay	49.1	9.3			0.7		12.8	11.4		5.5	6.1	
LOS	D	A			A		B	B		A	A	
Approach Delay		33.9			0.7			11.5			6.1	
Approach LOS		C			A			B			A	
Queue Length 50th (ft)	76	1			0		14	174		5	85	
Queue Length 95th (ft)	129	38			0		44	271		m12	101	
Internal Link Dist (ft)		542			697			1090			351	
Turn Bay Length (ft)	25						140			195		
Base Capacity (vph)	298	417			456		282	2329		305	2152	
Starvation Cap Reductn	0	0			0		0	0		0	134	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.48	0.21			0.10		0.23	0.54		0.12	0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 51 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

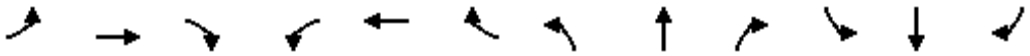
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 58 & Timberview Drive/Spruce Tree Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Future Volume (vph)	237	122	55	96	126	93	76	729	88	143	603	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	90		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.953			0.936			0.984			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1775	0	1770	1744	0	1770	3483	0	1770	3330	0
Flt Permitted	0.250			0.636			0.223			0.136		
Satd. Flow (perm)	466	1775	0	1185	1744	0	415	3483	0	253	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			36			15			197	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1806			1778			793			1117	
Travel Time (s)		41.0			40.4			18.0			25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	258	133	60	104	137	101	83	792	96	155	655	428
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	193	0	104	238	0	83	888	0	155	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		



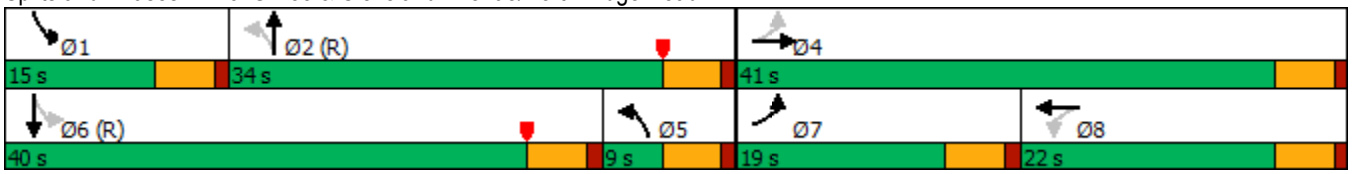
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	19.0	41.0		22.0	22.0		9.0	34.0		15.0	40.0	
Total Split (%)	21.1%	45.6%		24.4%	24.4%		10.0%	37.8%		16.7%	44.4%	
Maximum Green (s)	14.0	36.0		17.0	17.0		4.0	29.0		10.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	33.1	33.1		14.5	14.5		32.7	32.7		39.7	39.7	
Actuated g/C Ratio	0.37	0.37		0.16	0.16		0.36	0.36		0.44	0.44	
v/c Ratio	0.70	0.29		0.54	0.77		0.40	0.70		0.58	0.69	
Control Delay	31.4	17.3		45.1	46.7		33.3	28.6		25.5	8.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.4	17.3		45.1	46.7		33.3	28.6		25.5	8.7	
LOS	C	B		D	D		C	C		C	A	
Approach Delay		25.4			46.2			29.0			10.8	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	103	61		54	109		33	232		29	70	
Queue Length 95th (ft)	163	109		105	#188		67	308		102	127	
Internal Link Dist (ft)		1726			1698			713			1037	
Turn Bay Length (ft)	390			90			100			200		
Base Capacity (vph)	374	728		223	358		210	1273		282	1579	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.69	0.27		0.47	0.66		0.40	0.70		0.55	0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 4 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 23: SR 58 & Cleveland Avenue/North Ridge Road





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	662	187	1426	498	0	1209
Future Volume (vph)	662	187	1426	498	0	1209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0		400	140	
Storage Lanes	2	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	3539	1583	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	3539	1583	0	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		30				
Link Speed (mph)	30		30			30
Link Distance (ft)	479		596			650
Travel Time (s)	10.9		13.5			14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	720	203	1550	541	0	1314
Shared Lane Traffic (%)						
Lane Group Flow (vph)	720	203	1550	541	0	1314
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1		2
Detector Template	Left	Right	Thru	Right		Thru
Leading Detector (ft)	20	20	100	20		100
Trailing Detector (ft)	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	20		6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	pm+ov		NA
Protected Phases	8		2	8		6
Permitted Phases		8		2		



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	8		6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	21.3	21.3	21.3	21.3		21.3
Total Split (s)	32.1	32.1	57.9	32.1		57.9
Total Split (%)	35.7%	35.7%	64.3%	35.7%		64.3%
Maximum Green (s)	26.9	26.9	52.6	26.9		52.6
Yellow Time (s)	3.6	3.6	3.9	3.6		3.9
All-Red Time (s)	1.6	1.6	1.4	1.6		1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.2	5.2	5.3	5.2		5.3
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	C-Max	None		C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	24.8	24.8	54.7	90.0		54.7
Actuated g/C Ratio	0.28	0.28	0.61	1.00		0.61
v/c Ratio	0.76	0.44	0.72	0.34		0.61
Control Delay	35.5	25.5	15.3	0.4		4.9
Queue Delay	0.2	0.0	0.4	0.0		0.0
Total Delay	35.6	25.5	15.7	0.4		4.9
LOS	D	C	B	A		A
Approach Delay	33.4		11.8			4.9
Approach LOS	C		B			A
Queue Length 50th (ft)	186	77	300	0		59
Queue Length 95th (ft)	248	140	358	m0		m157
Internal Link Dist (ft)	399		516			570
Turn Bay Length (ft)	185			400		
Base Capacity (vph)	1026	494	2150	1574		2150
Starvation Cap Reductn	0	0	210	0		0
Spillback Cap Reductn	29	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.72	0.41	0.80	0.34		0.61

Intersection Summary

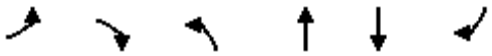
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: SR 58 & Kresge Drive





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	260	189	530	1161	1024	458
Future Volume (vph)	260	189	530	1161	1024	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.108			
Satd. Flow (perm)	1770	1583	201	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		205				490
Link Speed (mph)	30			30	30	
Link Distance (ft)	425			380	2338	
Travel Time (s)	9.7			8.6	53.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	205	576	1262	1113	498
Shared Lane Traffic (%)						
Lane Group Flow (vph)	283	205	576	1262	1113	498
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	21.7	21.7	9.4	21.4	21.4	21.4
Total Split (s)	22.0	22.0	31.2	68.0	36.8	36.8
Total Split (%)	24.4%	24.4%	34.7%	75.6%	40.9%	40.9%
Maximum Green (s)	16.3	16.3	25.8	62.6	31.4	31.4
Yellow Time (s)	3.0	3.0	3.9	3.9	3.9	3.9
All-Red Time (s)	2.7	2.7	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.4	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	16.0	16.0	62.9	62.9	31.5	31.5
Actuated g/C Ratio	0.18	0.18	0.70	0.70	0.35	0.35
v/c Ratio	0.90	0.46	0.97	0.51	0.90	0.57
Control Delay	68.7	8.5	50.6	1.1	27.1	2.8
Queue Delay	0.0	0.0	6.0	0.3	0.0	0.0
Total Delay	68.7	8.5	56.7	1.4	27.1	2.8
LOS	E	A	E	A	C	A
Approach Delay	43.4			18.7	19.6	
Approach LOS	D			B	B	
Queue Length 50th (ft)	159	0	176	5	239	6
Queue Length 95th (ft)	#301	58	#477	10	#421	16
Internal Link Dist (ft)	345			300	2258	
Turn Bay Length (ft)						
Base Capacity (vph)	320	454	593	2473	1239	872
Starvation Cap Reductn	0	0	17	578	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.45	1.00	0.67	0.90	0.57

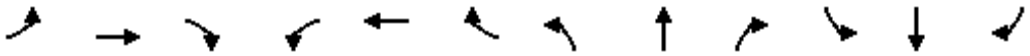
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 85.8%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 28: SR 58



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	82	0	0	1	82	1085	0	1	983	57
Future Volume (vph)	73	0	82	0	0	1	82	1085	0	1	983	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.865						0.992	
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1611	0	1770	3539	0	1770	3511	0
Flt Permitted		0.757					0.192			0.240		
Satd. Flow (perm)	0	1410	1583	0	1611	0	358	3539	0	447	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99		111						10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			121			1117			1170	
Travel Time (s)		3.3			2.8			25.4			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	0	89	0	0	1	89	1179	0	1	1068	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	89	0	1	0	89	1179	0	1	1130	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		9.6	21.6		21.6	21.6	
Total Split (s)	23.0	23.0	23.0	23.0	23.0		14.0	67.0		53.0	53.0	
Total Split (%)	25.6%	25.6%	25.6%	25.6%	25.6%		15.6%	74.4%		58.9%	58.9%	
Maximum Green (s)	17.8	17.8	17.8	17.8	17.8		8.4	61.4		47.4	47.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2	5.2		5.2		5.6	5.6		5.6	5.6	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)		10.4	10.4		10.3		71.1	72.2		62.1	62.1	
Actuated g/C Ratio		0.12	0.12		0.11		0.79	0.80		0.69	0.69	
v/c Ratio		0.49	0.33		0.00		0.23	0.42		0.00	0.47	
Control Delay		46.6	9.7		0.0		1.9	1.1		7.0	5.8	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		46.6	9.7		0.0		1.9	1.1		7.0	5.8	
LOS		D	A		A		A	A		A	A	
Approach Delay		27.1						1.2			5.8	
Approach LOS		C						A			A	
Queue Length 50th (ft)		43	0		0		2	13		0	68	
Queue Length 95th (ft)		83	35		0		m5	28		m0	108	
Internal Link Dist (ft)		67			41			1037			1090	
Turn Bay Length (ft)							70			100		
Base Capacity (vph)		278	392		407		414	2838		308	2426	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.28	0.23		0.00		0.21	0.42		0.00	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 74 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 4.9		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 29: SR 58 & Drug Mart/Private Drive



Arterial Level of Service: NB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
North Ridge Road	23	21.1	38.2	0.2	14
Private Drive	29	5.7	27.9	0.2	27
Spruce Tree Lane	20	9.0	33.9	0.2	24
	14	2.9	12.6	0.1	23
SR 2 WB Exit Ramp	17	13.6	26.7	0.1	16
Kresge Drive	26	21.6	33.8	0.1	12
Cooper Foster Park R	4	24.9	38.7	0.1	11
Walgreens Driveway	12	5.6	17.1	0.1	21
	28	1.9	10.4	0.1	25
N Nantucket Drive	5	9.9	59.2	0.4	27
Tower Boulevard	8	18.1	41.6	0.2	19
Total		134.1	340.0	1.8	20

Arterial Level of Service: SB SR 58

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Lighthouse Commons	8	22.9	35.3	0.1	11
Jaeger Road	5	19.8	43.5	0.2	18
	28	18.4	59.1	0.4	27
Walgreens Driveway	12	6.3	15.0	0.1	17
Cooper Foster Park R	4	12.0	21.7	0.1	17
Kresge Drive	26	8.3	21.1	0.1	21
	17	14.1	26.2	0.1	16
SR 2 EB Exit Ramp	14	2.4	15.6	0.1	27
Timberview Drive	20	3.7	13.5	0.1	22
Drug Mart	29	5.1	29.8	0.2	27
Cleveland Avenue	23	13.4	36.6	0.2	21
Total		126.4	317.5	1.8	21