CITY OF KEY WEST

CARRYING CAPACITY TRAFFIC STUDY :: DECEMBER 2011

VOLUME 3 OF 3
APPENDIX 2 OF 2
(APPENDICES J-Q)

CALVIN, GIORDANO & ASSOCIATES, INC.

APPENDIX J

VISSIM EXISTING CONDITIONS RESULTS

Existing Conditions - AM - Average Speed (mph)											
Run	1	2	3	4	5	AVERAGE	TravTime	%	Roadway Class	LOS	TravTime LOS
Seed	28	50	64	76	122						
Roadway											
Duval EB/SB	14.1	13.9	14	14.3	13.9	14.00	12.94	8.2%	IV	C	D
Duval WB/NB	14.1	13.3	13	14.3	13.1	13.50	13.36	1.0%	IV	C	C
Fleming EB/NB	11.3	13	14.4	15.1	13	13.47	15.03	-10.4%	IV	C	C
Southard WB/SB	12.8	13	11.4	11.4	11.1	11.87	11.02	7.7%	IV	D	D
Eaton EB/NB	16.9	14.5	16.8	17.2	15.2	16.30	14.76	10.4%	IV	C	C
Eaton WB/SB	15.3	13.9	15.3	14.6	16.5	15.07	16.44	-8.4%	IV	C	C
Whitehead St NB/WB	14.4	13.9	13.6	13.9	14	13.93	14.94	-6.7%	IV	C	C
Whitehead SB/EB	15.6	14.4	14.7	14.2	13.9	14.43	16.25	-11.2%	IV	C	C
Simonton St NB/WB	12.6	14.1	13.8	14.6	11	13.50	14.69	-8.1%	IV	C	C
Simonton EB/SB	13.9	13.3	13.8	13.6	14.5	13.77	14.31	-3.8%	IV	C	C
Palm/1st EB/SB	16.9	19.9	17.5	18.1	16	17.50	20.01	-12.5%	III	D	C
Palm/1st NB/WB	17	15.3	16.6	16.3	16.4	16.43	17.60	-6.6%	III	D	D
United SB/WB	17.3	15	17.6	16.9	16.3	16.83	16.86	-0.2%	IV	C	C
United EB/NB	17.4	15.8	15.6	16.2	16.7	16.23	18.39	-11.7%	IV	C	C
South NB/EB	16.6	15.2	16.6	15.4	16.1	16.03	15.93	0.6%	IV	C	C
South SB/WB	14.9	13.9	14.9	15	15.7	14.93	16.54	-9.7%	IV	C	C
Flagler NB/EB	22.9	21.8	23.2	22	23.8	22.70	24.21	-6.2%	III	C	B
Flagler WB/SB	22.5	22.6	23.1	21.7	22	22.37	22.12	1.1%	III	C	C
Truman NB/EB	14.4	14.2	14.4	15.1	15.2	14.63	14.56	0.5%	IV	C	C
US-1 SB/WB	21	20.6	20.8	21.7	20.9	20.90	21.63	-3.4%	II	D	D
White St SB/EB	17	15.6	15.7	15.3	15.8	15.70	16.50	-4.8%	IV	C	C
White St NB/WB	15.4	14.7	15.8	15	13.8	15.03	17.20	-12.6%	IV	C	C
US-1 NB/EB	23.5	24.6	24.9	24	23.5	24.03	22.53	6.7%	II	C	C
Truman SB/WB	13.3	14.1	13.1	14.1	13.4	13.60	14.83	-8.3%	IV	C	C
TOTAL	16.30	15.86	16.28	16.25	15.91	16.12	16.78	-3.9%			

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - MD - Average Speed (mph)											
Run	1	2	3	4	5	AVERAGE	TravTime	%	Roadway Class	LOS	TravTime LOS
Seed	28	50	64	76	122						
Roadway											
Duval EB/SB	8.4	7.9	8.7	7.2	8.3	8.20	6.97	17.6%	IV	E	F
Duval WB/NB	6.4	7	6.7	7.5	7.6	7.07	7.72	-8.5%	IV	E	E
Fleming EB/NB	9.5	11.4	9.6	11.5	9.6	10.20	10.37	-1.6%	IV	D	D
Southard WB/SB	10.3	11.9	11.8	10.4	10.9	11.03	11.86	-7.0%	IV	D	D
Eaton EB/NB	12.7	12.9	13.7	13.2	13.7	13.27	12.19	8.8%	IV	C	D
Eaton WB/SB	13.9	12	12.4	12.7	13.9	13.00	10.68	21.7%	IV	D	D
Whitehead St NB/WB	9.8	7.7	10.5	9.5	9	9.43	10.33	-8.7%	IV	D	D
Whitehead SB/EB	9.3	9.2	10.3	9.9	8.8	9.47	9.78	-3.2%	IV	D	D
Simonton St NB/WB	9.1	10.4	9.4	11.3	10.5	10.10	10.62	-4.9%	IV	D	D
Simonton EB/SB	11.3	11.9	10.9	11.1	11.6	11.33	12.12	-6.5%	IV	D	D
Palm/1st EB/SB	15.6	14.5	12.3	13.2	16.1	14.43	18.63	-22.5%	III	D	C
Palm/1st NB/WB	15.7	16	15.5	16.4	16	15.90	16.09	-1.2%	III	D	D
United SB/WB	16.2	16.9	15.2	17.1	16.6	16.57	16.38	1.1%	IV	C	C
United EB/NB	14.4	15.3	14.6	14.6	14	14.53	17.23	-15.7%	IV	C	C
South NB/EB	14.2	15.2	13.4	12.7	11.7	13.43	14.13	-4.9%	IV	C	C
South SB/WB	13.8	13.7	13.7	14.7	14	13.83	12.97	6.7%	IV	C	D
Flagler NB/EB	22.7	22.3	20.8	23	24.1	22.67	21.69	4.5%	III	C	C
Flagler WB/SB	23.2	22	22	22.7	21.9	22.23	22.33	-0.4%	III	C	C
Truman NB/EB	10.7	11.6	9.4	10.5	11.1	10.77	13.19	-18.4%	IV	D	C
US-1 SB/WB	17.9	17.9	18.7	17.5	18.2	18.00	16.98	6.0%	II	D	E
White St SB/EB	13.1	13.7	14.4	12.9	13.3	13.37	14.49	-7.8%	IV	C	C
White St NB/WB	15.4	13.7	13.4	15.2	14	14.30	15.04	-4.9%	IV	C	C
US-1 NB/EB	21.7	21.9	22.4	20	21.4	21.67	19.88	9.0%	II	D	D
Truman SB/WB	9.9	9.7	11.1	11	9.8	10.23	12.99	-21.2%	IV	D	D
TOTAL	13.55	13.61	13.37	13.58	13.59	13.54	13.94	-2.9%			

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - PM - Average Speed (mph)											
Run	1	2	3	4	5	AVERAGE	TravTime	%	Roadway Class	LOS	TravTime LOS
Seed	28	50	64	76	122						
Roadway											
Duval EB/SB	7.2	6.2	5	6.9	6.5	6.53	6.25	4.5%	IV	F	F
Duval WB/NB	6.6	6.6	6.5	6.7	6.6	6.60	6.63	-0.5%	IV	F	F
Fleming EB/NB	10.1	10.2	9.5	11.3	9.8	10.03	10.65	-5.8%	IV	D	D
Southard WB/SB	12	10.6	11.4	10.8	11.5	11.23	11.88	-5.4%	IV	D	D
Eaton EB/NB	11.5	10.5	11.6	13.2	11.8	11.63	13.14	-11.5%	IV	D	C
Eaton WB/SB	13.8	11.3	10.2	11.5	11.6	11.47	11.26	1.8%	IV	D	D
Whitehead St NB/WB	9.5	10	11.9	12.4	10.1	10.67	10.34	3.2%	IV	D	D
Whitehead SB/EB	8.5	9.1	7.1	7.5	9.2	8.37	9.06	-7.7%	IV	E	D
Simonton St NB/WB	10.7	9.8	9.1	9.9	10.1	9.93	10.17	-2.3%	IV	D	D
Simonton EB/SB	10.7	10.9	10.8	11.5	8.9	10.80	9.86	9.5%	IV	D	D
Palm/1st EB/SB	13.8	10	11.8	11.2	11.6	11.53	11.80	-2.3%	III	E	E
Palm/1st NB/WB	16	16.5	16.4	15.9	14.6	16.10	14.18	13.5%	III	D	D
United SB/WB	15.5	15.3	15.9	15.2	15.4	15.40	16.32	-5.6%	IV	C	C
United EB/NB	16.7	14.1	15.9	15.3	14.3	15.17	16.24	-6.6%	IV	C	C
South NB/EB	13.6	14.1	12.4	14.1	14.2	13.93	13.03	6.9%	IV	C	C
South SB/WB	14	14.4	13.7	13.6	14.3	14.00	13.41	4.4%	IV	C	C
Flagler NB/EB	21.4	21.3	20.3	21	21.6	21.23	22.49	-5.6%	III	C	C
Flagler WB/SB	21.5	22.4	22.4	20.5	21.3	21.73	22.47	-3.3%	III	C	C
Truman NB/EB	10.4	9.3	11.6	11.7	9.6	10.53	12.56	-16.1%	IV	D	D
US-1 SB/WB	18.1	18.2	18.5	19	19	18.57	17.89	3.8%	II	D	D
White St SB/EB	14.2	15.5	15.3	12.7	15.9	15.00	14.08	6.5%	IV	C	C
White St NB/WB	15.2	13.7	14.3	16.2	14.4	14.63	15.43	-5.2%	IV	C	C
US-1 NB/EB	20.9	19.9	15.8	17	15.2	17.57	17.68	-0.6%	II	D	D
Truman SB/WB	7.1	8	9	7	7.7	7.60	6.46	17.6%	IV	E	F
TOTAL	13.29	12.83	12.77	13.00	12.72	12.93	13.05	-1.0%			

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - AM - Travel Time (s)								
Run	1	2	3	4	5	AVERAGE	TravTime	%
Seed	28	50	64	76	122			
Roadway								
Duval EB/SB	269.7	272.4	272	266.4	272.3	271.3	294.6	-7.9%
Duval WB/NB	270	286.2	293.4	267.2	290.9	282.4	285.6	-1.1%
Fleming EB/NB	229	198.8	178.5	170.9	197.8	191.7	172.2	11.3%
Southard WB/SB	204.6	201.7	230	230.5	235.7	221.7	235.2	-5.7%
Eaton EB/NB	142.7	166.9	143.7	140.4	159.1	148.5	168	-11.6%
Eaton WB/SB	161.1	177.5	160.5	167.9	148.8	163.2	147	11.0%
Whitehead St NB/WB	252.1	260.6	266.3	259.6	258	259.4	241.2	7.5%
Whitehead SB/EB	231.8	251.4	246.1	255.5	260.3	251.0	221.4	13.4%
Simonton St NB/WB	300.3	269.7	274.7	260.3	344.6	281.6	257.4	9.4%
Simonton EB/SB	274.1	287.4	277.4	280.8	263.2	277.4	261.6	6.1%
Palm/1st EB/SB	332.3	281.6	321	308.8	351.3	320.7	273.6	17.2%
Palm/1st NB/WB	327	362	333.9	340.8	338.8	337.8	315	7.2%
United SB/WB	223.1	256.9	218.7	228.9	236.4	229.5	239.4	-4.1%
United EB/NB	236.9	261.1	263.8	253.9	247.3	254.1	219	16.0%
South NB/EB	229.2	250.8	229.4	247.4	237.4	238.1	235.2	1.2%
South SB/WB	258.9	277.8	259	257.3	245.6	258.4	222	16.4%
Flagler NB/EB	420.3	440.2	414.1	436.7	403.2	423.7	400.2	5.9%
Flagler WB/SB	418.2	415.7	407.7	433.2	427.9	420.6	439.2	-4.2%
Truman NB/EB	221.7	225.5	222.1	211.8	210.6	218.5	226.2	-3.4%
US-1 SB/WB	465.3	473.2	469.6	448.8	466.7	467.2	452.4	3.3%
White St SB/EB	238.2	260.3	259.3	264.9	256.4	258.7	251.4	2.9%
White St NB/WB	263.3	276.8	256.9	270.9	293.6	270.3	240.06	12.6%
US-1 NB/EB	412.9	395.6	389.9	404.7	414.2	404.4	431.4	-6.3%
Truman SB/WB	246.1	232	250.1	233.5	244	241.2	216	11.7%
TOTAL						6691.4	6445.3	3.8%

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - MD - Travel Time (s)								
Run	1	2	3	4	5	AVERAGE	TravTime	%
Seed	28	50	64	76	122			
Roadway								
Duval EB/SB	449.7	478.1	438.7	527.1	458.4	462.1	547.2	-15.6%
Duval WB/NB	595.2	541.4	566.3	506.4	501.9	538.0	494.4	8.8%
Fleming EB/NB	272.6	226.8	267.4	223.5	267.9	254.0	253.2	0.3%
Southard WB/SB	254.3	221.3	222.5	253	241.6	239.0	218.4	9.4%
Eaton EB/NB	189.9	187.4	176.5	182.9	176.1	182.3	198	-7.9%
Eaton WB/SB	177.1	204.8	198.7	193.5	177.4	189.9	225.6	-15.8%
Whitehead St NB/WB	370.6	472.6	345.5	382.2	401	384.6	348.6	10.3%
Whitehead SB/EB	389.3	391.9	352.4	364.4	410.1	381.9	368.4	3.7%
Simonton St NB/WB	415.6	366.9	403.6	335.9	363	377.8	355.8	6.2%
Simonton EB/SB	336.9	320.6	352.3	344	330.1	337.0	309	9.1%
Palm/1st EB/SB	358.3	385.9	455.5	423.9	348.6	389.4	294	32.4%
Palm/1st NB/WB	353.8	347.5	357.8	337.8	346.8	349.4	344.4	1.4%
United SB/WB	237.6	228.8	253.2	225.7	231.9	232.8	246	-5.4%
United EB/NB	285.8	269.2	282.6	281.7	294.1	283.4	234	21.1%
South NB/EB	268	250.7	284.9	300.7	326.1	284.5	265.2	7.3%
South SB/WB	279	281.1	282.3	262.9	275.1	278.4	286.2	-2.7%
Flagler NB/EB	423.8	431.5	462.2	417.9	398.3	424.4	444.6	-4.5%
Flagler WB/SB	405	427	428	413.5	429	422.8	435	-2.8%
Truman NB/EB	297.7	275.7	340.9	303.6	287.6	296.3	243	21.9%
US-1 SB/WB	544.8	543.4	522.6	558.2	535	541.1	576.6	-6.2%
White St SB/EB	308.8	295.6	282.1	314	304.3	302.9	280.8	7.9%
White St NB/WB	264.1	295.6	303.1	266.5	290.8	284.3	270.6	5.1%
US-1 NB/EB	447.4	443.3	434.6	485	453.2	448.0	489	-8.4%
Truman SB/WB	332.3	339.4	295.9	299.2	335.5	322.3	249.6	29.1%
TOTAL						8206.5	7977.6	2.9%

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - PM - Travel Time (s)								
Run	1	2	3	4	5	AVERAGE	TravTime	%
Seed	28	50	64	76	122			
Roadway								
Duval EB/SB	528.1	613.5	758.6	547.5	582.1	581.0	610.8	-4.9%
Duval WB/NB	581.9	577.2	586.8	565	580.3	579.8	581.4	-0.3%
Fleming EB/NB	254.7	254	271.4	228.3	263.4	257.4	240.0	7.2%
Southard WB/SB	219.5	246.7	230.8	243.1	227.4	233.8	215.4	8.5%
Eaton EB/NB	210.6	230.9	207.5	182.7	205.2	207.8	183.6	13.2%
Eaton WB/SB	178.2	217.3	240.4	213.1	211.2	213.9	211.2	1.3%
Whitehead St NB/WB	380.5	361.9	304.8	292	356.5	341.1	348.0	-2.0%
Whitehead SB/EB	427.5	398.4	506.1	482.8	393	436.2	405.6	7.6%
Simonton St NB/WB	355.9	388.9	416.5	383	376	382.6	371.4	3.0%
Simonton EB/SB	357.3	352.2	353.2	332.9	427.8	354.2	387.0	-8.5%
Palm/1st EB/SB	407.5	558	475.4	501.5	483.9	486.9	463.8	5.0%
Palm/1st NB/WB	345.8	337.1	337.8	347.8	379.1	343.8	388.2	-11.4%
United SB/WB	249.5	251.6	242.4	254.1	251	250.7	247.2	1.4%
United EB/NB	247.3	293	259.2	269.8	287.4	272.1	248.4	9.6%
South NB/EB	281.1	270.6	307.7	270.6	268.1	274.1	287.4	-4.6%
South SB/WB	274.8	267.6	282.4	282.8	270.2	275.8	274.2	0.6%
Flagler NB/EB	448.9	451.8	473.1	457.3	444.6	452.7	427.2	6.0%
Flagler WB/SB	437.5	419.7	419.5	457.5	441.9	433.0	432.6	0.1%
Truman NB/EB	306.4	343.1	275.4	274	333.8	305.2	255.0	19.7%
US-1 SB/WB	537.9	536.5	527.6	512.2	512.4	525.5	547.2	-4.0%
White St SB/EB	286	262.5	264.6	319	255.7	271.0	286.2	-5.3%
White St NB/WB	267.3	296.7	284.6	251.2	281.5	277.8	265.8	4.5%
US-1 NB/EB	464.7	489.4	613.3	571.1	639.9	557.9	550.2	1.4%
Truman SB/WB	461.5	408.6	366.2	467.1	423.9	431.3	513.0	-15.9%
TOTAL						8745.7	8740.8	0.1%

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - AM - Average Time Travel Delay (s)						
Run	1	2	3	4	5	AVERAGE
Seed	28	50	64	76	122	
Roadway						
US-1 NB/EB	66.9	67	64.6	92	81.1	71.7
Palm Ave/1st St EB/SB	120	77.3	108.9	93.4	120.5	107.4
Whitehead St SB/EB	71	82.5	88	96.8	87.6	86.0
Palm Ave/1st St NB/WB	87.6	142.3	98.7	120.8	101.1	106.9
Whitehead St NB/WB	74.8	94.1	94.2	95.1	70.8	87.7
United St EB/NB	42.9	64.3	53.2	52.2	71.6	56.6
Truman Ave SB/WB	75.5	77.2	99.9	92.6	92.8	87.5
Eaton St WB/SB	55.5	79.9	56.3	70.1	42.1	60.6
United St SB/WB	56.6	56.5	47.6	45.1	56.9	53.6
Simonton St NB/WB	117.3	81.1	114.5	96.8	174.9	109.5
Eaton St EB/NB	52.5	78.1	51.7	44.6	59.6	54.6
US-1 SB/WB	101.3	124.6	137.2	125.5	135.3	128.5
Duval St WB/NB	80.7	108.5	98.2	105.8	91	98.3
Duval St EB/SB	87.2	88.6	74	87.7	92.2	87.8
Simonton St EB/SB	73	94.4	97	94.5	76.5	88.5
White St SB/EB	71.3	63.6	82	86.6	67.1	73.5
White St NB/WB	59.8	80.8	72.1	84.3	87.1	79.1
Fleming St EB/NB	97.2	66.9	54.9	45.9	64.8	62.2
Southard St WB/SB	77.2	91.2	109	95.9	118.9	98.7
Truman Ave NB/EB	59.9	83.6	77.4	81.4	68.8	75.9
South St SB/WB	85.3	76.5	92.4	77.2	67.2	79.7
South St NB/EB	69.1	67.4	73.9	69.6	70.2	69.6
Flagler Ave NB/EB	54.4	72.4	70.5	64.8	75	69.2
Flagler Ave WB/SB	79.6	67.3	49.2	77	85.6	74.6
TOTAL	1816.6	1986.1	1965.4	1995.7	2058.7	1967.7

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - MD - Average Time Travel Delay (s)						
Run	1	2	3	4	5	AVERAGE
Seed	28	50	64	76	122	
Roadway						
US-1 NB/EB	107.1	114.8	100.7	118.1	120.2	113.3
Palm Ave/1st St EB/SB	131.3	182.6	220.6	201.4	121.8	171.8
Whitehead St SB/EB	161.3	177.8	163.6	152.3	196.3	167.6
Palm Ave/1st St NB/WB	111.9	121.8	129	114	139.2	121.6
Whitehead St NB/WB	148.5	250.6	140.3	156.6	203.3	169.5
United St EB/NB	89.6	68.1	64.7	85.7	99	81.1
Truman Ave SB/WB	194.5	181.8	142.8	128.8	192.2	172.3
Eaton St WB/SB	73.1	104.8	99.2	93.7	85.1	92.7
United St SB/WB	66.5	59.7	80.1	44.3	61.7	62.6
Simonton St NB/WB	206	152.7	217	120.1	149.1	169.3
Eaton St EB/NB	91.3	97.6	75.2	89.8	78.8	86.6
US-1 SB/WB	232.6	195.1	183.8	192.4	203.7	197.1
Duval St WB/NB	378.5	299.9	319.1	296.9	260.6	305.3
Duval St EB/SB	205.6	199.9	231.9	303.6	198.6	212.5
Simonton St EB/SB	122.6	102.4	149.4	129.9	104.9	119.1
White St SB/EB	108.5	101.8	86.3	121.9	107.2	105.8
White St NB/WB	75.1	105.5	92.3	80.3	83.5	85.4
Fleming St EB/NB	114.1	104.8	118.4	83.1	119.1	112.4
Southard St WB/SB	126.4	105.3	102	113.9	129.6	115.2
Truman Ave NB/EB	141.2	135	199.8	146.2	143.5	143.6
South St SB/WB	107.2	98.4	98.8	86.9	88.1	95.1
South St NB/EB	108.3	101.5	97.4	105.1	152.5	105.0
Flagler Ave NB/EB	78.7	78.7	74.7	68.2	57.5	73.9
Flagler Ave WB/SB	74.4	77.1	74.1	77.9	81.9	76.5
TOTAL	3254.3	3217.7	3261.2	3111.1	3177.4	3155.2

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - PM - Average Time Travel Delay (s)						
Run	1	2	3	4	5	AVERAGE
Seed	28	50	64	76	122	
Roadway						
US-1 NB/EB	117.4	154.8	277.5	215	294.5	215.8
Palm Ave/1st St EB/SB	169.1	334.9	239.4	276.9	255.9	257.4
Whitehead St SB/EB	204.2	183.9	309.5	291.8	205.1	233.7
Palm Ave/1st St NB/WB	105.6	114.7	126.3	135	141.1	125.3
Whitehead St NB/WB	160.4	134.6	131.9	102.5	138.7	135.1
United St EB/NB	78.5	106.7	70.7	77.4	101.2	85.7
Truman Ave SB/WB	301.4	255.6	227.2	299.6	274.5	276.6
Eaton St WB/SB	68.3	119.3	142	121.6	105.1	115.3
United St SB/WB	69	77.5	70	59.9	71.3	70.1
Simonton St NB/WB	136.1	193	206.1	163.9	157.4	171.4
Eaton St EB/NB	106.8	135.2	106	86.9	108.9	107.2
US-1 SB/WB	190	193.1	207.5	150.1	176.6	186.6
Duval St WB/NB	338.9	302.1	317	312.3	295.5	310.5
Duval St EB/SB	262.8	352.4	456.2	337.4	301.5	330.4
Simonton St EB/SB	130.4	134.9	160.7	136.1	185	143.9
White St SB/EB	91.4	92	85	120.5	64.7	89.5
White St NB/WB	81	106.5	105.7	91.9	87.1	94.9
Fleming St EB/NB	85.2	126.9	112.6	87	122	107.2
Southard St WB/SB	95.8	119.5	128.1	122.9	107.8	116.7
Truman Ave NB/EB	154.5	199	130.9	107.6	181.8	155.7
South St SB/WB	77.6	76.5	91.1	90.4	94.5	86.4
South St NB/EB	104.7	100.7	111.5	89.2	86.7	98.2
Flagler Ave NB/EB	110.6	77.2	90.7	85.6	88.3	88.2
Flagler Ave WB/SB	76.7	90	62.6	94.3	73	79.9
TOTAL	3316.4	3781.0	3966.2	3655.8	3718.2	3681.7

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Duval at Eaton	Signal	NEB	Left 2	11.8		22	32.7	20	21.0	
			Through	15.8	22.1	19	15.5	14.2	16.8	
			Right 2	4.4	9.2	9.8	8	3.4	7.2	
			Total	13.2	20.3	17.7	15.4	13.1	15.4	B
		SEB	Left 2	14	12.9	13.5	11.5	11.3	12.6	
			Through	8.7	8.3	10	9.6	11.9	9.4	
			Right 2	6.2	15.2	5.7	7.2	4.4	6.4	
			Total	9.1	9	10.2	9.7	11.1	9.7	A
		SWB	Left 2	23.5	18	13.4	16.9	22.8	19.2	
			Through	19.1	20	18.8	18.8	15	18.9	
			Right 2	12.2	15.8	10.5	11.1	9.8	11.3	
			Total	18.8	19	16.5	16.8	15.1	17.4	B
		NWB	Left 2	6.3	16.7	12	9.7	1.9	9.3	
			Through	10.4	11.2	8.4	10	9.6	10.0	
			Right 2	2.4	7	8.6	17.2	5.1	6.9	
			Total	9.8	11.7	8.6	10.3	9.1	9.7	A
		Total		12.8	14.7	12.8	13.1	11.9	12.9	B
Front at Duval	Signal	NB	Left 1	16	18.4	23.5	16.1	19.4	18.0	
			Right 1	13.9	16.5	15.5	13	16.3	15.2	
			Right 3	5.7	6.9	8.8	4.6	4.3	5.7	
			Total	13.5	16.1	16.6	13.2	15.1	14.9	B
		SEB	Left 2	13.2	14.5	9.9	16.1	15.1	14.3	
			Through	8.7	13.8	6.3	9.2	13.8	10.6	
			Right 1	6.3	4.3	3.1	7.1	2	4.6	
			Total	9.7	11.7	6.1	11.4	12.5	10.9	B
		SWB	Left 2	16.2	27.1	17.9	15.7	13.8	16.6	
			Left 1	14.3	14.9	14.6	19.8	16	15.2	
			Right 2	7.3	9.5	7.7	9.1	10.5	8.8	
			Total	12.3	15.7	12.8	15	13.5	13.8	B
		NWB	Left 3	14.4	12.6	15.4	12.1	17.8	14.1	
			Through	12.8	13.7	17	13.4	12.3	13.3	
			Right 2	5.5	8.4	15.7	9.7	11.4	9.8	
			Total	10.6	11.4	16.2	11.6	13.5	12.2	B
		Total		11.6	13.8	14	12.9	13.6	13.4	B
Duval at Southard	Signal	SEB	Through	8.4	11.5	12.7	10.1	10.2	10.6	
			Right 2	5.5	8.1	9.8	7.2	8.6	8.0	
			Total	7.7	10.7	12	9.6	9.8	10.0	B
		SWB	Left 2	13.8	15.4	22.4	19.8	25.3	19.2	
			Through	17.8	14.3	19.7	16	16.1	16.6	
			Right 2	7.3	12.9	13	11.2	14.1	12.4	
			Total	14.9	14.2	18.6	15.6	17.7	16.1	B
		NWB	Left 2	5.9	8.7	17.1	12.4	8.3	9.8	
			Through	8.2	6.9	8.1	9.1	10	8.5	
			Total	7.9	7.2	8.9	9.5	9.7	8.8	A
		Total		9.9	10.5	12.8	11.5	12.3	11.4	B
Duval at Angela	Signal	NEB	Left 2	15.3	15.5	17.2	19.7	20.8	17.5	
			Through	13.1	15.6	13.5	16.7	10.6	14.1	
			Right 2	10.2	5.6	7.2	9.1	3.1	7.3	
			Total	12.9	12.8	12.4	15	9.9	12.7	B
		SEB	Left 2	11.4	7.1	22.6	8.6	17.9	12.6	
			Through	11.2	13.5	10.6	10.9	12.9	11.7	
			Right 2	6.3	12.2	7.8	4.8	5.7	6.6	
			Total	10.7	12.8	11.1	10.1	12.5	11.4	B
		SWB	Left 2	0.5	15	0.1	27.1	13.4	9.6	
			Through	15.1	7.8	14	13	11.7	12.9	
			Right 2	10.4	3.5	2.3	3.2	2	3.0	
			Total	13.2	6.1	10.3	11.6	10	10.6	B
		NWB	Left 2	11.1	9.7	7.8	9	7	8.8	
			Through	10.5	12.3	9.6	8.7	8.3	9.6	
			Right 2	8.1	17.3	5.5	2.6	3.7	5.8	
			Total	10.4	12.5	9.2	8.6	8.1	9.4	A
		Total		11.1	12.1	10.4	10.4	9.9	10.6	B

Existing Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Duval at Truman	Signal	NEB	Left 2	3.7	0	9.3		24.3	6.5	
			Through	13.1	13	9	9.1	9.6	10.6	
			Right 2	4.6	2.2	4.1	2.9	8.9	3.9	
			Total	12.8	12.5	8.7	8.8	9.8	10.4	B
		SEB	Left 2	17.1	16.3	14.3	17.5	20.2	17.0	
			Through	14.5	12.6	12.9	10.6	14	13.2	
			Right 2	7.5	8.8	6.7	9.5	6.1	7.7	
			Total	14.1	12.8	12.5	12.5	14.7	13.1	B
		SWB	Left 2	13.1	13.7	6.4	16.6	7.8	11.5	
			Through	9.8	11.8	12.6	11.7	9.5	11.1	
			Right 2	6.8	8.2	5.7	9.4	6.2	7.1	
			Total	8.8	10.7	9.3	11.4	8	9.6	A
		NWB	Left					0.9	#NUM!	
			Through	12.7	11.4	14.3	15.3	13	13.3	
			Right 2	8.3	6.1	7.1	9.3	8.1	7.8	
			Total	11.8	10.3	12.6	14.1	11.4	11.9	B
		Total		11.4	11.4	10.8	11.7	10.7	11.2	B
Duval at South	Four-Way Stop	NEB	Left 2	8.5	10.2	11.9	8.9	5.5	9.2	
			Through	8.1	8.3	9.3	9.1	8.1	8.5	
			Right 2	6.6	6.1	6.3	6	5.6	6.1	
			Total	7.7	7.9	8.4	8	7.2	7.9	A
		SEB	Left 2	8	8.2	7.1	7.5	10	7.9	
			Through	7.2	7.4	6.8	6.8	9.4	7.1	
			Right 2	6.5	5.1	5.2	5.6	6.3	5.7	
			Total	7.4	7.4	6.8	7	9.3	7.3	A
		SWB	Left 2	14.4	9.8	12.4	9.9	12.5	11.6	
			Through	13	10.8	13.2	12	15.8	12.7	
			Right 2	12.2	10.1	12.3	11	10.9	11.4	
			Total	12.8	10.4	12.7	11.4	13.2	12.3	B
		NWB	Left 2	7.8	8.2	6.5	5.5	7.4	7.2	
			Through	5	6	7.1	7.3	6.5	6.5	
			Right 2	5.2	6.1	5.9	5.8	6	5.9	
			Total	5.9	6.4	6.6	6	6.6	6.3	A
		Total		10	8.8	10	9.3	10.4	9.8	A
White at Eaton	Signal	NEB	Left 2	32.5		6.3	8	14.2	11.1	
			Through	6.1	6.8	6.2	7.1	8	6.7	
			Right 2	3.9	5.6	4.5	3.6	8.1	4.7	
			Total	5.9	6.6	5.9	6.5	8.1	6.3	A
		SEB	Left 2	17.3	17.6	20	21.2	24.2	19.6	
			Through	21.7	18.5	22.9	12.7	14.9	18.4	
			Right 2	10	7.8	9.8	5	6.6	8.1	
			Total	17.3	15.8	19.6	16.2	19.2	17.6	B
		SWB	Left 2	10.4	11.7	12.5	9.4	11.6	11.2	
			Through	8.8	10.2	10.2	11	9.4	9.9	
			Right 2	9.3	9.1	8.1	8.3	7.1	8.5	
			Total	9	10.3	10.4	10.7	9.5	10.1	B
		NWB	Left 2	30.7	22.8	29.5	22.7	24.9	25.7	
			Through	32.4	23.1	28	16.4	30.3	27.1	
			Right 2	22.4	12	20.3	14.1	17.7	17.4	
			Total	27.6	17.7	25.3	18.3	23.4	22.3	C
		Total		11.5	10.9	12.2	11.1	11.6	11.4	B
Whitehead at Fleming	Signal	NEB	Left 2	14.8	19.4	14.2	16	16.4	15.7	
			Through	14.5	15.7	12.3	11.4	11.6	12.8	
			Right 2	7.6	9.3	2.2	7.6	2.6	5.9	
			Total	14.3	16.3	12.6	12.9	13.3	13.5	B
		SEB	Left 2	13.2	21.8	15.2	14.8	14.3	14.8	
			Through	10.6	8.7	9.6	11.7	13.7	10.6	
			Right 2	6	3.6	5.9	6.8	7.5	6.2	
			Total	9.4	8.4	9	10.7	12.2	9.7	A
		NWB	Left 2	20.1	16.9	15.6	15.2	10.8	15.9	
			Through	13.4	12.7	14.3	16.2	12.9	13.5	
			Right 2	13.8	9.7	11.7	13.7	8.9	11.7	
			Total	14.2	12.2	13.9	15.6	12	13.4	B
		Total		12.8	12.1	12.2	13.5	12.4	12.5	B

Existing Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Simonton at Fleming	Signal	NEB	Left 2	13.7	11.2	12.9	18.4	13.7	13.4	
			Through	16.5	13.7	14.2	11.3	11.9	13.3	
			Right 2	7.6	3.6	6	9.1	8.8	7.5	
			Total	14.4	11.6	12.6	11.3	11.6	11.9	B
		SEB	Left 2	7.7	4.9	7.3	15.8	4.7	6.6	
			Through	7.8	7	8.2	7.8	5.9	7.5	
			Total	7.8	6.8	8.1	8.8	5.8	7.6	A
		NWB	Through	10.2	9.8	10.3	9.4	8.5	9.8	
			Right 2	6.2	7.9	4.4	11.4	4.6	6.2	
			Total	9.5	9.5	9.6	9.7	8.1	9.5	A
		Total		10.9	9.8	10.4	9.9	8.7	10.0	B
Grinnell at Fleming	Signal	NEB	Left 2	10.2	8.7	10.7	5.5	5.2	8.1	
			Through	8.7	8.6	7.8	9.2	9.6	8.8	
			Right 2	3.4	5.4	1.7	5.4	2.4	3.7	
			Total	8.5	8.3	7.8	8.6	8.8	8.5	A
		SEB	Left 2	12.4	20.2	16.7	12.3	16.2	15.1	
			Through	13.8	14.7	15.7	12.8	14	14.2	
			Total	13.3	15.4	16	12.7	14.6	14.4	B
		NWB	Through	13.1	13.5	18.7	15.7	13.7	14.3	
			Right 2	5.1	4.3	4.4	4.2	5	4.6	
			Total	8.2	7.4	9.7	8	8.1	8.1	A
		Total		9.1	9	9.4	9.1	9.6	9.2	A
White at Southard	Signal	SEB	Left 2	2.3	3.2	1.3	2.3	3.2	2.6	
			Through	1.5	1.4	1.7	1.2	1.2	1.4	
			Right 2	0.9	1.7	1	1.5	1.5	1.3	
			Total	1.4	1.6	1.5	1.3	1.4	1.4	A
		SWB	Left 2	5.6	6.2	5.5	10	3	5.8	
			Through	6.5	7	7.6	8.3	3.2	7.0	
			Right 2	4.2	4.1	4.6	4.4	4.3	4.3	
			Total	5.3	5.9	5.7	7.4	3.8	5.6	A
		NWB	Left 2	4.2	4.2	5.2	4.9	2.8	4.4	
			Through	2.2	2.7	3.6	3.2	2.4	2.8	
			Right 2	10	0	3.2	0.1	3.2	2.2	
			Total	3.2	3.3	4.3	3.9	2.6	3.5	A
		Total		2.4	2.6	2.9	2.8	2.1	2.6	A
Whitehead at Southard	Signal	NEB	Left 2	46.1	39.9	43.5	48.1	44.3	44.6	
			Right 2	19.5	15.2	18	11.7	10.8	15.0	
			Total	35.6	28.8	34.7	31.7	28.7	31.7	C
		SEB	Through	31.3	33	30.1	32.1	31.9	31.8	
			Right 2	13.2	21.9	9	12.2	12.7	12.7	
			Total	21.5	28	19.6	21.9	23.1	22.2	C
		SWB	Left 2	42.7	41.3	47.2	26.9	41	41.7	
			Through	47.5	43.7	40.4	41.2	43.9	42.9	
			Right 2	28.3	31.8	29.2	19.8	28.8	28.8	
			Total	41.4	39.8	38.3	33.6	40.2	39.4	D
		NWB	Left 2	18.4	24.9	18.5	23.6	19.3	20.5	
			Through	18.2	21	16.5	23.5	20.5	19.9	
			Total	18.3	22.5	17.1	23.5	20	20.3	C
		Total		28.4	29.6	26.1	27.2	27.4	27.7	C

Existing Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Whitehead at Greene	Four-Way Stop	NEB	Left 2	5.4	8.4	6.9	5	6.9	6.4	
			Through	6.4	6.4	5.8	8.3	7.1	6.6	
			Right 2	5.3	5.6	5.5	5.1	5.1	5.3	
			Total	5.9	6.3	5.7	6.3	6	6.1	A
		SEB	Left 2	9	6.9	6	7.1	9.2	7.7	
			Through	9.3	9	8.8	9.2	10.1	9.2	
			Right 2	7.2	5.8	4.8	6.2	6.8	6.3	
			Total	8.9	8	7.6	8.3	9.1	8.4	A
		SWB	Left 2	5.9	7.8	5.5	6.2	6	6.0	
			Through	5.9	6	6.5	5.8	6.3	6.1	
			Right 2	6.3	6.1	5.4	6	5.1	5.8	
			Total	5.9	6.4	6	5.9	6.1	6.0	A
		NWB	Left 2	6.8	9	7.2	6.8	7	7.0	
			Through	7.3	9.5	7.8	6.8	7.4	7.5	
			Right 2	7	6.4	9	5.2	5	6.2	
			Total	7	8.9	7.6	6.7	7	7.2	A
		Total		7.3	7.8	7.1	7.1	7.5	7.3	A
Whitehead at Truman	Signal	SEB	Left 2	14.4	12.2	11.6	16.7	10.2	12.7	
			Through	10.1	10.3	10.3	7.9	8.3	9.6	
			Right 2	8.4	4.1	6.7	6	9.9	7.0	
			Total	11.1	10	10.1	9.9	8.8	10.0	A
		SWB	Left 2	13	12	8.7	10.4	11.2	11.2	
			Through	9.3	10.1	13	9.6	12.6	10.8	
			Right 2	8.4	10	8.5	12.1	13	10.2	
			Total	10.2	10.5	10.4	10.4	12.3	10.4	B
		NWB	Left 2	13	16	12	7.6	9	11.3	
			Through	12.2	12	11.3	10.1	11.6	11.6	
			Right 2	7.5	7.5	9.6	6.8	5.8	7.3	
			Total	11.2	11.3	11	8.9	10.2	10.8	B
		Total		10.9	10.8	10.6	9.5	10.4	10.6	B
Simonton at Caroline	Signal	NEB	Left 2	13.9	10.9	15	19.5	17.3	15.4	
			Through	13.5	17.6	8.2	16.2	10.3	13.3	
			Right 2	3.2	5.5	7.1	4.9	5	5.1	
			Total	11.2	12.6	8.5	12	9.1	10.8	B
		SEB	Left 2	12.2	20.5	13.2	10.4	17.5	14.3	
			Through	8.6	8	5.8	7.7	5.7	7.2	
			Right	4.9		0.8	4.2		4.2	
			Total	9.2	10.6	6.5	7.8	9.6	8.9	A
		SWB	Left 2	22.5	15.1	9.6	18.8	15.6	16.5	
			Through	17.7	17.4	15.6	12.4	14.9	16.0	
			Right 2	7.2	9	7.7	5.1	7.2	7.4	
			Total	12.8	13.1	11.4	9.2	11.2	11.8	B
		NWB	Left 2	7.1	8.2	9.4	6.6	11.8	8.2	
			Through	7.8	8.6	10.7	10	10.1	9.6	
			Right 2	7	5.9	6.4	7.6	8.5	7.0	
			Total	7.7	8.3	10	9.4	10.1	9.2	A
		Total		9.7	10.4	9.9	9.5	10.3	10.0	A
Simonton at Truman	Signal	NEB	Left 2	17.8	19.8	22.9	26.4	18.9	20.5	
			Through	13.5	13.9	15.8	19.9	20.4	16.5	
			Right 2	4.6	5.1	5.1	8.8	7.9	6.0	
			Total	12.8	12.8	15.9	19.2	18.5	15.7	B
		SEB	Left 2	8.6	10.3	8.7	9.6	12.7	9.5	
			Through	10.9	11.1	9.9	11.6	9.3	10.6	
			Right 2	5.1	6.8	11.8	9.9	6.9	7.9	
			Total	9.9	10.6	9.8	11.2	10	10.2	B
		SWB	Left 2	19	24.3	20.7	18.8	25.9	21.3	
			Through	25.3	23	19.3	21.2	18	21.2	
			Right 2	21.3	18.6	18.4	12.7	15	17.3	
			Total	23.8	22.9	19.4	19.9	18.6	20.7	C
		NWB	Left 2	12.5	17.1	16.4	24.5	21.3	18.3	
			Through	18	17.6	19.5	16.9	15.8	17.5	
			Right 2	16.6	11.5	11.1	10.5	8.4	11.0	
			Total	17.5	16.7	18.3	16.6	15.7	16.9	B
		Total		17.5	17	16.5	17.3	16.6	17.0	B

Existing Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Simonton at United	Signal	NEB	Left 2	20.2	3.1	11.5	7.3	4.4	7.7	
			Through	8.2	10.2	7.8	7.8	8.2	8.1	
			Right 2	0.3	8.4	21.6	11.6	7.5	9.2	
			Total	8.9	9.6	9.1	7.9	7.9	8.6	A
		SEB	Left 2	15.7	15.7	17.4	18	9.7	16.3	
			Through	14.4	14.6	13.6	12.7	13	13.7	
			Right 2	14.1	15.8	16.7	12.5	16.5	15.5	
			Total	14.7	14.9	14.9	14	12.7	14.5	B
		SWB	Left 2	7.8	18	10.6	6.7	11.3	9.9	
			Through	12.9	13.5	11.2	9.6	13.2	12.4	
			Right 2	13.7	10.2	12.9	10.1	15.7	12.3	
			Total	13	12.4	11.9	9.7	13.9	12.4	B
		NWB	Left 2	5.1	11.8	19.1	10.4	11	11.1	
			Through	11.8	10.6	14.1	10	13.4	11.9	
			Right 2	18.8	0.7	4.6	11	10.5	8.7	
			Total	12.5	10.3	14.4	10.2	12.8	11.9	B
		Total		12.7	12.2	12.7	10.9	12.2	12.4	B
Thomas at Petronia	Signal	SEB	Through	7.8	11.1	7.9	4.9	10.7	8.8	
			Right 2	2.5	3	3.1	2.5	4.4	2.9	
			Total	6.5	9.5	6.7	4.7	9.4	7.5	A
		SWB	Left 2	4.7	7.6	9	10.3	1.3	7.1	
			Through	6.8	8.2	9.4	11.5	6.8	8.1	
			Right 2	4.4	3.9	3	4.8	3.2	3.8	
			Total	5.8	6.6	7.9	9.7	5	6.8	A
		NWB	Left 2	7.7	8.7	11.2	13.3	6.8	9.2	
			Through	8	6.7	9.6	5.3	8.7	7.8	
			Total	7.9	7.2	10.2	7.9	8.1	8.0	A
		Total		6.6	7.6	8.3	7.9	7.1	7.5	A
Olivia at Frances	One-Way Stop	NEB	Left 2	7	6.1	5.9	5.7	6.3	6.1	
			Through	6.2	6.2	6.2	6.6	6.7	6.3	
			Right 2	4.6	6	5.5	4.9	6	5.5	
			Total	6.2	6.1	6	6.2	6.5	6.2	A
		SEB	Left 2	0.1	0.1	0.1	0.2	0.1	0.1	
			Through	0	0.1	0	0	0	0.0	
			Total	0	0.1	0	0.1	0	0.0	
		NWB	Through	0	0.2	0.2	0	0	0.1	
			Right 2	0.1	0.2	0.2	0.3	1.1	0.2	
			Total	0	0.2	0.2	0	0.1	0.1	
		Total		3.2	3.3	3.2	3.1	3.3	3.2	
Truman at White	Signal	NEB	Left 2	30.2	20.5	14.4	18	14.6	17.7	
			Through	17.9	15.5	14.9	15.3	15.7	15.5	
			Right 2	12.1	11.8	14.2	13.2	13.4	12.9	
			Total	17.6	15.2	14.8	15.2	15.4	15.3	B
		SEB	Left 2	35.7	35.8	36.3	36.2	33.4	35.9	
			Through	30.8	27.1	28.1	22.1	26.9	27.4	
			Right 2	15.6	22.3	21.9	13.7	13.2	17.1	
			Total	31.3	29.2	30	26.2	27.9	29.0	C
		SWB	Left 2	20.7	26.2	20.8	24.5	30.5	23.8	
			Through	19.1	21.3	16.8	22.3	22.6	20.9	
			Right 2	15.3	16	13.8	19.2	18.2	16.5	
			Total	18.8	21.2	16.8	22	22.8	20.7	C
		NWB	Left 2	43.7	40.8	40.6	31.7	36.1	39.2	
			Through	39.2	37.7	36.8	42.9	38	38.3	
			Right 2	25.4	33.4	26.6	34.7	26.6	28.9	
			Total	36.6	37.2	34.9	38.4	35.1	36.3	D
		Total		24.1	24.6	22.2	24.6	24.3	24.3	C

Existing Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
White at Catherine	Two-Way Stop	NEB	Left 2	6.4	10.9	8.4	10.2	10.1	9.6	
			Through	9.5	10.2	8.2	8.7	11.8	9.5	
			Right 2	6.4	5.8	6.1	6.5	7.7	6.3	
			Total	7.7	9	7.5	8.1	9.5	8.3	A
		SEB	Left 2	2.1	1.4	1.5	2.5	2.9	2.0	
			Through	0.8	1.1	0.9	0.9	0.8	0.9	
			Right 2	1.8	1	2.7	1.5	1.7	1.7	
			Total	0.9	1.1	1.1	1	1	1.0	
		SWB	Left 2	5.5	7.6	5.5	6	10.1	6.4	
			Through	5.9	7.5	7.5	6.4	9.3	7.1	
			Right 2	7	7.5	6.7	8.8	7.9	7.5	
			Total	6.7	7.5	7	7.8	8.7	7.4	A
		NWB	Left 2	1.5	3.3	2.4	2.2	1.7	2.1	
			Through	1.1	2.3	1.2	1.1	1.8	1.4	
			Right 2	0.2	2.2	0.6	1.3	2.7	1.4	
			Total	1.1	2.4	1.3	1.2	1.9	1.5	
		Total		1.7	2.5	1.9	1.9	2.4	2.1	
White at Flagler	Signal	NEB	Left 2	17.8	20	19.8	5.9	19.3	19.0	
			Through	13.9	14.7	17.9	13.7	10.1	14.1	
			Right 2	12.8	20.7	0	28.7	2.2	11.9	
			Total	14.3	15.4	17.6	13.4	9.8	14.4	B
		SEB	Left 2	14.5	15.1	14.9	16.4	16.4	15.5	
			Through	15.1	17.3	16.4	14.2	16.7	16.1	
			Right 2	20.5	15.3	12.4	15.6	26.6	17.1	
			Total	15	16.3	15.7	15.2	16.8	15.7	B
		SWB	Left 2	18.8	19	18.7	20.9	21.6	19.6	
			Through	20.2	16.7	15	16.8	17.3	16.9	
			Right 2	18.3	17.7	16.5	19.4	19.5	18.5	
			Total	19.2	17.3	15.9	18.3	18.5	18.0	B
		NWB	Left 2	13.9	0	18.5	12.6	5.2	10.6	
			Through	12.1	14.2	13.2	12.3	12	12.5	
			Right 2	7.8	9.5	10.5	14.5	15.2	11.5	
			Total	11.8	13.7	13	12.5	12	12.5	B
		Total		16.2	16.2	15.5	15.9	16.1	16.1	B
Truman at 1st	Signal	EB	Through	17.5	17.8	16.6	23.4	16.5	17.3	
			Right 1	4.2	6.4	17.5	16.9	11	11.4	
			Total	17.2	17.5	16.6	23.2	16.3	17.1	B
		SEB	Left 1	16.6	20.8	18.4	17.6	18.9	18.3	
			Through	37.5	30.1	31.8	32	32.2	32.0	
			Right 3	13.2	11.8	20.1	13.4	9.8	12.8	
			Total	21.4	22.3	21.3	20.4	21.4	21.4	C
		WB	Through	27.3	27.5	24.5	24	24.2	25.3	
			Right 1	23.8	25	19.7	23.1	23.9	23.6	
			Total	25.4	26.2	22.1	23.5	24	24.3	C
		NWB	Left 1	16.6	16.7	13.2	18.8	16.1	16.5	
			Through	36.2	37.2	29.2	37.8	31.7	35.0	
			Right 3	25.6	21.6	17.2	22	18.2	20.6	
			Total	29.3	29.6	23	30.4	24.8	27.9	C
		Total		23.9	24.7	21.2	23.8	22.5	23.4	C
1st at Flagler	Signal	NEB	Left 2	32.8	20	26.8	22.1	19.3	23.0	
			Through	20.1	23.9	24.8	23.5	25.2	24.1	
			Right 2	30.2	26.9	21.8	23.7	26.7	25.8	
			Total	21.2	24	24.6	23.4	25	24.0	C
		SEB	Left 2	35.8	35.2	36.5	38.6	35.4	35.9	
			Through	35.9	33.5	34.1	35.6	40.7	35.2	
			Right 2	16.3	23.4	19.9	32.2	29.6	24.3	
			Total	34.7	33.2	34.2	36.8	36.9	35.2	D
		SWB	Left 2	21.3	26.7	17.2	14.3	15.1	17.9	
			Through	23.2	23.6	23	26.7	26.3	24.4	
			Right 2	18.4	27.2	21.2	26.4	24.5	24.0	
			Total	22.3	24.5	22.2	25.4	24.8	23.9	C
		NWB	Left 2	34.6	35.1	37.7	33.6	38.6	35.8	
			Through	34.3	35.3	34.1	31.5	39.1	34.6	
			Right 2	12.4	11.5	16.6	13.6	20.3	14.2	
			Total	29	28.7	30.1	27.1	34	29.3	C
		Total		25.5	26.5	26.3	27.1	28.6	26.6	C

Existing Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Roosevelt at Kennedy	Signal	NEB	Left 2	16.8	26.1	16.6	13.9	16.3	16.6	
			Through	22.5	22.4	24.2	26.7	26	24.2	
			Right 2	18.5	20	15.8	24.3	22.9	20.5	
			Total	21.7	22.4	22.9	25.8	25.1	23.5	C
		SEB	Left 2	16.9	20.5	16.7	21.6	19.2	18.9	
			Through	34.3	36.6	46.9	45.4	45.3	42.4	
			Right 2	15.2	12.4	12	13.4	14.1	13.3	
			Total	20.3	20.8	20.4	20.5	22.7	20.6	C
		SWB	Left 2	16.1	20.2	20.8	25.8	26.7	22.3	
			Through	31.8	31	34.8	30.4	32.3	31.7	
			Right 2	30.7	28.4	31.7	20.9	32.5	30.3	
			Total	30.7	30.2	33.8	29.6	32	31.0	C
		NWB	Left 2	20.2	18.2	20.5	19.8	21.8	20.2	
			Through	47.9	36.1	31.2	38.3	35.5	36.6	
			Right 2	5.7	11.3	9.5	12.3	15.3	11.0	
			Total	22.1	18.7	20.1	19.7	22.3	20.6	C
		Total		25.9	25.4	27.4	26.3	27.8	26.5	C
Roosevelt at US-1	Signal	NB	Through	26.8	26.4	29.5	31.1	30.2	28.8	
			Right 2	1.9	2.1	1.9	2.3	1.6	2.0	
			Total	7.7	7.3	8.5	8.3	8	8.0	A
		SEB	Left 1	19.1	13.4	17	19	17.3	17.8	
			Right 1	9.5	8.1	7.8	8	11.5	8.5	
			Total	17.4	12.4	15.6	17.2	16.2	16.3	B
		WB	Left 2	20.8	23.1	19.3	20.5	19.4	20.2	
			Right 2	5.3	5.1	4.6	4.8	4.4	4.8	
			Total	11.3	12.2	10.4	11.1	10.3	10.9	B
		Total		12.1	11.3	11.3	12.1	11.3	11.6	B
Flagler at Roosevelt	Signal	NB	Left 2	15.4	21.7	13.3	16	15.8	15.7	
			Through	10.2	10.9	11	10.2	9.1	10.4	
			Total	11.2	13.5	11.4	11.5	10.6	11.4	B
		EB	Left 2	21.9	24.8	20.2	24.5	23.5	23.3	
			Right 2	3.3	4.3	3.8	3.3	3.5	3.5	
			Total	18.1	21.5	17.1	19.9	19.5	19.2	B
		SB	Through	11.2	14.7	12.9	15.4	12.6	13.4	
			Right 2	15.3	17.4	17.9	22.3	19.4	18.2	
			Total	13.7	16.5	16	19.7	17	16.5	B
		Total		14	16.8	15.1	17.8	15.9	15.9	B
NETWORK TOTAL				16.2	16.4	15.9	16.5	16.5	**16.4**	

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Duval at Eaton	Signal	NEB	Left 2	26.2	27.9	20.3	24	17.2	23.5	
			Through	25	18.5	17.4	18.4	16.7	18.1	
			Right 2	15.2	16	11.8	13.7	15.2	14.7	
			Total	23.9	19.2	17.1	18.1	16.6	18.1	B
		SEB	Left 2	23.6	28.6	26.2	32.9	31.1	28.6	
			Through	18.7	21.9	20	22.8	18.7	20.2	
			Right 2	21.1	27.6	20.9	27.1	18.2	23.0	
			Total	19.2	22.6	20.6	23.7	19.7	21.0	C
		SWB	Left 2	32.9	29.9	35.4	29.6	35.6	32.7	
			Through	30.5	25.4	30.1	28.1	30.9	29.6	
			Right 2	23.1	22.1	26	20.1	25.6	23.6	
			Total	29.2	25.3	30.2	25.9	30	28.4	C
		NWB	Left 2	37.9	32	24.5	27.1	45.7	32.3	
			Through	29.9	31.2	22.7	20.8	37	27.9	
			Right 2	34.6	30.2	23.1	14.7	27.1	26.8	
			Total	30.5	31.2	22.8	20.7	36.9	28.2	C
		Total		26.3	25.8	23.2	22.3	27.7	25.1	C
Front at Duval	Signal	NB	Left 1	16	24.6	20.8	22.4	22.3	21.8	
			Right 1	18.1	18.1	16.8	21.7	23.4	19.3	
			Right 3	10.1	12.2	14	17.6	16.1	14.1	
			Total	15.4	18.3	16.9	20.7	21.2	18.6	B
		SEB	Left 2	18.4	19.9	13.8	20.1	16.1	18.1	
			Through	11.3	13.7	9.2	11.9	11.1	11.4	
			Right 1	7	9.4	9.3	7.4	7	7.9	
			Total	11.3	14.1	10	12.6	11.3	11.7	B
		SWB	Left 2	20.1	22.2	25.4	19.6	28	22.6	
			Left 1	18	16.8	19	23.4	21.3	19.4	
			Right 2	15	13.6	14.6	15.7	17.9	15.1	
			Total	18.2	17.8	19.3	20.7	22.4	19.4	B
		NWB	Left 3	35.3	25	24.4	30.9	30.4	28.8	
			Through	37.8	20.5	21	26.6	26.3	24.6	
			Right 2	32.8	19.3	20.3	23	23.6	22.3	
			Total	35.5	21.4	21.8	26.6	26.5	25.0	C
		Total		24	19	18.7	22	22.7	21.2	C
Duval at Southard	Signal	SEB	Through	22.8	18.9	19	22	20.6	20.5	
			Right 2	25.5	18.6	21.3	22.1	20.5	21.3	
			Total	23.2	18.9	19.4	22	20.6	20.7	C
		SWB	Left 2	26.1	21.3	21.2	22.4	21.4	21.7	
			Through	28.6	23.9	23.5	24.6	26.8	25.1	
			Right 2	26.8	15.8	21.6	16.8	23.6	20.7	
			Total	27.7	21.5	22.6	22.7	24.5	23.3	C
		NWB	Left 2	35.1	38.7	37.3	24.7	48.2	37.0	
			Through	40.4	33.5	38.6	28.4	39.5	37.2	
			Total	40	34.1	38.5	28.2	40.3	37.5	D
		Total		31	26	27.9	24.7	29.9	27.9	C
Duval at Angela	Signal	NEB	Left 2	17.8	17.6	16.4	18.3	18.8	17.9	
			Through	16.4	12.2	14.8	17.2	15.9	15.7	
			Right 2	10.4	7.1	6.7	8.6	7.2	7.6	
			Total	15.6	12.8	13.5	15.6	15.5	14.9	B
		SEB	Left 2	31.7	20	18.8	30.9	37.2	27.5	
			Through	19.6	18.7	22.2	27.1	21.6	21.1	
			Right 2	25.9	20.9	17	30.2	26.8	24.5	
			Total	20.7	18.9	21.7	27.6	22.6	21.7	C
		SWB	Left 2	12.2	13.6	14.5	30.2	23.3	17.1	
			Through	18	14	19.7	14.9	15.8	16.2	
			Right 2	9.4	6.7	5.7	8.1	7	7.3	
			Total	15.1	12	13.3	16.3	16.9	14.9	B
		NWB	Left 2	43.8	27.1	42	25.7	35.8	35.0	
			Through	35.5	24.2	32.8	20.1	30	29.0	
			Right 2	33.9	20.6	32.2	19.1	27	26.6	
			Total	35.9	24.2	33.4	20.2	30	29.2	C
		Total		26.5	20.2	25.7	22.1	24.8	24.2	C

Existing Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Duval at Truman	Signal	NEB	Left 2	17.5	31.1	22.7	16.9	16	19.0	
			Through	18	26.5	24.2	20.7	16.3	21.0	
			Right 2	16.7	15.7	18.5	20.1	10.7	17.0	
			Total	17.8	26	23.4	20.4	15.6	20.5	C
		SEB	Left 2	46.8	37.3	40.9	57.5	49.6	45.8	
			Through	43.3	31.2	33	54.5	48.2	41.5	
			Right 2	28	28.7	22.5	49.5	45	33.9	
			Total	43.5	33	35.1	55.1	48.4	42.3	D
		SWB	Left 2	15.7	16.6	15.7	17.6	18.1	16.6	
			Through	13.6	16.9	15.8	17.6	19.1	16.8	
			Right 2	14.9	16.6	14.5	16.9	17.3	16.1	
			Total	14.5	16.7	15.3	17.4	18.2	16.5	B
		NWB	Left 2	56.5	58.3	44.4	38.4	19.3	46.4	
			Through	52.5	41.7	42	34.9	35.4	39.7	
			Right 2	38.5	41.1	42.9	36.3	32.8	38.6	
			Total	49.5	42	42.2	35.2	34.8	39.8	D
		Total		31	28.3	28.1	32	29.5	29.6	C
Duval at South	Four-Way Stop	NEB	Left 2	20	13.3	18.9	30.1	12.9	17.4	
			Through	14.8	12.8	15.9	27.2	12.9	14.5	
			Right 2	20	10.7	14	25.7	11.6	15.2	
			Total	17.1	12.4	16.1	27.6	12.6	15.3	C
		SEB	Left 2	19.9	16.7	16.9	19.1	16.1	17.6	
			Through	18.1	15.6	22.4	14.9	14.2	16.2	
			Right 2	17.2	11	14.7	14.2	12.4	13.8	
			Total	18.8	15.1	18.1	16.7	14.8	16.6	C
		SWB	Left 2	22.1	26.7	26.5	22.7	27.5	25.3	
			Through	21.5	28	23.9	30.9	21.9	24.6	
			Right 2	22.5	25.7	23.9	26.2	18.4	24.0	
			Total	21.9	27	24	28.7	20.7	24.3	C
		NWB	Left 2	11.9	9.7	8.8	10.3	8	9.6	
			Through	13.5	9.5	9.3	7.6	9.3	9.4	
			Right 2	11.7	6.3	8.3	6.8	7.9	7.7	
			Total	12.4	8.2	8.8	8.1	8.4	8.5	A
		Total		18.8	18.3	18.8	23.1	15.6	18.6	C
White at Eaton	Signal	NEB	Left 2	18.6	11.3	15.8	6.6	19	15.2	
			Through	11.6	11.3	14.9	11.4	9.2	11.4	
			Right 2	7.9	7.8	14.1	9.6	9.5	9.0	
			Total	11	10.8	14.8	11.1	9.3	11.0	B
		SEB	Left 2	24.9	18.2	26.3	23.2	17.4	22.1	
			Through	21.3	15	22.3	21.3	30.4	21.6	
			Right 2	4.2	2.6	5.8	10.6	27.7	6.9	
			Total	21.6	15.6	22.7	21.9	24.1	22.1	C
		SWB	Left 2	14.8	14.5	15.8	16.9	13.3	15.0	
			Through	9.6	9	10.3	9.4	8.7	9.3	
			Right 2	6	9.7	9.4	7.1	8.2	8.2	
			Total	10.2	9.8	10.9	10.2	9.3	10.1	B
		NWB	Left 2	36.9	38.5	36	38.5	66.9	38.0	
			Through	38.1	41.3	40.5	30.4	72.1	40.0	
			Right 2	26.6	24.9	29.9	38	62.8	31.5	
			Total	32.9	31.9	33.9	37.4	66	34.7	C
		Total		14.6	14	16.5	15.3	20	15.5	B
Whitehead at Fleming	Signal	NEB	Left 2	11.9	18.1	16.3	17	14.5	15.9	
			Through	14.9	17.4	17.5	14.4	16.9	16.4	
			Right 2	11	12.4	14	11.5	10.7	11.6	
			Total	13.2	16.7	16.5	14.7	15.1	15.4	B
		SEB	Left 2	18.3	19.4	21.4	19.7	14.7	19.1	
			Through	15.9	18	17.4	15.6	12.4	16.3	
			Right 2	10.6	12.2	20.2	11.2	12.2	11.9	
			Total	15.5	17	18.3	15.4	12.6	16.0	B
		NWB	Left 2	24.9	21.6	16.4	30.6	33.5	25.7	
			Through	23.7	32.9	19.3	24.9	28.6	25.7	
			Right 2	19.9	30.3	18.5	21.6	26.8	22.8	
			Total	22.5	31.7	18.9	24.2	28	24.9	C
		Total		17.9	23.2	18	19.1	20	19.0	B

Existing Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Simonton at Fleming	Signal	NEB	Left 2	19.2	23.6	28.5	18.9	18.5	20.6	
			Through	19.6	22.6	21.9	16	21.4	21.0	
			Right 2	15	16.4	18	10.6	16.5	16.0	
			Total	18.5	21	21.9	15.2	19.9	19.8	B
		SEB	Left 2	17.3	12.2	12.2	15.4	13.9	13.8	
			Through	10.2	10.2	10.7	8.9	9	9.8	
			Total	11	10.3	10.8	9.4	9.4	10.2	B
		NWB	Through	25.4	13.5	21.3	12.5	13.4	16.1	
			Right 2	30	15.3	20.4	10.7	12.9	16.2	
			Total	26.2	13.7	21.2	12.2	13.3	16.1	B
		Total		19.7	16.2	19.3	12.8	15.4	17.0	B
Grinnell at Fleming	Signal	NEB	Left 2	10.2	14.2	12.8	7.9	14	12.3	
			Through	14.4	13.3	12.7	11.6	15	13.5	
			Right 2	8.8	9.7	11.5	7.7	13.7	10.0	
			Total	13.2	12.9	12.6	10.9	14.7	12.9	B
		SEB	Left 2	20.9	17.4	14.7	12.8	15.6	15.9	
			Through	16.5	14.7	14.8	14.6	11.8	14.7	
			Total	18.2	15.8	14.8	14	13.1	14.9	B
		NWB	Through	7.1	10.2	17.2	15.8	11.7	12.6	
			Right 2	5.1	5.9	7.3	7.2	5.1	6.1	
			Total	6.4	8.2	13.6	13	9.3	10.2	B
		Total		13.3	12.9	13.1	11.6	13.9	13.1	B
White at Southard	Signal	SEB	Left 2	4.7	3	1.5	1.1	9.8	3.1	
			Through	2.3	2.2	1.6	1.8	2.8	2.1	
			Right 2	2.7	1.8	2.5	1.3	4.3	2.3	
			Total	2.5	2.2	1.8	1.7	3.4	2.2	A
		SWB	Left 2	6.1	6.1	5.2	4.7	5.4	5.6	
			Through	6.1	6	6.8	8.2	8.1	7.0	
			Right 2	4.1	4.9	4	4.5	4.3	4.3	
			Total	5.5	5.6	5.1	5.7	6	5.6	A
		NWB	Left 2	6.3	5.8	6.7	6.3	5.7	6.1	
			Through	2.7	3.2	3.4	5	3.8	3.5	
			Right 2	1.9	0.3	6.2	9	8.5	5.5	
			Total	4.1	4.2	4.9	5.7	4.8	4.6	A
		Total		3.2	3.2	3.2	3.5	4.1	3.3	A
Whitehead at Southard	Signal	NEB	Left 2	40.8	52.9	51.6	73.7	69.9	58.1	
			Right 2	16.3	22.4	18.9	44.5	40.1	27.1	
			Total	23.9	32.8	31.8	56.9	51.6	38.7	D
		SEB	Through	32.3	40.7	31.4	34	38	34.8	
			Right 2	27.9	31.5	20.6	19.8	25.6	24.7	
			Total	30.8	36.9	27.4	28.9	34	31.2	C
		SWB	Left 2	45.9	60.6	58.7	45.6	36.5	50.1	
			Through	49.4	51.7	47	50.5	47.5	49.1	
			Right 2	45.2	50.5	35.3	26.3	35	38.5	
			Total	47.8	52.7	46.7	43.4	42.9	46.0	D
		NWB	Left 2	35.6	35.7	35.7	34.6	28.4	35.3	
			Through	33.7	34.3	30.5	34	34.4	34.0	
			Total	34.1	34.6	31.7	34.2	32.9	33.7	C
		Total		35.2	39.6	34.5	38.6	38.5	37.4	D

Existing Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Whitehead at Greene	Four-Way Stop	NEB	Left 2	16.1	12.4	13.7	6.9	10.8	12.3	
			Through	9.4	8.6	8.1	9.6	9.7	9.2	
			Right 2	7.9	7.7	7.3	7	7.6	7.5	
			Total	8.7	8.3	8.1	8	8.6	8.3	A
		SEB	Left 2	14.5	15.3	13.7	18.1	14.1	14.6	
			Through	13.5	14.3	14.4	14.7	11.8	14.1	
			Right 2	12.2	13.6	10.7	13.6	12.2	12.7	
			Total	13.4	14.3	13.4	15.5	12.4	13.7	B
		SWB	Left 2	8.8	10.6	7.5	8.3	9.6	8.9	
			Through	8.8	8.8	8.1	8.4	11.1	8.7	
			Right 2	7	8	5.9	7.3	6.9	7.1	
			Total	8.2	9	7.1	7.9	8.8	8.3	A
		NWB	Left 2	13.8	20.3	14.6	13.2	22.4	16.2	
			Through	12	16.9	13.8	13.4	19	14.7	
			Right 2	11.5	16.9	15	12.4	19.6	14.8	
			Total	12.4	17.8	14.2	13.3	19.9	15.1	C
		Total		11.6	14	12.1	12.5	14.1	12.9	B
Whitehead at Truman	Signal	SEB	Left 2	26.3	22.8	26.2	26	19.2	25.0	
			Through	24.9	20.3	25.4	19.7	20.2	21.8	
			Right 2	14.4	19.6	30.8	19.6	16.4	18.5	
			Total	24.1	20.7	26	21.1	19.6	22.0	C
		SWB	Left 2	11.4	15.8	13.3	12.4	12.5	12.7	
			Through	11.4	12.9	10	12.8	15	12.4	
			Right 2	12.4	11.9	10.3	13.4	15.5	12.6	
			Total	11.7	13.4	11	12.9	14.3	12.7	B
		NWB	Left 2	37.5	31.8	29.8	30.4	18.8	30.7	
			Through	34.3	28	28.5	27.6	19	28.0	
			Right 2	36.3	24.7	24.7	22	16.1	23.8	
			Total	35.4	27	27.1	25.7	18	26.6	C
		Total		26.5	21.9	23.3	21.3	17.7	22.2	C
Simonton at Caroline	Signal	NEB	Left 2	23.6	14.5	19.1	20.1	20.4	19.9	
			Through	16.1	16.3	17	13.1	18.1	16.5	
			Right 2	9	9.5	8.8	9.4	11.5	9.3	
			Total	14.8	14.1	14.1	12.8	16.3	14.3	B
		SEB	Left 2	17.1	8.1	9.5	17	19.2	14.5	
			Through	9.9	8.6	10	8.2	10.2	9.5	
			Right 2	7.4	5.5	6	9.8	3.8	6.3	
			Total	11	8.3	9.5	9.4	12.1	10.0	A
		SWB	Left 2	18.7	24.1	15.9	27.4	20.2	21.0	
			Through	17.9	20.5	19.7	17	17.4	18.3	
			Right 2	12.2	13.6	15.3	15	7.9	13.6	
			Total	16	19.4	17.2	18.4	15.2	17.2	B
		NWB	Left 2	11.7	17.5	16.5	11.4	12.1	13.4	
			Through	16.9	14.6	13.6	10.8	11.2	13.1	
			Right 2	12	12.1	9.2	7.8	7.8	9.7	
			Total	15.9	14.4	13.2	10.5	10.8	12.8	B
		Total		14.9	14.7	13.9	12.8	13.1	13.9	B
Simonton at Truman	Signal	NEB	Left 2	42.9	66.6	58.4	38.2	45	48.8	
			Through	34	53.4	39.8	25.8	36.6	36.8	
			Right 2	30.9	49.3	30.6	24.4	21.1	28.6	
			Total	34.7	54.5	41.6	27.4	35.9	37.4	D
		SEB	Left 2	20.3	15.4	17.1	16.8	17.7	17.2	
			Through	18.7	16	14.8	13.7	12.2	14.8	
			Right 2	12.9	17.2	14.3	10.9	11.8	13.0	
			Total	18.2	16.2	15.1	13.7	13.1	15.0	B
		SWB	Left 2	44.1	38.7	40.3	42.8	41.8	41.6	
			Through	33.4	35.7	32.2	35.4	38.4	34.8	
			Right 2	32.2	30.9	28.7	32.6	33.3	31.9	
			Total	33.6	34.8	31.8	35.1	37.4	34.5	C
		NWB	Left 2	40.5	16.9	24.7	28.8	28	27.2	
			Through	35	24.3	25.1	21.6	25	24.8	
			Right 2	20.6	16.4	19.9	15	19	18.4	
			Total	33.3	22.4	24.4	21.2	24.4	23.7	C
		Total		31.4	35.1	30.2	27.1	30.3	30.6	C

Existing Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Simonton at United	Signal	NEB	Left 2	13.7	14.7	11.4	12.3	11.8	12.6	
			Through	11.6	9.7	11.1	14	11.6	11.4	
			Right 2	11.6	15.1	11.7	11.2	11.3	11.5	
			Total	11.9	11.2	11.2	13.5	11.6	11.6	B
		SEB	Left 2	19.2	13.9	18	16.8	17.2	17.3	
			Through	17.3	13.3	20.3	19.1	15.6	17.3	
			Right 2	23.7	20.8	19.6	15.5	14.7	18.6	
			Total	18.3	13.9	19.6	18.1	16	17.5	B
		SWB	Left 2	19.1	20.6	19	11.9	18.1	18.7	
			Through	14.1	15.6	17	13.4	12.3	14.4	
			Right 2	14.6	13.4	16.6	11.9	13.3	13.8	
			Total	14.5	15	16.9	12.8	12.8	14.1	B
		NWB	Left 2	18.2	22.7	13.6	9.8	18.1	16.6	
			Through	15.3	16.4	15.5	12.1	14.5	15.1	
			Right 2	20.8	20.2	15.5	16.4	17.8	18.1	
			Total	15.8	17.2	15.2	12	14.9	15.3	B
		Total		15.2	14.2	15.8	14.1	13.9	14.5	B
Thomas at Petronia	Signal	SEB	Through	8.2	8.8	7.4	8.7	11.2	8.6	
			Right 2	4.3	5.3	3	3.2	8.1	4.3	
			Total	7.7	8.2	7	8.2	10.7	8.0	A
		SWB	Left 2	12.7	12.4	13.7	10.5	9	11.9	
			Through	8	10.3	8.4	10.7	12.6	9.8	
			Right 2	3.7	4.7	2.6	4.2	4.1	4.0	
			Total	7.2	9	7.5	9.2	9.4	8.6	A
		NWB	Left 2	8.9	9.5	11.9	12.6	10.6	10.7	
			Through	8.2	7.7	9.7	10.6	7.2	8.5	
			Total	8.3	7.9	10.1	11	7.9	8.8	A
		Total		7.7	8.4	8.1	9.4	9.5	8.6	A
Olivia at Frances	One-Way Stop	NEB	Left 2	7.8	8.1	7.2	6.9	7.6	7.5	
			Through	7.4	8.2	6.9	7.7	7.7	7.6	
			Right 2	8.2	7.3	5.5	7.3	7.7	7.4	
			Total	7.6	8	6.8	7.3	7.7	7.5	A
		SEB	Left 2	1	0.3	0.2	0.3	0.6	0.4	
			Through	0	0.1	0.1	0	0.1	0.1	
			Total	0.2	0.1	0.1	0.1	0.2	0.1	
		NWB	Through	0.1	0.2	0.1	0.1	0.2	0.1	
			Right 2	0.2	0	1	0.5	0.1	0.3	
			Total	0.1	0.2	0.2	0.1	0.2	0.2	
		Total		4.6	4.8	4.1	4.3	4.6	4.5	
Truman at White	Signal	NEB	Left 2	38.5	29.9	51.1	48.6	50.8	46.0	
			Through	32.2	24.1	40.6	41.4	38	36.9	
			Right 2	30.8	23.7	36.6	32	30.2	31.0	
			Total	32.3	24.2	40.6	40.4	37.8	36.8	D
		SEB	Left 2	53.9	55.1	54.3	65.6	70.2	58.3	
			Through	36.6	36.4	32.8	38.6	39.8	37.2	
			Right 2	25.5	26.9	30.5	37.2	36.9	31.4	
			Total	41.3	42.2	39.2	48.1	50.2	43.9	D
		SWB	Left 2	45.7	52.2	40.9	49.1	47.4	47.4	
			Through	42	36.5	33.9	38.3	38.1	37.6	
			Right 2	35.4	25.7	27.5	42.2	32.5	31.8	
			Total	41.9	37.1	34.1	39.5	38.5	38.4	D
		NWB	Left 2	45.8	42.7	41.3	48.1	41.2	43.3	
			Through	36	45.7	44.6	42.3	53.4	44.2	
			Right 2	29.2	36.8	40.8	37.8	40.4	38.3	
			Total	35.3	41.7	42.8	41.3	46.5	41.9	D
		Total		37.4	34.8	38.8	41.6	41.9	39.3	D

Existing Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
White at Catherine	Two-Way Stop	NEB	Left 2	11.6	12.1	9.3	11	6.3	10.6	
			Through	12.4	8.9	8.8	10.5	8.2	9.4	
			Right 2	8	8.2	6.7	8.2	8	8.1	
			Total	10	9.6	7.8	9.5	7.7	9.0	A
		SEB	Left 2	0.2	3.7	1.3	2.2	3.7	2.4	
			Through	1.8	1.4	0.9	1.4	1.8	1.5	
			Right 2	2.9	2.6	2.2	2.7	2	2.5	
			Total	1.9	1.6	1	1.5	1.8	1.6	
		SWB	Left 2	12.3	8.2	6.6	12.1	7.8	9.4	
			Through	8.8	7.4	8.2	8.2	7.1	7.9	
			Right 2	8	7.2	6.1	7.9	7.1	7.4	
			Total	9.1	7.4	7.2	9	7.1	7.9	A
		NWB	Left 2	2.9	1.8	2.5	3.5	3.1	2.8	
			Through	1.3	1.5	1	0.9	0.8	1.1	
			Right 2	2.2	1.5	1.5	0.9	1.4	1.5	
			Total	1.5	1.5	1.1	1.1	1	1.2	
		Total		3	2.8	2.2	2.5	2.4	2.6	
White at Flagler	Signal	NEB	Left 2	9.8	45.6	16.9	2.2	0	9.6	
			Through	10.1	8.5	10.6	12.2	9.4	10.0	
			Right 2	14.1	11.3	18	15.3	13.1	14.2	
			Total	10.6	10.1	12.7	12.2	9.8	11.0	B
		SEB	Left 2	18.7	18.6	18.2	14.5	19.1	18.5	
			Through	17.4	14.3	15.3	15.6	15.2	15.4	
			Right 2	15	14.9	20.6	7.5	17.6	15.8	
			Total	17.7	15.5	16	15.2	16.5	16.0	B
		SWB	Left 2	19.9	16.4	16.4	11	5.2	14.6	
			Through	15.2	15.3	14.8	15.2	14.2	15.1	
			Right 2	15.9	15.5	16.4	17.3	13.4	15.9	
			Total	15.7	15.4	15.5	15.7	13.5	15.5	B
		NWB	Left 2	17.1	4.6	7.4	10.8	16.3	11.5	
			Through	10.1	14.4	11.4	9.2	13.4	11.6	
			Right 2	11.6	10.5	10.5	10.6	19.9	10.9	
			Total	10.5	13.7	11.1	9.3	14	11.8	B
		Total		15.1	14.6	14.7	14.2	14.3	14.5	B
Truman at 1st	Signal	EB	Through	25.1	25.8	25.3	25.7	22.6	25.4	
			Right 1	19.7	25	17.4	17.9	17.3	18.3	
			Total	24.7	25.7	24.8	25.3	22.3	24.9	C
		SEB	Left 1	65.2	79.6	80	71.2	49.7	72.0	
			Through	56.8	67.7	73	63.2	50.8	62.6	
			Right 3	48.8	65.9	53.2	45.8	42.3	49.3	
			Total	62.9	76.4	77.7	68.5	49.7	69.3	E
		WB	Through	35.2	32.2	28.3	34.2	32.3	32.9	
			Right 1	31.5	27.7	26.7	31.3	31.4	30.1	
			Total	33.7	30.3	27.6	33	31.9	31.7	C
		NWB	Left 1	26.4	17.1	24.3	18.8	20.8	21.3	
			Through	40.4	31.8	42	34.7	41.5	38.9	
			Right 3	29.9	25.1	29.2	25.4	28.9	27.8	
			Total	33.9	25.7	33.1	27.9	32.1	31.0	C
		Total		37.7	38.8	37.8	37.8	33	37.8	D
1st at Flagler	Signal	NEB	Left 2	32.7	34.1	29.9	40	38.9	35.2	
			Through	24.9	24	25.6	23.8	24.6	24.5	
			Right 2	24.9	23.4	25.8	19.2	20.7	23.0	
			Total	25.3	24.5	25.8	24.4	24.9	24.9	C
		SEB	Left 2	41.5	37.9	50.3	38.5	36.4	39.3	
			Through	45.1	36.5	48.8	42.4	41.7	43.1	
			Right 2	26.6	25.8	48.5	32.2	25.6	28.2	
			Total	41.2	35.9	49.5	39.2	37.4	39.3	D
		SWB	Left 2	17.7	17.3	17.7	20.3	22.3	18.6	
			Through	24.2	26.6	24.8	25.9	27.6	25.8	
			Right 2	20.9	26.5	18.3	21.9	27.2	23.1	
			Total	22.7	25.3	23	24.6	26.7	24.3	C
		NWB	Left 2	58.8	53	63	46.8	45.5	52.9	
			Through	60.1	48.4	59	42.6	47.8	51.7	
			Right 2	42.4	32.4	38.8	26.6	24.6	32.6	
			Total	55.3	45.5	54.2	39.4	41.4	47.0	D
		Total		33.1	31.2	35.1	29.9	30.8	31.7	C

Existing Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Roosevelt at Kennedy	Signal	NEB	Left 2	45.3	37.5	30.1	36.8	24.4	34.8	
			Through	38.6	35.5	32.9	39	33.9	36.0	
			Right 2	33.2	36.5	32.1	35.2	30.3	33.5	
			Total	38.6	35.7	32.6	38.5	33	35.7	D
		SEB	Left 2	20.6	18	16.9	16.4	18.9	17.9	
			Through	38.8	37.2	36.5	43.1	37.6	37.9	
			Right 2	21	13.5	17.6	26.4	20.3	19.6	
			Total	24.9	21.8	21.5	26.3	23.4	23.4	C
		SWB	Left 2	50.2	49.1	45.7	49.1	36.7	48.0	
			Through	55.7	57.4	45.2	59.2	44.3	52.8	
			Right 2	47.8	48.4	44.2	62.8	42.6	46.8	
			Total	55	56.7	45.2	58.9	43.8	52.3	D
		NWB	Left 2	22	20.9	22.2	26	23	22.4	
			Through	37.4	45.9	43.3	48.6	34.5	42.2	
			Right 2	16.6	27.3	22.1	32.9	18.1	22.5	
			Total	23.5	25.4	25	30.3	24	24.8	C
		Total		41.9	41.6	35.6	44.3	35.2	39.7	D
Roosevelt at US-1	Signal	NB	Through	39.9	48	46.3	51.4	46	46.8	
			Right 2	4.8	5.3	3.8	5	2.9	4.5	
			Total	14.5	19.8	17.7	19.4	16.8	18.0	B
		SEB	Left 1	25.4	26.7	33.8	31.5	32.4	30.2	
			Right 1	13.5	16.5	19.3	23.8	18.6	18.1	
			Total	22.9	24.7	31.1	29.9	29.6	28.1	C
		WB	Left 2	29.2	31.4	32.4	31.5	33.7	31.8	
			Right 2	4.1	4.4	3.4	4	4.2	4.1	
			Total	14.9	16.4	16.4	16.4	17.4	16.4	B
		Total		17.5	20.1	21.9	21.8	21.3	21.1	C
Flagler at Roosevelt	Signal	NB	Left 2	20.8	17.9	21.4	19.5	19.6	20.0	
			Through	11.4	12	12	12.7	11	11.8	
			Total	12.8	12.9	13.3	13.8	12.6	13.0	B
		EB	Left 2	23.2	21.7	21.7	21.5	21.1	21.6	
			Right 2	4.9	3.6	4.8	4.6	4	4.5	
			Total	19	17.4	17.4	17.2	16.6	17.3	B
		SB	Through	9.2	12.8	12.3	11	10.3	11.2	
			Right 2	13.2	14.5	15.9	14.7	15.3	14.8	
			Total	10.8	13.5	13.7	12.5	12.6	12.9	B
		Total		13.1	14.2	14.4	13.9	13.5	13.9	B
NETWORK TOTAL				25.4	25.3	25.1	25.5	24.7	**25.3**	

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Existing Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Duval at Eaton	Signal	NEB	Left 2	23.9	35.6	31.3	26.6	19.6	27.3	
			Through	24.5	30.1	28.2	20.7	23.3	25.3	
			Right 2	19.9	27.5	26.5	22.2	30.9	25.4	
			Total	24	30.3	28.3	21.4	23.5	25.3	C
		SEB	Left 2	51.3	45.4	56.7	35.6	35.1	44.1	
			Through	49.3	32.7	41.9	31.2	31.2	35.3	
			Right 2	55.7	33.7	46.3	34.7	29.9	38.2	
			Total	49.9	34	43.3	31.9	31.6	36.4	D
		SWB	Left 2	26.6	25.4	28.7	26.9	26.6	26.7	
			Through	23.2	25.3	25.9	27.9	25.9	25.7	
			Right 2	16.1	27.7	21.3	21.2	18.6	20.4	
			Total	22.4	25.7	25.8	26.8	24.7	25.4	C
		NWB	Left 2	44.2	48	39.5	32.5	51.7	43.9	
			Through	23.5	24.8	30.6	26.8	34.2	27.4	
			Right 2	29.3	35.4	27.7	21.1	31.2	29.4	
			Total	25	26.2	30.7	26.4	34.4	27.8	C
		Total		33	29.6	33.7	27.5	29.8	30.8	C
Front at Duval	Signal	NB	Left 1	15.9	26.5	23.4	28.7	25.9	25.3	
			Right 1	19.3	20.3	17.2	29.6	26.2	21.9	
			Right 3	11.7	18.7	11.8	15.4	20.7	15.3	
			Total	16.6	21	16.7	24.5	24.3	20.7	C
		SEB	Left 2	19.3	21.1	25.8	20.3	13.9	20.2	
			Through	10.1	11.8	19.9	12.9	12.2	12.3	
			Right 1	7.9	13	19.5	4.2	4.5	8.5	
			Total	12.4	15.3	21.7	14.4	11.4	14.0	B
		SWB	Left 2	27.8	26.3	25.1	24.9	34.8	26.4	
			Left 1	24.8	22.4	23.8	23.8	27	24.1	
			Right 2	19.6	17.4	17.3	15.9	27.8	18.1	
			Total	24.3	22.1	22.1	22.1	29.3	22.8	C
		NWB	Left 3	40.2	38.4	28.4	32.3	36.7	35.8	
			Through	31.3	36.5	28.6	32.2	30.2	31.2	
			Right 2	30.1	35.2	28.9	31.2	27.5	30.1	
			Total	33.1	36.7	28.7	31.8	31.4	32.1	C
		Total		24.6	26.8	23.1	25.6	27.2	25.7	C
Duval at Southard	Signal	SEB	Through	24.6	37	41.3	29.1	24.4	30.2	
			Right 2	28.5	41.3	42.1	32.5	23.1	34.1	
			Total	25	37.3	41.4	29.4	24.3	30.6	C
		SWB	Left 2	22.5	22.2	22.1	22.9	22.2	22.3	
			Through	21.7	22.1	21.5	21.5	22.7	21.8	
			Right 2	18.4	20.5	18.8	14.6	14.6	17.3	
			Total	21.3	21.8	21.1	20.6	21.2	21.2	C
		NWB	Left 2	51.6	55.3	42.1	46.7	44.9	47.7	
			Through	44.1	50.5	46.8	39.4	44.9	45.3	
			Total	44.6	50.9	46.5	40.2	44.9	45.3	D
		Total		31.3	37.5	37.8	30.7	31	33.3	C
Duval at Angela	Signal	NEB	Left 2	14.3	13.5	16.5	13.9	13.3	13.9	
			Through	15.9	12.5	15.1	17.4	15.4	15.5	
			Right 2	11.9	5.5	13.5	10.6	14	12.0	
			Total	15	11.3	15	15.7	14.9	15.0	B
		SEB	Left 2	36.7	46.4	42.3	38.5	54.8	42.4	
			Through	36.7	41	37.4	38.8	38.4	38.2	
			Right 2	41.3	48.3	40.9	40.3	32.3	40.8	
			Total	37.3	42	38.1	38.9	38.6	38.5	D
		SWB	Left 2	11.4	22.3	21.5	9.6	15.9	16.3	
			Through	13.5	14.1	13	12.6	8.2	13.0	
			Right 2	17.2	11.8	2.2	10.5	7.8	10.0	
			Total	13.2	15.6	14.2	11.4	10.6	12.9	B
		NWB	Left 2	32.7	42.5	37.1	25.9	40.9	36.9	
			Through	27.5	28.7	33.1	18.7	34.1	29.8	
			Right 2	33.3	33.5	33.7	15.4	19.9	28.9	
			Total	28	29.6	33.4	19	33.8	30.3	C
		Total		29.4	31.9	31.9	27.4	31.8	31.0	C

Existing Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Duval at Truman	Signal	NEB	Left 2	27.1	41	18.4	15.7	27.1	24.2	
			Through	19.4	56.3	17.9	15.4	45.1	27.5	
			Right 2	19.3	34.7	16.1	13.4	135.8	23.4	
			Total	19.8	54.7	17.9	15.3	45.5	27.7	C
		SEB	Left 2	60.4	84.3	106.7	71.2	79	78.2	
			Through	49.8	79.6	107.8	69.5	74.9	74.7	
			Right 2	53.6	71.1	111.7	80.9	62.1	71.4	
			Total	53.3	80.9	107.6	70.6	75.7	75.7	E
		SWB	Left 2	12.7	21.3	18.4	12.9	15.3	15.5	
			Through	12.4	14.8	15.2	13.5	17.2	14.5	
			Right 2	11.2	11.1	15	11.2	13.2	11.9	
			Total	12	14.7	15.7	12.7	15.6	14.3	B
		NWB	Left 2	42.6	74.1	64.9	37.9	69.2	58.9	
			Through	31.8	68.1	48.5	34.5	66.1	49.7	
			Right 2	35.4	79.5	51.7	31.7	75	54.0	
			Total	33.4	71.2	50.1	34.1	68.2	50.8	D
		Total		30.3	55.6	52.1	35.9	50.9	46.3	D
Duval at South	Four-Way Stop	NEB	Left 2	13.1	17.3	22.4	9.6	10.8	13.7	
			Through	11.8	12.7	15.3	16.3	9.8	13.3	
			Right 2	7.6	9.1	23.4	11.8	7.6	9.5	
			Total	11.2	12.9	17.5	14.3	9.4	12.8	B
		SEB	Left 2	16.9	16.5	15.8	13.4	13.3	15.2	
			Through	14.3	14.1	12.2	9.9	11.4	12.6	
			Right 2	10.8	10.7	10.5	10.2	13.3	10.7	
			Total	15.4	14.9	13.9	12	12.7	13.8	B
		SWB	Left 2	21.3	15.4	19.2	17.2	21.7	19.2	
			Through	21.1	13.9	16.9	18.1	18.6	17.9	
			Right 2	17.7	13.6	13.4	18.5	16.3	15.9	
			Total	19.7	13.8	15.4	18.2	17.8	17.1	C
		NWB	Left 2	12.4	8.5	8.7	10.9	8.6	9.4	
			Through	11.1	7.6	9.3	10.3	8	9.2	
			Right 2	8.6	7.7	8.9	9	7.5	8.4	
			Total	10.1	7.8	9	9.8	7.9	8.9	A
		Total		14.9	12.8	14.5	14.5	12.9	14.0	B
White at Eaton	Signal	NEB	Left 2	17.5	14.6	20.3	21.4	18.7	18.8	
			Through	12.8	16	17.8	12.4	13.5	14.1	
			Right 2	10.3	13.7	14.6	11.8	14	13.2	
			Total	12.4	15.7	17.4	12.4	13.6	13.9	B
		SEB	Left 2	26.5	29	27.1	22.3	33.7	27.5	
			Through	21.7	21.8	20.2	23.9	30.7	22.5	
			Right 2	10	25.7	12	18.1	21	17.0	
			Total	23.6	26.1	22.9	22.5	31.4	24.2	C
		SWB	Left 2	14.1	26.5	16.5	20.1	20.3	19.0	
			Through	8.1	9.6	8.9	10.1	9.3	9.3	
			Right 2	6.5	9.5	7.8	9.7	10.8	9.0	
			Total	8.5	11.5	9.6	11	10.5	10.4	B
		NWB	Left 2	77	45.3	39.9	46.1	42.6	44.7	
			Through	66.6	47	33.6	48.2	42.4	45.9	
			Right 2	62.4	36.6	33.4	33.2	34.5	34.8	
			Total	69.2	41.4	36.3	41.3	39	40.6	D
		Total		19.8	18.2	16.7	16.5	16.2	17.1	B
Whitehead at Fleming	Signal	NEB	Left 2	18.7	16.1	17.7	22	18.7	18.4	
			Through	15.7	15.4	17.5	18.9	20.8	17.4	
			Right 2	14.4	9.6	14.9	14.2	14.7	14.4	
			Total	16.3	14.3	17	18.8	18.8	17.4	B
		SEB	Left 2	23	20.5	26.3	23.9	38.4	24.4	
			Through	18.3	14.9	24.8	18.7	31	20.6	
			Right 2	16	10.7	17.8	14.3	23.6	16.0	
			Total	18.7	15.3	24.2	18.9	31.3	20.6	C
		NWB	Left 2	23.9	21	29.4	21	30.1	24.8	
			Through	19.3	18.8	19	20	19.6	19.3	
			Right 2	16.4	18.9	15.8	17.9	15	16.7	
			Total	18.6	18.9	18.5	19.3	18.6	18.7	B
		Total		18	16.5	19.9	19	22.6	19.0	B

Existing Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Simonton at Fleming	Signal	NEB	Left 2	19	21.6	24.8	16.7	14.2	19.1	
			Through	17.7	20.8	21.6	19.3	17.9	19.3	
			Right 2	10.5	19.5	14.5	14.4	14	14.3	
			Total	16.1	20.6	19.9	17.9	16.6	18.1	B
		SEB	Left 2	12.7	16.1	18.1	17.2	12.4	15.3	
			Through	11.4	12.9	11.1	12.9	11	11.8	
			Total	11.6	13.4	11.9	13.4	11.2	12.3	B
		NWB	Through	11.2	12.4	12.1	11.7	13.4	12.1	
			Right 2	11	13.4	9.6	7.9	12.1	10.9	
			Total	11.2	12.6	11.5	10.9	13.1	11.8	B
		Total		13.4	16.1	15.1	14.6	14	14.6	B
Grinnell at Fleming	Signal	NEB	Left 2	15.2	12	14.5	14.8	13.7	14.3	
			Through	15.1	13.9	13.2	12.7	14.9	14.0	
			Right 2	8.7	7.7	9	9.2	13.5	9.0	
			Total	14.7	13.5	13	12.7	14.7	13.7	B
		SEB	Left 2	9.6	15.4	17.7	16.1	18.6	16.4	
			Through	8.6	13.9	18.5	14.3	12.8	13.7	
			Total	9	14.6	18.2	14.7	15	14.8	B
		NWB	Through	15.7	17.1	10.9	18	17	16.6	
			Right 2	6.7	6.2	6	4.5	8.3	6.3	
			Total	11.5	10.9	8.1	11.4	13.3	11.3	B
		Total		13.6	13.5	13.4	12.9	14.6	13.5	B
White at Southard	Signal	SEB	Left 2	3.8	4.8	2.5	4.7	5.5	4.4	
			Through	2.5	1.5	1.7	3	2.2	2.1	
			Right 2	2.4	2.1	2	2.1	2.7	2.2	
			Total	2.6	1.9	1.8	2.9	2.6	2.4	A
		SWB	Left 2	4.1	5.7	5.3	6.2	5.5	5.5	
			Through	7	5.7	6.5	6	7.2	6.5	
			Right 2	4.1	4.6	4	4	4.2	4.1	
			Total	5.2	5.1	4.8	5	5.7	5.1	A
		NWB	Left 2	4.2	5.2	4.1	4.2	4.1	4.2	
			Through	3	3.4	2.5	3.2	2.8	3.0	
			Right 2	0.4	3.3	0.3	2.1	1.1	1.2	
			Total	3.4	4.1	3.2	3.6	3.4	3.5	A
		Total		3.1	2.9	2.5	3.3	3.1	3.0	A
Whitehead at Southard	Signal	NEB	Left 2	69.5	90.3	116.1	68.1	80.9	80.2	
			Right 2	47.9	60.8	92.6	36.3	65.9	58.2	
			Total	54.9	70.8	99.1	45	70.7	65.5	E
		SEB	Through	51	44.4	54	39.5	58.4	49.8	
			Right 2	48.4	37.2	68.6	33.3	50.1	45.2	
			Total	50.7	43.7	55.1	38.9	57.3	49.8	D
		SWB	Left 2	45	50	42.7	46.3	45.7	45.7	
			Through	42	43.3	48.3	53.6	48.4	46.7	
			Right 2	36	39.2	23.8	33.6	31.8	33.8	
			Total	41.6	44.2	41.9	46.4	44.1	43.4	D
		NWB	Left 2	27.5	33	29.1	21.7	24	26.9	
			Through	25.2	27.6	20.2	18.5	25.5	23.6	
			Total	25.7	28.7	22.1	19.3	25.3	24.4	C
		Total		43	46.2	54.1	37.2	48.7	46.0	D

Existing Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Whitehead at Greene	Four-Way Stop	NEB	Left 2	10.7	11.9	7.7	16.8	8.9	10.5	
			Through	10.2	9.1	8.4	10.4	9.2	9.5	
			Right 2	6.8	7.5	6.9	9.8	7.3	7.2	
			Total	8.5	8.5	7.6	10.9	8.3	8.4	A
		SEB	Left 2	20.3	14.3	18.1	10.9	15.3	15.9	
			Through	14	14	13.7	11.3	12.2	13.3	
			Right 2	15.2	11.5	12	9.3	9.6	11.0	
			Total	15	13.7	13.9	11	12.3	13.3	B
		SWB	Left 2	8.9	8.6	9.8	11.3	10.7	9.8	
			Through	9.2	7.9	8.4	8.2	9.1	8.6	
			Right 2	7.3	6.4	6.8	6.3	6.3	6.5	
			Total	8.6	7.8	8.4	9.1	8.7	8.6	A
		NWB	Left 2	24.6	17.1	15.4	30.1	20.4	20.7	
			Through	24.8	17.1	15	21.3	22.2	20.2	
			Right 2	26	16.8	12.9	24.8	12.8	18.2	
			Total	24.9	17.1	14.9	24	20.9	20.7	C
		Total		17.3	13.5	12.7	16	14.7	14.7	B
Whitehead at Truman	Signal	SEB	Left 2	68.4	61.3	57.6	59.6	57.2	59.5	
			Through	71.8	58	64.3	61.3	57.2	61.2	
			Right 2	71.5	54.4	60.9	55.8	58.8	58.5	
			Total	70.7	58.9	61.6	60.1	57.4	60.2	E
		SWB	Left 2	12.6	14.8	16.8	12.5	14.1	13.8	
			Through	13.2	16.9	16.2	11.7	14.5	14.6	
			Right 2	16.4	16.8	12.7	12.8	16.9	15.3	
			Total	13.9	16.2	15.4	12.2	15	14.8	B
		NWB	Left 2	20.8	26.6	15.1	24.3	21	22.0	
			Through	18	17.9	12.5	20.9	18.4	18.1	
			Right 2	19.8	13.5	12.1	9.8	32.7	15.1	
			Total	18.8	19.9	13	21.5	19.4	19.4	B
		Total		44.3	39.7	40.4	40.6	37.9	40.2	D
Simonton at Caroline	Signal	NEB	Left 2	12.9	14.3	18.1	14.7	21.3	15.7	
			Through	16.5	16.6	15.8	15	14.3	15.8	
			Right 2	10.1	5.4	6	7.5	9.4	7.6	
			Total	14	12	11.9	12.3	13.6	12.6	B
		SEB	Left 2	18.5	12.5	18.8	16	12	15.7	
			Through	10.3	9.5	10.8	10.1	12.3	10.4	
			Right 2	11.8	8.1	7.4	2.6	9.1	8.2	
			Total	11.2	9.9	11.8	10.7	12.2	11.2	B
		SWB	Left 2	16.6	16.9	21.8	15.8	19.5	17.7	
			Through	18.8	16.7	20.4	18.7	19.6	19.0	
			Right 2	12.2	11.4	13.5	13.2	13.2	12.9	
			Total	16.5	15.2	18.5	16.4	17.7	16.9	B
		NWB	Left 2	17.4	11	12.9	10.8	10	11.6	
			Through	13.1	10.3	10.7	10.5	12.1	11.1	
			Right 2	9.1	9.7	9.3	8.7	7.1	9.0	
			Total	13	10.3	10.8	10.3	11.4	10.8	B
		Total		13.6	11.8	13.2	12.4	13.6	13.1	B
Simonton at Truman	Signal	NEB	Left 2	51.2	128.6	77	48	116.4	81.5	
			Through	48.6	119.3	59.6	39.1	89.6	65.9	
			Right 2	43.2	115.4	52.1	29.1	86.6	60.6	
			Total	48	120	59.8	38.3	91.7	66.5	E
		SEB	Left 2	24.9	17.5	14.1	20.7	15.1	17.8	
			Through	18.4	18.8	12.6	18.6	17.8	18.3	
			Right 2	16.5	11.8	14.1	24.3	16	15.5	
			Total	19.1	18.5	12.9	19.2	17.4	18.3	B
		SWB	Left 2	113.6	111.8	95.2	117.1	115.5	113.6	
			Through	108.9	114.1	95.9	128.6	111.8	111.6	
			Right 2	110.7	113.4	104.4	116.4	107.8	110.6	
			Total	109.9	113.6	97.4	124.4	111.5	111.7	F
		NWB	Left 2	24.8	29.5	23	16	20.3	22.7	
			Through	19.5	40	27.8	20.1	22	23.3	
			Right 2	23.1	22.8	22	15.9	9.6	20.2	
			Total	20.1	38.8	27.3	19.7	21.6	23.0	C
		Total		59	81.3	56.5	57.4	68.3	61.6	E

Existing Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Simonton at United	Signal	NEB	Left 2	15.7	10.6	13.7	13.3	16.2	14.2	
			Through	10.3	9.8	9.8	11.9	13.5	10.7	
			Right 2	22.5	10.8	13.2	13.7	14.7	13.9	
			Total	12.2	10	10.4	12.3	13.9	11.6	B
		SEB	Left 2	22.3	17.3	25.1	17.5	24	21.3	
			Through	16.8	16.4	22.1	15.9	24.3	18.4	
			Right 2	16.2	11.2	19.3	16	24.3	17.2	
			Total	18	16.3	22.7	16.4	24.2	19.0	B
		SWB	Left 2	19.8	13.1	12.8	15	15.1	14.4	
			Through	13.2	11.9	10.3	13.7	11.7	12.3	
			Right 2	11.3	10.8	13.4	14.2	14.9	13.0	
			Total	12.9	11.6	11.4	13.9	13	12.5	B
		NWB	Left 2	13.1	27.3	17.1	11.4	13.3	14.5	
			Through	14.9	17.9	15.9	13	14	14.9	
			Right 2	11.2	27.1	24	21.8	18.1	21.3	
			Total	14.6	18.8	16.2	13	14	14.9	B
		Total		14.3	14	15.1	14	16.7	14.5	B
Thomas at Petronia	Signal	SEB	Through	8.3	10.5	6.8	12.9	8.2	9.0	
			Right 2	3.5	4.9	5.4	9.2	4.5	4.9	
			Total	7.1	9.2	6.5	12.2	7.7	8.0	A
		SWB	Left 2	11.4	10.6	7.6	8.6	9.3	9.5	
			Through	9.4	9.2	9.8	7.5	9.6	9.4	
			Right 2	4.4	3.2	5.4	4	3.2	3.9	
			Total	8.6	8.7	8.3	7.1	7.9	8.3	A
		NWB	Left 2	15	9.7	11	10.4	9.6	10.4	
			Through	6.2	10.8	9.6	8.3	8.5	8.8	
			Total	8.4	10.6	10	8.8	8.8	9.2	A
		Total		8	9.3	8	9.3	8	8.4	A
Olivia at Frances	One-Way Stop	NEB	Left 2	7.8	5.9	6.7	8.3	7.9	7.5	
			Through	8	7.2	7.9	7.2	8.3	7.7	
			Right 2	6.9	6.7	7.5	6.6	6.1	6.7	
			Total	7.7	7	7.6	7.3	7.9	7.5	A
		SEB	Left 2	0.5	0.1	0.6	0.2	0.4	0.4	
			Through	0.1	0.1	0.1	0	0.1	0.1	
			Total	0.3	0.1	0.2	0.1	0.2	0.2	
		NWB	Through	0.1	0	0.1	0	0.7	0.1	
			Right 2	0.1	0.7	0.7	0	1.9	0.5	
			Total	0.1	0.1	0.2	0	0.8	0.1	
		Total		4.6	3.9	4.2	4.1	4.7	4.3	
Truman at White	Signal	NEB	Left 2	28.3	35.4	28.5	37.1	32.9	32.3	
			Through	20.6	24.4	21.8	29.3	25	23.7	
			Right 2	12.4	19.2	15.1	25.5	27.8	19.9	
			Total	20.2	24.2	21.4	29.2	25.6	23.7	C
		SEB	Left 2	44	54.9	37.7	45.3	51.7	47.0	
			Through	29.7	33.6	29.6	32.6	31.3	31.2	
			Right 2	14.8	28.2	24.1	31.1	38	27.8	
			Total	32	39.7	31.5	36.2	37.4	35.2	D
		SWB	Left 2	31.2	41.1	28.9	41.5	31.8	34.7	
			Through	28.8	34.1	27.5	38.7	30.5	31.1	
			Right 2	25.5	32.5	24.2	31.7	20	27.1	
			Total	28.7	34.5	27.5	38.4	30	31.1	C
		NWB	Left 2	44.3	48.7	44	45.6	35.6	44.6	
			Through	32.9	39.1	40.2	34.7	43.3	38.0	
			Right 2	26.8	32.1	32	31.6	34.3	31.9	
			Total	33.7	39.2	38.3	35.9	38.7	37.6	D
		Total		27.7	33.4	28.6	34.7	31.9	31.3	C

Existing Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
White at Catherine	Two-Way Stop	NEB	Left 2	9.4	8.6	13.1	15.2	14.3	12.3	
			Through	7.1	11.8	9.2	9.2	12.7	10.1	
			Right 2	7	6.9	7.7	7.5	7.1	7.2	
			Total	7.7	9	9.6	10.5	11.5	9.7	A
		SEB	Left 2	5	3.3	4.2	6.9	4.5	4.6	
			Through	2.6	3.2	3.2	3.9	3	3.1	
			Right 2	3.7	3.7	3.9	6.9	4.1	3.9	
			Total	3.2	3.4	3.5	5.4	3.6	3.5	
		SWB	Left 2	6.8	6.5	5.7	11	12.4	8.1	
			Through	7.5	10.1	7.2	8.1	7.1	7.6	
			Right 2	7.1	7.8	5.5	6.6	7.2	7.0	
			Total	7.2	8.3	6.2	8.3	7.8	7.8	A
		NWB	Left 2	1.4	2.3	2	3	1.7	2.0	
			Through	0.9	1.2	1	1.6	1.4	1.2	
			Right 2	1	1.6	1.8	1.8	1.3	1.6	
			Total	0.9	1.3	1.1	1.7	1.4	1.3	
		Total		2.6	2.9	2.9	4	3.1	3.0	
White at Flagler	Signal	NEB	Left 2	13.9	3.8	14	12.8	27	13.6	
			Through	13.2	11.7	14.9	12.9	15.4	13.7	
			Right 2	9.7	8.7	11.5	15.6	20.3	12.3	
			Total	13	11.3	14.6	13.1	16.1	13.6	B
		SEB	Left 2	27.2	22.9	27.2	26.5	18	25.5	
			Through	24.1	23.6	26.6	26	18.5	24.6	
			Right 2		12.6	28.8	13.3	15.3	14.3	
			Total	25.6	23.2	26.9	26.2	18.3	25.0	C
		SWB	Left 2	22.3	30.5	14.7	24	22.3	22.9	
			Through	18.2	20.1	15.5	19.3	22.9	19.2	
			Right 2	19.2	22.8	18.3	21	23.3	21.0	
			Total	18.8	21.8	16.7	20.3	23	20.3	C
		NWB	Left 2	6.9	23.1	15.1	22.1	18.1	18.4	
			Through	13.8	13.3	13.7	13.6	14	13.7	
			Right 2	11.3	22.1	10.9	13.5	15.1	13.3	
			Total	13	14.6	13.7	14.2	14.4	14.1	B
		Total		19.9	19.9	20.2	20.7	19.2	20.0	B
Truman at 1st	Signal	EB	Through	24.5	26.7	27.3	25.5	23.7	25.6	
			Right 1	17.2	24.4	21.9	21.6	18	20.5	
			Total	24	26.6	26.9	25.3	23.3	25.3	C
		SEB	Left 1	67.1	88.7	69.5	77.8	79.1	75.5	
			Through	56.9	74.4	60.4	73.7	72.8	69.0	
			Right 3	55	82.8	53.5	52	52.6	53.7	
			Total	64.4	85	66.7	76.3	77.4	73.5	E
		WB	Through	24.4	22.4	25.9	28.5	24.5	24.9	
			Right 1	16.5	15.7	17.9	20.9	20	18.1	
			Total	21.8	20.1	23.1	26.1	22.9	22.6	C
		NWB	Left 1	20.5	23.1	17.1	18.5	17	18.7	
			Through	39.5	37.4	32.9	36.8	36	36.7	
			Right 3	24.4	23.3	25.1	26.9	28.5	25.5	
			Total	29.7	30.8	27.2	29	29	29.2	C
		Total		33.2	38.8	35.2	38.2	37.2	36.9	D
1st at Flagler	Signal	NEB	Left 2	42.7	31.8	26.4	46.4	30.2	34.9	
			Through	34.4	28.7	36.1	26	25.7	29.7	
			Right 2	34.5	30.6	29.2	22.3	27.4	29.1	
			Total	34.5	28.8	35.5	26.5	25.9	29.9	C
		SEB	Left 2	43.3	53.3	52.7	42.4	52.3	49.4	
			Through	49.5	51	52.3	54	48.8	50.9	
			Right 2	26.2	50.2	23.2	24.8	38.5	29.8	
			Total	45.7	52.2	51.7	46.7	50.4	49.6	D
		SWB	Left 2	16.9	18.2	21.1	18.2	18.6	18.3	
			Through	23.6	26.9	27	27.2	26.2	26.7	
			Right 2	18.9	23.5	25.7	22.2	25.6	23.8	
			Total	21.7	25.3	25.9	25.5	25.1	25.3	C
		NWB	Left 2	34.3	39.6	40.3	40.6	39.9	39.9	
			Through	37.8	36	38.4	33.5	44.3	37.4	
			Right 2	17.1	18	12.2	18.7	19.7	17.9	
			Total	31.1	32.1	31.4	31.4	36.2	31.6	C
		Total		31.1	31.8	34.3	30.3	31.3	31.4	C

Existing Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS
				Run 1	Run 2	Run 3	Run 4	Run 5		
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122		
Roosevelt at Kennedy	Signal	NEB	Left 2	55	32.7	40.9	38	34.3	37.7	
			Through	44	41.9	38.7	36.8	40.6	40.4	
			Right 2	46.8	40.6	37.9	37.8	37.5	38.8	
			Total	45.2	41.1	38.8	37	39.9	39.9	D
		SEB	Left 2	18.4	20.2	19.2	24.1	20.4	19.9	
			Through	46.2	49.5	37.4	41.5	37.1	41.7	
			Right 2	22.9	24.2	16.9	24.6	15.8	21.3	
			Total	26.4	28.1	22	28.2	22.7	25.7	C
		SWB	Left 2	40.4	33.3	33.3	32.2	34	33.5	
			Through	47.8	41.3	46.4	43.3	45.2	45.0	
			Right 2	41.5	45.8	39.2	39.6	40.5	40.5	
			Total	47	41.2	45.3	42.6	44.4	44.1	D
		NWB	Left 2	24.1	21.6	19.8	22.5	23.6	22.6	
			Through	46.8	53.4	44.8	43.5	49.2	46.9	
			Right 2	31	23.9	21.6	24.8	24.1	24.3	
			Total	29.6	28.7	24.7	27.3	28.6	28.2	C
		Total		42	38.3	37.8	37	38.6	38.2	D
Roosevelt at US-1	Signal	NB	Through	53.6	85.9	62.3	59.4	67.4	63.0	
			Right 2	14.2	21.8	16.8	13.3	17.3	16.1	
			Total	23.8	37.7	28.5	24.5	29	27.3	C
		SEB	Left 1	51.3	61.4	76.3	71.5	73.9	68.9	
			Right 1	31.9	49.5	65.4	62.2	65.7	59.0	
			Total	48.2	59.5	74.8	70	72.8	67.4	E
		WB	Left 2	35.2	35.8	38.1	37.6	38.3	37.2	
			Right 2	3.8	4.5	4	4.8	4.2	4.2	
			Total	18.2	18.7	19.7	19.7	20.7	19.4	B
		Total		30.2	38.7	41.7	38.7	40.8	39.4	D
Flagler at Roosevelt	Signal	NB	Left 2	22.4	20.9	19.8	20.7	21.2	20.9	
			Through	13.1	13.1	12.9	13.4	14	13.2	
			Total	14.8	14.6	14.1	14.4	15.1	14.6	B
		EB	Left 2	27.5	31.3	25.7	33.3	30.3	29.7	
			Right 2	7.7	6	8.1	11.2	7	7.6	
			Total	23.7	26.7	22.6	30	26.4	25.6	C
		SB	Through	9.1	11.7	11.9	11	12.9	11.5	
			Right 2	13.6	17.2	17.4	14.1	19	16.2	
			Total	10.9	14.1	14.2	12.3	15.4	13.5	B
		Total		16.3	18.2	16.8	18.9	18.9	18.0	B
NETWORK TOTAL				27.9	31.1	30.2	29	30.5	**29.9**	

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

EXISTING CONDITIONS
SEED 28

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Existing Conditions - 3 Peak Hours	**Input File Name:**	c:\bk\key west\vissim files\key west final existing conditions 7.inp
Analysis Date:	09/21/2011		
Analysis Time:	8:43:29		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	28

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	269.7	38.1	215.7	333.3	14.1	17.6
Duval WB/NB	2	5592.3	270	38.9	222.8	340.2	14.1	17.1
Fleming EB/NB	3	3782.3	229	46	165.1	285.4	11.3	15.6
Southard WB/SB	4	3851.9	204.6	35.3	133.6	251.2	12.8	19.7
Eaton EB/NB	5	3544.5	142.7	33	77.9	172	16.9	31
Eaton WB/SB	6	3607.2	161.1	16.7	139.4	183.3	15.3	17.6
Whitehead St NB/WB	7	5306.8	252.1	57.3	193.6	346.7	14.4	18.7
Whitehead SB/EB	8	5306.4	231.8	30.2	183.2	283.7	15.6	19.7
Simonton St NB/WB	9	5569.6	300.3	42.4	257	395.8	12.6	14.8
Simonton EB/SB	10	5607.1	274.1	45	206.9	342.9	13.9	18.5
Palm/1st EB/SB	11	8219.6	332.3	63.2	255.4	471.2	16.9	21.9
Palm/1st NB/WB	12	8133.7	327	51.4	256.5	401.9	17	21.6
United SB/WB	13	5659.8	223.1	35.8	156.9	280.4	17.3	24.6
United EB/NB	14	6045.3	236.9	34.2	196.7	301.8	17.4	21
South NB/EB	15	5593.5	229.2	23.5	207.9	281.1	16.6	18.3
South SB/WB	16	5655.8	258.9	33.8	215.1	313	14.9	17.9
Flagler NB/EB	17	14089.4	420.3	35.5	377	488.7	22.9	25.5
Flagler WB/SB	18	13787.8	418.2	42.1	367.3	503.3	22.5	25.6
Truman NB/EB	19	4691.9	221.7	36.9	163.3	271.6	14.4	19.6
US-1 SB/WB	20	14301.5	465.3	55	394.6	582.3	21	24.7
White St SB/EB Travel Time	21	5952	238.2	38	190.7	285.2	17	21.3
White St NB/WB Travel Time	22	5952.8	263.3	22.6	217.8	293.2	15.4	18.6
US-1 NB/EB Travel Time	23	14249	412.9	49.9	343.7	477.8	23.5	28.3
Truman SB/WB Travel Time	24	4812.4	246.1	53.4	182.5	336.4	13.3	18

MD Travel Times

Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	449.7	46.4	389.8	531.2	8.4	9.7
Duval WB/NB	2	5592.3	595.2	183.3	422.3	992.9	6.4	9
Fleming EB/NB	3	3782.3	272.6	69.5	211.1	378.1	9.5	12.2
Southard WB/SB	4	3851.9	254.3	30.4	211.4	289.9	10.3	12.4
Eaton EB/NB	5	3544.5	189.9	28.3	157.8	247.2	12.7	15.3
Eaton WB/SB	6	3607.2	177.1	23.9	146.3	218.8	13.9	16.8
Whitehead St NB/WB	7	5306.8	370.6	51.4	302.3	447.6	9.8	12
Whitehead SB/EB	8	5306.4	389.3	56.8	275.5	429.3	9.3	13.1
Simonton St NB/WB	9	5569.6	415.6	143.1	315.7	709.4	9.1	12
Simonton EB/SB	10	5607.1	336.9	51.2	248.2	388.1	11.3	15.4
Palm/1st EB/SB	11	8219.6	358.3	42.1	276.5	423.4	15.6	20.3
Palm/1st NB/WB	12	8133.7	353.8	49	297.8	425.7	15.7	18.6
United SB/WB	13	5659.8	237.6	33	193.8	303.9	16.2	19.9
United EB/NB	14	6045.3	285.8	68.9	213.9	460.5	14.4	19.3
South NB/EB	15	5593.5	268	55.1	188.1	372.8	14.2	20.3
South SB/WB	16	5655.8	279	25.8	241.6	312.3	13.8	16
Flagler NB/EB	17	14089.4	423.8	37	369.3	489.3	22.7	26
Flagler WB/SB	18	13787.8	405	45.9	332.5	488.7	23.2	28.3
Truman NB/EB	19	4691.9	297.7	55.8	238.7	386.1	10.7	13.4
US-1 SB/WB	20	14301.5	544.8	64.7	440.6	622.6	17.9	22.1
White St SB/EB Travel Time	21	5952	308.8	69.6	238.5	507.9	13.1	17
White St NB/WB Travel Time	22	5952.8	264.1	20.6	221.7	291.5	15.4	18.3
US-1 NB/EB Travel Time	23	14249	447.4	52.9	367.8	512.8	21.7	26.4
Truman SB/WB Travel Time	24	4812.4	332.3	73.3	243.6	467.2	9.9	13.5

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	528.1	101.1	398.2	711.9	7.2	9.5
Duval WB/NB	2	5592.3	581.9	115.5	449.4	769.1	6.6	8.5
Fleming EB/NB	3	3782.3	254.7	41.6	216.1	339	10.1	11.9
Southard WB/SB	4	3851.9	219.5	18.1	188.3	241.9	12	13.9
Eaton EB/NB	5	3544.5	210.6	38.6	133.5	278.3	11.5	18.1
Eaton WB/SB	6	3607.2	178.2	37.8	130.8	227.5	13.8	18.8
Whitehead St NB/WB	7	5306.8	380.5	72.8	296.9	551.4	9.5	12.2
Whitehead SB/EB	8	5306.4	427.5	50.2	345.2	498.4	8.5	10.5
Simonton St NB/WB	9	5569.6	355.9	43.7	294.3	427.5	10.7	12.9
Simonton EB/SB	10	5607.1	357.3	42.4	295.7	413.5	10.7	12.9
Palm/1st EB/SB	11	8219.6	407.5	59.6	303.6	516.3	13.8	18.5
Palm/1st NB/WB	12	8133.7	345.8	27.1	312.2	392.6	16	17.8
United SB/WB	13	5659.8	249.5	25.6	206.6	288.7	15.5	18.7
United EB/NB	14	6045.3	247.3	26.4	207.9	293.2	16.7	19.8
South NB/EB	15	5593.5	281.1	36.9	206.6	326	13.6	18.5
South SB/WB	16	5655.8	274.8	29.7	213.6	309.1	14	18.1
Flagler NB/EB	17	14089.4	448.9	47.4	371.3	511.3	21.4	25.9
Flagler WB/SB	18	13787.8	437.5	35.1	391.7	501.7	21.5	24
Truman NB/EB	19	4691.9	306.4	51.4	223.3	406.1	10.4	14.3
US-1 SB/WB	20	14301.5	537.9	58.7	446.5	596.8	18.1	21.8
White St SB/EB Travel Time	21	5952	286	36.4	220.6	335.2	14.2	18.4
White St NB/WB Travel Time	22	5952.8	267.3	29.3	222.5	305.1	15.2	18.2
US-1 NB/EB Travel Time	23	14249	464.7	25.1	426.4	492	20.9	22.8
Truman SB/WB Travel Time	24	4812.4	461.5	201	341	693.5	7.1	9.6

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	66.9	9	66.9	42	30.7	140.8
Palm/1st EB/SB	11	120	11	120	61.2	60.3	237.6
Whitehead SB/EB	8	71	9	71	39.1	19	143.4
Palm/1st NB/WB	12	87.6	9	87.6	42.1	24.2	152.1
Whitehead St NB/WB	7	74.8	7	74.8	28.6	34.3	107.1
United EB/NB	14	42.9	10	42.9	17.6	22.9	75.9
Truman SB/WB Travel Time	24	75.5	10	75.5	44.6	24.2	148.5
Eaton WB/SB	6	55.5	11	55.5	20	27.1	80
United SB/WB	13	56.6	9	56.6	25.6	20.9	105.4
Simonton St NB/WB	9	117.3	10	117.3	53.6	41.4	211.3
Eaton EB/NB	5	52.5	8	52.5	36.7	0.1	84.4
US-1 SB/WB	20	101.3	10	101.3	35.9	37.3	162.7
Duval WB/NB	2	80.7	11	80.7	12.6	58.6	106.3
Duval EB/SB	1	87.2	10	87.2	25.4	68.2	155.1
Simonton EB/SB	10	73	8	73	38.5	22.2	126.7
White St SB/EB Travel Time	21	71.3	5	71.3	27.7	36.4	98.2
White St NB/WB Travel Time	22	59.8	10	59.8	25.3	23.8	106.1
Fleming EB/NB	3	97.2	7	97.2	40	42.7	144.5
Southard WB/SB	4	77.2	10	77.2	36.3	11.5	122
Truman NB/EB	19	59.9	9	59.9	41.2	0.2	133.4
South SB/WB	16	85.3	11	85.3	28.2	54	126.5
South NB/EB	15	69.1	8	69.1	28.4	34.6	118.7
Flagler NB/EB	17	54.4	10	54.4	29.9	2.8	86.5
Flagler WB/SB	18	79.6	8	79.6	37.5	24.5	136

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	107.1	9	107.1	54.7	35.9	183.9
Palm/1st EB/SB	11	131.3	10	131.3	54.2	4.4	187
Whitehead SB/EB	8	161.3	7	161.3	58.3	40.1	212.6
Palm/1st NB/WB	12	111.9	10	111.9	53.1	59.4	195.4
Whitehead St NB/WB	7	148.5	8	148.5	67.5	62.7	224.4
United EB/NB	14	89.6	10	89.6	50.3	29.7	192.1
Truman SB/WB Travel Time	24	194.5	10	194.5	79.5	119.5	346.3
Eaton WB/SB	6	73.1	11	73.1	29.6	38.5	141.8
United SB/WB	13	66.5	10	66.5	32.4	22.5	129.3
Simonton St NB/WB	9	206	9	206	144.9	75.8	465
Eaton EB/NB	5	91.3	9	91.3	27	64.4	150.4
US-1 SB/WB	20	232.6	10	232.6	55.6	153.9	322.3
Duval WB/NB	2	378.5	10	378.5	210	174.6	833
Duval EB/SB	1	205.6	10	205.6	67.8	70.7	315.3
Simonton EB/SB	10	122.6	9	122.6	28.7	68.8	170.6
White St SB/EB Travel Time	21	108.5	12	108.5	78.1	38.9	336.2
White St NB/WB Travel Time	22	75.1	11	75.1	31.5	0.5	111.3
Fleming EB/NB	3	114.1	8	114.1	83.6	45.8	282.6
Southard WB/SB	4	126.4	9	126.4	35.4	52.6	164
Truman NB/EB	19	141.2	8	141.2	65.7	72.6	253.4
South SB/WB	16	107.2	7	107.2	34.6	55.9	148.2
South NB/EB	15	108.3	12	108.3	52.4	55.2	218.3
Flagler NB/EB	17	78.7	12	78.7	32.9	10.6	134.8
Flagler WB/SB	18	74.4	9	74.4	37.3	8.6	126.8

PM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	117.4	9	117.4	36.4	77.1	189.1
Palm/1st EB/SB	11	169.1	12	169.1	52.4	97.3	277.4
Whitehead SB/EB	8	204.2	10	204.2	73.5	53.7	307.6
Palm/1st NB/WB	12	105.6	7	105.6	34.3	63.4	154.6
Whitehead St NB/WB	7	160.4	10	160.4	72.8	59.3	297.4
United EB/NB	14	78.5	10	78.5	20	53	122.6
Truman SB/WB Travel Time	24	301.4	3	301.4	198.8	152.2	527
Eaton WB/SB	6	68.3	10	68.3	39.7	1	127.4
United SB/WB	13	69	11	69	32.7	21.8	121.2
Simonton St NB/WB	9	136.1	10	136.1	60.8	46.5	227.4
Eaton EB/NB	5	106.8	11	106.8	35.2	44.9	170.4
US-1 SB/WB	20	190	5	190	32.8	158	230.9
Duval WB/NB	2	338.9	8	338.9	170.9	95.4	637.1
Duval EB/SB	1	262.8	10	262.8	104.2	105.8	433.3
Simonton EB/SB	10	130.4	9	130.4	50.6	40.7	206.8
White St SB/EB Travel Time	21	91.4	10	91.4	48.5	17.5	147
White St NB/WB Travel Time	22	81	10	81	33.1	30.8	128.8
Fleming EB/NB	3	85.2	10	85.2	26	37.2	124.7
Southard WB/SB	4	95.8	10	95.8	30.6	42.1	132.2
Truman NB/EB	19	154.5	9	154.5	52	74.1	252
South SB/WB	16	77.6	11	77.6	31.4	48.4	151.4
South NB/EB	15	104.7	10	104.7	30	37.1	136
Flagler NB/EB	17	110.6	8	110.6	45.4	42.3	176.8
Flagler WB/SB	18	76.7	11	76.7	24	29.7	115.3

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	11.8	3		11.8	10.5	0	20.1
		Through	15.8	78		15.8	14.7	0	43.8
		Right 2	4.4	22		4.4	5.8	0	27.9
		Total	13.2	103		21.2	18.2	0	43.8
	SEB	Left 2	14	13		14	15	0	36.2
		Through	8.7	94		8.7	10.7	0	33.8
		Right 2	6.2	9		6.2	9.1	0.2	22.9
		Total	9.1	116		30.5	33.5	0	36.2
	SWB	Left 2	23.5	33		23.5	18.4	0.1	64.1
		Through	19.1	88		19.1	15.2	0	69.4
		Right 2	12.2	27		12.2	15.5	0.1	50.7
		Total	18.8	148		24	18.7	0	69.4
	NWB	Left 2	6.3	11		6.3	11.1	0.2	37
		Through	10.4	152		10.4	12.5	0	47.8
		Right 2	2.4	7		2.4	2.2	0.3	5.8
		Total	9.8	170		23.2	25.4	0	47.8
	Total		12.8	537	B	12.8	14.1	0	69.4
Front at Duval	NB	Left 1	16	24		16	17.1	0	45.6
		Right 1	13.9	24		13.9	13.6	0	42.8
		Right 3	5.7	9		5.7	6	0	16.8
		Total	13.5	57		15.6	14.3	0	45.6
	SEB	Left 2	13.2	15		13.2	10.4	0.1	33.5
		Through	8.7	15		8.7	11.6	0	35.4
		Right 1	6.3	11		6.3	6.4	0.3	24.2
		Total	9.7	41		10.6	12.2	0	35.4
	SWB	Left 2	16.2	25		16.2	14.8	0	41.1
		Left 1	14.3	45		14.3	14.4	0	46.7
		Right 2	7.3	38		7.3	9.9	0	36.6
		Total	12.3	108		19.3	18.1	0	46.7
	NWB	Left 3	14.4	24		14.4	13.5	0.1	39.8
		Through	12.8	52		12.8	12.9	0	40.6
		Right 2	5.5	41		5.5	6.2	0	29
		Total	10.6	117		26.7	26.5	0	40.6
	Total		11.6	323	B	11.5	12.7	0	46.7
Duval at Southard	SEB	Through	8.4	117		8.4	10.6	0	34.5
		Right 2	5.5	37		5.5	7.7	0.2	36.6
		Total	7.7	154		20.1	16.7	0	36.6
	SWB	Left 2	13.8	22		13.8	12.7	0	34.3
		Through	17.8	89		17.8	14.6	0	45.1
		Right 2	7.3	30		7.3	8.3	0.1	39.1
		Total	14.9	141		20.9	17.7	0	45.1
	NWB	Left 2	5.9	28		5.9	9.7	0	45.9
		Through	8.2	165		8.2	11.5	0	44.7
		Total	7.9	193		34.5	33.6	0	45.9
	Total		9.9	488	A	9.9	12.1	0	45.9

AM Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	15.3	12		15.3	15.8	0	45.6
		Through	13.1	32		13.1	12.4	0	40
		Right 2	10.2	13		10.2	10.8	0	37.4
		Total	12.9	57		14.5	13.6	0	45.6
	SEB	Left 2	11.4	5		11.4	15.7	0.3	34.5
		Through	11.2	121		11.2	11.7	0	35.3
		Right 2	6.3	13		6.3	9.3	0.2	32.3
		Total	10.7	139		25.8	22.6	0	35.3
	SWB	Left 2	0.5	1		0.5	0	0.5	0.5
		Through	15.1	22		15.1	14.9	0	37.6
		Right 2	10.4	10		10.4	15.1	0	50.2
		Total	13.2	33		14.6	13.6	0	50.2
	NWB	Left 2	11.1	7		11.1	10.3	0.2	25.8
		Through	10.5	153		10.5	10.7	0	41
		Right 2	8.1	9		8.1	10.4	0.4	28.3
		Total	10.4	169		28	26.5	0	41
	Total		11.1	398	B	11.1	11.7	0	50.2
Duval at Truman	NEB	Left 2	3.7	1		3.7	0	3.7	3.7
		Through	13.1	77		13.1	11.8	0	36.8
		Right 2	4.6	2		4.6	0.5	4.2	4.9
		Total	12.8	80		17	16.3	0	36.8
	SEB	Left 2	17.1	34		17.1	14.7	0.2	44.3
		Through	14.5	83		14.5	12.2	0	35.6
		Right 2	7.5	21		7.5	7.2	0.2	24.8
		Total	14.1	138		38	39.8	0	44.3
	SWB	Left 2	13.1	17		13.1	11.8	0	35.4
		Through	9.8	96		9.8	10.2	0	36.7
		Right 2	6.8	81		6.8	8.4	0	39.5
		Total	8.8	194		11.7	11	0	39.5
	NWB	Through	12.7	91		12.7	11	0	36
		Right 2	8.3	22		8.3	8.2	0.2	28.7
		Total	11.8	113		33	35.4	0	36
	Total		11.4	525	B	11.5	11.2	0	44.3
Duval at South	NEB	Left 2	8.5	4		8.5	2	6.4	11.1
		Through	8.1	46		8.1	4.2	3.4	22.4
		Right 2	6.6	21		6.6	3	2.9	15.9
		Total	7.7	71		12.3	11.4	2.9	22.4
	SEB	Left 2	8	39		8	5.7	3.5	30.1
		Through	7.2	34		7.2	3.5	3.6	19.8
		Right 2	6.5	15		6.5	2.8	4	14.3
		Total	7.4	88		14.2	12.2	3.5	30.1
	SWB	Left 2	14.4	18		14.4	9.3	5.1	41.5
		Through	13	89		13	9.8	3	51
		Right 2	12.2	89		12.2	8.1	3.9	41.9
		Total	12.8	196		18.7	16.4	3	51
	NWB	Left 2	7.8	11		7.8	4.5	3.6	20.4
		Through	5	8		5	0.9	3.5	5.7
		Right 2	5.2	20		5.2	1	4	8.6
		Total	5.9	39		9.4	8.1	3.5	20.4
	Total		10	394	A	10	7.5	2.9	51

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	32.5	2		32.5	5.5	28.6	36.4
		Through	6.1	224		6.1	8.6	0	42.8
		Right 2	3.9	55		3.9	7	0	38.4
		Total	5.9	281		10.2	10.9	0	42.8
	SEB	Left 2	17.3	18		17.3	16.9	0.1	51.9
		Through	21.7	10		21.7	17.9	0	51.6
		Right 2	10	6		10	11.3	0	26.8
		Total	17.3	34		22.3	19.1	0	51.9
	SWB	Left 2	10.4	90		10.4	9.7	0	31.5
		Through	8.8	713		8.8	8.8	0	31
		Right 2	9.3	44		9.3	8.2	0	28.8
		Total	9	847		9	9.6	0	31.5
	NWB	Left 2	30.7	96		30.7	19.9	0.1	78.8
		Through	32.4	34		32.4	22.2	0	76.6
		Right 2	22.4	90		22.4	23.5	0.2	83.8
		Total	27.6	220		39.7	42.9	0	83.8
	Total		11.5	1382	B	11.5	14.1	0	83.8
Whitehead at Fleming	NEB	Left 2	14.8	50		14.8	13.2	0	40.3
		Through	14.5	64		14.5	13.1	0	38
		Right 2	7.6	6		7.6	6.4	0.3	16.2
		Total	14.3	120		14.5	13.1	0	40.3
	SEB	Left 2	13.2	15		13.2	12.6	0.3	37.8
		Through	10.6	96		10.6	11.1	0	35
		Right 2	6	49		6	6.8	0.2	29.5
		Total	9.4	160		14.7	15.9	0	37.8
	NWB	Left 2	20.1	27		20.1	14.2	0.1	47.4
		Through	13.4	163		13.4	13.1	0	48.3
		Right 2	13.8	63		13.8	14.2	0	57.9
		Total	14.2	253		17.6	16.8	0	57.9
	Total		12.8	533	B	12.8	12.7	0	57.9
Simonton at Fleming	NEB	Left 2	13.7	10		13.7	13.3	0.1	29.9
		Through	16.5	121		16.5	13.6	0	44.7
		Right 2	7.6	36		7.6	9.7	0.1	38.5
		Total	14.4	167		16.1	14	0	44.7
	SEB	Left 2	7.7	14		7.7	9.8	0.1	27.4
		Through	7.8	93		7.8	9.8	0	29.7
		Total	7.8	107		10.1	11	0	29.7
	NWB	Through	10.2	148		10.2	11.2	0	37.4
		Right 2	6.2	34		6.2	6.4	0	28.7
		Total	9.5	182		15.8	18.3	0	37.4
	Total		10.9	456	B	10.9	11.8	0	44.7

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	10.2	28		10.2	11.1	0	31.9
		Through	8.7	139		8.7	10.6	0	38.8
		Right 2	3.4	16		3.4	7.1	0	28
		Total	8.5	183		12.3	12.7	0	38.8
	SEB	Left 2	12.4	14		12.4	13.2	0	34.7
		Through	13.8	25		13.8	13.2	0	40.2
		Total	13.3	39		14.7	13.2	0	40.2
	NWB	Through	13.1	23		13.1	14.1	0	38.4
		Right 2	5.1	36		5.1	5.9	0	26.3
		Total	8.2	59		9.3	11.7	0	38.4
	Total		9.1	281	A	9.1	11	0	40.2
White at Southard	SEB	Left 2	2.3	11		2.3	3.3	0	8.2
		Through	1.5	157		1.5	3.6	0	18.4
		Right 2	0.9	59		0.9	1.8	0	9.4
		Total	1.4	227		2.1	4.5	0	18.4
	SWB	Left 2	5.6	3		5.6	0.6	5.1	6.2
		Through	6.5	4		6.5	0.7	5.9	7.3
		Right 2	4.2	5		4.2	0.5	3.4	4.5
		Total	5.3	12		5.2	1.9	3.4	7.3
	NWB	Left 2	4.2	90		4.2	8.7	0	52.7
		Through	2.2	128		2.2	4.5	0	24.4
		Right 2	10	4		10	18.2	0.1	37.3
		Total	3.2	222		3.4	5.6	0	52.7
	Total		2.4	461	A	2.4	5.4	0	52.7
Whitehead at Southard	NEB	Left 2	46.1	43		46.1	29.6	0	93.1
		Right 2	19.5	28		19.5	25.4	3	88.9
		Total	35.6	71		38.3	38.2	0	93.1
	SEB	Through	31.3	45		31.3	27.2	0	85.9
		Right 2	13.2	53		13.2	18.9	0	75.1
		Total	21.5	98		37.2	32.2	0	85.9
	SWB	Left 2	42.7	13		42.7	34	0.1	85.4
		Through	47.5	93		47.5	29.1	0	95.2
		Right 2	28.3	45		28.3	26.3	0	92.3
		Total	41.4	151		42	31.8	0	95.2
	NWB	Left 2	18.4	67		18.4	20.4	0	72.8
		Through	18.2	113		18.2	19.4	0	73.9
		Total	18.3	180		26.6	27.8	0	73.9
	Total		28.4	500	C	28.3	27.6	0	95.2

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	5.4	6		5.4	1.3	3.4	7
		Through	6.4	23		6.4	2	3.4	11.9
		Right 2	5.3	15		5.3	1.7	3.4	9.3
		Total	5.9	44		8.3	5.4	3.4	11.9
	SEB	Left 2	9	6		9	5.1	5.4	16.5
		Through	9.3	65		9.3	5.3	3.6	25.7
		Right 2	7.2	18		7.2	3.9	3.5	16.5
		Total	8.9	89		12.3	9.9	3.5	25.7
	SWB	Left 2	5.9	11		5.9	1.2	3.9	8.4
		Through	5.9	22		5.9	1.9	3.3	10.6
		Right 2	6.3	4		6.3	1.9	4.9	9
		Total	5.9	37		7.7	4.1	3.3	10.6
	NWB	Left 2	6.8	45		6.8	2.3	3.4	13.8
		Through	7.3	46		7.3	3.3	2.9	18.9
		Right 2	7	5		7	4.3	4.2	14.6
		Total	7	96		16.2	17.1	2.9	18.9
	Total		7.3	266	A	7.3	3.7	2.9	25.7
Whitehead at Truman	SEB	Left 2	14.4	22		14.4	10.9	0.2	33.3
		Through	10.1	56		10.1	10.8	0	31.6
		Right 2	8.4	7		8.4	8.9	0	22.9
		Total	11.1	85		41.8	39.8	0	33.3
	SWB	Left 2	13	32		13	12.1	0	38.7
		Through	9.3	64		9.3	10.5	0	36
		Right 2	8.4	21		8.4	9.4	0	29.1
		Total	10.2	117		11.9	12.2	0	38.7
	NWB	Left 2	13	13		13	9.6	0.1	29.5
		Through	12.2	159		12.2	11.7	0	48.2
		Right 2	7.5	50		7.5	9.3	0.1	38.5
		Total	11.2	222		22.5	21.9	0	48.2
	Total		10.9	424	B	10.9	11	0	48.2
Simonton at Caroline	NEB	Left 2	13.9	9		13.9	16.8	0	40.5
		Through	13.5	44		13.5	15.7	0	44.9
		Right 2	3.2	16		3.2	2.1	0	6.9
		Total	11.2	69		13.4	13.9	0	44.9
	SEB	Left 2	12.2	8		12.2	13.7	0.5	36
		Through	8.6	34		8.6	10.7	0	30.5
		Right 2	4.9	1		4.9	0	4.9	4.9
		Total	9.2	43		11.1	12.2	0	36
	SWB	Left 2	22.5	10		22.5	15.7	0.1	41.3
		Through	17.7	58		17.7	13.7	0	44.4
		Right 2	7.2	68		7.2	8.8	0.1	40.7
		Total	12.8	136		15.7	14.8	0	44.4
	NWB	Left 2	7.1	12		7.1	7.5	0.2	17.4
		Through	7.8	212		7.8	10.1	0	39
		Right 2	7	35		7	7.5	0	27.3
		Total	7.7	259		12.4	14.2	0	39
	Total		9.7	507	A	9.7	11.7	0	44.9

AM Delay

Intersection	Approach	Movement	Run 1 Delay(s)	Run 1 Volume	LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
Simonton at Truman	NEB	Left 2	17.8	17		17.8	17.2	0	54.7
		Through	13.5	98		13.5	15.2	0	44.4
		Right 2	4.6	18		4.6	7.2	0.2	29.2
		Total	12.8	133		34.1	35.8	0	54.7
	SEB	Left 2	8.6	35		8.6	9.7	0	33
		Through	10.9	89		10.9	11.2	0	35.7
		Right 2	5.1	8		5.1	4.4	0.1	14.4
		Total	9.9	132		15.6	15.7	0	35.7
	SWB	Left 2	19	37		19	19	0	60.9
		Through	25.3	180		25.3	18.9	0	73.5
		Right 2	21.3	40		21.3	18.3	0	69.2
		Total	23.8	257		52.5	48	0	73.5
	NWB	Left 2	12.5	8		12.5	14.6	2.2	42.1
		Through	18	108		18	16.3	0	49.6
		Right 2	16.6	14		16.6	15.8	0.3	37.8
		Total	17.5	130		24	23.1	0	49.6
	Total		17.5	652	B	17.5	17.1	0	73.5
Simonton at United	NEB	Left 2	20.2	5		20.2	14.2	3.2	34.2
		Through	8.2	69		8.2	10.6	0	32.5
		Right 2	0.3	1		0.3	0	0.3	0.3
		Total	8.9	75		11.2	12.1	0	34.2
	SEB	Left 2	15.7	35		15.7	13	0	39.6
		Through	14.4	94		14.4	12.9	0	45.8
		Right 2	14.1	11		14.1	9.7	0.4	31.6
		Total	14.7	140		16.5	14.9	0	45.8
	SWB	Left 2	7.8	7		7.8	9.5	0	24.6
		Through	12.9	71		12.9	13.8	0	43
		Right 2	13.7	55		13.7	12.9	0	41.7
		Total	13	133		12.9	11.8	0	43
	NWB	Left 2	5.1	3		5.1	6.6	0.1	12.6
		Through	11.8	70		11.8	13.2	0	37.9
		Right 2	18.8	11		18.8	15	0.3	41
		Total	12.5	84		14.5	13.2	0	41
	Total		12.7	432	B	12.7	12.8	0	45.8
Thomas at Petronia	SEB	Through	7.8	36		7.8	10.3	0	27.2
		Right 2	2.5	12		2.5	2.2	0	5.1
		Total	6.5	48		7.4	8.8	0	27.2
	SWB	Left 2	4.7	11		4.7	7.9	0	25.4
		Through	6.8	47		6.8	8.9	0	25.9
		Right 2	4.4	24		4.4	6.2	0	23.5
		Total	5.8	82		7.7	8.9	0	25.9
	NWB	Left 2	7.7	16		7.7	11.3	0	29.6
		Through	8	44		8	9.5	0	28.4
		Total	7.9	60		8.3	9.6	0	29.6
	Total		6.6	190	A	6.7	9	0	29.6

AM Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7	19		7	3.2	3.5	15.4
		Through	6.2	70		6.2	2.2	3.1	14.8
		Right 2	4.6	12		4.6	1.2	3.3	6.9
		Total	6.2	101		7.2	3.5	3.1	15.4
	SEB	Left 2	0.1	9		0.1	0.3	0	0.4
		Through	0	33		0	0	0	0
		Total	0	42		0.1	0.6	0	0.4
	NWB	Through	0	47		0	0	0	0
		Right 2	0.1	4		0.1	0.5	0	0.4
		Total	0	51		0.1	0.6	0	0.4
	Total		3.2	194	A	3.2	3.5	0	15.4
Truman at White	NEB	Left 2	30.2	15		30.2	23.4	0.1	70.9
		Through	17.9	336		17.9	16.9	0	65.9
		Right 2	12.1	51		12.1	13.3	0	58.1
		Total	17.6	402		23	24.1	0	70.9
	SEB	Left 2	35.7	60		35.7	28.5	0.1	89.5
		Through	30.8	115		30.8	24.7	0	71.7
		Right 2	15.6	13		15.6	15.4	0	43.1
		Total	31.3	188		34.1	29.4	0	89.5
	SWB	Left 2	20.7	36		20.7	17.8	0	68.2
		Through	19.1	361		19.1	17.2	0	74.2
		Right 2	15.3	45		15.3	14	0.1	44.5
		Total	18.8	442		27.7	25.9	0	74.2
	NWB	Left 2	43.7	53		43.7	33.2	0	109.3
		Through	39.2	164		39.2	24.9	0	104.4
		Right 2	25.4	71		25.4	21.4	0.1	84.7
		Total	36.6	288		34.5	25.8	0	109.3
	Total		24.1	1320	C	24.1	22.3	0	109.3
White at Catherine	NEB	Left 2	6.4	9		6.4	1.9	3.4	10
		Through	9.5	18		9.5	4.2	5.4	17.4
		Right 2	6.4	15		6.4	2.2	4.8	12.2
		Total	7.7	42		8.6	5.6	3.4	17.4
	SEB	Left 2	2.1	10		2.1	3.7	0.1	10.8
		Through	0.8	206		0.8	2	0	13.7
		Right 2	1.8	18		1.8	3.1	0	11.9
		Total	0.9	234		2	4.2	0	13.7
	SWB	Left 2	5.5	1		5.5	0	5.5	5.5
		Through	5.9	4		5.9	0.6	5.5	6.7
		Right 2	7	13		7	4.4	4.3	20.7
		Total	6.7	18		7.7	4.2	4.3	20.7
	NWB	Left 2	1.5	16		1.5	1.6	0	5.2
		Through	1.1	237		1.1	1.9	0	8.6
		Right 2	0.2	21		0.2	0.2	0	0.7
		Total	1.1	274		1.1	2.2	0	8.6
	Total		1.7	568	A	1.7	3	0	20.7

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	17.8	9		17.8	18.5	0.1	47.2
		Through	13.9	61		13.9	15.3	0	47.1
		Right 2	12.8	4		12.8	19	0	41.1
		Total	14.3	74		13.1	14.2	0	47.2
	SEB	Left 2	14.5	90		14.5	14.6	0	45.4
		Through	15.1	108		15.1	15	0	45.4
		Right 2	20.5	6		20.5	12	7.8	38.5
		Total	15	204		19.9	20.7	0	45.4
	SWB	Left 2	18.8	23		18.8	17.7	0.1	50.6
		Through	20.2	145		20.2	16.2	0	54.9
		Right 2	18.3	153		18.3	15.7	0	57.2
		Total	19.2	321		17.5	15.9	0	57.2
	NWB	Left 2	13.9	7		13.9	17.6	0	43.6
		Through	12.1	108		12.1	14.1	0	49.3
		Right 2	7.8	12		7.8	11.4	0	31.5
		Total	11.8	127		13.1	14.3	0	49.3
	Total		16.2	726	B	16.2	15.6	0	57.2
Truman at 1st	EB	Through	17.5	333		17.5	20.3	0	66.8
		Right 1	4.2	9		4.2	6.3	0	19.1
		Total	17.2	342		23	21	0	66.8
	SEB	Left 1	16.6	251		16.6	18.1	0	64.3
		Through	37.5	80		37.5	26.1	0	83.4
		Right 3	13.2	11		13.2	12.2	2	46.7
		Total	21.4	342		49.6	36.4	0	83.4
	WB	Through	27.3	551		27.3	23.1	0	105.7
		Right 1	23.8	633		23.8	16.3	0	81.7
		Total	25.4	1184		25.7	21	0	105.7
	NWB	Left 1	16.6	59		16.6	17	0.1	59.5
		Through	36.2	144		36.2	27.9	0	94.2
		Right 3	25.6	66		25.6	24.5	0.2	90.2
		Total	29.3	269		30.3	24.8	0	94.2
	Total		23.9	2137	C	24	21.4	0	105.7
1st at Flagler	NEB	Left 2	32.8	12		32.8	32.2	0	101.9
		Through	20.1	311		20.1	20.4	0	78.8
		Right 2	30.2	24		30.2	23.1	0.1	68.6
		Total	21.2	347		26.8	21.7	0	101.9
	SEB	Left 2	35.8	138		35.8	27.8	0	114.6
		Through	35.9	104		35.9	27.3	0	115.9
		Right 2	16.3	15		16.3	13.3	4.4	43.3
		Total	34.7	257		38.7	30.3	0	115.9
	SWB	Left 2	21.3	47		21.3	19.5	0	61.9
		Through	23.2	428		23.2	19.6	0	84.1
		Right 2	18.4	94		18.4	18.6	0	57.8
		Total	22.3	569		21.2	18.2	0	84.1
	NWB	Left 2	34.6	65		34.6	24.3	0	76.8
		Through	34.3	124		34.3	24	0	76.7
		Right 2	12.4	62		12.4	11.5	0.2	53.3
		Total	29	251		38	32.1	0	76.8
	Total		25.5	1424	C	25.4	22.8	0	115.9

AM Delay

Intersection	Approach	Movement	Run 1 Delay(s)	Run 1 Volume	LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
Roosevelt at Kennedy	NEB	Left 2	16.8	44		16.8	24.4	0	71.7
		Through	22.5	565		22.5	23.3	0	87.2
		Right 2	18.5	68		18.5	22.8	0	80.3
		Total	21.7	677		35.3	30.1	0	87.2
	SEB	Left 2	16.9	53		16.9	21.3	0	68
		Through	34.3	37		34.3	27.1	0	91.9
		Right 2	15.2	67		15.2	18.2	0.1	69
		Total	20.3	157		25	28.4	0	91.9
	SWB	Left 2	16.1	66		16.1	20	0	63.6
		Through	31.8	909		31.8	27.1	0	97.7
		Right 2	30.7	41		30.7	26.6	0	93.3
		Total	30.7	1016		42.2	32	0	97.7
	NWB	Left 2	20.2	239		20.2	22.3	0	70.2
		Through	47.9	38		47.9	34.1	0	122.9
		Right 2	5.7	32		5.7	5.8	0	24
		Total	22.1	309		25.1	26.2	0	122.9
	Total		25.9	2159	C	25.9	25.7	0	122.9
Roosevelt at US-1	NB	Through	26.8	116		26.8	21.6	0	98.9
		Right 2	1.9	386		1.9	3	0	14.8
		Total	7.7	502		16.5	23	0	98.9
	SEB	Left 1	19.1	516		19.1	18.7	0	75
		Right 1	9.5	115		9.5	14.2	0	56.5
		Total	17.4	631		31.6	26.4	0	75
	WB	Left 2	20.8	568		20.8	18.8	0	87
		Right 2	5.3	900		5.3	6.1	0	33
		Total	11.3	1468		14	19.1	0	87
	Total		12.1	2601	B	12.1	16.1	0	98.9
Flagler at Roosevelt	NB	Left 2	15.4	69		15.4	17.6	0	66.6
		Through	10.2	299		10.2	13	0	43
		Total	11.2	368		12.9	14.7	0	66.6
	EB	Left 2	21.9	236		21.9	19.7	0	58.6
		Right 2	3.3	60		3.3	2.8	0	9.9
		Total	18.1	296		21.3	20.2	0	58.6
	SB	Through	11.2	335		11.2	12.8	0	59.5
		Right 2	15.3	520		15.3	14.3	0	63.5
		Total	13.7	855		11.4	13.3	0	63.5
	Total		14	1519	B	13.9	15.3	0	66.6
NETWORK TOTAL			16.2	21397		16.2	19	0	122.9

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	26.2	18		26.2	28.5	0.2	109
		Through	25	125		25	19.9	0	102.5
		Right 2	15.2	21		15.2	14.9	0	45.2
		Total	23.9	164		21.2	18.2	0	109
	SEB	Left 2	23.6	16		23.6	12.9	2.9	48.5
		Through	18.7	220		18.7	14	0	60.2
		Right 2	21.1	19		21.1	16.2	0	55.6
		Total	19.2	255		30.5	33.5	0	60.2
	SWB	Left 2	32.9	54		32.9	18.5	0.1	67.7
		Through	30.5	124		30.5	20.9	0	87.2
		Right 2	23.1	60		23.1	15.4	0	64.5
		Total	29.2	238		24	18.7	0	87.2
	NWB	Left 2	37.9	15		37.9	32.8	4.1	115.5
		Through	29.9	318		29.9	30.8	0	158.2
		Right 2	34.6	17		34.6	40	0	128.4
		Total	30.5	350		23.2	25.4	0	158.2
	Total		26.3	1007	C	26.2	23.9	0	158.2
Front at Duval	NB	Left 1	16	40		16	14.9	0	45.7
		Right 1	18.1	82		18.1	15.9	0	69.3
		Right 3	10.1	47		10.1	10.8	0	43
		Total	15.4	169		15.6	14.3	0	69.3
	SEB	Left 2	18.4	13		18.4	20	0.6	69.5
		Through	11.3	47		11.3	12.6	0	37.1
		Right 1	7	21		7	8.6	0.3	35.5
		Total	11.3	81		10.6	12.2	0	69.5
	SWB	Left 2	20.1	58		20.1	16.4	0	63.9
		Left 1	18	94		18	19	0	105.3
		Right 2	15	28		15	14.1	2.1	70
		Total	18.2	180		19.3	18.1	0	105.3
	NWB	Left 3	35.3	86		35.3	24.9	0.1	103.5
		Through	37.8	121		37.8	30.4	0	109.5
		Right 2	32.8	100		32.8	26.6	0	95.5
		Total	35.5	307		26.7	26.5	0	109.5
	Total		24	737	C	24	23.7	0	109.5
Duval at Southard	SEB	Through	22.8	240		22.8	19	0	117.3
		Right 2	25.5	37		25.5	17.4	1.9	94.1
		Total	23.2	277		20.1	16.7	0	117.3
	SWB	Left 2	26.1	64		26.1	19.7	0	85.8
		Through	28.6	169		28.6	20.7	0	95.8
		Right 2	26.8	61		26.8	21.7	0.3	81.9
		Total	27.7	294		20.9	17.7	0	95.8
	NWB	Left 2	35.1	27		35.1	33.5	0.3	150.5
		Through	40.4	324		40.4	31	0	147.2
		Total	40	351		34.5	33.6	0	150.5
	Total		31	922	C	31	25.8	0	150.5

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	17.8	23		17.8	13.6	0.1	42.8
		Through	16.4	73		16.4	15	0	43
		Right 2	10.4	20		10.4	8.9	0	28.1
		Total	15.6	116		14.5	13.6	0	43
	SEB	Left 2	31.7	15		31.7	20.8	2.3	77.9
		Through	19.6	268		19.6	17.1	0	83.3
		Right 2	25.9	24		25.9	18.1	1.4	58.6
		Total	20.7	307		25.8	22.6	0	83.3
	SWB	Left 2	12.2	8		12.2	15.1	0.1	40.5
		Through	18	22		18	15.9	0	40.9
		Right 2	9.4	7		9.4	9.1	3.3	28.3
		Total	15.1	37		14.6	13.6	0	40.9
	NWB	Left 2	43.8	23		43.8	23.6	0	86.7
		Through	35.5	316		35.5	23	0	102.2
		Right 2	33.9	33		33.9	21.3	0	81
		Total	35.9	372		28	26.5	0	102.2
	Total		26.5	832	C	26.5	21.4	0	102.2
Duval at Truman	NEB	Left 2	17.5	16		17.5	21.1	0.1	72.1
		Through	18	179		18	16.6	0	97.7
		Right 2	16.7	28		16.7	18.5	0.1	79.4
		Total	17.8	223		17	16.3	0	97.7
	SEB	Left 2	46.8	84		46.8	40.3	1	168.8
		Through	43.3	172		43.3	36.5	0	161.6
		Right 2	28	16		28	30.7	0.2	92.6
		Total	43.5	272		38	39.8	0	168.8
	SWB	Left 2	15.7	67		15.7	12.3	0	64.5
		Through	13.6	165		13.6	12.1	0	68.4
		Right 2	14.9	129		14.9	11.8	0	58.3
		Total	14.5	361		11.7	11	0	68.4
	NWB	Left 2	56.5	6		56.5	36.9	6.6	90.7
		Through	52.5	227		52.5	43.2	0	161
		Right 2	38.5	65		38.5	35.8	0.1	134.6
		Total	49.5	298		33.3	35.3	0	161
	Total		31	1154	C	31	33.6	0	168.8
Duval at South	NEB	Left 2	20	56		20	17.7	5	70.1
		Through	14.8	124		14.8	13	3.3	71
		Right 2	20	41		20	18.7	3.1	65
		Total	17.1	221		12.3	11.4	3.1	71
	SEB	Left 2	19.9	105		19.9	14.9	3.7	67.1
		Through	18.1	66		18.1	15.2	3.4	67
		Right 2	17.2	41		17.2	11.2	3	49.6
		Total	18.8	212		14.2	12.2	3	67.1
	SWB	Left 2	22.1	9		22.1	13.2	6.2	50
		Through	21.5	157		21.5	15.9	4	83.9
		Right 2	22.5	116		22.5	17.6	3.5	93.8
		Total	21.9	282		18.7	16.4	3.5	93.8
	NWB	Left 2	11.9	32		11.9	9.7	3.5	41.1
		Through	13.5	27		13.5	13.1	3.4	65.9
		Right 2	11.7	25		11.7	11.1	4.3	44.2
		Total	12.4	84		9.4	8.1	3.4	65.9
	Total		18.8	799	B	18.7	15.4	3	93.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	18.6	3		18.6	5.7	12.8	24.1
		Through	11.6	412		11.6	11.4	0	44.8
		Right 2	7.9	90		7.9	8.8	0	35.7
		Total	11	505		10.2	10.9	0	44.8
	SEB	Left 2	24.9	17		24.9	19.3	0	48.4
		Through	21.3	13		21.3	20.9	0	67.9
		Right 2	4.2	3		4.2	3.8	0.2	7.7
		Total	21.6	33		22.3	19.1	0	67.9
	SWB	Left 2	14.8	90		14.8	15.2	0	95
		Through	9.6	624		9.6	9.5	0	36.3
		Right 2	6	17		6	7.7	0	29.1
		Total	10.2	731		9	9.6	0	95
	NWB	Left 2	36.9	128		36.9	30.2	0	125
		Through	38.1	29		38.1	31.2	0	102.7
		Right 2	26.6	106		26.6	26.6	0	96.6
		Total	32.9	263		39.7	42.9	0	125
	Total		14.6	1532	B	14.6	17.9	0	125
Whitehead at Fleming	NEB	Left 2	11.9	87		11.9	13	0	47.1
		Through	14.9	126		14.9	12.3	0	45.6
		Right 2	11	46		11	11.5	0	42.7
		Total	13.2	259		14.5	13.1	0	47.1
	SEB	Left 2	18.3	25		18.3	16.6	0.2	57.2
		Through	15.9	178		15.9	15.8	0	75.5
		Right 2	10.6	29		10.6	11.5	0.1	48.7
		Total	15.5	232		14.7	15.9	0	75.5
	NWB	Left 2	24.9	23		24.9	18.6	0.2	74.9
		Through	23.7	226		23.7	20.6	0	80.6
		Right 2	19.9	128		19.9	17.8	0	78
		Total	22.5	377		17.6	16.8	0	80.6
	Total		17.9	868	B	17.8	17.1	0	80.6
Simonton at Fleming	NEB	Left 2	19.2	27		19.2	14.3	0.1	56.5
		Through	19.6	227		19.6	15.8	0	82.6
		Right 2	15	77		15	14.5	0	55.8
		Total	18.5	331		16.1	14	0	82.6
	SEB	Left 2	17.3	21		17.3	16.1	0.1	63.7
		Through	10.2	162		10.2	11	0	56.4
		Total	11	183		10.1	11	0	63.7
	NWB	Through	25.4	251		25.4	25.3	0	89.8
		Right 2	30	52		30	25.1	0.1	77
		Total	26.2	303		15.8	18.3	0	89.8
	Total		19.7	817	B	19.7	19.9	0	89.8
Grinnell at Fleming	NEB	Left 2	10.2	37		10.2	10.6	0	38.9
		Through	14.4	266		14.4	13.9	0	71.4
		Right 2	8.8	50		8.8	10.2	0	44
		Total	13.2	353		12.3	12.7	0	71.4
	SEB	Left 2	20.9	30		20.9	12.5	0.1	39
		Through	16.5	47		16.5	14.1	0	39.3
		Total	18.2	77		14.7	13.2	0	39.3
	NWB	Through	7.1	33		7.1	10.6	0	35.8
		Right 2	5.1	18		5.1	4.4	0	12.7
		Total	6.4	51		9.3	11.7	0	35.8
	Total		13.3	481	B	13.2	13.3	0	71.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Southard	SEB	Left 2	4.7	16		4.7	7	0	23
		Through	2.3	274		2.3	4.5	0	21.9
		Right 2	2.7	69		2.7	4.6	0	20.6
		Total	2.5	359		2.1	4.5	0	23
	SWB	Left 2	6.1	4		6.1	1.2	5.1	7.7
		Through	6.1	6		6.1	1.3	4.9	8
		Right 2	4.1	4		4.1	0.6	3.2	4.5
		Total	5.5	14		5.2	1.9	3.2	8
	NWB	Left 2	6.3	103		6.3	6.2	0	24.7
		Through	2.7	144		2.7	4.6	0	20.2
		Right 2	1.9	6		1.9	1.9	0.3	4.5
		Total	4.1	253		3.4	5.6	0	24.7
	Total		3.2	626	A	3.2	5.1	0	24.7
Whitehead at Southard	NEB	Left 2	40.8	44		40.8	28.3	0	98.4
		Right 2	16.3	97		16.3	19.8	0	91.8
		Total	23.9	141		38.3	38.2	0	98.4
	SEB	Through	32.3	147		32.3	26.4	0	91.2
		Right 2	27.9	79		27.9	24.4	0.2	81.4
		Total	30.8	226		37.2	32.2	0	91.2
	SWB	Left 2	45.9	29		45.9	29.6	0.1	92.8
		Through	49.4	145		49.4	34.1	0	172.8
		Right 2	45.2	64		45.2	33.3	0.3	122.8
		Total	47.8	238		42	31.8	0	172.8
	NWB	Left 2	35.6	74		35.6	34.4	0	152.6
		Through	33.7	271		33.7	33.6	0	154.3
		Total	34.1	345		26.6	27.8	0	154.3
	Total		35.2	950	D	35.2	31.7	0	172.8
Whitehead at Greene	NEB	Left 2	16.1	3		16.1	11.3	6	28.3
		Through	9.4	33		9.4	6.2	3.7	35.4
		Right 2	7.9	56		7.9	4	3.8	20.3
		Total	8.7	92		8.3	5.4	3.7	35.4
	SEB	Left 2	14.5	49		14.5	9.8	3.8	41.1
		Through	13.5	118		13.5	9.1	3.2	41.2
		Right 2	12.2	46		12.2	8.7	3.5	34.8
		Total	13.4	213		12.3	9.9	3.2	41.2
	SWB	Left 2	8.8	39		8.8	4.6	3.9	24.5
		Through	8.8	24		8.8	4	3.9	18.6
		Right 2	7	31		7	3.2	3.5	18.7
		Total	8.2	94		7.7	4.1	3.5	24.5
	NWB	Left 2	13.8	67		13.8	8.8	3.2	54.4
		Through	12	139		12	8.3	2.9	51.7
		Right 2	11.5	34		11.5	6.8	3	24.6
		Total	12.4	240		16.2	17.1	2.9	54.4
	Total		11.6	639	B	11.6	8	2.9	54.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Truman	SEB	Left 2	26.3	58		26.3	24.8	0.1	95.2
		Through	24.9	194		24.9	22.7	0	112.5
		Right 2	14.4	30		14.4	13	0.1	51.6
		Total	24.1	282		41.8	39.8	0	112.5
	SWB	Left 2	11.4	55		11.4	9.9	0	31.2
		Through	11.4	81		11.4	11.7	0	37.3
		Right 2	12.4	52		12.4	11	0	33.1
		Total	11.7	188		11.9	12.2	0	37.3
	NWB	Left 2	37.5	35		37.5	24.7	4	87.7
		Through	34.3	200		34.3	26	0	99.9
		Right 2	36.3	156		36.3	25.5	0.1	96.7
		Total	35.4	391		22.5	21.9	0	99.9
	Total		26.5	861	C	26.5	24	0	112.5
Simonton at Caroline	NEB	Left 2	23.6	17		23.6	16.6	0.1	44.2
		Through	16.1	80		16.1	15.1	0	61.1
		Right 2	9	43		9	11.4	0	44.8
		Total	14.8	140		13.4	13.9	0	61.1
	SEB	Left 2	17.1	20		17.1	15	0.2	40.4
		Through	9.9	96		9.9	11.4	0	38.2
		Right 2	7.4	6		7.4	8.3	0.1	21.9
		Total	11	122		11.1	12.2	0	40.4
	SWB	Left 2	18.7	44		18.7	17.3	0	70.7
		Through	17.9	76		17.9	14.3	0	43.3
		Right 2	12.2	68		12.2	12.5	0	56.1
		Total	16	188		15.7	14.8	0	70.7
	NWB	Left 2	11.7	21		11.7	13.3	0	38.2
		Through	16.9	242		16.9	16.6	0	78.2
		Right 2	12	43		12	13.5	0.1	43.9
		Total	15.9	306		12.4	14.2	0	78.2
	Total		14.9	756	B	14.9	15	0	78.2
Simonton at Truman	NEB	Left 2	42.9	43		42.9	37.7	0.1	169.9
		Through	34	217		34	33.9	0	188.8
		Right 2	30.9	53		30.9	33.3	0.1	156.2
		Total	34.7	313		34.1	35.8	0	188.8
	SEB	Left 2	20.3	49		20.3	14.9	0	48.6
		Through	18.7	115		18.7	16.3	0	61.7
		Right 2	12.9	31		12.9	10.2	0.2	41.3
		Total	18.2	195		15.6	15.7	0	61.7
	SWB	Left 2	44.1	24		44.1	27.9	0.1	95.9
		Through	33.4	315		33.4	22.2	0	109.6
		Right 2	32.2	126		32.2	24	0.2	109.3
		Total	33.6	465		52.5	48	0	109.6
	NWB	Left 2	40.5	23		40.5	36.4	0.1	134.2
		Through	35	180		35	31.4	0	146.5
		Right 2	20.6	38		20.6	25.5	0.4	107.4
		Total	33.3	241		24	23.1	0	146.5
	Total		31.4	1214	C	31.3	27.9	0	188.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at United	NEB	Left 2	13.7	25		13.7	12.9	0	35.9
		Through	11.6	141		11.6	11.7	0	35.3
		Right 2	11.6	18		11.6	10.1	0	26.7
		Total	11.9	184		11.2	12.1	0	35.9
	SEB	Left 2	19.2	69		19.2	15.8	0	51.1
		Through	17.3	119		17.3	14.1	0	45.9
		Right 2	23.7	10		23.7	14.1	0.4	39.5
		Total	18.3	198		16.5	14.9	0	51.1
	SWB	Left 2	19.1	8		19.1	12.1	5.4	32.7
		Through	14.1	99		14.1	11.5	0	40.3
		Right 2	14.6	61		14.6	12.2	0	41.2
		Total	14.5	168		12.9	11.8	0	41.2
	NWB	Left 2	18.2	16		18.2	16	0.1	42.7
		Through	15.3	153		15.3	13.3	0	50.8
		Right 2	20.8	8		20.8	12.5	0.7	32.3
		Total	15.8	177		14.5	13.2	0	50.8
	Total		15.2	727	B	15.2	13.3	0	51.1
Thomas at Petronia	SEB	Through	8.2	83		8.2	9.2	0	26.9
		Right 2	4.3	12		4.3	3.9	0	13
		Total	7.7	95		7.4	8.8	0	26.9
	SWB	Left 2	12.7	10		12.7	12.4	0	33.2
		Through	8	53		8	9.4	0	28.2
		Right 2	3.7	27		3.7	3.5	0	11.8
		Total	7.2	90		7.7	8.9	0	33.2
	NWB	Left 2	8.9	8		8.9	7.2	0.1	21.1
		Through	8.2	66		8.2	9.7	0	27.8
		Total	8.3	74		8.3	9.6	0	27.8
	Total		7.7	259	A	7.7	8.9	0	33.2
Olivia at Frances	NEB	Left 2	7.8	54		7.8	4	2.8	19.9
		Through	7.4	95		7.4	3.1	3	17.3
		Right 2	8.2	23		8.2	4.5	3.1	19.3
		Total	7.6	172		7.2	3.5	2.8	19.9
	SEB	Left 2	1	9		1	1.7	0	4.3
		Through	0	48		0	0.1	0	0.7
		Total	0.2	57		0.1	0.6	0	4.3
	NWB	Through	0.1	52		0.1	0.8	0	5.5
		Right 2	0.2	9		0.2	0.2	0	0.4
		Total	0.1	61		0.1	0.6	0	5.5
	Total		4.6	290	A	4.6	4.6	0	19.9
Truman at White	NEB	Left 2	38.5	27		38.5	39.3	0	176.8
		Through	32.2	554		32.2	32.6	0	196.8
		Right 2	30.8	65		30.8	32.6	0.2	176.4
		Total	32.3	646		23	24.1	0	196.8
	SEB	Left 2	53.9	109		53.9	45.1	0	240.7
		Through	36.6	200		36.6	31.8	0	143.7
		Right 2	25.5	27		25.5	25	0	112.6
		Total	41.3	336		34.1	29.4	0	240.7
	SWB	Left 2	45.7	56		45.7	33.1	0.1	152.2
		Through	42	505		42	32.7	0	160.2
		Right 2	35.4	38		35.4	28.8	0	123.5
		Total	41.9	599		27.7	25.9	0	160.2
	NWB	Left 2	45.8	64		45.8	25.9	0	110.9
		Through	36	163		36	32	0	274.5
		Right 2	29.2	127		29.2	19.7	0.3	97.7
		Total	35.3	354		34.5	25.8	0	274.5
	Total		37.4	1935	D	37.4	33	0	274.5

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Catherine	NEB	Left 2	11.6	25		11.6	8.2	5.4	43.9
		Through	12.4	14		12.4	11.5	5.4	50.3
		Right 2	8	37		8	4.2	4.3	19.8
		Total	10	76		8.6	5.6	4.3	50.3
	SEB	Left 2	0.2	5		0.2	0.1	0	0.4
		Through	1.8	271		1.8	4.6	0	33.7
		Right 2	2.9	22		2.9	7.2	0	33.4
		Total	1.9	298		2	4.2	0	33.7
	SWB	Left 2	12.3	6		12.3	7.3	5.5	21.6
		Through	8.8	24		8.8	4.5	3.8	18.5
		Right 2	8	11		8	6.8	3.3	27.4
		Total	9.1	41		7.7	4.2	3.3	27.4
	NWB	Left 2	2.9	20		2.9	2.7	0	8.6
		Through	1.3	244		1.3	2.8	0	16.1
		Right 2	2.2	36		2.2	3	0	11
		Total	1.5	300		1.1	2.2	0	16.1
	Total		3	715	A	3	5.4	0	50.3
White at Flagler	NEB	Left 2	9.8	5		9.8	18.3	0.2	42.3
		Through	10.1	50		10.1	12.8	0	43
		Right 2	14.1	9		14.1	17.4	0	39.1
		Total	10.6	64		13.1	14.2	0	43
	SEB	Left 2	18.7	61		18.7	17.6	0	89.6
		Through	17.4	157		17.4	17.8	0	81.9
		Right 2	15	7		15	18.6	0	50.8
		Total	17.7	225		19.9	20.7	0	89.6
	SWB	Left 2	19.9	10		19.9	18.7	0.1	45.3
		Through	15.2	120		15.2	15.8	0	48.9
		Right 2	15.9	86		15.9	15.2	0.8	50.2
		Total	15.7	216		17.5	15.9	0	50.2
	NWB	Left 2	17.1	4		17.1	8	9.4	28.3
		Through	10.1	88		10.1	12.7	0	41.2
		Right 2	11.6	6		11.6	17.6	0.2	40.4
		Total	10.5	98		13.1	14.3	0	41.2
	Total		15.1	603	B	15	16.1	0	89.6
Truman at 1st	EB	Through	25.1	733		25.1	21.7	0	87.4
		Right 1	19.7	51		19.7	21.4	0	77.5
		Total	24.7	784		23	21	0	87.4
	SEB	Left 1	65.2	510		65.2	36.8	0.1	151.7
		Through	56.8	158		56.8	32	0	164.3
		Right 3	48.8	15		48.8	39.5	2.2	120.6
		Total	62.9	683		49.6	36.4	0	164.3
	WB	Through	35.2	841		35.2	25.3	0	127.6
		Right 1	31.5	584		31.5	19.3	0	129.5
		Total	33.7	1425		25.7	21	0	129.5
	NWB	Left 1	26.4	115		26.4	22.3	0	75.8
		Through	40.4	180		40.4	26.2	0	91.5
		Right 3	29.9	78		29.9	22.3	0	87.4
		Total	33.9	373		30.3	24.8	0	91.5
	Total		37.7	3265	D	37.7	29.5	0	164.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
1st at Flagler	NEB	Left 2	32.7	20		32.7	24.5	1.1	83.8
		Through	24.9	353		24.9	19.4	0	87.6
		Right 2	24.9	34		24.9	24	0.1	93.7
		Total	25.3	407		26.8	21.7	0	93.7
	SEB	Left 2	41.5	110		41.5	27	0	116.8
		Through	45.1	110		45.1	28	0	116.8
		Right 2	26.6	31		26.6	22.1	0	68.4
		Total	41.2	251		38.7	30.3	0	116.8
	SWB	Left 2	17.7	112		17.7	15.5	0	53.4
		Through	24.2	468		24.2	17.6	0	70.6
		Right 2	20.9	83		20.9	19.9	0	67.4
		Total	22.7	663		21.2	18.2	0	70.6
	NWB	Left 2	58.8	100		58.8	40.9	0.2	153.6
		Through	60.1	170		60.1	40.8	0	153.9
		Right 2	42.4	89		42.4	36.3	1.2	140.8
		Total	55.3	359		38	32.1	0	153.9
	Total		33.1	1680	C	33.1	29.2	0	153.9
Roosevelt at Kennedy	NEB	Left 2	45.3	78		45.3	31.6	0	128.8
		Through	38.6	1017		38.6	28.7	0	124.8
		Right 2	33.2	94		33.2	26.2	0	85.8
		Total	38.6	1189		35.3	30.1	0	128.8
	SEB	Left 2	20.6	92		20.6	22.1	0	68.3
		Through	38.8	51		38.8	33.1	0	102.8
		Right 2	21	79		21	25.7	0	98.4
		Total	24.9	222		25	28.4	0	102.8
	SWB	Left 2	50.2	80		50.2	36.9	0	161.9
		Through	55.7	1111		55.7	34.4	0	210.5
		Right 2	47.8	55		47.8	36.6	0	215.2
		Total	55	1246		42.2	32	0	215.2
	NWB	Left 2	22	351		22	23.1	0	81.1
		Through	37.4	67		37.4	29.8	0	102.3
		Right 2	16.6	57		16.6	19.6	0	86.6
		Total	23.5	475		25.1	26.2	0	102.3
	Total		41.9	3132	D	41.9	32.9	0	215.2
Roosevelt at US-1	NB	Through	39.9	252		39.9	25.1	0	103.1
		Right 2	4.8	664		4.8	5.8	0	39.4
		Total	14.5	916		16.5	23	0	103.1
	SEB	Left 1	25.4	968		25.4	20.9	0	109.9
		Right 1	13.5	253		13.5	17.6	0	78.6
		Total	22.9	1221		31.6	26.4	0	109.9
	WB	Left 2	29.2	642		29.2	21.8	0	84.6
		Right 2	4.1	854		4.1	4.9	0	34.4
		Total	14.9	1496		14	19.1	0	84.6
	Total		17.5	3633	B	17.5	20.6	0	109.9
Flagler at Roosevelt	NB	Left 2	20.8	66		20.8	17.4	0	60.5
		Through	11.4	368		11.4	13.4	0	44
		Total	12.8	434		12.9	14.7	0	60.5
	EB	Left 2	23.2	257		23.2	19	0	56.7
		Right 2	4.9	77		4.9	9	0	49.8
		Total	19	334		21.3	20.2	0	56.7
	SB	Through	9.2	472		9.2	12.3	0	52.3
		Right 2	13.2	301		13.2	14.1	0	54.9
		Total	10.8	773		11.4	13.3	0	54.9
	Total		13.1	1541	B	13.1	15.3	0	60.5
NETWORK TOTAL			25.4	31975		25.4	26.9	0	274.5

PM Peak Hour Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	23.9	22		23.9	19.8	0.1	67.5
		Through	24.5	165		24.5	18.3	0	93.1
		Right 2	19.9	21		19.9	16.5	0.1	76.2
		Total	24	208		21.2	18.2	0	93.1
	SEB	Left 2	51.3	36		51.3	40.3	2.7	152.9
		Through	49.3	336		49.3	40.1	0	190.7
		Right 2	55.7	28		55.7	45.3	1	165
		Total	49.9	400		30.5	33.5	0	190.7
	SWB	Left 2	26.6	27		26.6	16.8	2.4	74.6
		Through	23.2	127		23.2	16.4	0	80
		Right 2	16.1	34		16.1	12.2	0	53.7
		Total	22.4	188		24	18.7	0	80
	NWB	Left 2	44.2	18		44.2	28.4	10.2	114.7
		Through	23.5	317		23.5	22.7	0	120.2
		Right 2	29.3	27		29.3	23.7	0.6	92.1
		Total	25	362		23.2	25.4	0	120.2
	Total		33	1158	C	33	31.5	0	190.7
Front at Duval	NB	Left 1	15.9	38		15.9	14.4	0	55.7
		Right 1	19.3	104		19.3	14.3	0	58.3
		Right 3	11.7	52		11.7	11.2	0.1	50.3
		Total	16.6	194		15.6	14.3	0	58.3
	SEB	Left 2	19.3	20		19.3	15.3	0.2	53.7
		Through	10.1	36		10.1	11.8	0	34.8
		Right 1	7.9	12		7.9	11.2	0	39.4
		Total	12.4	68		10.6	12.2	0	53.7
	SWB	Left 2	27.8	69		27.8	21.5	0	95.5
		Left 1	24.8	98		24.8	17.2	0	83.4
		Right 2	19.6	60		19.6	18.5	0	75.1
		Total	24.3	227		19.3	18.1	0	95.5
	NWB	Left 3	40.2	72		40.2	32.2	1.3	131.6
		Through	31.3	107		31.3	26.9	0	112.8
		Right 2	30.1	107		30.1	29.6	0	121.5
		Total	33.1	286		26.7	26.5	0	131.6
	Total		24.6	775	C	24.6	23.4	0	131.6
Duval at Southard	SEB	Through	24.6	314		24.6	15.4	0	88.5
		Right 2	28.5	33		28.5	19.4	0.2	79.5
		Total	25	347		20.1	16.7	0	88.5
	SWB	Left 2	22.5	69		22.5	15.8	0.1	53.3
		Through	21.7	160		21.7	15.5	0	68.2
		Right 2	18.4	53		18.4	13.2	0.2	49.2
		Total	21.3	282		20.9	17.7	0	68.2
	NWB	Left 2	51.6	26		51.6	52.8	0.9	292.7
		Through	44.1	351		44.1	32.8	0	317.4
		Total	44.6	377		34.5	33.6	0	317.4
	Total		31.3	1006	C	31.3	26.6	0	317.4

PM Peak Hour Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	14.3	17		14.3	11.9	0	47.3
		Through	15.9	92		15.9	15.2	0	50.1
		Right 2	11.9	24		11.9	11.4	0	33.8
		Total	15	133		14.5	13.6	0	50.1
	SEB	Left 2	36.7	23		36.7	28.3	1.3	91.2
		Through	36.7	307		36.7	25.6	0	131.4
		Right 2	41.3	50		41.3	26.5	0	114.9
		Total	37.3	380		25.8	22.6	0	131.4
	SWB	Left 2	11.4	12		11.4	8.9	0.1	24.7
		Through	13.5	24		13.5	13.3	0	38.6
		Right 2	17.2	4		17.2	6.4	9	24.5
		Total	13.2	40		14.6	13.6	0	38.6
	NWB	Left 2	32.7	19		32.7	27	0.1	101
		Through	27.5	269		27.5	28.7	0	129.6
		Right 2	33.3	11		33.3	24.3	0.8	77
		Total	28	299		28	26.5	0	129.6
	Total		29.4	852	C	29.5	26.3	0	131.4
Duval at Truman	NEB	Left 2	27.1	8		27.1	10	17.2	42.5
		Through	19.4	142		19.4	16.8	0	69.9
		Right 2	19.3	5		19.3	27.7	0	68
		Total	19.8	155		17	16.3	0	69.9
	SEB	Left 2	60.4	98		60.4	53.3	2.7	182
		Through	49.8	196		49.8	47.6	0	205.1
		Right 2	53.6	11		53.6	50.6	0.1	156.3
		Total	53.3	305		38	39.8	0	205.1
	SWB	Left 2	12.7	45		12.7	11.3	0	45.8
		Through	12.4	170		12.4	11.7	0	46.1
		Right 2	11.2	120		11.2	9.5	0	48.3
		Total	12	335		11.7	11	0	48.3
	NWB	Left 2	42.6	19		42.6	35.5	2.4	146
		Through	31.8	179		31.8	31.1	0	163.6
		Right 2	35.4	53		35.4	28.8	0.4	126.9
		Total	33.4	251		33.3	35.3	0	163.6
	Total		30.3	1046	C	30.3	36.2	0	205.1
Duval at South	NEB	Left 2	13.1	19		13.1	8.6	4.3	34.9
		Through	11.8	131		11.8	8.7	3	56.3
		Right 2	7.6	32		7.6	3.9	4.5	24.8
		Total	11.2	182		12.3	11.4	3	56.3
	SEB	Left 2	16.9	89		16.9	12.8	3.3	75.7
		Through	14.3	54		14.3	11.4	3	55.9
		Right 2	10.8	16		10.8	9.1	3	36.7
		Total	15.4	159		14.2	12.2	3	75.7
	SWB	Left 2	21.3	10		21.3	22.3	6.9	80.3
		Through	21.1	123		21.1	20.1	4.8	98.1
		Right 2	17.7	93		17.7	15.3	3.5	89.7
		Total	19.7	226		18.7	16.4	3.5	98.1
	NWB	Left 2	12.4	21		12.4	10.5	3.1	44.4
		Through	11.1	30		11.1	7.9	3.7	41.8
		Right 2	8.6	51		8.6	6.5	3.1	40.9
		Total	10.1	102		9.4	8.1	3.1	44.4
	Total		14.9	669	B	14.9	13.8	3	98.1

PM Peak Hour Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	17.5	3		17.5	12.5	3.3	26.3
		Through	12.8	544		12.8	11.8	0	50.1
		Right 2	10.3	98		10.3	10.8	0	43.7
		Total	12.4	645		10.2	10.9	0	50.1
	SEB	Left 2	26.5	40		26.5	22.5	0	85.5
		Through	21.7	32		21.7	16.6	0	52.3
		Right 2	10	4		10	14.9	0	31.5
		Total	23.6	76		22.3	19.1	0	85.5
	SWB	Left 2	14.1	57		14.1	16.6	0	68.7
		Through	8.1	591		8.1	9	0	31.7
		Right 2	6.5	55		6.5	7.2	0	24.9
		Total	8.5	703		9	9.6	0	68.7
	NWB	Left 2	77	108		77	66.8	0.2	247.6
		Through	66.6	35		66.6	59.1	0.1	218.6
		Right 2	62.4	109		62.4	58.4	0.2	243.3
		Total	69.2	252		39.7	42.9	0.1	247.6
	Total		19.8	1676	B	19.8	33.7	0	247.6
Whitehead at Fleming	NEB	Left 2	18.7	86		18.7	14.5	0	62.3
		Through	15.7	129		15.7	13.8	0	54.5
		Right 2	14.4	63		14.4	11.7	0	42.6
		Total	16.3	278		14.5	13.1	0	62.3
	SEB	Left 2	23	39		23	17.8	0.4	65.7
		Through	18.3	244		18.3	19.1	0	89.3
		Right 2	16	21		16	17.5	0.1	69.6
		Total	18.7	304		14.7	15.9	0	89.3
	NWB	Left 2	23.9	12		23.9	15.8	0.2	47.2
		Through	19.3	250		19.3	17.8	0	85.8
		Right 2	16.4	113		16.4	15	0	82.1
		Total	18.6	375		17.6	16.8	0	85.8
	Total		18	957	B	18	16.7	0	89.3
Simonton at Fleming	NEB	Left 2	19	24		19	12	0	46.2
		Through	17.7	249		17.7	13.4	0	70.5
		Right 2	10.5	86		10.5	9.8	0.1	44.8
		Total	16.1	359		16.1	14	0	70.5
	SEB	Left 2	12.7	30		12.7	13.3	0	39.6
		Through	11.4	213		11.4	10.9	0	39.1
		Total	11.6	243		10.1	11	0	39.6
	NWB	Through	11.2	182		11.2	10.4	0	35.9
		Right 2	11	59		11	10.3	0.1	34
		Total	11.2	241		15.8	18.3	0	35.9
	Total		13.4	843	B	13.4	12	0	70.5
Grinnell at Fleming	NEB	Left 2	15.2	35		15.2	15.1	0	54.9
		Through	15.1	298		15.1	13	0	62.1
		Right 2	8.7	22		8.7	7.3	0	28.4
		Total	14.7	355		12.3	12.7	0	62.1
	SEB	Left 2	9.6	26		9.6	10.9	0	30.9
		Through	8.6	43		8.6	10.2	0	36.6
		Total	9	69		14.7	13.2	0	36.6
	NWB	Through	15.7	19		15.7	14.5	0	36.6
		Right 2	6.7	17		6.7	9.3	0	39.4
		Total	11.5	36		9.3	11.7	0	39.4
	Total		13.6	460	B	13.6	12.8	0	62.1

PM Peak Hour Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Southard	SEB	Left 2	3.8	21		3.8	4.8	0	18.1
		Through	2.5	206		2.5	5.4	0	25.2
		Right 2	2.4	62		2.4	5.6	0	25.5
		Total	2.6	289		2.1	4.5	0	25.5
	SWB	Left 2	4.1	4		4.1	2.9	0	5.8
		Through	7	6		7	0.5	6.1	7.6
		Right 2	4.1	6		4.1	4.1	0	10.8
		Total	5.2	16		5.2	1.9	0	10.8
	NWB	Left 2	4.2	115		4.2	5.2	0	28.6
		Through	3	152		3	4.9	0	21.9
		Right 2	0.4	8		0.4	0.2	0	0.9
		Total	3.4	275		3.4	5.6	0	28.6
	Total		3.1	580	A	3.1	5.2	0	28.6
Whitehead at Southard	NEB	Left 2	69.5	63		69.5	53	0	195.2
		Right 2	47.9	132		47.9	42.9	0.1	190.5
		Total	54.9	195		38.3	38.2	0	195.2
	SEB	Through	51	275		51	35.4	0	181.9
		Right 2	48.4	38		48.4	38.9	0	119.9
		Total	50.7	313		37.2	32.2	0	181.9
	SWB	Left 2	45	55		45	32	0.1	121.3
		Through	42	115		42	31.7	0	110.5
		Right 2	36	43		36	31.9	0.1	132.6
		Total	41.6	213		42	31.8	0	132.6
	NWB	Left 2	27.5	61		27.5	21.5	0.2	83.1
		Through	25.2	197		25.2	26.3	0	126.2
		Total	25.7	258		26.6	27.8	0	126.2
	Total		43	979	D	43	37	0	195.2
Whitehead at Greene	NEB	Left 2	10.7	12		10.7	7.3	4.3	29
		Through	10.2	41		10.2	5.5	3.6	22.9
		Right 2	6.8	56		6.8	2.7	3.6	13.8
		Total	8.5	109		8.3	5.4	3.6	29
	SEB	Left 2	20.3	26		20.3	17.6	4.9	72.1
		Through	14	139		14	11.6	3.5	60.4
		Right 2	15.2	29		15.2	14.5	4	59.8
		Total	15	194		12.3	9.9	3.5	72.1
	SWB	Left 2	8.9	30		8.9	5.7	3.4	24.7
		Through	9.2	28		9.2	4.3	3.4	20.9
		Right 2	7.3	21		7.3	4.6	3.1	23.5
		Total	8.6	79		7.7	4.1	3.1	24.7
	NWB	Left 2	24.6	76		24.6	19.9	2.9	94.7
		Through	24.8	167		24.8	25.5	3.2	94.2
		Right 2	26	34		26	22.3	4.6	88.9
		Total	24.9	277		16.2	17.1	2.9	94.7
	Total		17.3	659	B	17.3	18.4	2.9	94.7
Whitehead at Truman	SEB	Left 2	68.4	145		68.4	39.5	0.2	180.4
		Through	71.8	278		71.8	38.9	0	157.8
		Right 2	71.5	45		71.5	46.2	3.1	157.7
		Total	70.7	468		41.8	39.8	0	180.4
	SWB	Left 2	12.6	66		12.6	15.1	0	83.2
		Through	13.2	79		13.2	13.6	0	64
		Right 2	16.4	54		16.4	12.7	0	48.2
		Total	13.9	199		11.9	12.2	0	83.2
	NWB	Left 2	20.8	68		20.8	18.9	0.1	96.1
		Through	18	177		18	15.7	0	81.8
		Right 2	19.8	3		19.8	9.1	9.6	27
		Total	18.8	248		22.5	21.9	0	96.1
	Total		44.3	915	D	44.3	40.7	0	180.4

PM Peak Hour Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Caroline	NEB	Left 2	12.9	12		12.9	14.5	0.1	38.5
		Through	16.5	72		16.5	13.4	0	41.1
		Right 2	10.1	42		10.1	10.6	0	42
		Total	14	126		13.4	13.9	0	42
	SEB	Left 2	18.5	19		18.5	15.3	0.5	45.3
		Through	10.3	152		10.3	11.8	0	35.1
		Right 2	11.8	9		11.8	10.9	0.2	29.9
		Total	11.2	180		11.1	12.2	0	45.3
	SWB	Left 2	16.6	32		16.6	13	0	38.4
		Through	18.8	105		18.8	15.3	0	70.4
		Right 2	12.2	58		12.2	12.6	0	52.6
		Total	16.5	195		15.7	14.8	0	70.4
	NWB	Left 2	17.4	19		17.4	17.4	0	43.7
		Through	13.1	203		13.1	15.1	0	48.1
		Right 2	9.1	28		9.1	10.9	0.1	37.8
		Total	13	250		12.4	14.2	0	48.1
	Total		13.6	751	B	13.6	14	0	70.4
Simonton at Truman	NEB	Left 2	51.2	26		51.2	46.9	0	171.9
		Through	48.6	217		48.6	39.4	0	171
		Right 2	43.2	46		43.2	39.6	0	142.4
		Total	48	289		34.1	35.8	0	171.9
	SEB	Left 2	24.9	31		24.9	24.1	0.1	106.3
		Through	18.4	207		18.4	16.9	0	81.1
		Right 2	16.5	14		16.5	19.7	0.2	71.4
		Total	19.1	252		15.6	15.7	0	106.3
	SWB	Left 2	113.6	65		113.6	45.3	49.5	264.1
		Through	108.9	296		108.9	46.3	41.2	259.7
		Right 2	110.7	86		110.7	48	50.2	258.5
		Total	109.9	447		52.5	48	41.2	264.1
	NWB	Left 2	24.8	25		24.8	19.2	0.1	57.4
		Through	19.5	213		19.5	16.7	0	65.3
		Right 2	23.1	7		23.1	17.1	8.7	59.8
		Total	20.1	245		24	23.1	0	65.3
	Total		59	1233	E	59	53.6	0	264.1
Simonton at United	NEB	Left 2	15.7	15		15.7	15.6	0.1	41.4
		Through	10.3	143		10.3	11.3	0	52.9
		Right 2	22.5	21		22.5	18.7	0	58.3
		Total	12.2	179		11.2	12.1	0	58.3
	SEB	Left 2	22.3	42		22.3	19.4	0	63.5
		Through	16.8	135		16.8	16.1	0	72.2
		Right 2	16.2	7		16.2	16.3	0.2	40.6
		Total	18	184		16.5	14.9	0	72.2
	SWB	Left 2	19.8	8		19.8	12.3	4.8	39.2
		Through	13.2	158		13.2	11.8	0	39.5
		Right 2	11.3	69		11.3	10.7	0	36.1
		Total	12.9	235		12.9	11.8	0	39.5
	NWB	Left 2	13.1	25		13.1	13.7	0.1	51
		Through	14.9	163		14.9	12.9	0	43.3
		Right 2	11.2	5		11.2	14.8	0	36.7
		Total	14.6	193		14.5	13.2	0	51
	Total		14.3	791	B	14.3	13.9	0	72.2

PM Peak Hour Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Thomas at Petronia	SEB	Through	8.3	84		8.3	9.6	0	27.5
		Right 2	3.5	29		3.5	5.2	0	24.6
		Total	7.1	113		7.4	8.8	0	27.5
	SWB	Left 2	11.4	32		11.4	10.3	0	28
		Through	9.4	75		9.4	9.7	0	29.7
		Right 2	4.4	35		4.4	4.3	0	15.9
		Total	8.6	142		7.7	8.9	0	29.7
	NWB	Left 2	15	16		15	11.6	0	36.2
		Through	6.2	49		6.2	7.8	0	26.2
		Total	8.4	65		8.3	9.6	0	36.2
	Total		8	320	A	8	9.1	0	36.2
Olivia at Frances	NEB	Left 2	7.8	27		7.8	3.4	3	15
		Through	8	125		8	4.2	3.3	26.2
		Right 2	6.9	40		6.9	3.3	3.1	16.6
		Total	7.7	192		7.2	3.5	3	26.2
	SEB	Left 2	0.5	28		0.5	1.3	0	5.6
		Through	0.1	46		0.1	0.5	0	2.9
		Total	0.3	74		0.1	0.6	0	5.6
	NWB	Through	0.1	53		0.1	0.3	0	2.5
		Right 2	0.1	11		0.1	0.2	0	0.3
		Total	0.1	64		0.1	0.6	0	2.5
	Total		4.6	330	A	4.6	4.8	0	26.2
Truman at White	NEB	Left 2	28.3	17		28.3	20	0.3	59.7
		Through	20.6	492		20.6	17.8	0	75.8
		Right 2	12.4	43		12.4	13.6	0.1	52.1
		Total	20.2	552		23	24.1	0	75.8
	SEB	Left 2	44	69		44	24.6	0.4	97.8
		Through	29.7	233		29.7	22.9	0	76.4
		Right 2	14.8	17		14.8	16.7	0.2	48.2
		Total	32	319		34.1	29.4	0	97.8
	SWB	Left 2	31.2	41		31.2	26.5	0.6	117.9
		Through	28.8	549		28.8	23.2	0	118.8
		Right 2	25.5	50		25.5	23.4	0	99.3
		Total	28.7	640		27.7	25.9	0	118.8
	NWB	Left 2	44.3	85		44.3	27.5	0.1	98.9
		Through	32.9	173		32.9	24.4	0	106.2
		Right 2	26.8	110		26.8	19.3	0	88.4
		Total	33.7	368		34.5	25.8	0	106.2
	Total		27.7	1879	C	27.7	22.8	0	118.8
White at Catherine	NEB	Left 2	9.4	13		9.4	4.6	5.4	18.4
		Through	7.1	19		7.1	2.2	5.1	13.6
		Right 2	7	16		7	3.3	4.8	18.1
		Total	7.7	48		8.6	5.6	4.8	18.4
	SEB	Left 2	5	33		5	8	0	33.4
		Through	2.6	161		2.6	4.2	0	21
		Right 2	3.7	103		3.7	5.1	0	34.5
		Total	3.2	297		2	4.2	0	34.5
	SWB	Left 2	6.8	4		6.8	1.9	5.8	9.6
		Through	7.5	11		7.5	2.7	5.6	13.5
		Right 2	7.1	10		7.1	2.8	4.1	12.4
		Total	7.2	25		7.7	4.2	4.1	13.5
	NWB	Left 2	1.4	23		1.4	2.8	0	12.4
		Through	0.9	293		0.9	2	0	13.1
		Right 2	1	11		1	2	0	6.7
		Total	0.9	327		1.1	2.2	0	13.1
	Total		2.6	697	A	2.6	4.3	0	34.5

PM Peak Hour Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	13.9	8		13.9	14.3	0	32.3
		Through	13.2	138		13.2	13.9	0	42.1
		Right 2	9.7	11		9.7	14.8	0	41.2
		Total	13	157		13.1	14.2	0	42.1
	SEB	Left 2	27.2	212		27.2	22.4	0	99.3
		Through	24.1	236		24.1	27.9	0	165.3
		Total	25.6	448		19.9	20.8	0	165.3
	SWB	Left 2	22.3	19		22.3	15.6	1.2	50
		Through	18.2	205		18.2	15.9	0	76.8
		Right 2	19.2	137		19.2	16.9	0.5	80.2
		Total	18.8	361		17.5	15.9	0	80.2
	NWB	Left 2	6.9	13		6.9	11.5	0	39.1
		Through	13.8	124		13.8	14.1	0	45.1
		Right 2	11.3	12		11.3	16.1	0	40.4
		Total	13	149		13.1	14.3	0	45.1
	Total		19.9	1115	B	19.9	20.6	0	165.3
Truman at 1st	EB	Through	24.5	778		24.5	21	0	70.4
		Right 1	17.2	59		17.2	19.3	0	60.8
		Total	24	837		23	21	0	70.4
	SEB	Left 1	67.1	552		67.1	33.6	0.1	167.5
		Through	56.9	181		56.9	33.5	0	170
		Right 3	55	18		55	36.3	6.3	137.5
		Total	64.4	751		49.6	36.4	0	170
	WB	Through	24.4	873		24.4	21	0	82.4
		Right 1	16.5	424		16.5	13.5	0	64
		Total	21.8	1297		25.7	21	0	82.4
	NWB	Left 1	20.5	96		20.5	20	0	65.4
		Through	39.5	128		39.5	24.5	0	89.1
		Right 3	24.4	70		24.4	24.8	0	81.9
		Total	29.7	294		30.3	24.8	0	89.1
	Total		33.2	3179	C	33.2	30	0	170
1st at Flagler	NEB	Left 2	42.7	8		42.7	32.4	0.5	93.7
		Through	34.4	509		34.4	23.4	0	104.1
		Right 2	34.5	27		34.5	24.8	0.2	101.2
		Total	34.5	544		26.8	21.7	0	104.1
	SEB	Left 2	43.3	148		43.3	35	0	164.2
		Through	49.5	116		49.5	33.8	0.1	164.5
		Right 2	26.2	4		26.2	25.4	4.9	60.9
		Total	45.7	268		38.7	30.3	0	164.5
	SWB	Left 2	16.9	106		16.9	16.8	0	53.8
		Through	23.6	417		23.6	17.4	0	56.3
		Right 2	18.9	98		18.9	16.9	0	52.8
		Total	21.7	621		21.2	18.2	0	56.3
	NWB	Left 2	34.3	69		34.3	24.6	0.1	77.8
		Through	37.8	129		37.8	22.6	0	100.8
		Right 2	17.1	78		17.1	17	0.1	71.3
		Total	31.1	276		38	32.1	0	100.8
	Total		31.1	1709	C	31.1	25.1	0	164.5

PM Peak Hour Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	55	115		55	36.5	0	165.2
		Through	44	1092		44	32.5	0	155
		Right 2	46.8	81		46.8	33.8	0	148.3
		Total	45.2	1288		35.3	30.1	0	165.2
	SEB	Left 2	18.4	87		18.4	23.7	0	68.8
		Through	46.2	59		46.2	36.6	0	104.9
		Right 2	22.9	133		22.9	27.3	0	98.9
		Total	26.4	279		25	28.4	0	104.9
	SWB	Left 2	40.4	62		40.4	30.5	0	117.8
		Through	47.8	1067		47.8	30.8	0	168.1
		Right 2	41.5	77		41.5	27.9	0	96
		Total	47	1206		42.2	32	0	168.1
	NWB	Left 2	24.1	315		24.1	25.8	0	95.9
		Through	46.8	95		46.8	35.2	0	107.3
		Right 2	31	57		31	29.7	0	99.9
		Total	29.6	467		25.1	26.2	0	107.3
	Total		42	3240	D	42	32.3	0	168.1
Roosevelt at US-1	NB	Through	53.6	307		53.6	32.3	0	168.3
		Right 2	14.2	948		14.2	14.3	0	88
		Total	23.8	1255		16.5	23	0	168.3
	SEB	Left 1	51.3	1212		51.3	27.2	0	188
		Right 1	31.9	231		31.9	25.5	0	115.9
		Total	48.2	1443		31.6	26.4	0	188
	WB	Left 2	35.2	681		35.2	25.6	0	95.2
		Right 2	3.8	808		3.8	4.5	0	31.5
		Total	18.2	1489		14	19.1	0	95.2
	Total		30.2	4187	C	30.2	29.1	0	188
Flagler at Roosevelt	NB	Left 2	22.4	131		22.4	19.3	0.1	72.8
		Through	13.1	566		13.1	13.8	0	63.6
		Total	14.8	697		12.9	14.7	0	72.8
	EB	Left 2	27.5	525		27.5	21	0	109.5
		Right 2	7.7	123		7.7	12.8	0	76.7
		Total	23.7	648		21.3	20.2	0	109.5
	SB	Through	9.1	409		9.1	12.3	0	51.3
		Right 2	13.6	275		13.6	14.2	0	49.8
		Total	10.9	684		11.4	13.3	0	51.3
	Total		16.3	2029	B	16.4	17.7	0	109.5
NETWORK TOTAL			27.9	34035		27.9	30.5	0	317.4

EXISTING CONDITIONS
SEED 50

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Existing Conditions - 3 Peak Hours	**Input File Name:**	c:\bk\key west\vissim files\key west final existing conditions 7.inp
Analysis Date:	09/21/2011		
Analysis Time:	10:10:47		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	50

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	272.4	35.6	233.6	324.3	13.9	16.3
Duval WB/NB	2	5592.3	286.2	49.1	212.8	360.8	13.3	17.9
Fleming EB/NB	3	3782.3	198.8	33	129.8	235.4	13	19.9
Southard WB/SB	4	3851.9	201.7	39	143.4	264.3	13	18.3
Eaton EB/NB	5	3544.5	166.9	56.2	92.2	287.5	14.5	26.2
Eaton WB/SB	6	3607.2	177.5	15.2	156.9	198.4	13.9	15.7
Whitehead St NB/WB	7	5306.8	260.6	38.8	195.4	320	13.9	18.5
Whitehead SB/EB	8	5306.4	251.4	36.3	182.4	308	14.4	19.8
Simonton St NB/WB	9	5569.6	269.7	30.9	233.9	321.3	14.1	16.2
Simonton EB/SB	10	5607.1	287.4	41.7	227.3	349	13.3	16.8
Palm/1st EB/SB	11	8219.6	281.6	51.6	206.3	338.3	19.9	27.2
Palm/1st NB/WB	12	8133.7	362	42.6	308.2	421	15.3	18
United SB/WB	13	5659.8	256.9	36.8	213.9	333.2	15	18
United EB/NB	14	6045.3	261.1	45.4	205.7	335.7	15.8	20
South NB/EB	15	5593.5	250.8	31.4	184.8	295.8	15.2	20.6
South SB/WB	16	5655.8	277.8	30.9	240.1	327	13.9	16.1
Flagler NB/EB	17	14089.4	440.2	43.1	377	498.9	21.8	25.5
Flagler WB/SB	18	13787.8	415.7	54.6	354.3	489.1	22.6	26.5
Truman NB/EB	19	4691.9	225.5	33	184.3	285.5	14.2	17.4
US-1 SB/WB	20	14301.5	473.2	29.1	417.6	526.4	20.6	23.3
White St SB/EB Travel Time	21	5952	260.3	34.2	208.8	314.7	15.6	19.4
White St NB/WB Travel Time	22	5952.8	276.8	28.9	231.1	318.7	14.7	17.6
US-1 NB/EB Travel Time	23	14249	395.6	67.7	314.6	527.4	24.6	30.9
Truman SB/WB Travel Time	24	4812.4	232	28.5	176.6	258.8	14.1	18.6

MD Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	478.1	77.1	373	625.5	7.9	10.2
Duval WB/NB	2	5592.3	541.4	54.4	457.3	608.1	7	8.3
Fleming EB/NB	3	3782.3	226.8	38.9	187.1	277.1	11.4	13.8
Southard WB/SB	4	3851.9	221.3	46.8	166.9	299.9	11.9	15.7
Eaton EB/NB	5	3544.5	187.4	25.9	148.4	224.8	12.9	16.3
Eaton WB/SB	6	3607.2	204.8	42.2	154.3	285.4	12	15.9
Whitehead St NB/WB	7	5306.8	472.6	79.8	346.7	561.5	7.7	10.4
Whitehead SB/EB	8	5306.4	391.9	80.7	312.3	547.6	9.2	11.6
Simonton St NB/WB	9	5569.6	366.9	64.9	251.8	440.3	10.4	15.1
Simonton EB/SB	10	5607.1	320.6	44.4	226.9	374.4	11.9	16.9
Palm/1st EB/SB	11	8219.6	385.9	49	321.4	467.1	14.5	17.4
Palm/1st NB/WB	12	8133.7	347.5	39.3	292.7	408.7	16	18.9
United SB/WB	13	5659.8	228.8	25.1	195.8	263.5	16.9	19.7
United EB/NB	14	6045.3	269.2	50.9	190.1	369.9	15.3	21.7
South NB/EB	15	5593.5	250.7	44.6	208.7	317.6	15.2	18.3
South SB/WB	16	5655.8	281.1	21.1	246.8	311.7	13.7	15.6
Flagler NB/EB	17	14089.4	431.5	49.1	359.7	513.1	22.3	26.7
Flagler WB/SB	18	13787.8	427	52.3	364.6	501.4	22	25.8
Truman NB/EB	19	4691.9	275.7	52.8	199.9	365.2	11.6	16
US-1 SB/WB	20	14301.5	543.4	49.4	453.7	616.3	17.9	21.5
White St SB/EB Travel Time	21	5952	295.6	41	231.4	340.8	13.7	17.5
White St NB/WB Travel Time	22	5952.8	295.6	47.2	222.5	387.3	13.7	18.2
US-1 NB/EB Travel Time	23	14249	443.3	49.4	361.7	502.7	21.9	26.9
Truman SB/WB Travel Time	24	4812.4	339.4	95.5	202.4	489	9.7	16.2

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	613.5	106.2	412.2	763.9	6.2	9.2
Duval WB/NB	2	5592.3	577.2	164.7	411.3	932.8	6.6	9.3
Fleming EB/NB	3	3782.3	254	37.2	215.5	324.4	10.2	12
Southard WB/SB	4	3851.9	246.7	43.2	168.1	297.6	10.6	15.6
Eaton EB/NB	5	3544.5	230.9	60.3	143.6	346.2	10.5	16.8
Eaton WB/SB	6	3607.2	217.3	38	164.4	261.6	11.3	15
Whitehead St NB/WB	7	5306.8	361.9	53.1	266.5	450.3	10	13.6
Whitehead SB/EB	8	5306.4	398.4	106.9	263.6	591.2	9.1	13.7
Simonton St NB/WB	9	5569.6	388.9	151.2	279.8	739.8	9.8	13.6
Simonton EB/SB	10	5607.1	352.2	46.4	289.2	412.3	10.9	13.2
Palm/1st EB/SB	11	8219.6	558	89	461.2	701.6	10	12.2
Palm/1st NB/WB	12	8133.7	337.1	47.2	284.3	458	16.5	19.5
United SB/WB	13	5659.8	251.6	42.2	189.4	321.9	15.3	20.4
United EB/NB	14	6045.3	293	45.6	240.4	359.2	14.1	17.1
South NB/EB	15	5593.5	270.6	17.7	235.4	290.6	14.1	16.2
South SB/WB	16	5655.8	267.6	30.1	232.9	325.5	14.4	16.6
Flagler NB/EB	17	14089.4	451.8	55.3	338.6	544.1	21.3	28.4
Flagler WB/SB	18	13787.8	419.7	21.5	376.3	441.9	22.4	25
Truman NB/EB	19	4691.9	343.1	85.1	245.5	530.1	9.3	13
US-1 SB/WB	20	14301.5	536.5	50.5	461.5	620.4	18.2	21.1
White St SB/EB Travel Time	21	5952	262.5	43.7	185.8	324.9	15.5	21.8
White St NB/WB Travel Time	22	5952.8	296.7	16.1	273.7	321.7	13.7	14.8
US-1 NB/EB Travel Time	23	14249	489.4	32.3	455.2	545.3	19.9	21.3
Truman SB/WB Travel Time	24	4812.4	408.6	76	289.7	510.7	8	11.3

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	67	11	67	38.6	23.5	151.7
Palm/1st EB/SB	11	77.3	10	77.3	50.7	13.4	173
Whitehead SB/EB	8	82.5	11	82.5	32	25.6	129.6
Palm/1st NB/WB	12	142.3	8	142.3	57.7	56.2	235.9
Whitehead St NB/WB	7	94.1	10	94.1	41.9	23.7	165.6
United EB/NB	14	64.3	12	64.3	39.2	21.9	152.2
Truman SB/WB Travel Time	24	77.2	10	77.2	36.8	11.2	118.1
Eaton WB/SB	6	79.9	8	79.9	25.7	30.7	107.2
United SB/WB	13	56.5	10	56.5	18	31.4	79.2
Simonton St NB/WB	9	81.1	9	81.1	22.2	46.7	119.2
Eaton EB/NB	5	78.1	10	78.1	52.7	14.9	178.9
US-1 SB/WB	20	124.6	11	124.6	36.2	61.7	186.6
Duval WB/NB	2	108.5	8	108.5	44.2	63.1	205.3
Duval EB/SB	1	88.6	11	88.6	27.5	55.4	136.9
Simonton EB/SB	10	94.4	7	94.4	24.2	50	118.4
White St SB/EB Travel Time	21	63.6	9	63.6	43	28.1	152.3
White St NB/WB Travel Time	22	80.8	8	80.8	37.6	14.2	131.5
Fleming EB/NB	3	66.9	10	66.9	35.4	3.7	100.2
Southard WB/SB	4	91.2	12	91.2	37.9	34.1	148.8
Truman NB/EB	19	83.6	11	83.6	22.3	47.4	118.6
South SB/WB	16	76.5	10	76.5	31.6	31.6	151.3
South NB/EB	15	67.4	12	67.4	21.1	40.6	101.9
Flagler NB/EB	17	72.4	10	72.4	22	32	102.4
Flagler WB/SB	18	67.3	8	67.3	58.1	15.7	163.4

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	114.8	10	114.8	45	47.3	187.3
Palm/1st EB/SB	11	182.6	8	182.6	56.9	111.6	255.9
Whitehead SB/EB	8	177.8	7	177.8	108.2	58	377.5
Palm/1st NB/WB	12	121.8	10	121.8	34.4	74	174.4
Whitehead St NB/WB	7	250.6	10	250.6	82.3	107.1	367.5
United EB/NB	14	68.1	10	68.1	52.1	21.6	201
Truman SB/WB Travel Time	24	181.8	11	181.8	93.9	43.6	329.7
Eaton WB/SB	6	104.8	10	104.8	43.9	52.2	191
United SB/WB	13	59.7	7	59.7	27.4	22.8	107.6
Simonton St NB/WB	9	152.7	10	152.7	60.7	98.4	293
Eaton EB/NB	5	97.6	10	97.6	26.7	52.4	136.8
US-1 SB/WB	20	195.1	10	195.1	64.4	107.7	323.1
Duval WB/NB	2	299.9	10	299.9	94.5	155.6	433.1
Duval EB/SB	1	199.9	11	199.9	89.9	109.4	352
Simonton EB/SB	10	102.4	9	102.4	32.8	73.2	161.5
White St SB/EB Travel Time	21	101.8	9	101.8	39.1	43.1	154.5
White St NB/WB Travel Time	22	105.5	11	105.5	38.8	57.7	164.5
Fleming EB/NB	3	104.8	7	104.8	41.1	35.1	149.1
Southard WB/SB	4	105.3	10	105.3	46.5	53.1	187.5
Truman NB/EB	19	135	6	135	68.3	45.6	250.9
South SB/WB	16	98.4	11	98.4	34.4	57.4	172.5
South NB/EB	15	101.5	6	101.5	46.1	50	173.5
Flagler NB/EB	17	78.7	11	78.7	42.3	32.6	137.9
Flagler WB/SB	18	77.1	7	77.1	29.6	24.8	110

PM Travel Time Delay							
Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	154.8	9	154.8	36.9	104.9	219.3
Palm/1st EB/SB	11	334.9	6	334.9	89.8	238.2	462.3
Whitehead SB/EB	8	183.9	7	183.9	121.2	70.5	406.8
Palm/1st NB/WB	12	114.7	12	114.7	52.7	46.6	239.8
Whitehead St NB/WB	7	134.6	10	134.6	60.5	53.6	261.9
United EB/NB	14	106.7	10	106.7	54.1	48.2	220.1
Truman SB/WB Travel Time	24	255.6	9	255.6	80.1	124.8	369.3
Eaton WB/SB	6	119.3	12	119.3	43	57.3	168.9
United SB/WB	13	77.5	11	77.5	24.8	51.4	140
Simonton St NB/WB	9	193	8	193	144.3	63	513.5
Eaton EB/NB	5	135.2	10	135.2	57	51.2	239.7
US-1 SB/WB	20	193.1	10	193.1	45.6	101.6	273.4
Duval WB/NB	2	302.1	8	302.1	177.9	96.3	632.6
Duval EB/SB	1	352.4	12	352.4	91.4	157.8	465.9
Simonton EB/SB	10	134.9	10	134.9	42.5	76.2	208
White St SB/EB Travel Time	21	92	8	92	53.9	11.1	161
White St NB/WB Travel Time	22	106.5	9	106.5	31.7	63.8	148.8
Fleming EB/NB	3	126.9	9	126.9	33.5	90.7	204
Southard WB/SB	4	119.5	11	119.5	51	7	186.3
Truman NB/EB	19	199	9	199	81.5	101.6	371.9
South SB/WB	16	76.5	9	76.5	24.5	35	113.1
South NB/EB	15	100.7	7	100.7	25.6	72.6	136.3
Flagler NB/EB	17	77.2	10	77.2	36.3	12.2	126.4
Flagler WB/SB	18	90	9	90	29.2	52.4	152.1

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Through	22.1	73		22.1	20.3	0	85.4
		Right 2	9.2	12		9.2	11.4	0.1	42.3
		Total	20.3	85		22.3	20.2	0	85.4
	SEB	Left 2	12.9	9		12.9	11.5	0.1	29.7
		Through	8.3	95		8.3	12.3	0	51.6
		Right 2	15.2	5		15.2	16.5	4.9	44.6
		Total	9	109		25.2	25.7	0	51.6
	SWB	Left 2	18	33		18	17.1	0.1	45
		Through	20	94		20	15.6	0	50.7
		Right 2	15.8	20		15.8	15.4	0.4	42.1
		Total	19	147		21.8	18.5	0	50.7
	NWB	Left 2	16.7	16		16.7	15.1	0	46.4
		Through	11.2	144		11.2	14.5	0	51.4
		Right 2	7	3		7	11.7	0.1	20.5
		Total	11.7	163		25.8	23.7	0	51.4
	Total		14.7	504	B	14.7	16.1	0	85.4
Front at Duval	NB	Left 1	18.4	27		18.4	15.3	0	50.8
		Right 1	16.5	31		16.5	15.1	0	50.2
		Right 3	6.9	8		6.9	10.8	0.2	33.1
		Total	16.1	66		17.8	15.7	0	50.8
	SEB	Left 2	14.5	8		14.5	15.1	0.2	35.4
		Through	13.8	24		13.8	13.8	0	34.8
		Right 1	4.3	10		4.3	2.4	0	6.7
		Total	11.7	42		13	12.9	0	35.4
	SWB	Left 2	27.1	22		27.1	22.2	0.1	73.9
		Left 1	14.9	46		14.9	15.2	0	51.9
		Right 2	9.5	35		9.5	13	0.1	51.9
		Total	15.7	103		18.7	17.6	0	73.9
	NWB	Left 3	12.6	22		12.6	12.2	0	42.7
		Through	13.7	47		13.7	11.3	0	40.5
		Right 2	8.4	45		8.4	10	0.2	52.9
		Total	11.4	114		26.8	25.9	0	52.9
	Total		13.8	325	B	13.7	14.5	0	73.9
Duval at Southard	SEB	Through	11.5	110		11.5	15.6	0	74.8
		Right 2	8.1	33		8.1	12.6	0	52
		Total	10.7	143		24	26.8	0	74.8
	SWB	Left 2	15.4	27		15.4	13.6	0	47.8
		Through	14.3	97		14.3	13.4	0	53.5
		Right 2	12.9	29		12.9	12.4	0	47.3
		Total	14.2	153		19.1	16.4	0	53.5
	NWB	Left 2	8.7	29		8.7	10.4	0.1	34.2
		Through	6.9	154		6.9	9.7	0	38.2
		Total	7.2	183		34.3	37.9	0	38.2
	Total		10.5	479	B	10.5	12.9	0	74.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	15.5	15		15.5	14.9	0.1	41.3
		Through	15.6	30		15.6	15.8	0	39.7
		Right 2	5.6	17		5.6	5.1	0.3	21.8
		Total	12.8	62		12.1	13.2	0	41.3
	SEB	Left 2	7.1	13		7.1	10.5	0.1	29
		Through	13.5	116		13.5	12.5	0	43.7
		Right 2	12.2	9		12.2	12.9	0.2	33.5
		Total	12.8	138		27.3	28.8	0	43.7
	SWB	Left 2	15	1		15	0	15	15
		Through	7.8	16		7.8	9.4	0	27.8
		Right 2	3.5	14		3.5	1.3	0.1	4.6
		Total	6.1	31		12	13	0	27.8
	NWB	Left 2	9.7	6		9.7	6.9	0.2	16.8
		Through	12.3	138		12.3	11.7	0	35.2
		Right 2	17.3	9		17.3	11.8	0.6	27.9
		Total	12.5	153		26.8	26.7	0	35.2
	Total		12.1	384	B	12.2	12.1	0	43.7
Duval at Truman	NEB	Left 2	0	1		0	0	0	0
		Through	13	66		13	20.5	0	112.9
		Right 2	2.2	2		2.2	2.6	0.4	4.1
		Total	12.5	69		30.8	40.6	0	112.9
	SEB	Left 2	16.3	34		16.3	15.7	0	44.7
		Through	12.6	75		12.6	12.5	0	38.6
		Right 2	8.8	26		8.8	9.7	0.2	39.1
		Total	12.8	135		43.6	46.8	0	44.7
	SWB	Left 2	13.7	18		13.7	12.4	0	33.9
		Through	11.8	116		11.8	10.5	0	35.7
		Right 2	8.2	69		8.2	8.2	0	30.4
		Total	10.7	203		14.5	12.8	0	35.7
	NWB	Through	11.4	84		11.4	11	0	36.6
		Right 2	6.1	23		6.1	6.8	0.2	32.3
		Total	10.3	107		42.4	54.4	0	36.6
	Total		11.4	514	B	11.4	12.8	0	112.9
Duval at South	NEB	Left 2	10.2	6		10.2	5.5	4.1	18.8
		Through	8.3	62		8.3	3.3	3.6	19.2
		Right 2	6.1	22		6.1	1.5	4.4	10.5
		Total	7.9	90		10.9	8.3	3.6	19.2
	SEB	Left 2	8.2	36		8.2	4.6	3.2	24.8
		Through	7.4	38		7.4	3.3	3.7	22.9
		Right 2	5.1	11		5.1	1.6	3	8.7
		Total	7.4	85		12.6	11.6	3	24.8
	SWB	Left 2	9.8	19		9.8	10.3	3	49.8
		Through	10.8	85		10.8	8.3	3.2	48.9
		Right 2	10.1	71		10.1	7.1	3.2	29.2
		Total	10.4	175		17.3	14.7	3	49.8
	NWB	Left 2	8.2	6		8.2	3.4	3.8	12.9
		Through	6	12		6	1.7	4.1	11.1
		Right 2	6.1	17		6.1	2.5	3.1	15
		Total	6.4	35		7.7	4.7	3.1	15
	Total		8.8	385	A	8.8	6.2	3	49.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Through	6.8	213		6.8	9.3	0	40.3
		Right 2	5.6	46		5.6	7.9	0	34.6
		Total	6.6	259		11.3	11.6	0	40.3
	SEB	Left 2	17.6	15		17.6	16.4	0.1	48.5
		Through	18.5	11		18.5	14.6	0	46
		Right 2	7.8	7		7.8	4.8	0.1	13.8
		Total	15.8	33		21.4	22.3	0	48.5
	SWB	Left 2	11.7	95		11.7	9.4	0.2	38
		Through	10.2	678		10.2	9.1	0	30.9
		Right 2	9.1	45		9.1	7.5	0.2	26.7
		Total	10.3	818		10.1	10.4	0	38
	NWB	Left 2	22.8	83		22.8	18	0	75.9
		Through	23.1	29		23.1	18.2	0	55.8
		Right 2	12	101		12	11.5	0.2	44.9
		Total	17.7	213		31.3	30.7	0	75.9
	Total		10.9	1323	B	10.9	11.2	0	75.9
Whitehead at Fleming	NEB	Left 2	19.4	39		19.4	14.6	0	43.8
		Through	15.7	67		15.7	13.6	0	44
		Right 2	9.3	12		9.3	9	0.1	26
		Total	16.3	118		15.8	14.5	0	44
	SEB	Left 2	21.8	14		21.8	15.4	3	49.7
		Through	8.7	81		8.7	10.7	0	35.2
		Right 2	3.6	45		3.6	5	0.1	26.3
		Total	8.4	140		13.9	14.7	0	49.7
	NWB	Left 2	16.9	18		16.9	12.5	0.2	38
		Through	12.7	175		12.7	11.9	0	41.3
		Right 2	9.7	69		9.7	9.7	0	35.3
		Total	12.2	262		20.8	21.2	0	41.3
	Total		12.1	520	B	12.1	12.2	0	49.7
Simonton at Fleming	NEB	Left 2	11.2	14		11.2	12.9	0	36
		Through	13.7	122		13.7	11.9	0	39.9
		Right 2	3.6	31		3.6	4	0.1	18.3
		Total	11.6	167		17.9	18	0	39.9
	SEB	Left 2	4.9	7		4.9	4.4	0.2	11.3
		Through	7	75		7	8.2	0	27.2
		Total	6.8	82		10.9	11.3	0	27.2
	NWB	Through	9.8	118		9.8	10.3	0	40
		Right 2	7.9	19		7.9	9.8	0.2	27.2
		Total	9.5	137		12.1	11.8	0	40
	Total		9.8	386	A	9.9	10.6	0	40

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	8.7	26		8.7	8.3	0	30
		Through	8.6	126		8.6	10.9	0	44.1
		Right 2	5.4	15		5.4	6	0	24.2
		Total	8.3	167		11.7	11.7	0	44.1
	SEB	Left 2	20.2	4		20.2	16.8	0.2	35.1
		Through	14.7	29		14.7	13.5	0	35.3
		Total	15.4	33		14.4	13.6	0	35.3
	NWB	Through	13.5	19		13.5	12.8	0	33.4
		Right 2	4.3	37		4.3	3.7	0	14.3
		Total	7.4	56		8.9	9.8	0	33.4
	Total		9	256	A	9	10.7	0	44.1
White at Southard	SEB	Left 2	3.2	13		3.2	5.7	0	20.9
		Through	1.4	161		1.4	3.1	0	15.9
		Right 2	1.7	54		1.7	2.9	0	11.4
		Total	1.6	228		1.8	3.8	0	20.9
	SWB	Left 2	6.2	6		6.2	2.2	4.5	10.6
		Through	7	3		7	0.9	6.2	8
		Right 2	4.1	3		4.1	0.5	3.5	4.4
		Total	5.9	12		5.4	1.6	3.5	10.6
	NWB	Left 2	4.2	113		4.2	5.6	0	25.7
		Through	2.7	139		2.7	5.2	0	26.6
		Right 2	0	4		0	0.2	0	0.2
		Total	3.3	256		3.6	6.1	0	26.6
	Total		2.6	496	A	2.6	4.6	0	26.6
Whitehead at Southard	NEB	Left 2	39.9	39		39.9	29.8	0	97
		Right 2	15.2	32		15.2	20.1	0	85.4
		Total	28.8	71		46.2	46	0	97
	SEB	Through	33	52		33	28.5	0	82.1
		Right 2	21.9	42		21.9	25.3	0.2	83.4
		Total	28	94		37.1	28.7	0	83.4
	SWB	Left 2	41.3	15		41.3	31.6	0.1	93.5
		Through	43.7	92		43.7	27.6	0	102.6
		Right 2	31.8	48		31.8	26.1	0.2	85.5
		Total	39.8	155		45.5	32.7	0	102.6
	NWB	Left 2	24.9	74		24.9	22.7	0	66.8
		Through	21	119		21	19.9	0	65.9
		Total	22.5	193		28.8	27.7	0	66.8
	Total		29.6	513	C	29.6	26.5	0	102.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	8.4	7		8.4	4	3.3	14.8
		Through	6.4	17		6.4	1.9	3.5	11.9
		Right 2	5.6	22		5.6	2.4	3.6	14.7
		Total	6.3	46		7.9	4.5	3.3	14.8
	SEB	Left 2	6.9	12		6.9	4.8	3.1	21.3
		Through	9	56		9	4.3	3.4	20
		Right 2	5.8	20		5.8	2.5	3.2	12.4
		Total	8	88		12	8.7	3.1	21.3
	SWB	Left 2	7.8	7		7.8	3.8	3.3	14.5
		Through	6	23		6	2	3.4	13.8
		Right 2	6.1	7		6.1	2	4.4	9.7
		Total	6.4	37		7.9	4.2	3.3	14.5
	NWB	Left 2	9	43		9	7.7	3.5	45.8
		Through	9.5	51		9.5	9	3	45.2
		Right 2	6.4	12		6.4	2.3	4.6	10.6
		Total	8.9	106		14.8	13.5	3	45.8
	Total		7.8	277	A	7.9	5.7	3	45.8
Whitehead at Truman	SEB	Left 2	12.2	10		12.2	11.2	0.2	30.2
		Through	10.3	82		10.3	10.1	0	31.7
		Right 2	4.1	8		4.1	2.5	0.3	8.4
		Total	10	100		35.9	35.4	0	31.7
	SWB	Left 2	12	31		12	10.9	0.1	33.6
		Through	10.1	64		10.1	9.5	0	32.3
		Right 2	10	48		10	9.8	0.1	29.5
		Total	10.5	143		12.8	12.1	0	33.6
	NWB	Left 2	16	15		16	10.3	0.3	33.6
		Through	12	147		12	10.3	0	33.1
		Right 2	7.5	48		7.5	6.8	0	26.8
		Total	11.3	210		19.9	19.3	0	33.6
	Total		10.8	453	B	10.8	9.8	0	33.6
Simonton at Caroline	NEB	Left 2	10.9	11		10.9	12.9	0.1	34.8
		Through	17.6	34		17.6	15.5	0	42.7
		Right 2	5.5	21		5.5	6.8	0	20.2
		Total	12.6	66		13	13.4	0	42.7
	SEB	Left 2	20.5	9		20.5	12.8	5.9	39.3
		Through	8	35		8	10	0	31.5
		Total	10.6	44		9.5	10.8	0	39.3
	SWB	Left 2	15.1	13		15.1	18.7	0	54.8
		Through	17.4	56		17.4	14.6	0	46.8
		Right 2	9	66		9	8.5	0	28.2
		Total	13.1	135		15	14.2	0	54.8
	NWB	Left 2	8.2	14		8.2	9.2	0.1	28.9
		Through	8.6	205		8.6	9.7	0	40
		Right 2	5.9	21		5.9	5.4	0.1	21.3
		Total	8.3	240		10.5	12.6	0	40
	Total		10.4	485	B	10.4	11.5	0	54.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	19.8	11		19.8	16.8	0.1	58
		Through	13.9	88		13.9	15.8	0	43.4
		Right 2	5.1	22		5.1	6.7	0	25.1
		Total	12.8	121		64.3	69.4	0	58
	SEB	Left 2	10.3	25		10.3	12.2	0	32.9
		Through	11.1	84		11.1	11.2	0	39.1
		Right 2	6.8	10		6.8	9.1	0.4	31.3
		Total	10.6	119		15.7	16.3	0	39.1
	SWB	Left 2	24.3	30		24.3	19.9	0.2	69.7
		Through	23	179		23	15.9	0	69.1
		Right 2	18.6	16		18.6	16.4	0.3	49.4
		Total	22.9	225		53.8	46.1	0	69.7
	NWB	Left 2	17.1	13		17.1	18.9	0.1	44.7
		Through	17.6	96		17.6	16.6	0	48.7
		Right 2	11.5	17		11.5	13.8	0.2	45.9
		Total	16.7	126		25.7	26.5	0	48.7
	Total		17	591	B	17	16.1	0	69.7
Simonton at United	NEB	Left 2	3.1	4		3.1	3.7	0.1	8
		Through	10.2	68		10.2	11.2	0	32.1
		Right 2	8.4	9		8.4	12.1	0	29.8
		Total	9.6	81		10	10.9	0	32.1
	SEB	Left 2	15.7	27		15.7	17.5	0	55
		Through	14.6	98		14.6	13.1	0	52.5
		Right 2	15.8	8		15.8	11.4	0.3	28.7
		Total	14.9	133		14.3	14.3	0	55
	SWB	Left 2	18	7		18	10.6	4.1	32.6
		Through	13.5	75		13.5	12.4	0	41.3
		Right 2	10.2	53		10.2	10.9	0	38.5
		Total	12.4	135		12.6	11.7	0	41.3
	NWB	Left 2	11.8	12		11.8	9.8	0.2	30.9
		Through	10.6	71		10.6	11.7	0	37.1
		Right 2	0.7	4		0.7	1.1	0	2.2
		Total	10.3	87		15.5	14.8	0	37.1
	Total		12.2	436	B	12.3	12.4	0	55
Thomas at Petronia	SEB	Through	11.1	41		11.1	9.8	0	26.8
		Right 2	3	10		3	2.3	0.3	6.3
		Total	9.5	51		8.4	9.8	0	26.8
	SWB	Left 2	7.6	5		7.6	8.4	0.3	19.1
		Through	8.2	44		8.2	8.3	0	24.3
		Right 2	3.9	29		3.9	3.8	0	14.2
		Total	6.6	78		7.8	8.7	0	24.3
	NWB	Left 2	8.7	16		8.7	7.8	0	22.6
		Through	6.7	48		6.7	9.4	0	26.8
		Total	7.2	64		8.6	9.8	0	26.8
	Total		7.6	193	A	7.5	8.5	0	26.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	6.1	24		6.1	2.4	3.4	12.8
		Through	6.2	60		6.2	2.3	3.1	15.4
		Right 2	6	18		6	2.2	3.1	11
		Total	6.1	102		7.2	3.5	3.1	15.4
	SEB	Left 2	0.1	10		0.1	0.3	0	0.4
		Through	0.1	31		0.1	0.3	0	1.8
		Total	0.1	41		0.1	0.5	0	1.8
	NWB	Through	0.2	46		0.2	0.7	0	2.9
		Right 2	0.2	3		0.2	0.1	0.2	0.3
		Total	0.2	49		0.1	0.6	0	2.9
	Total		3.3	192	A	3.3	3.4	0	15.4
Truman at White	NEB	Left 2	20.5	18		20.5	13.4	0.4	42.9
		Through	15.5	297		15.5	15.7	0	57.1
		Right 2	11.8	53		11.8	13.6	0	48
		Total	15.2	368		20.8	19.6	0	57.1
	SEB	Left 2	35.8	52		35.8	26.9	0	96.2
		Through	27.1	130		27.1	23.2	0	71.6
		Right 2	22.3	9		22.3	23.1	0.2	58.5
		Total	29.2	191		35.6	30.3	0	96.2
	SWB	Left 2	26.2	47		26.2	24.8	0	74.4
		Through	21.3	345		21.3	20.3	0	73.9
		Right 2	16	55		16	17.9	0.2	56.5
		Total	21.2	447		29.6	31.6	0	74.4
	NWB	Left 2	40.8	61		40.8	29.1	0	94.3
		Through	37.7	185		37.7	26.4	0	100.1
		Right 2	33.4	78		33.4	28.4	0.1	111.5
		Total	37.2	324		37.9	27.1	0	111.5
	Total		24.6	1330	C	24.6	23.4	0	111.5
White at Catherine	NEB	Left 2	10.9	13		10.9	3.9	4.7	17.9
		Through	10.2	18		10.2	7.3	3.4	29.8
		Right 2	5.8	15		5.8	1.9	4.2	12
		Total	9	46		8.9	5.2	3.4	29.8
	SEB	Left 2	1.4	14		1.4	1.8	0.1	5.8
		Through	1.1	217		1.1	2.5	0	16.2
		Right 2	1	16		1	1.2	0.2	3.8
		Total	1.1	247		2	3.5	0	16.2
	SWB	Left 2	7.6	3		7.6	2	5.5	9.5
		Through	7.5	4		7.5	1.8	5.7	9.7
		Right 2	7.5	14		7.5	4.1	3.4	14.9
		Total	7.5	21		7.5	3.4	3.4	14.9
	NWB	Left 2	3.3	29		3.3	3.6	0.1	11
		Through	2.3	274		2.3	3.5	0	14.8
		Right 2	2.2	19		2.2	2.7	0.2	8.8
		Total	2.4	322		1.6	2.8	0	14.8
	Total		2.5	636	A	2.5	3.9	0	29.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	20	10		20	16.8	0	59.3
		Through	14.7	72		14.7	15.1	0	52
		Right 2	20.7	1		20.7	0	20.7	20.7
		Total	15.4	83		12.6	14.9	0	59.3
	SEB	Left 2	15.1	87		15.1	17.3	0	52.4
		Through	17.3	125		17.3	15.9	0	55.4
		Right 2	15.3	10		15.3	15.8	0.1	37.2
		Total	16.3	222		18.6	17	0	55.4
	SWB	Left 2	19	20		19	19	0	47.7
		Through	16.7	169		16.7	16.4	0	52.4
		Right 2	17.7	169		17.7	16.7	0.3	57
		Total	17.3	358		18.4	16.1	0	57
	NWB	Left 2	0	2		0	0.1	0	0.1
		Through	14.2	122		14.2	14.2	0	44.6
		Right 2	9.5	9		9.5	12.4	0	38.1
		Total	13.7	133		14.1	14.7	0	44.6
	Total		16.2	796	B	16.2	16.1	0	59.3
Truman at 1st	EB	Through	17.8	300		17.8	19.9	0	63.1
		Right 1	6.4	7		6.4	8.3	0.1	23.1
		Total	17.5	307		24.1	20.9	0	63.1
	SEB	Left 1	20.8	248		20.8	17.8	0	77
		Through	30.1	66		30.1	22.8	0	82.7
		Right 3	11.8	15		11.8	17.9	0	65
		Total	22.3	329		63.9	41.9	0	82.7
	WB	Through	27.5	554		27.5	22.3	0	106.6
		Right 1	25	616		25	18.3	0	86.6
		Total	26.2	1170		24.2	19.9	0	106.6
	NWB	Left 1	16.7	61		16.7	14.6	0	50.2
		Through	37.2	149		37.2	25.1	0	84.6
		Right 3	21.6	43		21.6	19.4	0	76.6
		Total	29.6	253		27.2	24.5	0	84.6
	Total		24.7	2059	C	24.7	20.8	0	106.6
1st at Flagler	NEB	Left 2	20	7		20	21.2	0	56.8
		Through	23.9	325		23.9	19.3	0	79.9
		Right 2	26.9	23		26.9	20	0.1	71.8
		Total	24	355		24.7	19.9	0	79.9
	SEB	Left 2	35.2	114		35.2	26.3	0	101.7
		Through	33.5	107		33.5	23.8	0	91.2
		Right 2	23.4	27		23.4	19.3	0	64.8
		Total	33.2	248		40.7	29.4	0	101.7
	SWB	Left 2	26.7	56		26.7	26.4	0	101.8
		Through	23.6	459		23.6	19.9	0	120.9
		Right 2	27.2	100		27.2	21.8	0	128.4
		Total	24.5	615		23.9	19.4	0	128.4
	NWB	Left 2	35.1	61		35.1	25.5	0	75.1
		Through	35.3	107		35.3	24.5	0.1	82.1
		Right 2	11.5	64		11.5	9.9	0	40.8
		Total	28.7	232		34.8	27.8	0	82.1
	Total		26.5	1450	C	26.5	22	0	128.4

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	26.1	37		26.1	24.4	0	68.5
		Through	22.4	537		22.4	26.4	0	88
		Right 2	20	61		20	26	0	84.7
		Total	22.4	635		34.7	29.4	0	88
	SEB	Left 2	20.5	59		20.5	24.5	0	70.1
		Through	36.6	38		36.6	30	0	102.4
		Right 2	12.4	70		12.4	17.8	0	80.3
		Total	20.8	167		24.3	27.3	0	102.4
	SWB	Left 2	20.2	65		20.2	21.6	0	69.9
		Through	31	891		31	26	0	91.3
		Right 2	28.4	55		28.4	23.4	0	67.9
		Total	30.2	1011		41.6	31.2	0	91.3
	NWB	Left 2	18.2	274		18.2	21.4	0	69.9
		Through	36.1	21		36.1	36.4	0	92.7
		Right 2	11.3	31		11.3	16.2	0	65.1
		Total	18.7	326		24.7	25.6	0	92.7
	Total		25.4	2139	C	25.4	25.8	0	102.4
Roosevelt at US-1	NB	Through	26.4	112		26.4	21.6	0	80.4
		Right 2	2.1	409		2.1	3.5	0	24.1
		Total	7.3	521		22.5	35	0	80.4
	SEB	Left 1	13.4	503		13.4	15	0	57.7
		Right 1	8.1	121		8.1	11.3	0	44.3
		Total	12.4	624		34.3	30.7	0	57.7
	WB	Left 2	23.1	590		23.1	18.4	0	80.5
		Right 2	5.1	909		5.1	5.9	0	28.9
		Total	12.2	1499		14.6	19.6	0	80.5
	Total		11.3	2644	B	11.3	15	0	80.5
Flagler at Roosevelt	NB	Left 2	21.7	91		21.7	21	0	64.5
		Through	10.9	293		10.9	16.1	0	106.5
		Total	13.5	384		12.8	15.5	0	106.5
	EB	Left 2	24.8	263		24.8	19.7	0	68.3
		Right 2	4.3	51		4.3	5.6	0	33
		Total	21.5	314		21.7	20.1	0	68.3
	SB	Through	14.7	312		14.7	17.5	0	94.1
		Right 2	17.4	588		17.4	16.1	0	96.4
		Total	16.5	900		13.5	15	0	96.4
	Total		16.8	1598	B	16.7	17.8	0	106.5
NETWORK TOTAL			16.4	21364		16.4	19	0	128.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	27.9	18		27.9	20.6	0.1	80.1
		Through	18.5	114		18.5	13.3	0	44.1
		Right 2	16	25		16	14.4	0	48.8
		Total	19.2	157		22.8	20.6	0	80.1
	SEB	Left 2	28.6	17		28.6	26.9	0	91.4
		Through	21.9	235		21.9	20.3	0	94.8
		Right 2	27.6	15		27.6	23.8	0	78.4
		Total	22.6	267		25.2	25.7	0	94.8
	SWB	Left 2	29.9	38		29.9	18.1	0.1	72.4
		Through	25.4	106		25.4	20.1	0	89.3
		Right 2	22.1	57		22.1	18.6	0.1	76.9
		Total	25.3	201		21.8	18.5	0	89.3
	NWB	Left 2	32	27		32	26.5	0.3	100.5
		Through	31.2	332		31.2	24	0	110.6
		Right 2	30.2	14		30.2	26.8	4.1	111.4
		Total	31.2	373		25.8	23.7	0	111.4
	Total		25.8	998	C	25.9	21.6	0	111.4
Front at Duval	NB	Left 1	24.6	42		24.6	17.6	0.1	62.1
		Right 1	18.1	103		18.1	14.2	0	45
		Right 3	12.2	40		12.2	10.9	0.3	53.9
		Total	18.3	185		17.8	15.7	0	62.1
	SEB	Left 2	19.9	20		19.9	12.3	0.4	49.2
		Through	13.7	35		13.7	13.8	0	42.8
		Right 1	9.4	22		9.4	9.7	0.1	35
		Total	14.1	77		13	12.9	0	49.2
	SWB	Left 2	22.2	50		22.2	17.9	0	73.4
		Left 1	16.8	103		16.8	15.5	0	72.6
		Right 2	13.6	29		13.6	13.5	0.1	46
		Total	17.8	182		18.7	17.6	0	73.4
	NWB	Left 3	25	82		25	17.8	0.1	70.4
		Through	20.5	116		20.5	14.6	0	63.6
		Right 2	19.3	97		19.3	16	0	66
		Total	21.4	295		26.8	25.9	0	70.4
	Total		19	739	B	19	15.7	0	73.4
Duval at Southard	SEB	Through	18.9	220		18.9	13.4	0	68.6
		Right 2	18.6	40		18.6	12.9	0.3	41.5
		Total	18.9	260		24	26.8	0	68.6
	SWB	Left 2	21.3	62		21.3	18.3	0	66.1
		Through	23.9	172		23.9	18.8	0	86.4
		Right 2	15.8	68		15.8	12.4	0	47.5
		Total	21.5	302		19.1	16.4	0	86.4
	NWB	Left 2	38.7	45		38.7	22.6	1.4	108.4
		Through	33.5	352		33.5	21.1	0	103.5
		Total	34.1	397		34.3	37.9	0	108.4
	Total		26	959	C	26	19.5	0	108.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	17.6	25		17.6	14.2	0.2	40.7
		Through	12.2	76		12.2	14	0	42.7
		Right 2	7.1	14		7.1	5.3	0.2	15.7
		Total	12.8	115		12.1	13.2	0	42.7
	SEB	Left 2	20	10		20	16.2	6.2	48.4
		Through	18.7	250		18.7	17.2	0	80.2
		Right 2	20.9	18		20.9	19.3	1.8	64.2
		Total	18.9	278		27.3	28.8	0	80.2
	SWB	Left 2	13.6	8		13.6	14.8	0.1	40.3
		Through	14	25		14	15	0	37.3
		Right 2	6.7	12		6.7	10.3	0	36.7
		Total	12	45		12	13	0	40.3
	NWB	Left 2	27.1	23		27.1	22.4	2.1	77.9
		Through	24.2	358		24.2	19.8	0	99.7
		Right 2	20.6	24		20.6	15	0.3	48.6
		Total	24.2	405		26.8	26.7	0	99.7
	Total		20.2	843	C	20.2	18.4	0	99.7
Duval at Truman	NEB	Left 2	31.1	24		31.1	28.3	0.1	100.6
		Through	26.5	183		26.5	24.7	0	118
		Right 2	15.7	21		15.7	16.6	0.7	68.6
		Total	26	228		30.8	40.6	0	118
	SEB	Left 2	37.3	78		37.3	26.2	0.1	97.1
		Through	31.2	172		31.2	26.1	0	105
		Right 2	28.7	9		28.7	21.7	0.2	64.8
		Total	33	259		43.6	46.8	0	105
	SWB	Left 2	16.6	60		16.6	14.6	0	48.9
		Through	16.9	184		16.9	13	0	49.3
		Right 2	16.6	158		16.6	13	0	50.6
		Total	16.7	402		14.5	12.8	0	50.6
	NWB	Left 2	58.3	7		58.3	43.4	3.7	106.5
		Through	41.7	232		41.7	35.2	0	134.5
		Right 2	41.1	52		41.1	36.6	0.3	113.3
		Total	42	291		43	54.3	0	134.5
	Total		28.3	1180	C	28.3	27.1	0	134.5
Duval at South	NEB	Left 2	13.3	39		13.3	6.1	4.1	28.2
		Through	12.8	104		12.8	8.5	3.8	43.8
		Right 2	10.7	50		10.7	7.8	3.3	37.4
		Total	12.4	193		10.9	8.3	3.3	43.8
	SEB	Left 2	16.7	90		16.7	12.7	3.2	57.9
		Through	15.6	57		15.6	11.9	4.3	47.7
		Right 2	11	41		11	8.6	3.7	47.6
		Total	15.1	188		12.6	11.6	3.2	57.9
	SWB	Left 2	26.7	17		26.7	16.1	5.1	51.2
		Through	28	165		28	18.4	4	83.9
		Right 2	25.7	114		25.7	17.6	3.6	71.2
		Total	27	296		17.3	14.7	3.6	83.9
	NWB	Left 2	9.7	28		9.7	5.2	4.5	29
		Through	9.5	21		9.5	4.8	4.2	18.7
		Right 2	6.3	37		6.3	2.8	3.7	18.4
		Total	8.2	86		7.7	4.7	3.7	29
	Total		18.3	763	B	18.3	15.2	3.2	83.9

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	11.3	5		11.3	12.2	0.2	26.9
		Through	11.3	445		11.3	10.5	0	42.6
		Right 2	7.8	69		7.8	8.8	0	33.4
		Total	10.8	519		11.3	11.6	0	42.6
	SEB	Left 2	18.2	17		18.2	19.2	0	59.5
		Through	15	11		15	14.2	0	43.1
		Right 2	2.6	3		2.6	2.2	0.1	4.5
		Total	15.6	31		21.4	22.3	0	59.5
	SWB	Left 2	14.5	107		14.5	14.1	0	67.9
		Through	9	595		9	9.3	0	36.4
		Right 2	9.7	20		9.7	10.4	0.2	32
		Total	9.8	722		10.1	10.4	0	67.9
	NWB	Left 2	38.5	105		38.5	33.7	0	150.2
		Through	41.3	23		41.3	35.7	0	140.3
		Right 2	24.9	129		24.9	27	0	141.6
		Total	31.9	257		31.3	30.7	0	150.2
	Total		14	1529	B	14	18	0	150.2
Whitehead at Fleming	NEB	Left 2	18.1	80		18.1	16.1	0	69.5
		Through	17.4	129		17.4	14.4	0	54.7
		Right 2	12.4	45		12.4	12.8	0	57.6
		Total	16.7	254		15.8	14.5	0	69.5
	SEB	Left 2	19.4	24		19.4	17.4	0.7	71.3
		Through	18	171		18	15.9	0	83.6
		Right 2	12.2	47		12.2	16.3	0	75.1
		Total	17	242		13.9	14.7	0	83.6
	NWB	Left 2	21.6	13		21.6	16.1	0	49.2
		Through	32.9	240		32.9	27.3	0	130.7
		Right 2	30.3	115		30.3	26.9	0	118.1
		Total	31.7	368		20.8	21.2	0	130.7
	Total		23.2	864	C	23.2	22.3	0	130.7
Simonton at Fleming	NEB	Left 2	23.6	30		23.6	22.3	0	95.3
		Through	22.6	211		22.6	22.5	0	99.6
		Right 2	16.4	87		16.4	18.7	0.1	104.7
		Total	21	328		17.9	18	0	104.7
	SEB	Left 2	12.2	8		12.2	10.9	0.1	28.1
		Through	10.2	142		10.2	9.8	0	36.9
		Total	10.3	150		10.9	11.3	0	36.9
	NWB	Through	13.5	243		13.5	10.8	0	38.4
		Right 2	15.3	37		15.3	11	0.1	37.5
		Total	13.7	280		12.1	11.8	0	38.4
	Total		16.2	758	B	16.2	16.8	0	104.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	14.2	29		14.2	10.9	0.1	43.7
		Through	13.3	227		13.3	13.3	0	50.9
		Right 2	9.7	41		9.7	12.2	0	49.4
		Total	12.9	297		11.7	11.7	0	50.9
	SEB	Left 2	17.4	29		17.4	14.1	0.1	43.1
		Through	14.7	45		14.7	13.5	0	37
		Total	15.8	74		14.4	13.6	0	43.1
	NWB	Through	10.2	26		10.2	10.9	0	31.4
		Right 2	5.9	23		5.9	5.3	0.1	18.8
		Total	8.2	49		8.9	9.8	0	31.4
	Total		12.9	420	B	12.8	12.8	0	50.9
White at Southard	SEB	Left 2	3	13		3	4.4	0	13.6
		Through	2.2	254		2.2	4.5	0	23.6
		Right 2	1.8	66		1.8	3.1	0	14.3
		Total	2.2	333		1.8	3.8	0	23.6
	SWB	Left 2	6.1	4		6.1	0.2	5.9	6.3
		Through	6	8		6	2	1.2	7.3
		Right 2	4.9	7		4.9	1.4	4.2	8.1
		Total	5.6	19		5.4	1.6	1.2	8.1
	NWB	Left 2	5.8	107		5.8	8.2	0	36
		Through	3.2	151		3.2	6.5	0	39.3
		Right 2	0.3	6		0.3	0.1	0.2	0.4
		Total	4.2	264		3.6	6.1	0	39.3
	Total		3.2	616	A	3.2	5.8	0	39.3
Whitehead at Southard	NEB	Left 2	52.9	46		52.9	36.3	0	134.1
		Right 2	22.4	89		22.4	27.5	0	100.7
		Total	32.8	135		46.2	46	0	134.1
	SEB	Through	40.7	131		40.7	28.2	0	102.4
		Right 2	31.5	92		31.5	28.4	0	101
		Total	36.9	223		37.1	28.7	0	102.4
	SWB	Left 2	60.6	36		60.6	31.2	0.1	126.3
		Through	51.7	145		51.7	34	0	128.7
		Right 2	50.5	67		50.5	34.2	0.3	114.1
		Total	52.7	248		45.5	32.7	0	128.7
	NWB	Left 2	35.7	83		35.7	34.6	0	143.5
		Through	34.3	257		34.3	29.4	0	141.4
		Total	34.6	340		28.8	27.7	0	143.5
	Total		39.6	946	D	39.6	32.4	0	143.5

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	12.4	6		12.4	12.1	5.5	36.8
		Through	8.6	31		8.6	2.9	5.1	14.9
		Right 2	7.7	61		7.7	4.4	3.3	25.5
		Total	8.3	98		7.9	4.5	3.3	36.8
	SEB	Left 2	15.3	41		15.3	7.7	3.9	28.2
		Through	14.3	117		14.3	9.2	3.3	46.7
		Right 2	13.6	61		13.6	10.2	3.3	39
		Total	14.3	219		12	8.7	3.3	46.7
	SWB	Left 2	10.6	27		10.6	6.1	3.4	32.6
		Through	8.8	28		8.8	3.8	3.3	19.6
		Right 2	8	34		8	4.2	3.6	22.5
		Total	9	89		7.9	4.2	3.3	32.6
	NWB	Left 2	20.3	62		20.3	14.6	4.6	56.8
		Through	16.9	148		16.9	13.9	3.5	57.6
		Right 2	16.9	30		16.9	11.8	4	48.7
		Total	17.8	240		14.8	13.5	3.5	57.6
	Total		14	646	B	14	11	3.3	57.6
Whitehead at Truman	SEB	Left 2	22.8	55		22.8	17.8	0	71.2
		Through	20.3	182		20.3	19.1	0	98.2
		Right 2	19.6	31		19.6	15.2	0	63.5
		Total	20.7	268		35.9	35.4	0	98.2
	SWB	Left 2	15.8	53		15.8	11.2	0.1	38.6
		Through	12.9	90		12.9	9.2	0	34.4
		Right 2	11.9	58		11.9	10.8	0	37.2
		Total	13.4	201		12.8	12.1	0	38.6
	NWB	Left 2	31.8	46		31.8	23.6	0.1	89.1
		Through	28	177		28	21.6	0	84.6
		Right 2	24.7	167		24.7	21.3	0.2	87.6
		Total	27	390		19.9	19.3	0	89.1
	Total		21.9	859	C	21.9	19.4	0	98.2
Simonton at Caroline	NEB	Left 2	14.5	21		14.5	15.1	0.2	51.1
		Through	16.3	81		16.3	13.1	0	41.3
		Right 2	9.5	40		9.5	9.7	0	42
		Total	14.1	142		13	13.4	0	51.1
	SEB	Left 2	8.1	20		8.1	8.8	0.2	28.7
		Through	8.6	85		8.6	10.1	0	32.6
		Right 2	5.5	8		5.5	4.7	0	14
		Total	8.3	113		9.4	10.7	0	32.6
	SWB	Left 2	24.1	43		24.1	18.4	0	56.3
		Through	20.5	94		20.5	16.1	0	55.8
		Right 2	13.6	54		13.6	12.7	1.1	43.3
		Total	19.4	191		15	14.2	0	56.3
	NWB	Left 2	17.5	11		17.5	13.9	0.1	36.2
		Through	14.6	237		14.6	14.9	0	51.7
		Right 2	12.1	41		12.1	13.2	0	43.8
		Total	14.4	289		10.5	12.6	0	51.7
	Total		14.7	735	B	14.7	14.5	0	56.3

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	66.6	46		66.6	47.8	2.4	191.2
		Through	53.4	207		53.4	46.6	0	180.1
		Right 2	49.3	61		49.3	43.1	0	127.6
		Total	54.5	314		64.3	69.4	0	191.2
	SEB	Left 2	15.4	32		15.4	13.6	0.1	44.3
		Through	16	95		16	17.9	0	89.4
		Right 2	17.2	40		17.2	23	0	83.5
		Total	16.2	167		15.7	16.3	0	89.4
	SWB	Left 2	38.7	28		38.7	19.5	0	63
		Through	35.7	350		35.7	21.8	0	95.6
		Right 2	30.9	107		30.9	21.1	0.1	89.2
		Total	34.8	485		53.8	46.1	0	95.6
	NWB	Left 2	16.9	20		16.9	16.5	0	60.8
		Through	24.3	169		24.3	20.3	0	94.4
		Right 2	16.4	35		16.4	12	0.3	51.1
		Total	22.4	224		25.7	26.5	0	94.4
	Total		35.1	1190	D	35.1	32.4	0	191.2
Simonton at United	NEB	Left 2	14.7	32		14.7	12.1	0	37.4
		Through	9.7	133		9.7	10.4	0	35.6
		Right 2	15.1	24		15.1	11.5	0	31.3
		Total	11.2	189		10	10.9	0	37.4
	SEB	Left 2	13.9	42		13.9	13.8	0	44.5
		Through	13.3	131		13.3	12.3	0	48
		Right 2	20.8	11		20.8	14.8	0.2	41.8
		Total	13.9	184		14.3	14.3	0	48
	SWB	Left 2	20.6	6		20.6	12.2	3.9	36.2
		Through	15.6	104		15.6	12	0	41.4
		Right 2	13.4	65		13.4	12.6	0	51.4
		Total	15	175		12.6	11.7	0	51.4
	NWB	Left 2	22.7	15		22.7	15.8	0.6	47.6
		Through	16.4	131		16.4	13.9	0	44.7
		Right 2	20.2	10		20.2	16.4	0.3	39.9
		Total	17.2	156		15.5	14.8	0	47.6
	Total		14.2	704	B	14.2	12.7	0	51.4
Thomas at Petronia	SEB	Through	8.8	81		8.8	9.5	0	29.8
		Right 2	5.3	18		5.3	9.7	0	32.2
		Total	8.2	99		8.4	9.8	0	32.2
	SWB	Left 2	12.4	12		12.4	11.7	0	26.2
		Through	10.3	46		10.3	10.1	0	26.8
		Right 2	4.7	23		4.7	4.7	0	19
		Total	9	81		7.8	8.7	0	26.8
	NWB	Left 2	9.5	9		9.5	10.5	0	27.8
		Through	7.7	66		7.7	9.7	0	26.5
		Total	7.9	75		8.6	9.8	0	27.8
	Total		8.4	255	A	8.4	9.6	0	32.2

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	8.1	63		8.1	4.8	2.8	26.8
		Through	8.2	82		8.2	3.7	3.2	23.5
		Right 2	7.3	32		7.3	4	3.2	20.8
		Total	8	177		7.2	3.5	2.8	26.8
	SEB	Left 2	0.3	14		0.3	1	0	3.5
		Through	0.1	43		0.1	0.5	0	2.4
		Total	0.1	57		0.1	0.5	0	3.5
	NWB	Through	0.2	53		0.2	0.8	0	3.4
		Right 2	0	9		0	0.2	0	0.3
		Total	0.2	62		0.1	0.6	0	3.4
	Total		4.8	296	A	4.8	5	0	26.8
Truman at White	NEB	Left 2	29.9	18		29.9	27	0.1	78.7
		Through	24.1	510		24.1	21	0	114.7
		Right 2	23.7	83		23.7	21.8	0.1	107.2
		Total	24.2	611		20.8	19.6	0	114.7
	SEB	Left 2	55.1	114		55.1	38.1	0.3	174.9
		Through	36.4	192		36.4	25.5	0	107.8
		Right 2	26.9	23		26.9	22.6	0.7	70
		Total	42.2	329		35.6	30.3	0	174.9
	SWB	Left 2	52.2	56		52.2	46.4	0.1	167
		Through	36.5	519		36.5	42.3	0	225.7
		Right 2	25.7	48		25.7	31.4	0	135.1
		Total	37.1	623		29.6	31.6	0	225.7
	NWB	Left 2	42.7	65		42.7	26.8	0	101
		Through	45.7	171		45.7	27.9	0	131.3
		Right 2	36.8	149		36.8	25	0.2	112.3
		Total	41.7	385		37.9	27.1	0	131.3
	Total		34.8	1948	C	34.8	32.8	0	225.7
White at Catherine	NEB	Left 2	12.1	26		12.1	8.3	5.7	43
		Through	8.9	21		8.9	4.5	3.4	19.9
		Right 2	8.2	37		8.2	4.9	3.6	21.4
		Total	9.6	84		8.9	5.2	3.4	43
	SEB	Left 2	3.7	9		3.7	4.3	0	9.3
		Through	1.4	265		1.4	2.8	0	15.1
		Right 2	2.6	34		2.6	3.5	0	13.1
		Total	1.6	308		2	3.5	0	15.1
	SWB	Left 2	8.2	5		8.2	3	4.4	11.9
		Through	7.4	22		7.4	3.1	5.4	18.7
		Right 2	7.2	13		7.2	3.6	3.9	16.6
		Total	7.4	40		7.5	3.4	3.9	18.7
	NWB	Left 2	1.8	23		1.8	2.4	0	7.5
		Through	1.5	259		1.5	2.7	0	15.6
		Right 2	1.5	31		1.5	1.9	0	6.2
		Total	1.5	313		1.6	2.8	0	15.6
	Total		2.8	745	A	2.8	4.4	0	43

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	45.6	2		45.6	10.2	38.4	52.9
		Through	8.5	52		8.5	13.2	0	42.4
		Right 2	11.3	9		11.3	14	0	37.6
		Total	10.1	63		12.6	14.9	0	52.9
	SEB	Left 2	18.6	61		18.6	15.7	0.1	52.3
		Through	14.3	159		14.3	14.1	0	50.2
		Right 2	14.9	1		14.9	0	14.9	14.9
		Total	15.5	221		18.6	17	0	52.3
	SWB	Left 2	16.4	13		16.4	19.8	0.1	49.8
		Through	15.3	125		15.3	16.3	0	49.8
		Right 2	15.5	96		15.5	14.5	0.5	51.7
		Total	15.4	234		18.4	16.1	0	51.7
	NWB	Left 2	4.6	5		4.6	10	0	22.5
		Through	14.4	91		14.4	14.6	0	43
		Right 2	10.5	5		10.5	15.9	0	35.9
		Total	13.7	101		14.1	14.7	0	43
	Total		14.6	619	B	14.6	15.1	0	52.9
Truman at 1st	EB	Through	25.8	747		25.8	22	0	72.5
		Right 1	25	54		25	19.8	0	66.4
		Total	25.7	801		24.1	20.9	0	72.5
	SEB	Left 1	79.6	528		79.6	39	1.1	211.4
		Through	67.7	168		67.7	38.9	0	162.7
		Right 3	65.9	19		65.9	29.9	9.2	125.8
		Total	76.4	715		63.9	41.9	0	211.4
	WB	Through	32.2	840		32.2	23.5	0	123.3
		Right 1	27.7	616		27.7	19	0	95.2
		Total	30.3	1456		24.2	19.9	0	123.3
	NWB	Left 1	17.1	102		17.1	17.6	0	59.7
		Through	31.8	151		31.8	25.8	0	94.2
		Right 3	25.1	66		25.1	22.7	0.1	82.7
		Total	25.7	319		27.2	24.5	0	94.2
	Total		38.8	3291	D	38.8	33.3	0	211.4
1st at Flagler	NEB	Left 2	34.1	21		34.1	25.7	0.1	93.9
		Through	24	374		24	19.7	0	67.1
		Right 2	23.4	19		23.4	18.2	0.1	52.1
		Total	24.5	414		24.7	19.9	0	93.9
	SEB	Left 2	37.9	122		37.9	26.2	0.2	114.7
		Through	36.5	110		36.5	23.6	0	117.8
		Right 2	25.8	30		25.8	21	0	62.8
		Total	35.9	262		40.7	29.4	0	117.8
	SWB	Left 2	17.3	86		17.3	17.7	0	55.2
		Through	26.6	471		26.6	18.8	0	71.4
		Right 2	26.5	69		26.5	18.6	0	56
		Total	25.3	626		23.9	19.4	0	71.4
	NWB	Left 2	53	119		53	32.7	0	136.6
		Through	48.4	144		48.4	30.4	0.1	146.9
		Right 2	32.4	99		32.4	30.1	0	114.9
		Total	45.5	362		34.8	27.8	0	146.9
	Total		31.2	1664	C	31.2	25	0	146.9

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	37.5	86		37.5	36.6	0	178.1
		Through	35.5	1050		35.5	28.7	0	108.7
		Right 2	36.5	105		36.5	27.3	0	86
		Total	35.7	1241		34.7	29.4	0	178.1
	SEB	Left 2	18	85		18	20.1	0	66.7
		Through	37.2	61		37.2	30.3	0	99.8
		Right 2	13.5	74		13.5	18.1	0	71.6
		Total	21.8	220		24.3	27.3	0	99.8
	SWB	Left 2	49.1	54		49.1	28.1	0	107.1
		Through	57.4	1179		57.4	31.3	0	185.7
		Right 2	48.4	51		48.4	29.6	1.9	108
		Total	56.7	1284		41.6	31.2	0	185.7
	NWB	Left 2	20.9	344		20.9	21.3	0	72.3
		Through	45.9	70		45.9	34.7	0	102.7
		Right 2	27.3	62		27.3	25.1	0	90
		Total	25.4	476		24.7	25.6	0	102.7
	Total		41.6	3221	D	41.6	32	0	185.7
Roosevelt at US-1	NB	Through	48	306		48	32.2	0	159.8
		Right 2	5.3	596		5.3	9.6	0	73.4
		Total	19.8	902		22.5	35	0	159.8
	SEB	Left 1	26.7	994		26.7	25	0	135.1
		Right 1	16.5	236		16.5	18	0	84.1
		Total	24.7	1230		34.3	30.7	0	135.1
	WB	Left 2	31.4	656		31.4	23.2	0	86.4
		Right 2	4.4	821		4.4	5.2	0	30.7
		Total	16.4	1477		14.6	19.6	0	86.4
	Total		20.1	3609	C	20.1	24.4	0	159.8
Flagler at Roosevelt	NB	Left 2	17.9	65		17.9	19.3	0	63.7
		Through	12	341		12	13.4	0	45.3
		Total	12.9	406		12.8	15.5	0	63.7
	EB	Left 2	21.7	254		21.7	19.3	0	58.3
		Right 2	3.6	79		3.6	3.8	0	21.3
		Total	17.4	333		21.7	20.1	0	58.3
	SB	Through	12.8	432		12.8	13.3	0	43.7
		Right 2	14.5	305		14.5	13.1	0	44.1
		Total	13.5	737		13.5	15	0	44.1
	Total		14.2	1476	B	14.2	15.1	0	63.7
NETWORK TOTAL			25.3	31873		25.3	27	0	225.7

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	35.6	19		35.6	29.6	0	98.3
		Through	30.1	189		30.1	24.1	0	119.5
		Right 2	27.5	19		27.5	27.9	0.5	118.9
		Total	30.3	227		22.8	20.6	0	119.5
	SEB	Left 2	45.4	39		45.4	38.1	1.4	193.1
		Through	32.7	339		32.7	30	0	201.4
		Right 2	33.7	31		33.7	32.6	0	176.9
		Total	34	409		25.2	25.7	0	201.4
	SWB	Left 2	25.4	34		25.4	14	0.3	50.9
		Through	25.3	125		25.3	23.1	0	110.7
		Right 2	27.7	30		27.7	21.8	0	90.2
		Total	25.7	189		21.8	18.5	0	110.7
	NWB	Left 2	48	8		48	35.9	2.8	116.1
		Through	24.8	312		24.8	21.2	0	113.9
		Right 2	35.4	29		35.4	31.1	0	108.5
		Total	26.2	349		25.8	23.7	0	116.1
	Total		29.6	1174	C	29.6	26.4	0	201.4
Front at Duval	NB	Left 1	26.5	38		26.5	17.5	0	53.4
		Right 1	20.3	92		20.3	16	0	69.1
		Right 3	18.7	65		18.7	18.5	0	80
		Total	21	195		17.8	15.7	0	80
	SEB	Left 2	21.1	24		21.1	16.5	0.5	54.4
		Through	11.8	38		11.8	11.3	0	33
		Right 1	13	4		13	13.2	4.1	32.4
		Total	15.3	66		13	12.9	0	54.4
	SWB	Left 2	26.3	60		26.3	22.4	0	91.4
		Left 1	22.4	72		22.4	19.1	0	66.3
		Right 2	17.4	57		17.4	16.8	0	83
		Total	22.1	189		18.7	17.6	0	91.4
	NWB	Left 3	38.4	86		38.4	28.2	0	109.3
		Through	36.5	111		36.5	27	0	117.6
		Right 2	35.2	83		35.2	30	0.1	115.3
		Total	36.7	280		26.8	25.9	0	117.6
	Total		26.8	730	C	26.8	23.8	0	117.6
Duval at Southard	SEB	Through	37	353		37	35.5	0	194.7
		Right 2	41.3	25		41.3	44	0	171
		Total	37.3	378		24	26.8	0	194.7
	SWB	Left 2	22.2	65		22.2	19.9	0	75.7
		Through	22.1	166		22.1	16.7	0	66.7
		Right 2	20.5	68		20.5	13.1	0	63.5
		Total	21.8	299		19.1	16.4	0	75.7
	NWB	Left 2	55.3	27		55.3	47.2	0.2	239.9
		Through	50.5	332		50.5	54.4	0	346.3
		Total	50.9	359		34.3	37.9	0	346.3
	Total		37.5	1036	D	37.5	41.1	0	346.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	13.5	19		13.5	14.3	0	37
		Through	12.5	97		12.5	13.5	0	40
		Right 2	5.5	27		5.5	5	0.1	22.1
		Total	11.3	143		12.1	13.2	0	40
	SEB	Left 2	46.4	20		46.4	26.1	0	117.1
		Through	41	356		41	36.4	0	218.6
		Right 2	48.3	43		48.3	42.8	0.9	180.5
		Total	42	419		27.3	28.8	0	218.6
	SWB	Left 2	22.3	8		22.3	17.9	0.1	53.5
		Through	14.1	24		14.1	12.6	0	39.3
		Right 2	11.8	5		11.8	9.3	3.8	22.9
		Total	15.6	37		12	13	0	53.5
	NWB	Left 2	42.5	13		42.5	20.9	8.7	87.6
		Through	28.7	252		28.7	28.1	0	112.8
		Right 2	33.5	18		33.5	29.5	0.1	84.9
		Total	29.6	283		26.8	26.7	0	112.8
	Total		31.9	882	C	31.9	32.4	0	218.6
Duval at Truman	NEB	Left 2	41	10		41	39.8	0	102.6
		Through	56.3	150		56.3	61.7	0	264.9
		Right 2	34.7	5		34.7	34.6	9	89.6
		Total	54.7	165		30.8	40.6	0	264.9
	SEB	Left 2	84.3	118		84.3	60.6	3	289.5
		Through	79.6	188		79.6	53.1	0	299.5
		Right 2	71.1	17		71.1	28.3	17.3	119.5
		Total	80.9	323		43.6	46.8	0	299.5
	SWB	Left 2	21.3	46		21.3	13	0	44.5
		Through	14.8	169		14.8	12.1	0	43.3
		Right 2	11.1	87		11.1	10.4	0.1	36.7
		Total	14.7	302		14.5	12.8	0	44.5
	NWB	Left 2	74.1	14		74.1	52.3	1.9	175.7
		Through	68.1	194		68.1	72.4	0	418.8
		Right 2	79.5	68		79.5	89.6	0	444.2
		Total	71.2	276		43	54.3	0	444.2
	Total		55.6	1066	E	55.6	61.1	0	444.2
Duval at South	NEB	Left 2	17.3	26		17.3	14.1	3.4	59.5
		Through	12.7	115		12.7	11.3	3.4	90.1
		Right 2	9.1	26		9.1	5.6	4.3	24.1
		Total	12.9	167		10.9	8.3	3.4	90.1
	SEB	Left 2	16.5	80		16.5	14.9	3.5	77
		Through	14.1	50		14.1	16.8	3.4	74.4
		Right 2	10.7	20		10.7	8.4	2.9	34.4
		Total	14.9	150		12.6	11.6	2.9	77
	SWB	Left 2	15.4	7		15.4	9.1	5.4	31.3
		Through	13.9	96		13.9	11.7	3.1	66.2
		Right 2	13.6	110		13.6	10.8	3.4	63.8
		Total	13.8	213		17.3	14.7	3.1	66.2
	NWB	Left 2	8.5	22		8.5	5.9	4	31.2
		Through	7.6	37		7.6	2.8	3.4	15.3
		Right 2	7.7	44		7.7	5.7	4.3	37.7
		Total	7.8	103		7.7	4.7	3.4	37.7
	Total		12.8	633	B	12.8	11.7	2.9	90.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	14.6	4		14.6	15.8	2.7	37.8
		Through	16	590		16	13.3	0	58.9
		Right 2	13.7	92		13.7	11.6	0	41.2
		Total	15.7	686		11.3	11.6	0	58.9
	SEB	Left 2	29	44		29	29.7	0	111.9
		Through	21.8	29		21.8	22.8	0	84.2
		Right 2	25.7	8		25.7	31.1	0	80.4
		Total	26.1	81		21.4	22.3	0	111.9
	SWB	Left 2	26.5	83		26.5	20.7	0.2	107.3
		Through	9.6	608		9.6	9.2	0	35.2
		Right 2	9.5	51		9.5	9	0	27.7
		Total	11.5	742		10.1	10.4	0	107.3
	NWB	Left 2	45.3	91		45.3	29.2	0.1	102.8
		Through	47	43		47	32	0	127.7
		Right 2	36.6	125		36.6	27	0	97.9
		Total	41.4	259		31.3	30.7	0	127.7
	Total		18.2	1768	B	18.1	19.7	0	127.7
Whitehead at Fleming	NEB	Left 2	16.1	87		16.1	15.1	0	49.1
		Through	15.4	125		15.4	13.6	0	45.3
		Right 2	9.6	60		9.6	9.1	0	32.4
		Total	14.3	272		15.8	14.5	0	49.1
	SEB	Left 2	20.5	41		20.5	17.1	0.2	77.7
		Through	14.9	213		14.9	14.9	0	79.9
		Right 2	10.7	26		10.7	10.9	0.3	35.8
		Total	15.3	280		13.9	14.7	0	79.9
	NWB	Left 2	21	14		21	16.6	1.3	45.9
		Through	18.8	252		18.8	15.8	0	79.4
		Right 2	18.9	110		18.9	17	0.1	95.1
		Total	18.9	376		20.8	21.2	0	95.1
	Total		16.5	928	B	16.5	15.2	0	95.1
Simonton at Fleming	NEB	Left 2	21.6	28		21.6	19.1	0	65.3
		Through	20.8	242		20.8	17.7	0	98.3
		Right 2	19.5	83		19.5	19.4	0	86.3
		Total	20.6	353		17.9	18	0	98.3
	SEB	Left 2	16.1	38		16.1	13.4	0	64.8
		Through	12.9	231		12.9	12.5	0	62.6
		Total	13.4	269		10.9	11.3	0	64.8
	NWB	Through	12.4	197		12.4	11.9	0	47.9
		Right 2	13.4	49		13.4	11.3	0.1	48.3
		Total	12.6	246		12.1	11.8	0	48.3
	Total		16.1	868	B	16.1	15.4	0	98.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	12	39		12	10	0	35
		Through	13.9	296		13.9	11.9	0	44.7
		Right 2	7.7	10		7.7	7.7	0.1	25.6
		Total	13.5	345		11.7	11.7	0	44.7
	SEB	Left 2	15.4	30		15.4	13	0	41
		Through	13.9	39		13.9	12.9	0	39.9
		Total	14.6	69		14.4	13.6	0	41
	NWB	Through	17.1	15		17.1	13.6	0	36.6
		Right 2	6.2	20		6.2	8	0	36.1
		Total	10.9	35		8.9	9.8	0	36.6
	Total		13.5	449	B	13.5	11.8	0	44.7
White at Southard	SEB	Left 2	4.8	25		4.8	7.3	0	24.6
		Through	1.5	225		1.5	3.5	0	26.2
		Right 2	2.1	70		2.1	3.8	0	19.6
		Total	1.9	320		1.8	3.8	0	26.2
	SWB	Left 2	5.7	8		5.7	0.7	5.1	7.1
		Through	5.7	1		5.7	0	5.7	5.7
		Right 2	4.6	10		4.6	1.8	2	9.2
		Total	5.1	19		5.4	1.6	2	9.2
	NWB	Left 2	5.2	102		5.2	7.5	0	31.8
		Through	3.4	151		3.4	6.1	0	31.5
		Right 2	3.3	2		3.3	2.8	1.3	5.2
		Total	4.1	255		3.6	6.1	0	31.8
	Total		2.9	594	A	2.9	5.4	0	31.8
Whitehead at Southard	NEB	Left 2	90.3	72		90.3	57.7	0.1	235.5
		Right 2	60.8	141		60.8	53.4	3.1	218.1
		Total	70.8	213		46.2	46	0.1	235.5
	SEB	Through	44.4	249		44.4	30.1	0	136.9
		Right 2	37.2	28		37.2	30.5	0.1	100.4
		Total	43.7	277		37.1	28.7	0	136.9
	SWB	Left 2	50	52		50	28.7	0.1	110.1
		Through	43.3	115		43.3	29.3	0	115.4
		Right 2	39.2	40		39.2	26.3	0.2	88.6
		Total	44.2	207		45.5	32.7	0	115.4
	NWB	Left 2	33	46		33	29	0	104.1
		Through	27.6	189		27.6	27.1	0	100.6
		Total	28.7	235		28.8	27.7	0	104.1
	Total		46.2	932	D	46.2	39.9	0	235.5

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	11.9	11		11.9	9.1	4.2	32.9
		Through	9.1	39		9.1	4	3.3	18.5
		Right 2	7.5	57		7.5	3.9	3.6	18.1
		Total	8.5	107		7.9	4.5	3.3	32.9
	SEB	Left 2	14.3	26		14.3	9.5	3.6	40.9
		Through	14	131		14	10.9	3.2	54.7
		Right 2	11.5	22		11.5	7.1	3	28.3
		Total	13.7	179		12	8.7	3	54.7
	SWB	Left 2	8.6	26		8.6	4.1	3.3	20.5
		Through	7.9	35		7.9	2.5	3.2	15.2
		Right 2	6.4	17		6.4	3.6	3.2	18.7
		Total	7.8	78		7.9	4.2	3.2	20.5
	NWB	Left 2	17.1	57		17.1	15.2	3.8	69.4
		Through	17.1	168		17.1	16.6	2.8	84.4
		Right 2	16.8	34		16.8	18.8	4.3	73
		Total	17.1	259		14.8	13.5	2.8	84.4
	Total		13.5	623	B	13.5	12.8	2.8	84.4
Whitehead at Truman	SEB	Left 2	61.3	162		61.3	39.2	0.8	149.4
		Through	58	251		58	39.2	0	149.9
		Right 2	54.4	39		54.4	33	2.1	122.9
		Total	58.9	452		35.9	35.4	0	149.9
	SWB	Left 2	14.8	61		14.8	12.8	0	51.5
		Through	16.9	86		16.9	15	0	65
		Right 2	16.8	53		16.8	16.6	0	70.8
		Total	16.2	200		12.8	12.1	0	70.8
	NWB	Left 2	26.6	49		26.6	24.3	0	85.4
		Through	17.9	149		17.9	16.5	0	81.7
		Right 2	13.5	4		13.5	8.8	4.3	23
		Total	19.9	202		19.9	19.3	0	85.4
	Total		39.7	854	D	39.7	36.7	0	149.9
Simonton at Caroline	NEB	Left 2	14.3	10		14.3	18.4	0	51.6
		Through	16.6	68		16.6	16.8	0	89.3
		Right 2	5.4	50		5.4	4.2	0	18.5
		Total	12	128		13	13.4	0	89.3
	SEB	Left 2	12.5	27		12.5	11.8	0	40.4
		Through	9.5	147		9.5	11	0	41.5
		Right 2	8.1	6		8.1	6.3	0.3	16.6
		Total	9.9	180		9.4	10.7	0	41.5
	SWB	Left 2	16.9	27		16.9	12.6	0.1	43.6
		Through	16.7	109		16.7	13.5	0	43.2
		Right 2	11.4	57		11.4	13.5	0	48.1
		Total	15.2	193		15	14.2	0	48.1
	NWB	Left 2	11	22		11	15.6	0	43.1
		Through	10.3	186		10.3	13	0	49
		Right 2	9.7	26		9.7	12.7	0	38.4
		Total	10.3	234		10.5	12.6	0	49
	Total		11.8	735	B	11.8	13.2	0	89.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	128.6	41		128.6	77.3	1.4	345.7
		Through	119.3	235		119.3	77.8	0	349.3
		Right 2	115.4	44		115.4	78.7	0.4	342.1
		Total	120	320		64.3	69.4	0	349.3
	SEB	Left 2	17.5	28		17.5	13.9	0.1	46.7
		Through	18.8	222		18.8	16.8	0	76.3
		Right 2	11.8	7		11.8	17	0.2	41.3
		Total	18.5	257		15.7	16.3	0	76.3
	SWB	Left 2	111.8	61		111.8	34.9	47.8	200.9
		Through	114.1	282		114.1	38.1	40.1	246.4
		Right 2	113.4	89		113.4	37.3	46.4	245.1
		Total	113.6	432		53.8	46.1	40.1	246.4
	NWB	Left 2	29.5	15		29.5	23.9	0	73.7
		Through	40	218		40	37.1	0	150.9
		Right 2	22.8	8		22.8	11	5.6	34.8
		Total	38.8	241		25.7	26.5	0	150.9
	Total		81.3	1250	F	81.2	65.1	0	349.3
Simonton at United	NEB	Left 2	10.6	15		10.6	13.1	0	32.8
		Through	9.8	138		9.8	10.3	0	34.4
		Right 2	10.8	25		10.8	12.7	0	34.6
		Total	10	178		10	10.9	0	34.6
	SEB	Left 2	17.3	53		17.3	13.5	0.1	54.9
		Through	16.4	135		16.4	17.8	0	96
		Right 2	11.2	13		11.2	12.7	0.3	39.7
		Total	16.3	201		14.3	14.3	0	96
	SWB	Left 2	13.1	13		13.1	9.3	0	33.4
		Through	11.9	140		11.9	11.2	0	39
		Right 2	10.8	76		10.8	11	0	34.7
		Total	11.6	229		12.6	11.7	0	39
	NWB	Left 2	27.3	9		27.3	19.9	0.6	59.7
		Through	17.9	152		17.9	17	0	86.9
		Right 2	27.1	7		27.1	12	7.9	43.8
		Total	18.8	168		15.5	14.8	0	86.9
	Total		14	776	B	14	14.4	0	96
Thomas at Petronia	SEB	Through	10.5	87		10.5	10.3	0	32.4
		Right 2	4.9	26		4.9	5.3	0	22.5
		Total	9.2	113		8.4	9.8	0	32.4
	SWB	Left 2	10.6	46		10.6	9.4	0	28.1
		Through	9.2	61		9.2	9.5	0	28
		Right 2	3.2	21		3.2	3.7	0	16.2
		Total	8.7	128		7.8	8.7	0	28.1
	NWB	Left 2	9.7	15		9.7	11.2	0	27.8
		Through	10.8	51		10.8	10.9	0	42.8
		Total	10.6	66		8.6	9.8	0	42.8
	Total		9.3	307	A	9.3	9.7	0	42.8

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	5.9	20		5.9	1.7	3.4	10.5
		Through	7.2	143		7.2	3.3	3.2	19.5
		Right 2	6.7	22		6.7	4.3	3.2	21.4
		Total	7	185		7.2	3.5	3.2	21.4
	SEB	Left 2	0.1	25		0.1	0.7	0	3
		Through	0.1	50		0.1	0.3	0	1.9
		Total	0.1	75		0.1	0.5	0	3
	NWB	Through	0	64		0	0.2	0	1.3
		Right 2	0.7	10		0.7	1.7	0	5.6
		Total	0.1	74		0.1	0.6	0	5.6
	Total		3.9	334	A	3.9	4.2	0	21.4
Truman at White	NEB	Left 2	35.4	11		35.4	27.5	1.9	80.9
		Through	24.4	492		24.4	20.8	0	93.9
		Right 2	19.2	42		19.2	18.3	0	70
		Total	24.2	545		20.8	19.6	0	93.9
	SEB	Left 2	54.9	99		54.9	45.4	0.2	223.7
		Through	33.6	226		33.6	23.7	0	99.1
		Right 2	28.2	10		28.2	24.6	2	68.3
		Total	39.7	335		35.6	30.3	0	223.7
	SWB	Left 2	41.1	44		41.1	40	0.5	143.4
		Through	34.1	501		34.1	31.3	0	142.2
		Right 2	32.5	32		32.5	37.7	0.3	120.3
		Total	34.5	577		29.6	31.6	0	143.4
	NWB	Left 2	48.7	91		48.7	36.1	0	193.6
		Through	39.1	190		39.1	26.4	0	115.3
		Right 2	32.1	118		32.1	21	0.3	96.1
		Total	39.2	399		37.9	27.1	0	193.6
	Total		33.4	1856	C	33.4	29.3	0	223.7
White at Catherine	NEB	Left 2	8.6	13		8.6	3.7	5.5	16
		Through	11.8	16		11.8	6.4	5.8	26
		Right 2	6.9	19		6.9	2.4	4.8	13.3
		Total	9	48		8.9	5.2	4.8	26
	SEB	Left 2	3.3	31		3.3	3.9	0.1	12.2
		Through	3.2	158		3.2	4.7	0	23.2
		Right 2	3.7	95		3.7	4.8	0	23.8
		Total	3.4	284		2	3.5	0	23.8
	SWB	Left 2	6.5	3		6.5	1.5	5.6	8.2
		Through	10.1	8		10.1	6.8	5.8	24.6
		Right 2	7.8	16		7.8	3	4.3	12.4
		Total	8.3	27		7.5	3.4	4.3	24.6
	NWB	Left 2	2.3	24		2.3	4.9	0.1	23.9
		Through	1.2	313		1.2	2.1	0	9.4
		Right 2	1.6	13		1.6	2.4	0	6.6
		Total	1.3	350		1.6	2.8	0	23.9
	Total		2.9	709	A	2.9	4.3	0	26

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	3.8	4		3.8	4.3	0	9.5
		Through	11.7	145		11.7	14.4	0	41.8
		Right 2	8.7	11		8.7	12.3	0	39.7
		Total	11.3	160		12.6	14.9	0	41.8
	SEB	Left 2	22.9	200		22.9	18.4	0	86.1
		Through	23.6	227		23.6	18.5	0	106.8
		Right 2	12.6	4		12.6	19.9	0.7	42.2
		Total	23.2	431		18.6	17	0	106.8
	SWB	Left 2	30.5	18		30.5	13.5	5.3	50.5
		Through	20.1	204		20.1	16	0	68.5
		Right 2	22.8	196		22.8	16.5	0.1	71.4
		Total	21.8	418		18.4	16.1	0	71.4
	NWB	Left 2	23.1	11		23.1	17.4	0.3	45.9
		Through	13.3	129		13.3	14.8	0	49
		Right 2	22.1	9		22.1	14.5	0.2	40.9
		Total	14.6	149		14.1	14.7	0	49
	Total		19.9	1158	B	19.9	17.3	0	106.8
Truman at 1st	EB	Through	26.7	803		26.7	21	0	74.3
		Right 1	24.4	56		24.4	17.1	0	53.8
		Total	26.6	859		24.1	20.9	0	74.3
	SEB	Left 1	88.7	575		88.7	36	0.4	197.9
		Through	74.4	195		74.4	31.8	0	162.9
		Right 3	82.8	14		82.8	27.8	39.1	137.8
		Total	85	784		63.9	41.9	0	197.9
	WB	Through	22.4	834		22.4	19.5	0	76.5
		Right 1	15.7	428		15.7	12.6	0	59
		Total	20.1	1262		24.2	19.9	0	76.5
	NWB	Left 1	23.1	73		23.1	21	0	70.1
		Through	37.4	154		37.4	27.1	0	88.2
		Right 3	23.3	60		23.3	23.1	0	83.9
		Total	30.8	287		27.2	24.5	0	88.2
	Total		38.8	3192	D	38.8	36.3	0	197.9
1st at Flagler	NEB	Left 2	31.8	10		31.8	24.9	0.7	72.9
		Through	28.7	496		28.7	20.3	0	86.6
		Right 2	30.6	23		30.6	20	0.1	68.5
		Total	28.8	529		24.7	19.9	0	86.6
	SEB	Left 2	53.3	148		53.3	34	0.1	166
		Through	51	123		51	32.9	0.1	166
		Right 2	50.2	11		50.2	38.6	5	116.3
		Total	52.2	282		40.7	29.4	0.1	166
	SWB	Left 2	18.2	81		18.2	19.1	0	56.9
		Through	26.9	479		26.9	18.9	0	81.2
		Right 2	23.5	89		23.5	18.8	0	68.7
		Total	25.3	649		23.9	19.4	0	81.2
	NWB	Left 2	39.6	66		39.6	24	0.1	77.8
		Through	36	125		36	24.3	0	80.2
		Right 2	18	69		18	16.1	0	61.5
		Total	32.1	260		34.8	27.8	0	80.2
	Total		31.8	1720	C	31.8	24.9	0	166

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	32.7	114		32.7	24.9	0	100.6
		Through	41.9	1164		41.9	28.9	0	134.1
		Right 2	40.6	72		40.6	30.2	0	126.6
		Total	41.1	1350		34.7	29.4	0	134.1
	SEB	Left 2	20.2	78		20.2	22	0	69
		Through	49.5	55		49.5	34.9	0	104
		Right 2	24.2	141		24.2	27.9	0	98.6
		Total	28.1	274		24.3	27.3	0	104
	SWB	Left 2	33.3	55		33.3	31.2	0	144.7
		Through	41.3	1052		41.3	30.5	0	146.6
		Right 2	45.8	67		45.8	32.3	0	135.8
		Total	41.2	1174		41.6	31.2	0	146.6
	NWB	Left 2	21.6	288		21.6	21.5	0	69.2
		Through	53.4	94		53.4	32.7	0	115
		Right 2	23.9	60		23.9	21.7	0	76.6
		Total	28.7	442		24.7	25.6	0	115
	Total		38.3	3240	D	38.3	29.8	0	146.6
Roosevelt at US-1	NB	Through	85.9	305		85.9	60.6	0	248.7
		Right 2	21.8	923		21.8	22.3	0	122.8
		Total	37.7	1228		22.5	35	0	248.7
	SEB	Left 1	61.4	1267		61.4	26.7	0.2	199.9
		Right 1	49.5	235		49.5	37.3	0	189.4
		Total	59.5	1502		34.3	30.7	0	199.9
	WB	Left 2	35.8	678		35.8	26.2	0	96.3
		Right 2	4.5	820		4.5	4.7	0	24.8
		Total	18.7	1498		14.6	19.6	0	96.3
	Total		38.7	4228	D	38.7	37.3	0	248.7
Flagler at Roosevelt	NB	Left 2	20.9	125		20.9	17.7	0	61
		Through	13.1	533		13.1	14.7	0	60.2
		Total	14.6	658		12.8	15.5	0	61
	EB	Left 2	31.3	515		31.3	20.7	0	85.8
		Right 2	6	115		6	7.3	0	40.9
		Total	26.7	630		21.7	20.1	0	85.8
	SB	Through	11.7	398		11.7	15.5	0	60.4
		Right 2	17.2	308		17.2	16.4	0	60.1
		Total	14.1	706		13.5	15	0	60.4
	Total		18.2	1994	B	18.2	18.7	0	85.8
NETWORK TOTAL			31.1	34036		31.1	35.4	0	444.2

EXISTING CONDITIONS
SEED 64

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Existing Conditions - 3 Peak Hours	**Input File Name:**	c:\bk key west files\key west vissim\vissim files 9-20-11\vissim files 9-20-11\key west final existing conditions 7.inp
Analysis Date:	09/21/2011		
Analysis Time:	2:29:39		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	64

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	272	40.6	195.2	340	14	19.5
Duval WB/NB	2	5592.3	293.4	32.8	223.5	340.4	13	17.1
Fleming EB/NB	3	3782.3	178.5	19.9	153.1	210.7	14.4	16.8
Southard WB/SB	4	3851.9	230	51.5	116.1	286.1	11.4	22.6
Eaton EB/NB	5	3544.5	143.7	38.7	96.6	196.3	16.8	25
Eaton WB/SB	6	3607.2	160.5	19	139.8	197.6	15.3	17.6
Whitehead St NB/WB	7	5306.8	266.3	50.1	184.5	360.6	13.6	19.6
Whitehead SB/EB	8	5306.4	246.1	36.8	192.6	308.3	14.7	18.8
Simonton St NB/WB	9	5569.6	274.7	60.3	214.1	367.5	13.8	17.7
Simonton EB/SB	10	5607.1	277.4	31.9	235.1	322.8	13.8	16.3
Palm/1st EB/SB	11	8219.6	321	55.2	243.7	404.2	17.5	23
Palm/1st NB/WB	12	8133.7	333.9	41.9	251	384.3	16.6	22.1
United SB/WB	13	5659.8	218.7	31.6	172	264.6	17.6	22.4
United EB/NB	14	6045.3	263.8	34.3	211.8	319.1	15.6	19.5
South NB/EB	15	5593.5	229.4	19.4	198.8	275.8	16.6	19.2
South SB/WB	16	5655.8	259	39.1	210.7	318.8	14.9	18.3
Flagler NB/EB	17	14089.4	414.1	29.2	347.7	447.9	23.2	27.6
Flagler WB/SB	18	13787.8	407.7	41.1	345.4	486.6	23.1	27.2
Truman NB/EB	19	4691.9	222.1	30.5	171	271.8	14.4	18.7
US-1 SB/WB	20	14301.5	469.6	66.3	335.1	584	20.8	29.1
White St SB/EB Travel Time	21	5952	259.3	37.5	207.2	324.3	15.7	19.6
White St NB/WB Travel Time	22	5952.8	256.9	39.3	197	323.5	15.8	20.6
US-1 NB/EB Travel Time	23	14249	389.9	37.4	339.8	458.4	24.9	28.6
Truman SB/WB Travel Time	24	4812.4	250.1	35.6	192.7	317.4	13.1	17

MD Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	438.7	65.4	340.7	553.6	8.7	11.1
Duval WB/NB	2	5592.3	566.3	108.6	411.9	703.3	6.7	9.3
Fleming EB/NB	3	3782.3	267.4	49.7	170.4	320.2	9.6	15.1
Southard WB/SB	4	3851.9	222.5	50.9	158.6	293.8	11.8	16.6
Eaton EB/NB	5	3544.5	176.5	49.5	126.1	270	13.7	19.2
Eaton WB/SB	6	3607.2	198.7	27.6	151.6	237.7	12.4	16.2
Whitehead St NB/WB	7	5306.8	345.5	63.1	244.9	435.5	10.5	14.8
Whitehead SB/EB	8	5306.4	352.4	55.7	254.1	456.2	10.3	14.2
Simonton St NB/WB	9	5569.6	403.6	113.5	283.7	646.5	9.4	13.4
Simonton EB/SB	10	5607.1	352.3	57.3	294.4	461.2	10.9	13
Palm/1st EB/SB	11	8219.6	455.5	100.7	312.8	632	12.3	17.9
Palm/1st NB/WB	12	8133.7	357.8	33.8	295.3	411.8	15.5	18.8
United SB/WB	13	5659.8	253.2	50.1	187.9	340.1	15.2	20.5
United EB/NB	14	6045.3	282.6	42.1	209.9	340.9	14.6	19.6
South NB/EB	15	5593.5	284.9	24.6	250.2	328.8	13.4	15.2
South SB/WB	16	5655.8	282.3	34.4	228	341.9	13.7	16.9
Flagler NB/EB	17	14089.4	462.2	44.1	377	523.5	20.8	25.5
Flagler WB/SB	18	13787.8	428	31.6	375.3	463.9	22	25
Truman NB/EB	19	4691.9	340.9	99.6	220.8	503.4	9.4	14.5
US-1 SB/WB	20	14301.5	522.6	22.4	488	546.4	18.7	20
White St SB/EB Travel Time	21	5952	282.1	34.4	233	328.4	14.4	17.4
White St NB/WB Travel Time	22	5952.8	303.1	49.5	213	380.1	13.4	19.1
US-1 NB/EB Travel Time	23	14249	434.6	38.7	352.2	491.2	22.4	27.6
Truman SB/WB Travel Time	24	4812.4	295.9	47.8	220.3	354.3	11.1	14.9

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	758.6	126.1	610	916.4	5	6.2
Duval WB/NB	2	5592.3	586.8	172.7	362.6	926.4	6.5	10.5
Fleming EB/NB	3	3782.3	271.4	38	218.5	325.7	9.5	11.8
Southard WB/SB	4	3851.9	230.8	36.1	198.2	301.3	11.4	13.2
Eaton EB/NB	5	3544.5	207.5	37.1	128.5	255.6	11.6	18.8
Eaton WB/SB	6	3607.2	240.4	65.2	168.1	326.1	10.2	14.6
Whitehead St NB/WB	7	5306.8	304.8	40.7	235.5	395.4	11.9	15.4
Whitehead SB/EB	8	5306.4	506.1	89.8	332.8	602	7.1	10.9
Simonton St NB/WB	9	5569.6	416.5	95.2	321.2	611.5	9.1	11.8
Simonton EB/SB	10	5607.1	353.2	66.5	259.7	464.3	10.8	14.7
Palm/1st EB/SB	11	8219.6	475.4	103.2	313.8	627	11.8	17.9
Palm/1st NB/WB	12	8133.7	337.8	28.6	300.6	368.6	16.4	18.5
United SB/WB	13	5659.8	242.4	12.9	222	258.2	15.9	17.4
United EB/NB	14	6045.3	259.2	29.2	220.4	312.1	15.9	18.7
South NB/EB	15	5593.5	307.7	60	250.1	422.4	12.4	15.3
South SB/WB	16	5655.8	282.4	29.7	241.2	315.2	13.7	16
Flagler NB/EB	17	14089.4	473.1	50.7	404.9	534.5	20.3	23.7
Flagler WB/SB	18	13787.8	419.5	44.1	360.5	476	22.4	26.1
Truman NB/EB	19	4691.9	275.4	32.5	240.2	353.3	11.6	13.3
US-1 SB/WB	20	14301.5	527.6	27.6	479.7	570	18.5	20.3
White St SB/EB Travel Time	21	5952	264.6	33.8	210.3	338.5	15.3	19.3
White St NB/WB Travel Time	22	5952.8	284.6	18.9	247.7	296.7	14.3	16.4
US-1 NB/EB Travel Time	23	14249	613.3	69.9	499.8	714.8	15.8	19.4
Truman SB/WB Travel Time	24	4812.4	366.2	61.8	281.9	454	9	11.6

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	64.6	10	64.6	26	19.8	108.6
Palm/1st EB/SB	11	108.9	9	108.9	56	14.1	188.9
Whitehead SB/EB	8	88	9	88	30.7	53.3	157.3
Palm/1st NB/WB	12	98.7	11	98.7	39.5	42	167.1
Whitehead St NB/WB	7	94.2	10	94.2	35.5	27.5	154.5
United EB/NB	14	53.2	11	53.2	25.6	23.5	102.2
Truman SB/WB Travel Time	24	99.9	10	99.9	42.6	24.7	155
Eaton WB/SB	6	56.3	11	56.3	16.7	36.3	91.1
United SB/WB	13	47.6	8	47.6	19.2	22.5	77.1
Simonton St NB/WB	9	114.5	8	114.5	58.9	53.9	215
Eaton EB/NB	5	51.7	9	51.7	36	4.2	102.6
US-1 SB/WB	20	137.2	10	137.2	52.1	60.9	234.2
Duval WB/NB	2	98.2	9	98.2	28.3	69.6	152.2
Duval EB/SB	1	74	10	74	27.7	27.8	104.1
Simonton EB/SB	10	97	9	97	27.4	55.9	136.2
White St SB/EB Travel Time	21	82	9	82	32	39.2	127.7
White St NB/WB Travel Time	22	72.1	12	72.1	38	31.7	136.2
Fleming EB/NB	3	54.9	12	54.9	19.8	31.6	95
Southard WB/SB	4	109	10	109	48.4	7.6	168.1
Truman NB/EB	19	77.4	11	77.4	26.1	35.8	115.7
South SB/WB	16	92.4	10	92.4	42	38.9	183.8
South NB/EB	15	73.9	10	73.9	20.6	45.2	120.5
Flagler NB/EB	17	70.5	11	70.5	42.8	13.5	158.3
Flagler WB/SB	18	49.2	9	49.2	19.1	24	86.8

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	100.7	9	100.7	38.9	28.1	163.9
Palm/1st EB/SB	11	220.6	12	220.6	116.3	36.6	395.6
Whitehead SB/EB	8	163.6	10	163.6	70.8	56.8	305.8
Palm/1st NB/WB	12	129	12	129	43.4	46.7	194.5
Whitehead St NB/WB	7	140.3	10	140.3	70.5	27.3	236.5
United EB/NB	14	64.7	9	64.7	34.7	33.9	145
Truman SB/WB Travel Time	24	142.8	8	142.8	53.8	76.9	225
Eaton WB/SB	6	99.2	11	99.2	41.6	29.6	159.9
United SB/WB	13	80.1	10	80.1	54.8	22.5	175.8
Simonton St NB/WB	9	217	12	217	110	93.5	470.3
Eaton EB/NB	5	75.2	12	75.2	48.4	34.5	175.3
US-1 SB/WB	20	183.8	8	183.8	26.7	140.6	216.1
Duval WB/NB	2	319.1	10	319.1	142.1	120	538.5
Duval EB/SB	1	231.9	10	231.9	89.9	71.2	349.6
Simonton EB/SB	10	149.4	10	149.4	62.6	29.7	228.5
White St SB/EB Travel Time	21	86.3	11	86.3	29.8	47.3	146.7
White St NB/WB Travel Time	22	92.3	10	92.3	51.2	24.2	161.1
Fleming EB/NB	3	118.4	9	118.4	51.2	45.4	187.8
Southard WB/SB	4	102	8	102	37	55.1	151.7
Truman NB/EB	19	199.8	12	199.8	109.7	58.2	377.1
South SB/WB	16	98.8	10	98.8	38.8	45.4	189.9
South NB/EB	15	97.4	9	97.4	31.4	41.6	148.5
Flagler NB/EB	17	74.7	11	74.7	30	35.9	140.5
Flagler WB/SB	18	74.1	10	74.1	24.2	44.1	111.4

PM Travel Time Delay							
Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	277.5	9	277.5	74.1	146.6	350.9
Palm/1st EB/SB	11	239.4	10	239.4	116.5	7.3	353.8
Whitehead SB/EB	8	309.5	9	309.5	93.4	165.4	436
Palm/1st NB/WB	12	126.3	6	126.3	45.8	74.7	186.2
Whitehead St NB/WB	7	131.9	10	131.9	46.5	89.7	242.5
United EB/NB	14	70.7	9	70.7	17.2	43.8	95.9
Truman SB/WB Travel Time	24	227.2	10	227.2	62.3	145.5	325.7
Eaton WB/SB	6	142	9	142	61.5	78.4	225.3
United SB/WB	13	70	9	70	16.8	44.8	92.3
Simonton St NB/WB	9	206.1	10	206.1	98.3	77.4	412.2
Eaton EB/NB	5	106	10	106	39.7	28.5	150.7
US-1 SB/WB	20	207.5	9	207.5	43.2	141.6	268.3
Duval WB/NB	2	317	8	317	178	106.4	688.1
Duval EB/SB	1	456.2	4	456.2	124.6	298	580.4
Simonton EB/SB	10	160.7	8	160.7	76.2	71.5	314.4
White St SB/EB Travel Time	21	85	10	85	35.8	30.4	162.7
White St NB/WB Travel Time	22	105.7	6	105.7	37.6	52.8	151.7
Fleming EB/NB	3	112.6	10	112.6	34.2	53.9	174.4
Southard WB/SB	4	128.1	6	128.1	37.6	103.4	202.3
Truman NB/EB	19	130.9	11	130.9	43.3	64.3	232.4
South SB/WB	16	91.1	8	91.1	30.8	56	142.9
South NB/EB	15	111.5	9	111.5	35	67.2	174.8
Flagler NB/EB	17	90.7	8	90.7	44	26.9	171.8
Flagler WB/SB	18	62.6	11	62.6	43.2	0.1	137.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	22	4		22	17.8	0.2	42
		Through	19	71		19	15.1	0	47.9
		Right 2	9.8	14		9.8	11.4	0	37.2
		Total	17.7	89		21.1	18.2	0	47.9
	SEB	Left 2	13.5	15		13.5	12.7	0.2	38.4
		Through	10	94		10	10.8	0	32.8
		Right 2	5.7	6		5.7	5.6	0.3	13.7
		Total	10.2	115		28	28.9	0	38.4
	SWB	Left 2	13.4	31		13.4	16.1	0	44.7
		Through	18.8	99		18.8	13.9	0	50
		Right 2	10.5	21		10.5	11.8	0.1	42.2
		Total	16.5	151		23.9	20.8	0	50
	NWB	Left 2	12	11		12	11.6	0.1	29.8
		Through	8.4	148		8.4	10.6	0	41.7
		Right 2	8.6	7		8.6	13.1	0.3	37.3
		Total	8.6	166		21.3	19.3	0	41.7
	Total		12.8	521	B	12.8	13.2	0	50
Front at Duval	NB	Left 1	23.5	25		23.5	16.8	0	46.4
		Right 1	15.5	31		15.5	16.1	0	54.2
		Right 3	8.8	18		8.8	9.5	0	28.8
		Total	16.6	74		16	15	0	54.2
	SEB	Left 2	9.9	12		9.9	11.5	0	31.4
		Through	6.3	17		6.3	9.9	0	36.1
		Right 1	3.1	16		3.1	2.8	0.2	9.5
		Total	6.1	45		13	13.6	0	36.1
	SWB	Left 2	17.9	28		17.9	14.5	0	48.9
		Left 1	14.6	47		14.6	13.2	0	41.3
		Right 2	7.7	44		7.7	9	0	39.3
		Total	12.8	119		19.3	17.9	0	48.9
	NWB	Left 3	15.4	24		15.4	18.6	0	64.8
		Through	17	55		17	19.2	0	92.9
		Right 2	15.7	54		15.7	22.2	0	95.7
		Total	16.2	133		21	18.9	0	95.7
	Total		14	371	B	14	16.4	0	95.7
Duval at Southard	SEB	Through	12.7	99		12.7	14.5	0	67
		Right 2	9.8	32		9.8	14.1	0.2	47
		Total	12	131		26	23.6	0	67
	SWB	Left 2	22.4	22		22.4	15.3	0	50.2
		Through	19.7	89		19.7	15.5	0	52.5
		Right 2	13	32		13	12	0.2	43.9
		Total	18.6	143		20.3	16.5	0	52.5
	NWB	Left 2	17.1	17		17.1	13.5	0.2	42.7
		Through	8.1	164		8.1	10.7	0	39.4
		Total	8.9	181		32.1	30.5	0	42.7
	Total		12.8	455	B	12.8	14	0	67

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	17.2	12		17.2	13.3	0	44.9
		Through	13.5	28		13.5	12.8	0	38.3
		Right 2	7.2	17		7.2	9.3	0.1	39.2
		Total	12.4	57		13.9	13.3	0	44.9
	SEB	Left 2	22.6	6		22.6	8.8	12.7	32.5
		Through	10.6	108		10.6	11.5	0	32.2
		Right 2	7.8	6		7.8	11	0.4	29.7
		Total	11.1	120		26.5	25.5	0	32.5
	SWB	Left 2	0.1	2		0.1	0.2	0	0.2
		Through	14	21		14	14.2	0	41.7
		Right 2	2.3	7		2.3	1.9	0.2	4.1
		Total	10.3	30		13	14.1	0	41.7
	NWB	Left 2	7.8	13		7.8	8.1	0.1	23.8
		Through	9.6	142		9.6	11	0	44.3
		Right 2	5.5	11		5.5	5.8	0.2	20.8
		Total	9.2	166		27.9	26.1	0	44.3
	Total		10.4	373	B	10.4	11.4	0	44.9
Duval at Truman	NEB	Left 2	9.3	2		9.3	13.1	0.1	18.6
		Through	9	61		9	10.5	0	33.9
		Right 2	4.1	4		4.1	5.5	0	11.7
		Total	8.7	67		18.1	17.6	0	33.9
	SEB	Left 2	14.3	35		14.3	11.7	0	37.4
		Through	12.9	73		12.9	11.5	0	39.6
		Right 2	6.7	16		6.7	4.1	0.1	14.3
		Total	12.5	124		56	60.1	0	39.6
	SWB	Left 2	6.4	26		6.4	7.9	0.1	27.2
		Through	12.6	103		12.6	10	0	33.6
		Right 2	5.7	72		5.7	6.8	0	32.4
		Total	9.3	201		13.6	12.5	0	33.6
	NWB	Through	14.3	93		14.3	12.9	0	40.4
		Right 2	7.1	29		7.1	7	0.3	25.9
		Total	12.6	122		36.9	34.4	0	40.4
	Total		10.8	514	B	10.8	10.7	0	40.4
Duval at South	NEB	Left 2	11.9	2		11.9	10.9	4.2	19.6
		Through	9.3	48		9.3	4.7	3.7	21.3
		Right 2	6.3	24		6.3	3.1	4	19
		Total	8.4	74		13.7	14.1	3.7	21.3
	SEB	Left 2	7.1	37		7.1	2.1	4.9	13.2
		Through	6.8	43		6.8	2.6	3.1	16.2
		Right 2	5.2	9		5.2	0.7	4	6.6
		Total	6.8	89		13.5	12.3	3.1	16.2
	SWB	Left 2	12.4	24		12.4	11.5	3.7	57.6
		Through	13.2	88		13.2	9.5	3.1	46.6
		Right 2	12.3	81		12.3	9.3	3.6	44.2
		Total	12.7	193		16.9	14.5	3.1	57.6
	NWB	Left 2	6.5	13		6.5	3.3	3.4	13.1
		Through	7.1	14		7.1	1.8	5.4	11.1
		Right 2	5.9	8		5.9	1.4	4.3	8.4
		Total	6.6	35		8.1	5	3.4	13.1
	Total		10	391	A	10	7.7	3.1	57.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	6.3	3		6.3	4.3	3.5	11.2
		Through	6.2	222		6.2	7.6	0	31.6
		Right 2	4.5	42		4.5	6.9	0	24.2
		Total	5.9	267		13.1	12.7	0	31.6
	SEB	Left 2	20	16		20	20.5	0	60.9
		Through	22.9	16		22.9	19.1	0	51.3
		Right 2	9.8	6		9.8	5.5	0	16.9
		Total	19.6	38		22.3	19.2	0	60.9
	SWB	Left 2	12.5	101		12.5	11.7	0.3	49.3
		Through	10.2	656		10.2	10.4	0	67.9
		Right 2	8.1	50		8.1	10.3	0.1	57.9
		Total	10.4	807		9.7	10.1	0	67.9
	NWB	Left 2	29.5	87		29.5	19	0.2	84.8
		Through	28	38		28	18.5	0	71.2
		Right 2	20.3	94		20.3	16	0.2	55.5
		Total	25.3	219		30.3	23.8	0	84.8
	Total		12.2	1331	B	12.2	13.5	0	84.8
Whitehead at Fleming	NEB	Left 2	14.2	52		14.2	14.7	0	45.1
		Through	12.3	68		12.3	12.8	0	39.9
		Right 2	2.2	6		2.2	1.8	0	4.2
		Total	12.6	126		15.7	14.1	0	45.1
	SEB	Left 2	15.2	14		15.2	16.8	0.3	48.1
		Through	9.6	89		9.6	11.3	0	37.6
		Right 2	5.9	46		5.9	8.1	0	34.3
		Total	9	149		17.8	21.2	0	48.1
	NWB	Left 2	15.6	20		15.6	14.1	0	40.4
		Through	14.3	184		14.3	12.4	0	47.9
		Right 2	11.7	49		11.7	11.8	0.1	47.9
		Total	13.9	253		16.8	14.7	0	47.9
	Total		12.2	528	B	12.2	12.5	0	48.1
Simonton at Fleming	NEB	Left 2	12.9	16		12.9	12.7	0	36.5
		Through	14.2	121		14.2	12.7	0	38.3
		Right 2	6	29		6	8.6	0	33.8
		Total	12.6	166		18.4	17.1	0	38.3
	SEB	Left 2	7.3	12		7.3	9.7	0.1	23.3
		Through	8.2	90		8.2	9.1	0	27.3
		Total	8.1	102		10.4	11	0	27.3
	NWB	Through	10.3	151		10.3	10.7	0	32.7
		Right 2	4.4	21		4.4	6.5	0.3	28.3
		Total	9.6	172		14	16.7	0	32.7
	Total		10.4	440	B	10.4	11.1	0	38.3

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	10.7	20		10.7	10.7	0	34
		Through	7.8	138		7.8	9.7	0	27.9
		Right 2	1.7	9		1.7	2.5	0	6.5
		Total	7.8	167		11.5	11.2	0	34
	SEB	Left 2	16.7	10		16.7	13.5	0	37.1
		Through	15.7	28		15.7	13.4	0	38.5
		Total	16	38		15.2	13.6	0	38.5
	NWB	Through	18.7	22		18.7	13.3	0	36.3
		Right 2	4.4	37		4.4	5.9	0	29.4
		Total	9.7	59		9.8	11.7	0	36.3
	Total		9.4	264	A	9.4	11	0	38.5
White at Southard	SEB	Left 2	1.3	15		1.3	2	0	6.5
		Through	1.7	153		1.7	4.2	0	24.5
		Right 2	1	66		1	2.1	0	9.4
		Total	1.5	234		1.6	3.5	0	24.5
	SWB	Left 2	5.5	2		5.5	0.5	5.1	5.9
		Through	7.6	4		7.6	2.4	5.9	11.2
		Right 2	4.6	7		4.6	0.7	3.8	6.1
		Total	5.7	13		5.1	1.7	3.8	11.2
	NWB	Left 2	5.2	90		5.2	5.7	0	21.5
		Through	3.6	122		3.6	5.7	0	19.4
		Right 2	3.2	5		3.2	4.1	0.1	8.6
		Total	4.3	217		4	6.1	0	21.5
	Total		2.9	464	A	2.9	4.9	0	24.5
Whitehead at Southard	NEB	Left 2	43.5	42		43.5	27.8	0	92.6
		Right 2	18	22		18	19.9	0.3	67.7
		Total	34.7	64		54.7	71	0	92.6
	SEB	Through	30.1	49		30.1	27	0	77.5
		Right 2	9	49		9	13.3	0	52.4
		Total	19.6	98		37.2	32.5	0	77.5
	SWB	Left 2	47.2	12		47.2	25	0.1	88.7
		Through	40.4	90		40.4	31.7	0	97.5
		Right 2	29.2	33		29.2	27.6	0.2	97.9
		Total	38.3	135		42.3	32.4	0	97.9
	NWB	Left 2	18.5	54		18.5	19.7	0	61.5
		Through	16.5	121		16.5	19.1	0	60.2
		Total	17.1	175		24.2	23.3	0	61.5
	Total		26.1	472	C	26.1	26.7	0	97.9

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	6.9	4		6.9	3.3	3.9	11.5
		Through	5.8	18		5.8	1.4	3.1	10.2
		Right 2	5.5	24		5.5	1.7	3.4	11.1
		Total	5.7	46		7.3	3.8	3.1	11.5
	SEB	Left 2	6	12		6	0.9	5.2	8
		Through	8.8	66		8.8	4.5	3.3	24.2
		Right 2	4.8	21		4.8	0.8	3	6.1
		Total	7.6	99		12.1	9.3	3	24.2
	SWB	Left 2	5.5	5		5.5	2.5	3.7	9.9
		Through	6.5	20		6.5	1.9	3.5	11.6
		Right 2	5.4	12		5.4	1.3	4.3	8.1
		Total	6	37		7.6	3.9	3.5	11.6
	NWB	Left 2	7.2	55		7.2	3.7	3.1	23.8
		Through	7.8	57		7.8	5	2.9	24.6
		Right 2	9	5		9	7.1	4	21.4
		Total	7.6	117		13.4	11.2	2.9	24.6
	Total		7.1	299	A	7.1	3.9	2.9	24.6
Whitehead at Truman	SEB	Left 2	11.6	13		11.6	11.7	0	31
		Through	10.3	64		10.3	9.4	0	28.5
		Right 2	6.7	10		6.7	6.1	1.2	22.6
		Total	10.1	87		38.3	37.9	0	31
	SWB	Left 2	8.7	34		8.7	8.5	0	26.2
		Through	13	50		13	9.4	0	28.7
		Right 2	8.5	36		8.5	9.3	0	30.9
		Total	10.4	120		11.9	12.2	0	30.9
	NWB	Left 2	12	19		12	9	0	24.4
		Through	11.3	138		11.3	10.8	0	49.1
		Right 2	9.6	44		9.6	9	0.2	35.6
		Total	11	201		19.2	18.7	0	49.1
	Total		10.6	408	B	10.6	9.8	0	49.1
Simonton at Caroline	NEB	Left 2	15	5		15	18.4	0	44.5
		Through	8.2	35		8.2	11.7	0	45.4
		Right 2	7.1	17		7.1	10.8	0.4	39
		Total	8.5	57		11.9	13.3	0	45.4
	SEB	Left 2	13.2	5		13.2	17.9	0.2	39.1
		Through	5.8	37		5.8	9.1	0	28.6
		Right 2	0.8	1		0.8	0	0.8	0.8
		Total	6.5	43		10.2	11.6	0	39.1
	SWB	Left 2	9.6	15		9.6	12.6	0	40.9
		Through	15.6	65		15.6	15.2	0	42.8
		Right 2	7.7	68		7.7	9.7	0	39.4
		Total	11.4	148		15.1	14.8	0	42.8
	NWB	Left 2	9.4	17		9.4	12	0	33.7
		Through	10.7	204		10.7	12.2	0	43.6
		Right 2	6.4	39		6.4	5.8	0.2	23.1
		Total	10	260		10.9	12.3	0	43.6
	Total		9.9	508	A	9.9	12	0	45.4

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	22.9	22		22.9	21.7	0	59.5
		Through	15.8	91		15.8	15.1	0	47.9
		Right 2	5.1	13		5.1	8.8	0	25.3
		Total	15.9	126		41.3	43.2	0	59.5
	SEB	Left 2	8.7	24		8.7	10.7	0	35.9
		Through	9.9	95		9.9	11.7	0	42
		Right 2	11.8	11		11.8	14.7	0.3	45.5
		Total	9.8	130		12.5	12.6	0	45.5
	SWB	Left 2	20.7	34		20.7	17.4	0.1	50.2
		Through	19.3	180		19.3	16.8	0	96.1
		Right 2	18.4	32		18.4	18.1	0.4	67.1
		Total	19.4	246		46.8	46.8	0	96.1
	NWB	Left 2	16.4	14		16.4	17.4	0.2	47.3
		Through	19.5	105		19.5	16.4	0	49.4
		Right 2	11.1	14		11.1	13	0.2	43.4
		Total	18.3	133		23.8	23.5	0	49.4
	Total		16.5	635	B	16.5	16.2	0	96.1
Simonton at United	NEB	Left 2	11.5	3		11.5	15.5	0	29.1
		Through	7.8	83		7.8	10	0	36.1
		Right 2	21.6	8		21.6	11.5	0.2	33.2
		Total	9.1	94		10.4	11.5	0	36.1
	SEB	Left 2	17.4	37		17.4	13.6	0.2	47.7
		Through	13.6	88		13.6	13.5	0	39.8
		Right 2	16.7	12		16.7	13.6	0	36.3
		Total	14.9	137		18.4	16	0	47.7
	SWB	Left 2	10.6	6		10.6	16.5	0.1	36.3
		Through	11.2	70		11.2	10.3	0	33.8
		Right 2	12.9	60		12.9	11.6	0	33.4
		Total	11.9	136		13.3	12.4	0	36.3
	NWB	Left 2	19.1	14		19.1	14.6	0.2	44.7
		Through	14.1	67		14.1	13	0	35.9
		Right 2	4.6	5		4.6	3.4	0.5	9.1
		Total	14.4	86		15.3	13.9	0	44.7
	Total		12.7	453	B	12.7	12.4	0	47.7
Thomas at Petronia	SEB	Through	7.9	38		7.9	8.8	0	26.3
		Right 2	3.1	13		3.1	3.3	0	9.3
		Total	6.7	51		6.6	8.2	0	26.3
	SWB	Left 2	9	10		9	10.1	0.1	25.3
		Through	9.4	50		9.4	9.1	0	26.4
		Right 2	3	18		3	3.7	0	11
		Total	7.9	78		8	8.8	0	26.4
	NWB	Left 2	11.2	20		11.2	9.6	0	24.5
		Through	9.6	35		9.6	8.9	0	26.3
		Total	10.2	55		9.9	9.6	0	26.3
	Total		8.3	184	A	8.2	8.7	0	26.4

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	5.9	21		5.9	1.8	3.6	10
		Through	6.2	60		6.2	2.1	3.2	13.4
		Right 2	5.5	19		5.5	1.9	3	10
		Total	6	100		7	3.5	3	13.4
	SEB	Left 2	0.1	16		0.1	0.3	0	0.5
		Through	0	28		0	0	0	0
		Total	0	44		0.1	0.5	0	0.5
	NWB	Through	0.2	42		0.2	1.2	0	7.7
		Right 2	0.2	6		0.2	0.1	0.1	0.3
		Total	0.2	48		0.2	1.2	0	7.7
	Total		3.2	192	A	3.2	3.3	0	13.4
Truman at White	NEB	Left 2	14.4	19		14.4	18.4	0	64.2
		Through	14.9	312		14.9	16.8	0	77.7
		Right 2	14.2	52		14.2	17.5	0	73.3
		Total	14.8	383		25.2	24.4	0	77.7
	SEB	Left 2	36.3	52		36.3	24.9	0	75.7
		Through	28.1	118		28.1	23.7	0	70.3
		Right 2	21.9	12		21.9	21.1	0.4	66.3
		Total	30	182		33.2	26.6	0	75.7
	SWB	Left 2	20.8	33		20.8	18.2	0.1	50.1
		Through	16.8	363		16.8	16.7	0	52
		Right 2	13.8	39		13.8	15.3	0.1	47.2
		Total	16.8	435		26	23.7	0	52
	NWB	Left 2	40.6	57		40.6	27	0	92.7
		Through	36.8	163		36.8	25.2	0	92.4
		Right 2	26.6	78		26.6	19.2	0.3	88
		Total	34.9	298		37.7	27.4	0	92.7
	Total		22.2	1298	C	22.2	21.7	0	92.7
White at Catherine	NEB	Left 2	8.4	15		8.4	4	5.5	19.5
		Through	8.2	16		8.2	4.3	3.6	22.4
		Right 2	6.1	17		6.1	2.1	3.8	11.4
		Total	7.5	48		8	4.4	3.6	22.4
	SEB	Left 2	1.5	14		1.5	2.1	0	5.8
		Through	0.9	213		0.9	2.5	0	14.2
		Right 2	2.7	17		2.7	4.4	0	13.4
		Total	1.1	244		2.2	4.5	0	14.2
	SWB	Left 2	5.5	2		5.5	0.1	5.4	5.5
		Through	7.5	9		7.5	2.8	5.5	14.6
		Right 2	6.7	7		6.7	4.3	3.9	16.2
		Total	7	18		6.9	2.6	3.9	16.2
	NWB	Left 2	2.4	25		2.4	3.3	0	10.7
		Through	1.2	248		1.2	2.4	0	10
		Right 2	0.6	14		0.6	1.3	0	4.8
		Total	1.3	287		1.3	2.4	0	10.7
	Total		1.9	597	A	1.9	3.3	0	22.4

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	19.8	8		19.8	16.9	0.2	45.9
		Through	17.9	64		17.9	15.8	0	43.4
		Right 2	0	2		0	0.7	0	0
		Total	17.6	74		14.2	15.3	0	45.9
	SEB	Left 2	14.9	84		14.9	14.9	0	45.4
		Through	16.4	120		16.4	15	0	52
		Right 2	12.4	6		12.4	16.8	0	41.3
		Total	15.7	210		20.3	19.1	0	52
	SWB	Left 2	18.7	13		18.7	17.4	0.1	43.9
		Through	15	165		15	13.3	0	45.1
		Right 2	16.5	164		16.5	15.1	0.8	52.9
		Total	15.9	342		16.2	14.8	0	52.9
	NWB	Left 2	18.5	4		18.5	20.2	0.2	43.4
		Through	13.2	110		13.2	14.6	0	45.2
		Right 2	10.5	16		10.5	14.5	0	42.3
		Total	13	130		13.2	14.4	0	45.2
	Total		15.5	756	B	15.5	14.7	0	52.9
Truman at 1st	EB	Through	16.6	321		16.6	20.5	0	63.1
		Right 1	17.5	11		17.5	21.4	0	52.5
		Total	16.6	332		24.2	21.2	0	63.1
	SEB	Left 1	18.4	246		18.4	17.2	0	62.4
		Through	31.8	68		31.8	25.1	0	80.2
		Right 3	20.1	14		20.1	23	0.1	71.1
		Total	21.3	328		56.9	43.2	0	80.2
	WB	Through	24.5	582		24.5	20.7	0	90.3
		Right 1	19.7	582		19.7	14.5	0	72.3
		Total	22.1	1164		23.5	19.1	0	90.3
	NWB	Left 1	13.2	56		13.2	15.3	0	56.8
		Through	29.2	141		29.2	23.8	0	90.3
		Right 3	17.2	58		17.2	18.9	0	71.9
		Total	23	255		27.2	24.1	0	90.3
	Total		21.2	2079	C	21.2	19.4	0	90.3
1st at Flagler	NEB	Left 2	26.8	11		26.8	20.7	0.1	69.4
		Through	24.8	314		24.8	19.9	0	81.5
		Right 2	21.8	31		21.8	17.2	0	62
		Total	24.6	356		28.2	22	0	81.5
	SEB	Left 2	36.5	135		36.5	25.7	0.1	92.7
		Through	34.1	91		34.1	23.7	0.1	88.7
		Right 2	19.9	21		19.9	19.5	0.5	59.8
		Total	34.2	247		44.8	31.1	0.1	92.7
	SWB	Left 2	17.2	56		17.2	16.9	0	59.2
		Through	23	443		23	18.3	0	67.8
		Right 2	21.2	69		21.2	16.8	0	55.1
		Total	22.2	568		23.1	19	0	67.8
	NWB	Left 2	37.7	65		37.7	25.8	0	90.6
		Through	34.1	124		34.1	25	0	84.7
		Right 2	16.6	73		16.6	19.2	0	65.2
		Total	30.1	262		38.5	32.4	0	90.6
	Total		26.3	1433	C	26.3	21.6	0	92.7

AM Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	16.6	37		16.6	20.8	0	70.4
		Through	24.2	531		24.2	25.2	0	90.2
		Right 2	15.8	65		15.8	20.3	0	71.3
		Total	22.9	633		33	27.5	0	90.2
	SEB	Left 2	16.7	64		16.7	19.6	0	69.9
		Through	46.9	32		46.9	36.5	0	104.7
		Right 2	12	72		12	19.4	0	92.3
		Total	20.4	168		22.4	27	0	104.7
	SWB	Left 2	20.8	58		20.8	24	0	80
		Through	34.8	889		34.8	26.9	0	127.8
		Right 2	31.7	48		31.7	25.7	0	87
		Total	33.8	995		40	30.4	0	127.8
	NWB	Left 2	20.5	252		20.5	22.4	0	70
		Through	31.2	22		31.2	27.4	0	92.2
		Right 2	9.5	33		9.5	11.6	0.1	58.6
		Total	20.1	307		23.3	25.1	0	92.2
	Total		27.4	2103	C	27.4	26.3	0	127.8
Roosevelt at US-1	NB	Through	29.5	126		29.5	19.8	0	81.4
		Right 2	1.9	399		1.9	2.9	0	17.1
		Total	8.5	525		19.1	26.2	0	81.4
	SEB	Left 1	17	522		17	14.4	0	55.2
		Right 1	7.8	96		7.8	11.4	0	40.2
		Total	15.6	618		42.6	34.6	0	55.2
	WB	Left 2	19.3	575		19.3	16.4	0	63.9
		Right 2	4.6	873		4.6	5.3	0	30.2
		Total	10.4	1448		14.8	20.1	0	63.9
	Total		11.3	2591	B	11.3	14.2	0	81.4
Flagler at Roosevelt	NB	Left 2	13.3	71		13.3	16.4	0	55.4
		Through	11	306		11	13.6	0	44.6
		Total	11.4	377		13.1	15.3	0	55.4
	EB	Left 2	20.2	257		20.2	19.7	0	56.5
		Right 2	3.8	61		3.8	4.2	0	27
		Total	17.1	318		19.2	18.6	0	56.5
	SB	Through	12.9	323		12.9	14.8	0	60.6
		Right 2	17.9	543		17.9	15.7	0	64.1
		Total	16	866		13.4	15.1	0	64.1
	Total		15.1	1561	B	15.2	16.1	0	64.1
NETWORK TOTAL			15.9	21221		15.9	18.4	0	127.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	20.3	15		20.3	14.2	0.2	40.8
		Through	17.4	125		17.4	13.1	0	50
		Right 2	11.8	16		11.8	10.7	0	29.3
		Total	17.1	156		21.1	18.2	0	50
	SEB	Left 2	26.2	20		26.2	15.3	0.7	56.6
		Through	20	215		20	16.9	0	90.1
		Right 2	20.9	24		20.9	14.3	0.2	43.9
		Total	20.6	259		28	28.9	0	90.1
	SWB	Left 2	35.4	59		35.4	28.7	0	126.3
		Through	30.1	120		30.1	24.6	0	107.3
		Right 2	26	72		26	23.9	0.1	119.7
		Total	30.2	251		23.9	20.8	0	126.3
	NWB	Left 2	24.5	22		24.5	18.3	1.6	65.6
		Through	22.7	321		22.7	18.4	0	99.3
		Right 2	23.1	19		23.1	19.9	0.1	80.9
		Total	22.8	362		21.3	19.3	0	99.3
	Total		23.2	1028	C	23.2	19.8	0	126.3
Front at Duval	NB	Left 1	20.8	44		20.8	17.6	0	53.3
		Right 1	16.8	96		16.8	14.5	0	54
		Right 3	14	54		14	13.3	0.1	47.3
		Total	16.9	194		16	15	0	54
	SEB	Left 2	13.8	12		13.8	13.7	0.2	37
		Through	9.2	39		9.2	12.2	0	42.1
		Right 1	9.3	24		9.3	6.5	0.1	24.7
		Total	10	75		13	13.6	0	42.1
	SWB	Left 2	25.4	39		25.4	19.4	0	60.2
		Left 1	19	98		19	15.3	0	61.8
		Right 2	14.6	44		14.6	14.5	0.3	62.4
		Total	19.3	181		19.3	17.9	0	62.4
	NWB	Left 3	24.4	85		24.4	15.2	0	51
		Through	21	102		21	16	0	54.8
		Right 2	20.3	101		20.3	16.4	0	59.2
		Total	21.8	288		21	18.9	0	59.2
	Total		18.7	738	B	18.7	15.8	0	62.4
Duval at Southard	SEB	Through	19	240		19	14.9	0	64
		Right 2	21.3	47		21.3	17	1.1	55.1
		Total	19.4	287		26	23.6	0	64
	SWB	Left 2	21.2	64		21.2	17.9	0	72.1
		Through	23.5	179		23.5	18.6	0	71.4
		Right 2	21.6	74		21.6	18.1	0	70
		Total	22.6	317		20.3	16.5	0	72.1
	NWB	Left 2	37.3	25		37.3	19.5	1.5	79.5
		Through	38.6	363		38.6	29.6	0	154.4
		Total	38.5	388		32.1	30.5	0	154.4
	Total		27.9	992	C	27.9	24	0	154.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	16.4	31		16.4	13	0	35.6
		Through	14.8	65		14.8	14.1	0	42.7
		Right 2	6.7	26		6.7	9.8	0	44.2
		Total	13.5	122		13.9	13.3	0	44.2
	SEB	Left 2	18.8	16		18.8	16.8	0	48.7
		Through	22.2	263		22.2	19.7	0	103
		Right 2	17	20		17	18.3	0	55
		Total	21.7	299		26.5	25.5	0	103
	SWB	Left 2	14.5	9		14.5	14.9	0	34.9
		Through	19.7	16		19.7	14.8	0	39.6
		Right 2	5.7	15		5.7	5.1	0	16.6
		Total	13.3	40		13	14.1	0	39.6
	NWB	Left 2	42	29		42	29.5	4.5	126.7
		Through	32.8	346		32.8	25.3	0	127.4
		Right 2	32.2	33		32.2	27.1	0.1	110.1
		Total	33.4	408		27.9	26.1	0	127.4
	Total		25.7	869	C	25.6	23.2	0	127.4
Duval at Truman	NEB	Left 2	22.7	27		22.7	15.8	0.1	60.6
		Through	24.2	173		24.2	20	0	98
		Right 2	18.5	26		18.5	23.3	0	76.5
		Total	23.4	226		18.1	17.6	0	98
	SEB	Left 2	40.9	82		40.9	28	0	119.8
		Through	33	177		33	25.2	0	111.2
		Right 2	22.5	9		22.5	31.2	0.1	97.4
		Total	35.1	268		56	60.1	0	119.8
	SWB	Left 2	15.7	69		15.7	13.4	0.1	57.1
		Through	15.8	161		15.8	13.4	0	60.5
		Right 2	14.5	149		14.5	12	0	54.5
		Total	15.3	379		13.6	12.5	0	60.5
	NWB	Left 2	44.4	7		44.4	26.6	15.7	100.5
		Through	42	243		42	39.2	0	197.6
		Right 2	42.9	38		42.9	36.5	1.2	139.1
		Total	42.2	288		37.4	34.6	0	197.6
	Total		28.1	1161	C	28.1	27.9	0	197.6
Duval at South	NEB	Left 2	18.9	48		18.9	12.5	3.4	58
		Through	15.9	134		15.9	11.5	3.3	59.3
		Right 2	14	46		14	12.6	3.1	53.4
		Total	16.1	228		13.7	14.1	3.1	59.3
	SEB	Left 2	16.9	96		16.9	12.6	3.4	62.7
		Through	22.4	59		22.4	20.1	3.8	81.5
		Right 2	14.7	43		14.7	9.8	3.4	34.5
		Total	18.1	198		13.5	12.3	3.4	81.5
	SWB	Left 2	26.5	15		26.5	14	5.2	46.2
		Through	23.9	167		23.9	18	4.1	86.3
		Right 2	23.9	117		23.9	19.6	3.9	92.4
		Total	24	299		16.9	14.5	3.9	92.4
	NWB	Left 2	8.8	29		8.8	3.9	3.4	20.6
		Through	9.3	26		9.3	3.9	4.4	20.1
		Right 2	8.3	26		8.3	5.2	4.2	28.8
		Total	8.8	81		8.1	5	3.4	28.8
	Total		18.8	806	B	18.8	15.7	3.1	92.4
		Left 2	15.8	3		15.8	22.5	1.6	41.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Through	14.9	411		14.9	13.7	0	58
		Right 2	14.1	86		14.1	13.6	0	42.5
		Total	14.8	500		13.1	12.7	0	58
	SEB	Left 2	26.3	20		26.3	17.3	0	58.5
		Through	22.3	9		22.3	20.7	0	51.6
		Right 2	5.8	4		5.8	5	0.2	11.8
		Total	22.7	33		22.3	19.2	0	58.5
	SWB	Left 2	15.8	81		15.8	17.4	0	76.1
		Through	10.3	627		10.3	9.7	0	34.6
		Right 2	9.4	23		9.4	8.4	0.4	25
		Total	10.9	731		9.7	10.1	0	76.1
	NWB	Left 2	36	130		36	26.9	0	106.9
		Through	40.5	26		40.5	34.7	0	134
		Right 2	29.9	114		29.9	27	0.2	130.5
		Total	33.9	270		30.3	23.8	0	134
	Total		16.5	1534	B	16.4	18.2	0	134
Whitehead at Fleming	NEB	Left 2	16.3	70		16.3	14.8	0	50.8
		Through	17.5	148		17.5	14	0	55.6
		Right 2	14	49		14	12.2	0	48.6
		Total	16.5	267		15.7	14.1	0	55.6
	SEB	Left 2	21.4	33		21.4	19.3	0.1	73
		Through	17.4	178		17.4	18.1	0	94.8
		Right 2	20.2	28		20.2	25.3	0.2	100.6
		Total	18.3	239		17.8	21.2	0	100.6
	NWB	Left 2	16.4	15		16.4	11.2	0	34.6
		Through	19.3	244		19.3	17	0	80.7
		Right 2	18.5	115		18.5	15.7	0	75.3
		Total	18.9	374		16.8	14.7	0	80.7
	Total		18	880	B	18	16.5	0	100.6
Simonton at Fleming	NEB	Left 2	28.5	47		28.5	20.4	0	89.3
		Through	21.9	223		21.9	18.7	0	95.5
		Right 2	18	82		18	19.7	0	79.3
		Total	21.9	352		18.4	17.1	0	95.5
	SEB	Left 2	12.2	10		12.2	10.6	0.7	32.7
		Through	10.7	166		10.7	9.9	0	35.1
		Total	10.8	176		10.4	11	0	35.1
	NWB	Through	21.3	274		21.3	21.5	0	114.8
		Right 2	20.4	54		20.4	28.1	0	93.9
		Total	21.2	328		14	16.7	0	114.8
	Total		19.3	856	B	19.3	19.8	0	114.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	12.8	29		12.8	10.7	0	34.2
		Through	12.7	271		12.7	11.5	0	42.9
		Right 2	11.5	36		11.5	10.5	0	37.8
		Total	12.6	336		11.5	11.2	0	42.9
	SEB	Left 2	14.7	27		14.7	13.1	0	36.5
		Through	14.8	45		14.8	14	0	40.1
		Total	14.8	72		15.2	13.6	0	40.1
	NWB	Through	17.2	31		17.2	16.4	0	46.1
		Right 2	7.3	18		7.3	7.1	0.1	30.2
		Total	13.6	49		9.8	11.7	0	46.1
	Total		13.1	457	B	13	12	0	46.1
White at Southard	SEB	Left 2	1.5	16		1.5	3.1	0	11.8
		Through	1.6	259		1.6	3.5	0	24.4
		Right 2	2.5	78		2.5	4.5	0	22.6
		Total	1.8	353		1.6	3.5	0	24.4
	SWB	Left 2	5.2	5		5.2	1.1	3.2	5.9
		Through	6.8	4		6.8	0.8	6	8
		Right 2	4	7		4	1.9	0.2	6.1
		Total	5.1	16		5.1	1.7	0.2	8
	NWB	Left 2	6.7	119		6.7	8.3	0	36.8
		Through	3.4	145		3.4	6.3	0	34.1
		Right 2	6.2	8		6.2	9.5	0	28.1
		Total	4.9	272		4	6.1	0	36.8
	Total		3.2	641	A	3.2	5.8	0	36.8
Whitehead at Southard	NEB	Left 2	51.6	59		51.6	32.3	0.2	116.6
		Right 2	18.9	91		18.9	19.2	0	71.3
		Total	31.8	150		54.7	71	0	116.6
	SEB	Through	31.4	143		31.4	25.9	0	82
		Right 2	20.6	84		20.6	20.7	0	65.8
		Total	27.4	227		37.2	32.5	0	82
	SWB	Left 2	58.7	45		58.7	29.9	0.5	154.4
		Through	47	152		47	32.2	0	121
		Right 2	35.3	51		35.3	35.3	0.1	147
		Total	46.7	248		42.3	32.4	0	154.4
	NWB	Left 2	35.7	81		35.7	24.9	0.1	86.3
		Through	30.5	265		30.5	25	0	85.7
		Total	31.7	346		24.2	23.3	0	86.3
	Total		34.5	971	C	34.6	28.9	0	154.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	13.7	7		13.7	7.8	4.9	25.2
		Through	8.1	36		8.1	4.6	3.1	25.5
		Right 2	7.3	52		7.3	3.6	3.5	22.8
		Total	8.1	95		7.3	3.8	3.1	25.5
	SEB	Left 2	13.7	46		13.7	10.5	3.1	49.3
		Through	14.4	126		14.4	12.2	3.3	96.2
		Right 2	10.7	52		10.7	8	3.8	33.2
		Total	13.4	224		12.1	9.3	3.1	96.2
	SWB	Left 2	7.5	27		7.5	3.8	4.1	22.9
		Through	8.1	26		8.1	2.7	4.7	16.4
		Right 2	5.9	32		5.9	2.4	2.9	13.7
		Total	7.1	85		7.6	3.9	2.9	22.9
	NWB	Left 2	14.6	63		14.6	9.1	3.8	46.5
		Through	13.8	156		13.8	10.7	3	56.3
		Right 2	15	32		15	12.2	3	43.9
		Total	14.2	251		13.4	11.2	3	56.3
	Total		12.1	655	B	12.1	9.8	2.9	96.2
Whitehead at Truman	SEB	Left 2	26.2	66		26.2	23.9	0	106.9
		Through	25.4	199		25.4	28.7	0	131.8
		Right 2	30.8	23		30.8	39.6	0.1	115.4
		Total	26	288		38.3	37.9	0	131.8
	SWB	Left 2	13.3	48		13.3	10.9	0	36.2
		Through	10	77		10	10.6	0	35.8
		Right 2	10.3	53		10.3	9.6	0	29.7
		Total	11	178		11.9	12.2	0	36.2
	NWB	Left 2	29.8	38		29.8	26.7	0	103.7
		Through	28.5	191		28.5	23.9	0	107.7
		Right 2	24.7	153		24.7	20.4	0	100.4
		Total	27.1	382		19.2	18.7	0	107.7
	Total		23.3	848	C	23.3	24	0	131.8
Simonton at Caroline	NEB	Left 2	19.1	17		19.1	15.8	0	45.9
		Through	17	75		17	14.5	0	44.6
		Right 2	8.8	58		8.8	10.2	0	44
		Total	14.1	150		11.9	13.3	0	45.9
	SEB	Left 2	9.5	18		9.5	12.9	0	39.4
		Through	10	82		10	11.5	0	36.4
		Right 2	6	13		6	5.1	0	14.2
		Total	9.5	113		10.2	11.6	0	39.4
	SWB	Left 2	15.9	40		15.9	16.3	0	54.9
		Through	19.7	78		19.7	15.5	0	54.3
		Right 2	15.3	80		15.3	14.7	0	60.7
		Total	17.2	198		15.1	14.8	0	60.7
	NWB	Left 2	16.5	19		16.5	13.5	0.1	35.4
		Through	13.6	257		13.6	13.2	0	45.2
		Right 2	9.2	38		9.2	10.6	0.1	41.3
		Total	13.2	314		10.9	12.3	0	45.2
	Total		13.9	775	B	13.9	13.8	0	60.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	58.4	47		58.4	39.9	0.6	146
		Through	39.8	198		39.8	39.7	0	200.9
		Right 2	30.6	39		30.6	37.7	0.2	163.5
		Total	41.6	284		41.3	43.2	0	200.9
	SEB	Left 2	17.1	31		17.1	15.1	0	50
		Through	14.8	113		14.8	14.8	0	60.4
		Right 2	14.3	39		14.3	12.8	0.2	42.2
		Total	15.1	183		12.5	12.6	0	60.4
	SWB	Left 2	40.3	32		40.3	25.1	0.6	102
		Through	32.2	333		32.2	21.1	0	87.5
		Right 2	28.7	128		28.7	21.6	0	85.9
		Total	31.8	493		46.8	46.8	0	102
	NWB	Left 2	24.7	19		24.7	19	0.6	63.2
		Through	25.1	181		25.1	19.1	0	91.3
		Right 2	19.9	28		19.9	17.5	0	56.4
		Total	24.4	228		23.8	23.5	0	91.3
	Total		30.2	1188	C	30.1	27.4	0	200.9
Simonton at United	NEB	Left 2	11.4	19		11.4	9.9	0.2	25.3
		Through	11.1	152		11.1	12.2	0	53.5
		Right 2	11.7	19		11.7	13.8	0	34.6
		Total	11.2	190		10.4	11.5	0	53.5
	SEB	Left 2	18	55		18	17.4	0	74.8
		Through	20.3	123		20.3	18.7	0	93.3
		Right 2	19.6	14		19.6	13.3	0	40.7
		Total	19.6	192		18.4	16	0	93.3
	SWB	Left 2	19	10		19	17.4	0.2	39.4
		Through	17	105		17	13.7	0	43.5
		Right 2	16.6	75		16.6	12.5	0	43.8
		Total	16.9	190		13.3	12.4	0	43.8
	NWB	Left 2	13.6	23		13.6	14.6	0	43.7
		Through	15.5	132		15.5	13.6	0	53
		Right 2	15.5	13		15.5	12	0.5	33.8
		Total	15.2	168		15.3	13.9	0	53
	Total		15.8	740	B	15.8	14.7	0	93.3
Thomas at Petronia	SEB	Through	7.4	93		7.4	8.5	0	29.3
		Right 2	3	10		3	3.5	0	10.2
		Total	7	103		6.6	8.2	0	29.3
	SWB	Left 2	13.7	9		13.7	9.7	0	27.7
		Through	8.4	46		8.4	8.6	0	26.7
		Right 2	2.6	20		2.6	2.6	0	8
		Total	7.5	75		8	8.8	0	27.7
	NWB	Left 2	11.9	13		11.9	10.8	0	27.5
		Through	9.7	64		9.7	9.8	0	28.1
		Total	10.1	77		9.9	9.6	0	28.1
	Total		8.1	255	A	8.1	8.9	0	29.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7.2	53		7.2	3.6	2.8	20
		Through	6.9	97		6.9	2.4	3.1	15
		Right 2	5.5	23		5.5	2	2.8	11.1
		Total	6.8	173		7	3.5	2.8	20
	SEB	Left 2	0.2	11		0.2	0.1	0	0.4
		Through	0.1	41		0.1	0.4	0	2.2
		Total	0.1	52		0.1	0.5	0	2.2
	NWB	Through	0.1	61		0.1	0.5	0	3.2
		Right 2	1	4		1	1.6	0	3.4
		Total	0.2	65		0.2	1.2	0	3.4
	Total		4.1	290	A	4.1	3.9	0	20
Truman at White	NEB	Left 2	51.1	26		51.1	37.2	0.1	161.7
		Through	40.6	536		40.6	29.8	0	159.4
		Right 2	36.6	73		36.6	26.5	0.1	95.5
		Total	40.6	635		25.2	24.4	0	161.7
	SEB	Left 2	54.3	103		54.3	35.9	0	159.7
		Through	32.8	207		32.8	24.2	0	101.2
		Right 2	30.5	25		30.5	20.8	0.3	71
		Total	39.2	335		33.2	26.6	0	159.7
	SWB	Left 2	40.9	47		40.9	32.5	0.5	130
		Through	33.9	513		33.9	30.3	0	132.6
		Right 2	27.5	31		27.5	26.1	0	98.4
		Total	34.1	591		26	23.7	0	132.6
	NWB	Left 2	41.3	62		41.3	34.6	0	147.7
		Through	44.6	193		44.6	31	0	135.3
		Right 2	40.8	134		40.8	31	0	193
		Total	42.8	389		37.7	27.4	0	193
	Total		38.8	1950	D	38.8	30.5	0	193
White at Catherine	NEB	Left 2	9.3	19		9.3	4.2	3.4	21.4
		Through	8.8	15		8.8	3.8	5.1	16.8
		Right 2	6.7	43		6.7	3.2	3.7	16.9
		Total	7.8	77		8	4.4	3.4	21.4
	SEB	Left 2	1.3	2		1.3	1.2	0.4	2.2
		Through	0.9	257		0.9	2.2	0	11.2
		Right 2	2.2	24		2.2	2.8	0	9.7
		Total	1	283		2.2	4.5	0	11.2
	SWB	Left 2	6.6	5		6.6	1.6	5.2	8.9
		Through	8.2	20		8.2	3.3	3.7	15.5
		Right 2	6.1	14		6.1	2.4	3.7	13.3
		Total	7.2	39		6.9	2.6	3.7	15.5
	NWB	Left 2	2.5	16		2.5	2.6	0	8.8
		Through	1	239		1	2.1	0	9.3
		Right 2	1.5	29		1.5	2.2	0	7.6
		Total	1.1	284		1.3	2.4	0	9.3
	Total		2.2	683	A	2.2	3.5	0	21.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	16.9	2		16.9	15.3	6	27.7
		Through	10.6	43		10.6	13	0	40
		Right 2	18	15		18	17.2	0	43.7
		Total	12.7	60		14.2	15.3	0	43.7
	SEB	Left 2	18.2	49		18.2	16.7	0	53
		Through	15.3	174		15.3	14.7	0	56.5
		Right 2	20.6	4		20.6	16.3	0.1	40
		Total	16	227		20.3	19.1	0	56.5
	SWB	Left 2	16.4	12		16.4	13.8	0.1	32.9
		Through	14.8	121		14.8	14.9	0	62.5
		Right 2	16.4	85		16.4	15.8	0.7	60
		Total	15.5	218		16.2	14.8	0	62.5
	NWB	Left 2	7.4	6		7.4	9.2	0	18.6
		Through	11.4	88		11.4	13.1	0	41.5
		Right 2	10.5	6		10.5	10.7	0.3	26.6
		Total	11.1	100		13.2	14.4	0	41.5
	Total		14.7	605	B	14.7	14.8	0	62.5
Truman at 1st	EB	Through	25.3	747		25.3	21.8	0	79.5
		Right 1	17.4	54		17.4	19.9	0	72.3
		Total	24.8	801		24.2	21.2	0	79.5
	SEB	Left 1	80	502		80	43.4	0.1	171.4
		Through	73	159		73	44.8	0	174.5
		Right 3	53.2	17		53.2	35.1	2.4	121
		Total	77.7	678		56.9	43.2	0	174.5
	WB	Through	28.3	834		28.3	22.1	0	122.1
		Right 1	26.7	632		26.7	18.5	0	121.4
		Total	27.6	1466		23.5	19.1	0	122.1
	NWB	Left 1	24.3	113		24.3	20.2	0	73.4
		Through	42	149		42	27	0	87.1
		Right 3	29.2	88		29.2	25.3	0	81.9
		Total	33.1	350		27.2	24.1	0	87.1
	Total		37.8	3295	D	37.8	34.4	0	174.5
1st at Flagler	NEB	Left 2	29.9	19		29.9	26.7	0.1	83.4
		Through	25.6	351		25.6	19.5	0	79.1
		Right 2	25.8	26		25.8	18.9	0.2	62.5
		Total	25.8	396		28.2	22	0	83.4
	SEB	Left 2	50.3	128		50.3	36.1	0	145.3
		Through	48.8	97		48.8	35.7	0	141.8
		Right 2	48.5	30		48.5	36.5	0.7	136.7
		Total	49.5	255		44.8	31.1	0	145.3
	SWB	Left 2	17.7	98		17.7	17.7	0	59.1
		Through	24.8	475		24.8	19.1	0	78.4
		Right 2	18.3	78		18.3	18	0	70.7
		Total	23	651		23.1	19	0	78.4
	NWB	Left 2	63	118		63	39.3	0.2	178.8
		Through	59	171		59	36.2	0.1	147.6
		Right 2	38.8	120		38.8	33	0.2	148.2
		Total	54.2	409		38.5	32.4	0.1	178.8
	Total		35.1	1711	D	35.1	30.8	0	178.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	30.1	83		30.1	25.7	0	104.7
		Through	32.9	1055		32.9	26.9	0	114.7
		Right 2	32.1	108		32.1	25.3	0	87.1
		Total	32.6	1246		33	27.5	0	114.7
	SEB	Left 2	16.9	98		16.9	21.1	0	67.3
		Through	36.5	51		36.5	32.7	0	101.9
		Right 2	17.6	82		17.6	25	0	98.6
		Total	21.5	231		22.4	27	0	101.9
	SWB	Left 2	45.7	73		45.7	32.5	0	140.4
		Through	45.2	1148		45.2	32.2	0	147.1
		Right 2	44.2	52		44.2	30.9	0	98.9
		Total	45.2	1273		40	30.4	0	147.1
	NWB	Left 2	22.2	349		22.2	23.8	0	81.6
		Through	43.3	65		43.3	30.9	0	99.6
		Right 2	22.1	68		22.1	24.4	0	89
		Total	25	482		23.3	25.1	0	99.6
	Total		35.6	3232	D	35.6	30	0	147.1
Roosevelt at US-1	NB	Through	46.3	305		46.3	27.1	0	109.5
		Right 2	3.8	629		3.8	4.7	0	24.9
		Total	17.7	934		19.1	26.2	0	109.5
	SEB	Left 1	33.8	1054		33.8	25.6	0	151
		Right 1	19.3	236		19.3	22.1	0	121.4
		Total	31.1	1290		42.6	34.6	0	151
	WB	Left 2	32.4	653		32.4	24	0	87.5
		Right 2	3.4	806		3.4	4.1	0	29
		Total	16.4	1459		14.8	20.1	0	87.5
	Total		21.9	3683	C	21.9	25.1	0	151
Flagler at Roosevelt	NB	Left 2	21.4	61		21.4	21.5	0	67.8
		Through	12	371		12	13.9	0	44
		Total	13.3	432		13.1	15.3	0	67.8
	EB	Left 2	21.7	265		21.7	18.3	0	55.6
		Right 2	4.8	90		4.8	4.9	0	32
		Total	17.4	355		19.2	18.6	0	55.6
	SB	Through	12.3	461		12.3	14.7	0	56.7
		Right 2	15.9	298		15.9	15.9	0	51.5
		Total	13.7	759		13.4	15.1	0	56.7
	Total		14.4	1546	B	14.5	16	0	67.8
NETWORK TOTAL			25.1	32389		25.1	26.6	0	200.9

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	31.3	19		31.3	26.1	0	90.6
		Through	28.2	171		28.2	21.1	0	98.9
		Right 2	26.5	27		26.5	20.3	1.6	81.7
		Total	28.3	217		21.1	18.2	0	98.9
	SEB	Left 2	56.7	31		56.7	40.8	0.2	176.3
		Through	41.9	355		41.9	35.1	0	175.3
		Right 2	46.3	23		46.3	40.3	0.2	138.2
		Total	43.3	409		28	28.9	0	176.3
	SWB	Left 2	28.7	47		28.7	19.4	0.2	78.3
		Through	25.9	124		25.9	21.1	0	93.5
		Right 2	21.3	32		21.3	17.2	0.6	77.3
		Total	25.8	203		23.9	20.8	0	93.5
	NWB	Left 2	39.5	15		39.5	14.7	15.2	62
		Through	30.6	319		30.6	20.8	0	92.5
		Right 2	27.7	32		27.7	19.9	0.2	62
		Total	30.7	366		21.3	19.3	0	92.5
	Total		33.7	1195	C	33.7	27.8	0	176.3
Front at Duval	NB	Left 1	23.4	33		23.4	17.6	0	58.4
		Right 1	17.2	110		17.2	14.6	0	54.1
		Right 3	11.8	58		11.8	11.1	0	44.3
		Total	16.7	201		16	15	0	58.4
	SEB	Left 2	25.8	22		25.8	17.8	0.3	62.2
		Through	19.9	34		19.9	16.8	0	60.7
		Right 1	19.5	13		19.5	11.4	4.2	38.8
		Total	21.7	69		13	13.6	0	62.2
	SWB	Left 2	25.1	57		25.1	18.2	0	82.5
		Left 1	23.8	103		23.8	18.2	0	65
		Right 2	17.3	72		17.3	14.5	0	70.6
		Total	22.1	232		19.3	17.9	0	82.5
	NWB	Left 3	28.4	79		28.4	21.7	0.1	92.6
		Through	28.6	97		28.6	22.5	0	78.1
		Right 2	28.9	106		28.9	20.4	0	91.6
		Total	28.7	282		21	18.9	0	92.6
	Total		23.1	784	C	23	18.8	0	92.6
Duval at Southard	SEB	Through	41.3	368		41.3	27.3	0	126.5
		Right 2	42.1	33		42.1	28.5	0	99.8
		Total	41.4	401		26	23.6	0	126.5
	SWB	Left 2	22.1	65		22.1	16.9	0	69.3
		Through	21.5	158		21.5	15.2	0	59.3
		Right 2	18.8	59		18.8	15.8	0	54.3
		Total	21.1	282		20.3	16.5	0	69.3
	NWB	Left 2	42.1	26		42.1	27.2	2.8	123.7
		Through	46.8	348		46.8	36.3	0	322.2
		Total	46.5	374		32.1	30.5	0	322.2
	Total		37.8	1057	D	37.8	30.1	0	322.2

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	16.5	21		16.5	16.1	0.1	42.6
		Through	15.1	96		15.1	13.1	0	57.7
		Right 2	13.5	26		13.5	13.5	0.1	53.5
		Total	15	143		13.9	13.3	0	57.7
	SEB	Left 2	42.3	29		42.3	29.3	0.4	134.6
		Through	37.4	348		37.4	29.8	0	165.3
		Right 2	40.9	48		40.9	36.7	0.9	150.5
		Total	38.1	425		26.5	25.5	0	165.3
	SWB	Left 2	21.5	13		21.5	17.2	0.2	47.4
		Through	13	20		13	15.6	0	47.6
		Right 2	2.2	6		2.2	3.9	0	9.9
		Total	14.2	39		13	14.1	0	47.6
	NWB	Left 2	37.1	20		37.1	25.4	0	95.8
		Through	33.1	280		33.1	28.9	0	104.1
		Right 2	33.7	17		33.7	25	0.2	78.2
		Total	33.4	317		27.9	26.1	0	104.1
	Total		31.9	924	C	31.9	28.7	0	165.3
Duval at Truman	NEB	Left 2	18.4	17		18.4	14.2	0.1	42.1
		Through	17.9	158		17.9	17.1	0	76.3
		Right 2	16.1	7		16.1	8.3	3.7	27.9
		Total	17.9	182		18.1	17.6	0	76.3
	SEB	Left 2	106.7	106		106.7	77.2	0.6	382.8
		Through	107.8	208		107.8	66.3	0	385
		Right 2	111.7	16		111.7	46.9	25.8	196.1
		Total	107.6	330		56	60.1	0	385
	SWB	Left 2	18.4	58		18.4	15.9	0.1	70.9
		Through	15.2	163		15.2	15.3	0	79.2
		Right 2	15	95		15	11.7	0.1	64.2
		Total	15.7	316		13.6	12.5	0	79.2
	NWB	Left 2	64.9	16		64.9	39.7	10.2	137.4
		Through	48.5	214		48.5	33.6	0	141
		Right 2	51.7	73		51.7	31.8	4.4	134.5
		Total	50.1	303		37.4	34.6	0	141
	Total		52.1	1131	D	52.1	57	0	385
Duval at South	NEB	Left 2	22.4	18		22.4	24.1	5.3	87
		Through	15.3	109		15.3	18.2	3	84.9
		Right 2	23.4	27		23.4	30	4.2	90.6
		Total	17.5	154		13.7	14.1	3	90.6
	SEB	Left 2	15.8	85		15.8	12.9	3.6	65.5
		Through	12.2	45		12.2	11.2	4.2	59.5
		Right 2	10.5	25		10.5	9.8	2.9	38.4
		Total	13.9	155		13.5	12.3	2.9	65.5
	SWB	Left 2	19.2	13		19.2	12.2	4.3	46.8
		Through	16.9	94		16.9	12.1	4.8	53.9
		Right 2	13.4	96		13.4	10.4	3.7	58.1
		Total	15.4	203		16.9	14.5	3.7	58.1
	NWB	Left 2	8.7	22		8.7	7.4	3.2	36.1
		Through	9.3	40		9.3	6.4	3.5	39
		Right 2	8.9	36		8.9	7.6	3.5	39
		Total	9	98		8.1	5	3.2	39
	Total		14.5	610	B	14.5	14.6	2.9	90.6
		Left 2	20.3	3		20.3	17.5	0.2	32

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Through	17.8	572		17.8	13.3	0	60.4
		Right 2	14.6	89		14.6	12.1	0	45.9
		Total	17.4	664		13.1	12.7	0	60.4
	SEB	Left 2	27.1	42		27.1	21.6	0	97.2
		Through	20.2	25		20.2	19	0	56.6
		Right 2	12	10		12	9.9	0.3	35.1
		Total	22.9	77		22.3	19.2	0	97.2
	SWB	Left 2	16.5	80		16.5	13.6	0	48
		Through	8.9	652		8.9	9	0	31.5
		Right 2	7.8	61		7.8	7.8	0.2	26.9
		Total	9.6	793		9.7	10.1	0	48
	NWB	Left 2	39.9	105		39.9	24.2	0.1	95
		Through	33.6	32		33.6	22.6	0	86.4
		Right 2	33.4	104		33.4	22.5	0.2	93.3
		Total	36.3	241		30.3	23.8	0	95
	Total		16.7	1775	B	16.7	16.6	0	97.2
Whitehead at Fleming	NEB	Left 2	17.7	75		17.7	13.6	0	45.8
		Through	17.5	139		17.5	13.8	0	58.9
		Right 2	14.9	57		14.9	13.7	0	60.6
		Total	17	271		15.7	14.1	0	60.6
	SEB	Left 2	26.3	43		26.3	24.7	0.1	115.5
		Through	24.8	219		24.8	29.6	0	147.7
		Right 2	17.8	33		17.8	13.9	0.7	57.5
		Total	24.2	295		17.8	21.2	0	147.7
	NWB	Left 2	29.4	10		29.4	10.8	18.8	55.4
		Through	19	251		19	15.2	0	98
		Right 2	15.8	86		15.8	14.2	0	56.2
		Total	18.5	347		16.8	14.7	0	98
	Total		19.9	913	B	19.9	19.9	0	147.7
Simonton at Fleming	NEB	Left 2	24.8	26		24.8	21.6	0	78.6
		Through	21.6	231		21.6	17.4	0	82.8
		Right 2	14.5	94		14.5	14.6	0.1	73.3
		Total	19.9	351		18.4	17.1	0	82.8
	SEB	Left 2	18.1	29		18.1	18.7	0	72.4
		Through	11.1	219		11.1	11.8	0	68.9
		Total	11.9	248		10.4	11	0	72.4
	NWB	Through	12.1	178		12.1	10.1	0	45.1
		Right 2	9.6	60		9.6	9.7	0	41.8
		Total	11.5	238		14	16.7	0	45.1
	Total		15.1	837	B	15.1	14.8	0	82.8

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	14.5	23		14.5	10.7	0.1	34.3
		Through	13.2	284		13.2	11.2	0	39
		Right 2	9	22		9	7.1	0.1	25.6
		Total	13	329		11.5	11.2	0	39
	SEB	Left 2	17.7	29		17.7	13.5	0	41.6
		Through	18.5	43		18.5	13.5	0	41.5
		Total	18.2	72		15.2	13.6	0	41.6
	NWB	Through	10.9	17		10.9	13.4	0	36.8
		Right 2	6	22		6	6.6	0.1	20.7
		Total	8.1	39		9.8	11.7	0	36.8
	Total		13.4	440	B	13.4	11.6	0	41.6
White at Southard	SEB	Left 2	2.5	25		2.5	4.3	0	12.6
		Through	1.7	228		1.7	3.8	0	19
		Right 2	2	50		2	3.9	0	18.7
		Total	1.8	303		1.6	3.5	0	19
	SWB	Left 2	5.3	7		5.3	0.6	4	5.9
		Through	6.5	2		6.5	0.8	5.9	7.1
		Right 2	4	8		4	1.1	1.4	4.7
		Total	4.8	17		5.1	1.7	1.4	7.1
	NWB	Left 2	4.1	129		4.1	5.7	0	27.2
		Through	2.5	132		2.5	4.3	0	19.8
		Right 2	0.3	5		0.3	0.1	0.2	0.4
		Total	3.2	266		4	6.1	0	27.2
	Total		2.5	586	A	2.6	4.5	0	27.2
Whitehead at Southard	NEB	Left 2	116.1	59		116.1	93.3	0.1	409.4
		Right 2	92.6	154		92.6	96.9	0.1	403.7
		Total	99.1	213		54.7	71	0.1	409.4
	SEB	Through	54	254		54	35.8	0	178.1
		Right 2	68.6	20		68.6	43.6	0.2	150.2
		Total	55.1	274		37.2	32.5	0	178.1
	SWB	Left 2	42.7	54		42.7	32.8	0	92.3
		Through	48.3	111		48.3	29.3	0	99.1
		Right 2	23.8	42		23.8	21.6	0.1	74.9
		Total	41.9	207		42.3	32.4	0	99.1
	NWB	Left 2	29.1	48		29.1	22.1	0	81.1
		Through	20.2	180		20.2	22.2	0	88.6
		Total	22.1	228		24.2	23.3	0	88.6
	Total		54.1	922	D	54.1	60.1	0	409.4

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	7.7	11		7.7	2.6	5.1	13
		Through	8.4	42		8.4	3.8	3.1	19.9
		Right 2	6.9	50		6.9	3.6	3.2	21.2
		Total	7.6	103		7.3	3.8	3.1	21.2
	SEB	Left 2	18.1	20		18.1	9.7	5	41.6
		Through	13.7	166		13.7	9.3	3.4	54.7
		Right 2	12	27		12	8.3	3.5	40.5
		Total	13.9	213		12.1	9.3	3.4	54.7
	SWB	Left 2	9.8	24		9.8	6.7	4	29.7
		Through	8.4	38		8.4	3.8	3.8	21.5
		Right 2	6.8	22		6.8	2.7	3.7	13
		Total	8.4	84		7.6	3.9	3.7	29.7
	NWB	Left 2	15.4	73		15.4	11.3	3.3	60.9
		Through	15	174		15	11	3.2	54.8
		Right 2	12.9	31		12.9	11.7	3.3	51.1
		Total	14.9	278		13.4	11.2	3.2	60.9
	Total		12.7	678	B	12.7	9.6	3.1	60.9
Whitehead at Truman	SEB	Left 2	57.6	167		57.6	36.6	0	173.6
		Through	64.3	253		64.3	40.6	0	165
		Right 2	60.9	50		60.9	46.7	0.1	157.4
		Total	61.6	470		38.3	37.9	0	173.6
	SWB	Left 2	16.8	55		16.8	18.6	0.1	80.3
		Through	16.2	87		16.2	13.7	0	73.1
		Right 2	12.7	52		12.7	14.7	0	78.5
		Total	15.4	194		11.9	12.2	0	80.3
	NWB	Left 2	15.1	34		15.1	12.6	0.2	43
		Through	12.5	146		12.5	11.8	0	56.3
		Right 2	12.1	7		12.1	5.8	4.4	21.4
		Total	13	187		19.2	18.7	0	56.3
	Total		40.4	851	D	40.4	39	0	173.6
Simonton at Caroline	NEB	Left 2	18.1	9		18.1	20.6	0	45.6
		Through	15.8	59		15.8	15	0	42.3
		Right 2	6	49		6	6.1	0	29.7
		Total	11.9	117		11.9	13.3	0	45.6
	SEB	Left 2	18.8	22		18.8	14.9	0.3	42
		Through	10.8	141		10.8	11.3	0	46.2
		Right 2	7.4	4		7.4	6.3	1.9	16.4
		Total	11.8	167		10.2	11.6	0	46.2
	SWB	Left 2	21.8	38		21.8	15.9	0	45.3
		Through	20.4	98		20.4	16.4	0	53.8
		Right 2	13.5	61		13.5	11.8	0	44.1
		Total	18.5	197		15.1	14.8	0	53.8
	NWB	Left 2	12.9	26		12.9	13.4	0	36.8
		Through	10.7	218		10.7	13	0	44.3
		Right 2	9.3	20		9.3	9.1	0	29.2
		Total	10.8	264		10.9	12.3	0	44.3
	Total		13.2	745	B	13.3	13.8	0	53.8

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	77	29		77	55.7	0.9	175.8
		Through	59.6	249		59.6	48.3	0	210.2
		Right 2	52.1	58		52.1	51.6	0	188.8
		Total	59.8	336		41.3	43.2	0	210.2
	SEB	Left 2	14.1	42		14.1	11.8	0.1	42.2
		Through	12.6	215		12.6	11.8	0	40.8
		Right 2	14.1	6		14.1	8.7	0.4	27
		Total	12.9	263		12.5	12.6	0	42.2
	SWB	Left 2	95.2	51		95.2	60.7	0.9	261.3
		Through	95.9	295		95.9	52.9	0.3	258.2
		Right 2	104.4	80		104.4	58.4	3.6	252.7
		Total	97.4	426		46.8	46.8	0.3	261.3
	NWB	Left 2	23	15		23	31	0.1	126.5
		Through	27.8	218		27.8	30.5	0	130
		Right 2	22	7		22	34.4	0.2	85.3
		Total	27.3	240		23.8	23.5	0	130
	Total		56.5	1265	E	56.6	54.8	0	261.3
Simonton at United	NEB	Left 2	13.7	16		13.7	15.7	0	43.5
		Through	9.8	134		9.8	11.3	0	39.7
		Right 2	13.2	12		13.2	12.4	0	34.3
		Total	10.4	162		10.4	11.5	0	43.5
	SEB	Left 2	25.1	44		25.1	16.7	0	58.5
		Through	22.1	123		22.1	15.9	0	71
		Right 2	19.3	7		19.3	22.1	0.1	59.3
		Total	22.7	174		18.4	16	0	71
	SWB	Left 2	12.8	9		12.8	13.3	0.2	37.9
		Through	10.3	133		10.3	11	0	40.4
		Right 2	13.4	71		13.4	12.1	0	38
		Total	11.4	213		13.3	12.4	0	40.4
	NWB	Left 2	17.1	16		17.1	18.1	0.1	52.5
		Through	15.9	159		15.9	14.3	0	56.4
		Right 2	24	4		24	4.5	18.4	29.2
		Total	16.2	179		15.3	13.9	0	56.4
	Total		15.1	728	B	15.1	14.4	0	71
Thomas at Petronia	SEB	Through	6.8	88		6.8	8.7	0	28.7
		Right 2	5.4	28		5.4	5.2	0	19.8
		Total	6.5	116		6.6	8.2	0	28.7
	SWB	Left 2	7.6	33		7.6	9.9	0	29.5
		Through	9.8	71		9.8	9.7	0	31.3
		Right 2	5.4	29		5.4	6.3	0	23.8
		Total	8.3	133		8	8.8	0	31.3
	NWB	Left 2	11	16		11	9.9	0	30.6
		Through	9.6	46		9.6	10.2	0	29.9
		Total	10	62		9.9	9.6	0	30.6
	Total		8	311	A	7.9	9	0	31.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	6.7	26		6.7	4.4	2.8	26.1
		Through	7.9	112		7.9	4.5	3.1	27.3
		Right 2	7.5	36		7.5	4	3.4	22.1
		Total	7.6	174		7	3.5	2.8	27.3
	SEB	Left 2	0.6	16		0.6	0.9	0	2.4
		Through	0.1	60		0.1	0.2	0	1.1
		Total	0.2	76		0.1	0.5	0	2.4
	NWB	Through	0.1	66		0.1	0.5	0	3.7
		Right 2	0.7	8		0.7	1.4	0	4
		Total	0.2	74		0.2	1.2	0	4
	Total		4.2	324	A	4.2	4.9	0	27.3
Truman at White	NEB	Left 2	28.5	14		28.5	24.3	0.2	77.1
		Through	21.8	500		21.8	19.2	0	68.9
		Right 2	15.1	46		15.1	15.1	0.3	50.2
		Total	21.4	560		25.2	24.4	0	77.1
	SEB	Left 2	37.7	88		37.7	26.1	0.1	89.9
		Through	29.6	237		29.6	23.3	0	79.6
		Right 2	24.1	14		24.1	17.8	0.1	51.6
		Total	31.5	339		33.2	26.6	0	89.9
	SWB	Left 2	28.9	62		28.9	18	0.1	68.6
		Through	27.5	476		27.5	20.4	0	76.1
		Right 2	24.2	30		24.2	17.6	0.2	50.1
		Total	27.5	568		26	23.7	0	76.1
	NWB	Left 2	44	71		44	29.9	0	111.4
		Through	40.2	187		40.2	26.1	0	101.5
		Right 2	32	121		32	22.8	0.2	119.4
		Total	38.3	379		37.7	27.4	0	119.4
	Total		28.6	1846	C	28.6	22.7	0	119.4
White at Catherine	NEB	Left 2	13.1	11		13.1	7.3	5.7	28.8
		Through	9.2	23		9.2	6	5.3	34.1
		Right 2	7.7	16		7.7	3.9	3.5	14.9
		Total	9.6	50		8	4.4	3.5	34.1
	SEB	Left 2	4.2	33		4.2	6.6	0	27.8
		Through	3.2	177		3.2	4.7	0	29
		Right 2	3.9	106		3.9	4.5	0	23.8
		Total	3.5	316		2.2	4.5	0	29
	SWB	Left 2	5.7	5		5.7	0.2	5.3	5.9
		Through	7.2	9		7.2	0.8	5.9	8.6
		Right 2	5.5	11		5.5	1.3	4.1	8.6
		Total	6.2	25		6.9	2.6	4.1	8.6
	NWB	Left 2	2	28		2	2.4	0	6.9
		Through	1	308		1	1.9	0	11.6
		Right 2	1.8	16		1.8	2.2	0	8.2
		Total	1.1	352		1.3	2.4	0	11.6
	Total		2.9	743	A	2.9	4.4	0	34.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	14	14		14	15.1	0	45.1
		Through	14.9	142		14.9	15.3	0	46.2
		Right 2	11.5	9		11.5	15.5	0	46.6
		Total	14.6	165		14.2	15.3	0	46.6
	SEB	Left 2	27.2	214		27.2	21.1	0	89.5
		Through	26.6	272		26.6	22.6	0	152.3
		Right 2	28.8	2		28.8	38.8	1.4	56.2
		Total	26.9	488		20.3	19.1	0	152.3
	SWB	Left 2	14.7	25		14.7	13.4	0.1	38.4
		Through	15.5	187		15.5	13.8	0	45.9
		Right 2	18.3	175		18.3	15.6	0	52.7
		Total	16.7	387		16.2	14.8	0	52.7
	NWB	Left 2	15.1	8		15.1	16.2	0	43.6
		Through	13.7	137		13.7	14.8	0	43.1
		Right 2	10.9	6		10.9	13.2	0	26.6
		Total	13.7	151		13.2	14.4	0	43.6
	Total		20.2	1191	C	20.2	18.9	0	152.3
Truman at 1st	EB	Through	27.3	813		27.3	21	0	70.2
		Right 1	21.9	63		21.9	18.5	0	58.7
		Total	26.9	876		24.2	21.2	0	70.2
	SEB	Left 1	69.5	560		69.5	35.2	0	222.9
		Through	60.4	219		60.4	30.8	0	154.3
		Right 3	53.5	17		53.5	27.2	0.2	104.3
		Total	66.7	796		56.9	43.2	0	222.9
	WB	Through	25.9	835		25.9	20.2	0	91.6
		Right 1	17.9	449		17.9	14.1	0	84.3
		Total	23.1	1284		23.5	19.1	0	91.6
	NWB	Left 1	17.1	76		17.1	18.2	0	57.5
		Through	32.9	151		32.9	24.7	0	83.6
		Right 3	25.1	48		25.1	20	0	70.6
		Total	27.2	275		27.2	24.1	0	83.6
	Total		35.2	3231	D	35.2	30.3	0	222.9
1st at Flagler	NEB	Left 2	26.4	12		26.4	26	0	101.1
		Through	36.1	481		36.1	24.9	0	117.2
		Right 2	29.2	28		29.2	22.2	0.1	88
		Total	35.5	521		28.2	22	0	117.2
	SEB	Left 2	52.7	160		52.7	32.8	0.1	158.6
		Through	52.3	137		52.3	33.9	0.1	157.3
		Right 2	23.2	8		23.2	26.1	0.1	75.9
		Total	51.7	305		44.8	31.1	0.1	158.6
	SWB	Left 2	21.1	94		21.1	19.6	0	67.3
		Through	27	433		27	19.5	0	85.3
		Right 2	25.7	105		25.7	21.1	0	97.5
		Total	25.9	632		23.1	19	0	97.5
	NWB	Left 2	40.3	65		40.3	24	0	107.2
		Through	38.4	101		38.4	26	0	109.2
		Right 2	12.2	67		12.2	11.4	0	58.4
		Total	31.4	233		38.5	32.4	0	109.2
	Total		34.3	1691	C	34.3	26.6	0	158.6

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	40.9	119		40.9	30.3	0	131.2
		Through	38.7	1130		38.7	28.4	0	132.6
		Right 2	37.9	79		37.9	29	0	109.9
		Total	38.8	1328		33	27.5	0	132.6
	SEB	Left 2	19.2	90		19.2	22.6	0	68.4
		Through	37.4	63		37.4	31.4	0	97.8
		Right 2	16.9	138		16.9	21.6	0	96.7
		Total	22	291		22.4	27	0	97.8
	SWB	Left 2	33.3	58		33.3	30.6	0	123.4
		Through	46.4	1072		46.4	32.5	0	158.2
		Right 2	39.2	77		39.2	28.1	0	95.7
		Total	45.3	1207		40	30.4	0	158.2
	NWB	Left 2	19.8	297		19.8	21.4	0	76.4
		Through	44.8	83		44.8	34.7	0	104.8
		Right 2	21.6	69		21.6	22.6	0	80.7
		Total	24.7	449		23.3	25.1	0	104.8
	Total		37.8	3275	D	37.8	30.6	0	158.2
Roosevelt at US-1	NB	Through	62.3	323		62.3	31.7	0	149.8
		Right 2	16.8	929		16.8	18	0	84.1
		Total	28.5	1252		19.1	26.2	0	149.8
	SEB	Left 1	76.3	1273		76.3	29.2	0	183.2
		Right 1	65.4	208		65.4	31.4	0	163.5
		Total	74.8	1481		42.6	34.6	0	183.2
	WB	Left 2	38.1	679		38.1	27.3	0	90.3
		Right 2	4	797		4	5.3	0	39
		Total	19.7	1476		14.8	20.1	0	90.3
	Total		41.7	4209	D	41.7	37.5	0	183.2
Flagler at Roosevelt	NB	Left 2	19.8	119		19.8	18	0	86
		Through	12.9	572		12.9	14.4	0	84
		Total	14.1	691		13.1	15.3	0	86
	EB	Left 2	25.7	508		25.7	19	0	67.8
		Right 2	8.1	109		8.1	10.5	0	48.1
		Total	22.6	617		19.2	18.6	0	67.8
	SB	Through	11.9	389		11.9	14.4	0	53.2
		Right 2	17.4	277		17.4	15.8	0	51.6
		Total	14.2	666		13.4	15.1	0	53.2
	Total		16.8	1974	B	16.8	17	0	86
NETWORK TOTAL			30.2	34236		30.3	33.4	0	409.4

EXISTING CONDITIONS
SEED 76

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Existing Conditions - 3 Peak Hours	**Input File Name:**	c:\bk key west files\key west vissim\vissim files 9-20-11\vissim files 9-20-11\other\key west final existing conditions 7 run 2.inp
Analysis Date:	09/21/2011		
Analysis Time:	2:30:36		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	76

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	266.4	39.7	200.4	326.3	14.3	18.9
Duval WB/NB	2	5592.3	267.2	33	218.9	304.2	14.3	17.4
Fleming EB/NB	3	3782.3	170.9	22.2	138.5	207.8	15.1	18.6
Southard WB/SB	4	3851.9	230.5	28.5	193.7	276.7	11.4	13.6
Eaton EB/NB	5	3544.5	140.4	15.4	116.4	169.7	17.2	20.8
Eaton WB/SB	6	3607.2	167.9	31.6	133.4	235.6	14.6	18.4
Whitehead St NB/WB	7	5306.8	259.6	47.8	208.1	396.8	13.9	17.4
Whitehead SB/EB	8	5306.4	255.5	33.7	208.5	318.3	14.2	17.4
Simonton St NB/WB	9	5569.6	260.3	35.1	210.9	321.3	14.6	18
Simonton EB/SB	10	5607.1	280.8	38.7	231.2	347.1	13.6	16.5
Palm/1st EB/SB	11	8219.6	308.8	34.3	238.6	350.5	18.1	23.5
Palm/1st NB/WB	12	8133.7	340.8	35.4	292.6	393.3	16.3	19
United SB/WB	13	5659.8	228.9	36	185.9	278.1	16.9	20.8
United EB/NB	14	6045.3	253.9	34.3	202.2	301.9	16.2	20.4
South NB/EB	15	5593.5	247.4	33.9	210.7	315.5	15.4	18.1
South SB/WB	16	5655.8	257.3	33.6	208	307	15	18.5
Flagler NB/EB	17	14089.4	436.7	40.3	378.8	495.3	22	25.4
Flagler WB/SB	18	13787.8	433.2	37.4	381.4	505.2	21.7	24.6
Truman NB/EB	19	4691.9	211.8	33.3	159.9	271.7	15.1	20
US-1 SB/WB	20	14301.5	448.8	34.2	403.8	520.1	21.7	24.2
White St SB/EB Travel Time	21	5952	264.9	42.6	201.1	335.7	15.3	20.2
White St NB/WB Travel Time	22	5952.8	270.9	26.8	224	306	15	18.1
US-1 NB/EB Travel Time	23	14249	404.7	49	317.1	478.9	24	30.6
Truman SB/WB Travel Time	24	4812.4	233.5	37.5	166.1	298.1	14.1	19.8

MD Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	527.1	76.2	436.8	641.2	7.2	8.7
Duval WB/NB	2	5592.3	506.4	38.2	442.3	579.8	7.5	8.6
Fleming EB/NB	3	3782.3	223.5	43.8	164.3	303.2	11.5	15.7
Southard WB/SB	4	3851.9	253	35	205.3	323.5	10.4	12.8
Eaton EB/NB	5	3544.5	182.9	40.2	133.8	264	13.2	18.1
Eaton WB/SB	6	3607.2	193.5	22.4	167.3	233.1	12.7	14.7
Whitehead St NB/WB	7	5306.8	382.2	69.1	242.1	515.3	9.5	14.9
Whitehead SB/EB	8	5306.4	364.4	51.6	284.8	482.5	9.9	12.7
Simonton St NB/WB	9	5569.6	335.9	41.2	263.4	390.7	11.3	14.4
Simonton EB/SB	10	5607.1	344	48.7	266.1	452	11.1	14.4
Palm/1st EB/SB	11	8219.6	423.9	88	289.5	566	13.2	19.4
Palm/1st NB/WB	12	8133.7	337.8	40.2	291.7	415.3	16.4	19
United SB/WB	13	5659.8	225.7	19.9	199.6	253.6	17.1	19.3
United EB/NB	14	6045.3	281.7	22.1	226.9	307	14.6	18.2
South NB/EB	15	5593.5	300.7	55.4	242.3	377.8	12.7	15.7
South SB/WB	16	5655.8	262.9	28.4	229.7	312.3	14.7	16.8
Flagler NB/EB	17	14089.4	417.9	33.9	373.3	487.3	23	25.7
Flagler WB/SB	18	13787.8	413.5	38	362	478.4	22.7	26
Truman NB/EB	19	4691.9	303.6	58.5	189.9	401.7	10.5	16.8
US-1 SB/WB	20	14301.5	558.2	74.4	485.7	679.2	17.5	20.1
White St SB/EB Travel Time	21	5952	314	51.9	222.8	369.3	12.9	18.2
White St NB/WB Travel Time	22	5952.8	266.5	55.4	189.5	332.4	15.2	21.4
US-1 NB/EB Travel Time	23	14249	485	32.9	440.2	524.7	20	22.1
Truman SB/WB Travel Time	24	4812.4	299.2	46.1	246.6	362.4	11	13.3

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	547.5	82.3	440.3	659.1	6.9	8.6
Duval WB/NB	2	5592.3	565	95.1	424.7	742.3	6.7	9
Fleming EB/NB	3	3782.3	228.3	46.6	171.9	328.4	11.3	15
Southard WB/SB	4	3851.9	243.1	41.5	185.9	318.4	10.8	14.1
Eaton EB/NB	5	3544.5	182.7	24.9	149.8	224.4	13.2	16.1
Eaton WB/SB	6	3607.2	213.1	24.9	166.7	244.3	11.5	14.8
Whitehead St NB/WB	7	5306.8	292	44.1	238.4	356	12.4	15.2
Whitehead SB/EB	8	5306.4	482.8	162.7	305.1	810.2	7.5	11.9
Simonton St NB/WB	9	5569.6	383	70.1	295.1	481.9	9.9	12.9
Simonton EB/SB	10	5607.1	332.9	31.2	301.7	384.6	11.5	12.7
Palm/1st EB/SB	11	8219.6	501.5	97.3	304.8	602.6	11.2	18.4
Palm/1st NB/WB	12	8133.7	347.8	59.7	276.7	488.2	15.9	20
United SB/WB	13	5659.8	254.1	26.8	212.5	287	15.2	18.2
United EB/NB	14	6045.3	269.8	42	223.4	356.1	15.3	18.4
South NB/EB	15	5593.5	270.6	21.6	248.1	319.3	14.1	15.4
South SB/WB	16	5655.8	282.8	46.7	179.9	345.6	13.6	21.4
Flagler NB/EB	17	14089.4	457.3	52.8	384.4	536.8	21	25
Flagler WB/SB	18	13787.8	457.5	31.3	404.8	494.7	20.5	23.2
Truman NB/EB	19	4691.9	274	58.7	195.4	380.7	11.7	16.4
US-1 SB/WB	20	14301.5	512.2	44.8	429.6	573.1	19	22.7
White St SB/EB Travel Time	21	5952	319	45.3	278.2	416.2	12.7	14.6
White St NB/WB Travel Time	22	5952.8	251.2	27.6	220.5	286.1	16.2	18.4
US-1 NB/EB Travel Time	23	14249	571.1	54.3	476.3	632	17	20.4
Truman SB/WB Travel Time	24	4812.4	467.1	68.2	347	593.9	7	9.5

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	92	9	92	39.2	31	155.6
Palm/1st EB/SB	11	93.4	10	93.4	35	29	132.5
Whitehead SB/EB	8	96.8	9	96.8	32.1	60.4	168.3
Palm/1st NB/WB	12	120.8	10	120.8	43.6	66.8	180.5
Whitehead St NB/WB	7	95.1	12	95.1	52.3	54.7	248.6
United EB/NB	14	52.2	8	52.2	26.8	22.9	110.6
Truman SB/WB Travel Time	24	92.6	10	92.6	36.8	35.1	144.9
Eaton WB/SB	6	70.1	10	70.1	37.2	12.6	127.6
United SB/WB	13	45.1	9	45.1	17.7	27.6	84
Simonton St NB/WB	9	96.8	9	96.8	42.4	53.5	193.6
Eaton EB/NB	5	44.6	11	44.6	17.6	17.7	70.2
US-1 SB/WB	20	125.5	10	125.5	32.9	71.1	165.7
Duval WB/NB	2	105.8	8	105.8	38.4	63	163.5
Duval EB/SB	1	87.7	9	87.7	23.9	45.9	124.3
Simonton EB/SB	10	94.5	11	94.5	41.5	25.9	155.8
White St SB/EB Travel Time	21	86.6	11	86.6	40.4	28.2	166.8
White St NB/WB Travel Time	22	84.3	10	84.3	29.2	19.4	105.7
Fleming EB/NB	3	45.9	10	45.9	21.3	14.9	84.4
Southard WB/SB	4	95.9	11	95.9	37.1	20.7	160.5
Truman NB/EB	19	81.4	10	81.4	33.8	25.1	141.3
South SB/WB	16	77.2	10	77.2	39.1	30.2	168.6
South NB/EB	15	69.6	10	69.6	21.1	36.8	104.4
Flagler NB/EB	17	64.8	9	64.8	29.5	10.2	96.3
Flagler WB/SB	18	77	9	77	40.7	21	135.7

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	118.1	9	118.1	30.6	96.7	178.8
Palm/1st EB/SB	11	201.4	10	201.4	94.6	92.5	367.4
Whitehead SB/EB	8	152.3	11	152.3	39.1	98.8	211.2
Palm/1st NB/WB	12	114	7	114	66.3	31.9	238.5
Whitehead St NB/WB	7	156.6	10	156.6	76.8	63.4	339.3
United EB/NB	14	85.7	11	85.7	39.4	32.3	165.6
Truman SB/WB Travel Time	24	128.8	10	128.8	63.5	40.6	215.1
Eaton WB/SB	6	93.7	8	93.7	13.2	69.7	113
United SB/WB	13	44.3	11	44.3	25.7	18.8	90.9
Simonton St NB/WB	9	120.1	12	120.1	40.5	78.9	193.1
Eaton EB/NB	5	89.8	11	89.8	41.2	39.4	171.2
US-1 SB/WB	20	192.4	10	192.4	66.7	89	326.1
Duval WB/NB	2	296.9	12	296.9	53.5	182.6	367.5
Duval EB/SB	1	303.6	11	303.6	87	201.5	466
Simonton EB/SB	10	129.9	12	129.9	49	54.4	185.3
White St SB/EB Travel Time	21	121.9	9	121.9	41.7	57.3	178.4
White St NB/WB Travel Time	22	80.3	8	80.3	37	15.5	144.3
Fleming EB/NB	3	83.1	10	83.1	35.4	37.6	133.5
Southard WB/SB	4	113.9	9	113.9	43.7	58.7	211.7
Truman NB/EB	19	146.2	9	146.2	65.1	57.4	256.3
South SB/WB	16	86.9	9	86.9	32.7	42.9	157.4
South NB/EB	15	105.1	10	105.1	47.1	56.5	188.2
Flagler NB/EB	17	68.2	9	68.2	30.7	18.6	102.7
Flagler WB/SB	18	77.9	10	77.9	23.8	41.5	109.3

PM Travel Time Delay							
Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	215	10	215	60.4	136	333.4
Palm/1st EB/SB	11	276.9	9	276.9	111.6	62.3	415.4
Whitehead SB/EB	8	291.8	9	291.8	169	119.5	622.7
Palm/1st NB/WB	12	135	10	135	58.9	71.3	266.2
Whitehead St NB/WB	7	102.5	7	102.5	39.8	29.7	156.7
United EB/NB	14	77.4	10	77.4	25.7	37.8	119.2
Truman SB/WB Travel Time	24	299.6	9	299.6	62.8	168.1	378.3
Eaton WB/SB	6	121.6	9	121.6	25.5	78.7	153.8
United SB/WB	13	59.9	10	59.9	27.1	21.9	97.9
Simonton St NB/WB	9	163.9	10	163.9	73.8	81.1	291.1
Eaton EB/NB	5	86.9	11	86.9	28.4	37.7	123.9
US-1 SB/WB	20	150.1	8	150.1	44.8	75.7	206.8
Duval WB/NB	2	312.3	10	312.3	119.1	144.7	514.6
Duval EB/SB	1	337.4	8	337.4	118.1	163.7	489.7
Simonton EB/SB	10	136.1	6	136.1	38.5	65.6	175
White St SB/EB Travel Time	21	120.5	10	120.5	43.4	78.4	227.6
White St NB/WB Travel Time	22	91.9	6	91.9	26.1	59.1	122.7
Fleming EB/NB	3	87	9	87	45.4	50.9	200.6
Southard WB/SB	4	122.9	8	122.9	45.9	61.5	195.7
Truman NB/EB	19	107.6	9	107.6	58.8	23.2	171.5
South SB/WB	16	90.4	10	90.4	48.8	43	198.6
South NB/EB	15	89.2	9	89.2	29.3	34.9	133.1
Flagler NB/EB	17	85.6	10	85.6	40.4	39.2	165.6
Flagler WB/SB	18	94.3	10	94.3	38.5	45.5	165

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	32.7	4		32.7	10.2	20.1	43.6
		Through	15.5	88		15.5	12.9	0	43.4
		Right 2	8	11		8	8.6	0	23.4
		Total	15.4	103		18	16.7	0	43.6
	SEB	Left 2	11.5	12		11.5	12.1	0.1	34.1
		Through	9.6	72		9.6	12.1	0	37.6
		Right 2	7.2	4		7.2	3.6	4	11.3
		Total	9.7	88		25.4	22.6	0	37.6
	SWB	Left 2	16.9	23		16.9	14.9	0.1	48.3
		Through	18.8	90		18.8	15.1	0	53.9
		Right 2	11.1	33		11.1	13	0.1	45.5
		Total	16.8	146		22.5	18.9	0	53.9
	NWB	Left 2	9.7	7		9.7	11.5	0.3	27.7
		Through	10	162		10	12.5	0	51.5
		Right 2	17.2	8		17.2	20.4	0.5	47.3
		Total	10.3	177		20	17.9	0	51.5
	Total		13.1	514	B	13	13.7	0	53.9
Front at Duval	NB	Left 1	16.1	28		16.1	15.2	0	46.8
		Right 1	13	27		13	13.6	0	39.2
		Right 3	4.6	9		4.6	4.3	0	12
		Total	13.2	64		20.9	21.8	0	46.8
	SEB	Left 2	16.1	17		16.1	15.2	0.1	39.9
		Through	9.2	12		9.2	9.8	0	26.5
		Right 1	7.1	12		7.1	9.3	0.2	33.5
		Total	11.4	41		13.3	13.8	0	39.9
	SWB	Left 2	15.7	29		15.7	14.5	0	41
		Left 1	19.8	46		19.8	14.5	0	44.4
		Right 2	9.1	41		9.1	10.2	0	45.5
		Total	15	116		19.1	17	0	45.5
	NWB	Left 3	12.1	32		12.1	12.6	0	41.6
		Through	13.4	53		13.4	11.6	0	35.2
		Right 2	9.7	57		9.7	9.6	0	32
		Total	11.6	142		22.9	21.6	0	41.6
	Total		12.9	363	B	12.9	12.8	0	46.8
Duval at Southard	SEB	Through	10.1	97		10.1	13.4	0	46.1
		Right 2	7.2	20		7.2	9.7	0.1	42.2
		Total	9.6	117		22.3	18.5	0	46.1
	SWB	Left 2	19.8	20		19.8	17.2	0	53.2
		Through	16	96		16	15.6	0	52
		Right 2	11.2	28		11.2	11.4	0	48.1
		Total	15.6	144		19.7	16.2	0	53.2
	NWB	Left 2	12.4	21		12.4	14.1	0.1	39.9
		Through	9.1	163		9.1	12	0	43.4
		Total	9.5	184		26.3	28.8	0	43.4
	Total		11.5	445	B	11.5	13.7	0	53.2

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	19.7	9		19.7	18.8	0	44.6
		Through	16.7	34		16.7	15.2	0	42
		Right 2	9.1	17		9.1	11.5	0.2	41.5
		Total	15	60		14.9	14.2	0	44.6
	SEB	Left 2	8.6	8		8.6	11.1	0.1	27.5
		Through	10.9	97		10.9	12.5	0	49.7
		Right 2	4.8	13		4.8	5	0.2	17.1
		Total	10.1	118		28.5	24.5	0	49.7
	SWB	Left 2	27.1	2		27.1	5.3	23.3	30.8
		Through	13	20		13	13.2	0	33
		Right 2	3.2	7		3.2	2.8	0.3	6.8
		Total	11.6	29		13.5	13.3	0	33
	NWB	Left 2	9	7		9	10.9	0	29.9
		Through	8.7	146		8.7	10.1	0	33.6
		Right 2	2.6	2		2.6	3.5	0.2	5.1
		Total	8.6	155		16.8	16.9	0	33.6
	Total		10.4	362	B	10.4	12	0	49.7
Duval at Truman	NEB	Through	9.1	95		9.1	10.6	0	37.3
		Right 2	2.9	4		2.9	2	0	4.3
		Total	8.8	99		15.8	17	0	37.3
	SEB	Left 2	17.5	33		17.5	15.2	0.1	48.6
		Through	10.6	65		10.6	11.5	0	37.4
		Right 2	9.5	15		9.5	6.7	0.3	24.1
		Total	12.5	113		48.3	42.5	0	48.6
	SWB	Left 2	16.6	23		16.6	11.4	0	35.8
		Through	11.7	89		11.7	11.3	0	35.5
		Right 2	9.4	73		9.4	9.6	0	33
		Total	11.4	185		13.6	12	0	35.8
	NWB	Through	15.3	84		15.3	13	0	46.1
		Right 2	9.3	21		9.3	10.8	0.2	34.2
		Total	14.1	105		29.5	25.7	0	46.1
	Total		11.7	502	B	11.7	11.7	0	48.6
Duval at South	NEB	Left 2	8.9	6		8.9	4.4	5.3	16.7
		Through	9.1	44		9.1	5.3	2.8	24.7
		Right 2	6	28		6	2.5	3.1	15.2
		Total	8	78		16.6	22.1	2.8	24.7
	SEB	Left 2	7.5	35		7.5	3.7	3	20.3
		Through	6.8	36		6.8	1.9	4.7	11.9
		Right 2	5.6	8		5.6	1.5	3.8	8.9
		Total	7	79		12.5	9.8	3	20.3
	SWB	Left 2	9.9	15		9.9	6.2	4.5	23.5
		Through	12	103		12	8.2	3.3	36.2
		Right 2	11	76		11	8.2	2.8	40.3
		Total	11.4	194		19.3	18.3	2.8	40.3
	NWB	Left 2	5.5	9		5.5	0.8	4.6	6.9
		Through	7.3	7		7.3	2.4	3.9	10.9
		Right 2	5.8	18		5.8	2.1	3	12
		Total	6	34		8.3	4.8	3	12
	Total		9.3	385	A	9.3	6.6	2.8	40.3

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	8	4		8	10.9	0.4	23.9
		Through	7.1	230		7.1	9.2	0	32.1
		Right 2	3.6	47		3.6	6	0	26.7
		Total	6.5	281		10.5	10.9	0	32.1
	SEB	Left 2	21.2	19		21.2	19.3	0.2	58.7
		Through	12.7	8		12.7	13.9	0	37
		Right 2	5	6		5	5.5	0	15.1
		Total	16.2	33		21.4	18.2	0	58.7
	SWB	Left 2	9.4	84		9.4	9.7	0.2	53.8
		Through	11	714		11	9.7	0	35.5
		Right 2	8.3	49		8.3	8.7	0	31.6
		Total	10.7	847		10	10.1	0	53.8
	NWB	Left 2	22.7	91		22.7	18.5	0	65
		Through	16.4	33		16.4	13.3	0	47.2
		Right 2	14.1	78		14.1	14.2	0.2	47.6
		Total	18.3	202		31.3	28	0	65
	Total		11.1	1363	B	11.1	11.6	0	65
Whitehead at Fleming	NEB	Left 2	16	50		16	14.9	0	43.2
		Through	11.4	61		11.4	12.6	0	39.4
		Right 2	7.6	12		7.6	10	0	37.3
		Total	12.9	123		15.6	14	0	43.2
	SEB	Left 2	14.8	16		14.8	15	0.3	42.2
		Through	11.7	101		11.7	12.4	0	40.4
		Right 2	6.8	43		6.8	7.7	0.2	32.6
		Total	10.7	160		14.3	15.6	0	42.2
	NWB	Left 2	15.2	30		15.2	13.4	0	44.8
		Through	16.2	168		16.2	16.1	0	93.6
		Right 2	13.7	41		13.7	14.7	0	55.6
		Total	15.6	239		19	16.8	0	93.6
	Total		13.5	522	B	13.5	14.2	0	93.6
Simonton at Fleming	NEB	Left 2	18.4	6		18.4	13.8	6.8	42.1
		Through	11.3	90		11.3	12.6	0	41.1
		Right 2	9.1	20		9.1	11.2	0.2	38.8
		Total	11.3	116		15.4	14.3	0	42.1
	SEB	Left 2	15.8	14		15.8	12.1	0.2	36.8
		Through	7.8	98		7.8	9.2	0	30.3
		Total	8.8	112		10.4	11.3	0	36.8
	NWB	Through	9.4	135		9.4	10.3	0	44.1
		Right 2	11.4	26		11.4	9.2	0.1	27.9
		Total	9.7	161		11.3	11.3	0	44.1
	Total		9.9	389	A	9.9	10.8	0	44.1

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	5.5	16		5.5	7.7	0	21.7
		Through	9.2	120		9.2	10.1	0	30.1
		Right 2	5.4	8		5.4	10.5	0	29.4
		Total	8.6	144		11.2	11.3	0	30.1
	SEB	Left 2	12.3	11		12.3	16.5	0	41.6
		Through	12.8	28		12.8	12.8	0	36.1
		Total	12.7	39		14.2	13.7	0	41.6
	NWB	Through	15.7	21		15.7	14.2	0	38.5
		Right 2	4.2	42		4.2	4.1	0	19.1
		Total	8	63		9.4	12.9	0	38.5
	Total		9.1	246	A	9.1	10.8	0	41.6
White at Southard	SEB	Left 2	2.3	14		2.3	4.1	0	14.4
		Through	1.2	168		1.2	3.1	0	16.1
		Right 2	1.5	44		1.5	3.2	0	14.2
		Total	1.3	226		2.1	4.5	0	16.1
	SWB	Left 2	10	2		10	4.9	6.5	13.4
		Through	8.3	8		8.3	3.3	6	14.9
		Right 2	4.4	4		4.4	0.2	4.1	4.6
		Total	7.4	14		6	2.4	4.1	14.9
	NWB	Left 2	4.9	105		4.9	8.1	0	42.8
		Through	3.2	129		3.2	5.5	0	31.1
		Right 2	0.1	3		0.1	0.2	0	0.3
		Total	3.9	237		4.1	6.4	0	42.8
	Total		2.8	477	A	2.8	5.5	0	42.8
Whitehead at Southard	NEB	Left 2	48.1	38		48.1	31.6	0.1	99.2
		Right 2	11.7	31		11.7	18.9	0.2	73
		Total	31.7	69		42.2	41	0.1	99.2
	SEB	Through	32.1	53		32.1	28.2	0	83.2
		Right 2	12.2	56		12.2	17.9	0.1	75.6
		Total	21.9	109		32	26.5	0	83.2
	SWB	Left 2	26.9	15		26.9	30.9	0.1	92
		Through	41.2	80		41.2	29.7	0	104
		Right 2	19.8	37		19.8	22.8	0.1	90.8
		Total	33.6	132		41.5	32.6	0	104
	NWB	Left 2	23.6	54		23.6	22.8	0.1	66.4
		Through	23.5	107		23.5	23.2	0	82.7
		Total	23.5	161		25.7	24.1	0	82.7
	Total		27.2	471	C	27.2	27.3	0	104

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	5	5		5	0.9	3.6	6
		Through	8.3	17		8.3	4.9	3.1	20.6
		Right 2	5.1	22		5.1	1.8	3.1	9.9
		Total	6.3	44		8.5	5.7	3.1	20.6
	SEB	Left 2	7.1	17		7.1	3.4	3.4	17.4
		Through	9.2	68		9.2	5.3	3.4	29.8
		Right 2	6.2	20		6.2	3.2	3.5	18.6
		Total	8.3	105		11.8	10.2	3.4	29.8
	SWB	Left 2	6.2	5		6.2	3.3	3.1	11.7
		Through	5.8	21		5.8	1.3	3.2	9.4
		Right 2	6	10		6	2.5	3	11.8
		Total	5.9	36		7.6	4.5	3	11.8
	NWB	Left 2	6.8	42		6.8	2.8	3.1	16.4
		Through	6.8	50		6.8	3.4	3	19
		Right 2	5.2	4		5.2	0.4	5	5.8
		Total	6.7	96		15.3	17.7	3	19
	Total		7.1	281	A	7.1	3.9	3	29.8
Whitehead at Truman	SEB	Left 2	16.7	23		16.7	12.8	0.1	36.5
		Through	7.9	64		7.9	10.1	0	37.4
		Right 2	6	7		6	7.3	0.4	19.8
		Total	9.9	94		36.4	34.4	0	37.4
	SWB	Left 2	10.4	32		10.4	10.7	0	31.8
		Through	9.6	48		9.6	10.6	0	30.8
		Right 2	12.1	24		12.1	9.7	0.1	27.6
		Total	10.4	104		11.7	10.8	0	31.8
	NWB	Left 2	7.6	21		7.6	6.9	0	18.4
		Through	10.1	137		10.1	9.9	0	33.2
		Right 2	6.8	68		6.8	7	0	29.7
		Total	8.9	226		18.7	19.1	0	33.2
	Total		9.5	424	A	9.5	9.9	0	37.4
Simonton at Caroline	NEB	Left 2	19.5	5		19.5	16.2	0.3	41.5
		Through	16.2	33		16.2	14.6	0	40.9
		Right 2	4.9	25		4.9	5	0	21
		Total	12	63		13.8	14.7	0	41.5
	SEB	Left 2	10.4	4		10.4	4.7	5.5	16.8
		Through	7.7	40		7.7	9.6	0	30.1
		Right 2	4.2	2		4.2	0.5	3.9	4.6
		Total	7.8	46		10.5	11.8	0	30.1
	SWB	Left 2	18.8	18		18.8	16.4	0.1	45
		Through	12.4	46		12.4	13.4	0	40.2
		Right 2	5.1	77		5.1	5.2	0	27.3
		Total	9.2	141		16.2	17.1	0	45
	NWB	Left 2	6.6	19		6.6	5.9	0	18.3
		Through	10	193		10	11.6	0	49.6
		Right 2	7.6	34		7.6	10.4	0.2	39.3
		Total	9.4	246		10.4	12.5	0	49.6
	Total		9.5	496	A	9.5	11.3	0	49.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	26.4	28		26.4	21.9	0	87.8
		Through	19.9	94		19.9	20.2	0	83.1
		Right 2	8.8	26		8.8	13.3	0.1	60.1
		Total	19.2	148		29.2	28.2	0	87.8
	SEB	Left 2	9.6	18		9.6	11.5	0	31.4
		Through	11.6	94		11.6	14.4	0	46.7
		Right 2	9.9	11		9.9	13.4	0.3	41.1
		Total	11.2	123		14.9	14.8	0	46.7
	SWB	Left 2	18.8	31		18.8	15.2	0.2	53.7
		Through	21.2	166		21.2	18.2	0	67.8
		Right 2	12.7	24		12.7	15.3	0	59.7
		Total	19.9	221		57.1	54.9	0	67.8
	NWB	Left 2	24.5	7		24.5	21.8	0.2	46.7
		Through	16.9	107		16.9	14.7	0	50.5
		Right 2	10.5	15		10.5	10.4	0.3	33
		Total	16.6	129		19.8	17.2	0	50.5
	Total		17.3	621	B	17.3	17.3	0	87.8
Simonton at United	NEB	Left 2	7.3	6		7.3	11.7	0	29.3
		Through	7.8	74		7.8	10.2	0	37.1
		Right 2	11.6	4		11.6	16.7	0	35.4
		Total	7.9	84		11.5	12.7	0	37.1
	SEB	Left 2	18	37		18	14.2	0	44.2
		Through	12.7	81		12.7	12	0	40.9
		Right 2	12.5	24		12.5	12.9	0.2	38.9
		Total	14	142		15.7	14.9	0	44.2
	SWB	Left 2	6.7	7		6.7	8.5	0	20.4
		Through	9.6	56		9.6	9.7	0	32
		Right 2	10.1	60		10.1	11.2	0	32.1
		Total	9.7	123		12.9	12.3	0	32.1
	NWB	Left 2	10.4	8		10.4	13.8	0	29.5
		Through	10	62		10	12.8	0	42.4
		Right 2	11	11		11	11.5	0.3	37.7
		Total	10.2	81		12.7	12.9	0	42.4
	Total		10.9	430	B	10.9	11.9	0	44.2
Thomas at Petronia	SEB	Through	4.9	44		4.9	7.2	0	25.1
		Right 2	2.5	5		2.5	3.2	0.2	6.4
		Total	4.7	49		8.8	10.9	0	25.1
	SWB	Left 2	10.3	12		10.3	10.2	0	25.8
		Through	11.5	53		11.5	9.8	0	28.1
		Right 2	4.8	21		4.8	6	0	21.4
		Total	9.7	86		7.9	8.9	0	28.1
	NWB	Left 2	13.3	20		13.3	10.4	0	31.6
		Through	5.3	41		5.3	8	0	25.6
		Total	7.9	61		9.5	10	0	31.6
	Total		7.9	196	A	7.9	9.1	0	31.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	5.7	18		5.7	1.5	3.6	9.6
		Through	6.6	62		6.6	2.1	3.2	15.2
		Right 2	4.9	13		4.9	0.6	3.8	5.9
		Total	6.2	93		7.2	3.8	3.2	15.2
	SEB	Left 2	0.2	13		0.2	0.2	0	0.5
		Through	0	26		0	0.1	0	0.8
		Total	0.1	39		0.1	0.5	0	0.8
	NWB	Through	0	50		0	0	0	0.3
		Right 2	0.3	3		0.3	0.2	0.1	0.4
		Total	0	53		0.1	0.5	0	0.4
	Total		3.1	185	A	3.1	3.4	0	15.2
Truman at White	NEB	Left 2	18	15		18	17.1	0	57.1
		Through	15.3	317		15.3	14.9	0	59.6
		Right 2	13.2	42		13.2	14.5	0	49.2
		Total	15.2	374		27.7	25.8	0	59.6
	SEB	Left 2	36.2	61		36.2	29.5	0.1	129.3
		Through	22.1	123		22.1	22.5	0	74.6
		Right 2	13.7	9		13.7	11	0.1	31
		Total	26.2	193		37.9	31.5	0	129.3
	SWB	Left 2	24.5	28		24.5	19.5	0.1	52
		Through	22.3	339		22.3	17.2	0	59.2
		Right 2	19.2	63		19.2	17	0.1	54
		Total	22	430		32.5	30.6	0	59.2
	NWB	Left 2	31.7	66		31.7	27.9	0	92.2
		Through	42.9	167		42.9	25.5	0	105.8
		Right 2	34.7	84		34.7	25.1	0.3	98.7
		Total	38.4	317		37.5	29.6	0	105.8
	Total		24.6	1314	C	24.6	22.3	0	129.3
White at Catherine	NEB	Left 2	10.2	10		10.2	5.6	4.9	21.9
		Through	8.7	16		8.7	4.1	5.2	19
		Right 2	6.5	20		6.5	2.4	4.5	11.9
		Total	8.1	46		8.8	5.5	4.5	21.9
	SEB	Left 2	2.5	9		2.5	2.6	0.1	7.1
		Through	0.9	212		0.9	1.9	0	9.5
		Right 2	1.5	19		1.5	2.3	0	8.7
		Total	1	240		2.4	4.8	0	9.5
	SWB	Left 2	6	1		6	0	6	6
		Through	6.4	8		6.4	0.4	5.7	6.9
		Right 2	8.8	13		8.8	6.2	3.6	26.9
		Total	7.8	22		8.2	4.5	3.6	26.9
	NWB	Left 2	2.2	28		2.2	2.9	0	10.4
		Through	1.1	270		1.1	2	0	9.1
		Right 2	1.3	20		1.3	2.1	0	8
		Total	1.2	318		1.3	2.5	0	10.4
	Total		1.9	626	A	1.9	3.2	0	26.9

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	5.9	5		5.9	6.2	0	14.6
		Through	13.7	75		13.7	14.3	0	42
		Right 2	28.7	1		28.7	0	28.7	28.7
		Total	13.4	81		13.3	14.4	0	42
	SEB	Left 2	16.4	88		16.4	16.3	0	46.6
		Through	14.2	101		14.2	13.6	0	41
		Right 2	15.6	4		15.6	13.6	0.2	33.4
		Total	15.2	193		19.7	18.1	0	46.6
	SWB	Left 2	20.9	23		20.9	19.5	0	50.9
		Through	16.8	151		16.8	14.4	0	49.3
		Right 2	19.4	167		19.4	16	0.8	52.8
		Total	18.3	341		18.2	15.2	0	52.8
	NWB	Left 2	12.6	6		12.6	12.8	0.1	32.3
		Through	12.3	118		12.3	14.8	0	43
		Right 2	14.5	9		14.5	12.8	0.1	29.2
		Total	12.5	133		12	14.1	0	43
	Total		15.9	748	B	15.9	15.2	0	52.8
Truman at 1st	EB	Through	23.4	335		23.4	22.5	0	85.9
		Right 1	16.9	12		16.9	20	0	52.5
		Total	23.2	347		24.1	21.6	0	85.9
	SEB	Left 1	17.6	245		17.6	18.9	0	75.2
		Through	32	64		32	25.7	0	85.1
		Right 3	13.4	10		13.4	14.6	0.1	45.6
		Total	20.4	319		57.5	45.2	0	85.1
	WB	Through	24	572		24	22.2	0	97.5
		Right 1	23.1	613		23.1	17.8	0	77.7
		Total	23.5	1185		25.8	21.4	0	97.5
	NWB	Left 1	18.8	59		18.8	19	0	62.3
		Through	37.8	150		37.8	26.9	0	90.7
		Right 3	22	52		22	21.1	0	76.2
		Total	30.4	261		27.3	23.9	0	90.7
	Total		23.8	2112	C	23.8	21.5	0	97.5
1st at Flagler	NEB	Left 2	22.1	16		22.1	21.2	0.1	70.2
		Through	23.5	321		23.5	19.1	0	69
		Right 2	23.7	21		23.7	20.8	0	63.7
		Total	23.4	358		24.9	19.8	0	70.2
	SEB	Left 2	38.6	118		38.6	25.5	0	100.8
		Through	35.6	99		35.6	23.3	0	81.5
		Right 2	32.2	21		32.2	18.5	2.4	62.9
		Total	36.8	238		39.1	28.2	0	100.8
	SWB	Left 2	14.3	56		14.3	17.8	0	55.2
		Through	26.7	431		26.7	19.8	0	65.2
		Right 2	26.4	84		26.4	19.1	0	62.6
		Total	25.4	571		23.4	19.7	0	65.2
	NWB	Left 2	33.6	69		33.6	25.6	0	87.6
		Through	31.5	104		31.5	22.9	0	78
		Right 2	13.6	68		13.6	15.4	0	72.1
		Total	27.1	241		33.3	25.7	0	87.6
	Total		27.1	1408	C	27.1	21.6	0	100.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	13.9	31		13.9	20.1	0	68.6
		Through	26.7	525		26.7	26.8	0	89.7
		Right 2	24.3	78		24.3	26.3	0	87.1
		Total	25.8	634		33.3	28	0	89.7
	SEB	Left 2	21.6	58		21.6	23.3	0	66.9
		Through	45.4	19		45.4	36	0	103.5
		Right 2	13.4	75		13.4	22.6	0	89.4
		Total	20.5	152		25.1	28.3	0	103.5
	SWB	Left 2	25.8	70		25.8	23.6	0	76.2
		Through	30.4	869		30.4	26.2	0	88.3
		Right 2	20.9	47		20.9	23.6	0	79.6
		Total	29.6	986		42.3	32.8	0	88.3
	NWB	Left 2	19.8	257		19.8	21.6	0	70.6
		Through	38.3	17		38.3	35.2	0	96.2
		Right 2	12.3	48		12.3	16.7	0.1	66.3
		Total	19.7	322		26.2	26.6	0	96.2
	Total		26.3	2094	C	26.3	25.9	0	103.5
Roosevelt at US-1	NB	Through	31.1	100		31.1	24	0	81.5
		Right 2	2.3	382		2.3	4.4	0	27.8
		Total	8.3	482		18.8	26.8	0	81.5
	SEB	Left 1	19	527		19	16.9	0	57.6
		Right 1	8	100		8	12.1	0	40.4
		Total	17.2	627		40.5	34	0	57.6
	WB	Left 2	20.5	594		20.5	17.7	0	75.3
		Right 2	4.8	891		4.8	5.3	0	35.2
		Total	11.1	1485		14.6	19.9	0	75.3
	Total		12.1	2594	B	12.1	15.5	0	81.5
Flagler at Roosevelt	NB	Left 2	16	83		16	19.5	0	71.1
		Through	10.2	293		10.2	13.4	0	47
		Total	11.5	376		13.1	14.9	0	71.1
	EB	Left 2	24.5	230		24.5	18.7	0	57.7
		Right 2	3.3	63		3.3	2.9	0	11.5
		Total	19.9	293		22.8	21.2	0	57.7
	SB	Through	15.4	327		15.4	17.6	0	98
		Right 2	22.3	556		22.3	18.4	0	97.8
		Total	19.7	883		13.9	16.3	0	98
	Total		17.8	1552	B	17.8	18.1	0	98
NETWORK TOTAL			16.5	21120		16.5	19	0	129.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	24	11		24	17.7	1.5	56.1
		Through	18.4	114		18.4	15.4	0	51.9
		Right 2	13.7	22		13.7	12.9	0.1	57.6
		Total	18.1	147		18	16.7	0	57.6
	SEB	Left 2	32.9	18		32.9	28.3	3.5	99.7
		Through	22.8	240		22.8	21.3	0	107.4
		Right 2	27.1	18		27.1	25.9	0.4	96.3
		Total	23.7	276		25.4	22.6	0	107.4
	SWB	Left 2	29.6	41		29.6	17.7	2.9	78.1
		Through	28.1	114		28.1	23.6	0	118.4
		Right 2	20.1	70		20.1	15.9	0.1	56.6
		Total	25.9	225		22.5	18.9	0	118.4
	NWB	Left 2	27.1	16		27.1	18.6	0.2	56.4
		Through	20.8	326		20.8	16.7	0	85.6
		Right 2	14.7	20		14.7	13.3	0.2	38
		Total	20.7	362		20	17.9	0	85.6
	Total		22.3	1010	C	22.3	19.2	0	118.4
Front at Duval	NB	Left 1	22.4	48		22.4	19.8	0	100
		Right 1	21.7	110		21.7	21.9	0	129.5
		Right 3	17.6	65		17.6	21.6	0.1	103.6
		Total	20.7	223		20.9	21.8	0	129.5
	SEB	Left 2	20.1	18		20.1	17.9	0.2	54.1
		Through	11.9	44		11.9	13.2	0	40.4
		Right 1	7.4	20		7.4	8.3	0.4	34.9
		Total	12.6	82		13.3	13.8	0	54.1
	SWB	Left 2	19.6	46		19.6	15.2	0	57.3
		Left 1	23.4	95		23.4	20.8	0	94.8
		Right 2	15.7	40		15.7	18.1	0.2	79.5
		Total	20.7	181		19.1	17	0	94.8
	NWB	Left 3	30.9	84		30.9	19.5	0	77.7
		Through	26.6	109		26.6	19.8	0	82.6
		Right 2	23	97		23	18.5	0	68.1
		Total	26.6	290		22.9	21.6	0	82.6
	Total		22	776	C	22.1	19.9	0	129.5
Duval at Southard	SEB	Through	22	249		22	15.7	0	76.9
		Right 2	22.1	33		22.1	12.4	6.8	48.7
		Total	22	282		22.3	18.5	0	76.9
	SWB	Left 2	22.4	73		22.4	15.3	0	55.2
		Through	24.6	173		24.6	17.7	0	77.8
		Right 2	16.8	52		16.8	16.3	0	68.4
		Total	22.7	298		19.7	16.2	0	77.8
	NWB	Left 2	24.7	23		24.7	19.5	0.2	63.8
		Through	28.4	361		28.4	21.6	0	95.3
		Total	28.2	384		26.3	28.8	0	95.3
	Total		24.7	964	C	24.7	18.7	0	95.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	18.3	27		18.3	14.6	0.1	45.9
		Through	17.2	70		17.2	14.5	0	43.9
		Right 2	8.6	27		8.6	8.8	0.1	29.5
		Total	15.6	124		14.9	14.2	0	45.9
	SEB	Left 2	30.9	22		30.9	20.7	0.2	55.6
		Through	27.1	279		27.1	25	0	108.4
		Right 2	30.2	21		30.2	28.1	1	91.2
		Total	27.6	322		28.5	24.5	0	108.4
	SWB	Left 2	30.2	8		30.2	8.5	15	40.7
		Through	14.9	22		14.9	12.9	0	40.3
		Right 2	8.1	10		8.1	8.8	0.2	30.8
		Total	16.3	40		13.5	13.3	0	40.7
	NWB	Left 2	25.7	12		25.7	27.2	0	65.2
		Through	20.1	346		20.1	17.8	0	94.1
		Right 2	19.1	18		19.1	19.4	0.1	70.1
		Total	20.2	376		16.8	16.9	0	94.1
	Total		22.1	862	C	22.1	20.8	0	108.4
Duval at Truman	NEB	Left 2	16.9	15		16.9	15.4	0	56.6
		Through	20.7	178		20.7	19.7	0	95.5
		Right 2	20.1	22		20.1	16.2	0.1	54.7
		Total	20.4	215		15.8	16.8	0	95.5
	SEB	Left 2	57.5	83		57.5	41.6	0.5	158.8
		Through	54.5	194		54.5	39.5	0	160.5
		Right 2	49.5	15		49.5	43.1	0	133.4
		Total	55.1	292		48.3	42.5	0	160.5
	SWB	Left 2	17.6	61		17.6	12.5	0	45.5
		Through	17.6	167		17.6	14.6	0	60.6
		Right 2	16.9	124		16.9	14.3	0	55.1
		Total	17.4	352		13.6	12	0	60.6
	NWB	Left 2	38.4	6		38.4	9.8	21.5	48.3
		Through	34.9	239		34.9	26	0	145.3
		Right 2	36.3	50		36.3	26.7	2	125
		Total	35.2	295		29.6	25.6	0	145.3
	Total		32	1154	C	32	30.6	0	160.5
Duval at South	NEB	Left 2	30.1	47		30.1	32.9	5.1	109.5
		Through	27.2	112		27.2	31.3	3	113.1
		Right 2	25.7	35		25.7	34.2	4.1	106.7
		Total	27.6	194		16.6	22.1	3	113.1
	SEB	Left 2	19.1	94		19.1	13	3.5	62
		Through	14.9	74		14.9	10.8	3.9	48.7
		Right 2	14.2	38		14.2	10.9	3.9	42.6
		Total	16.7	206		12.5	9.8	3.5	62
	SWB	Left 2	22.7	16		22.7	14.9	7.7	66.2
		Through	30.9	170		30.9	25.5	3.8	118.2
		Right 2	26.2	107		26.2	23.6	3	97.9
		Total	28.7	293		19.3	18.3	3	118.2
	NWB	Left 2	10.3	25		10.3	6.7	3.1	31.2
		Through	7.6	24		7.6	2.6	3.5	15.7
		Right 2	6.8	32		6.8	2.9	4.2	16.7
		Total	8.1	81		8.3	4.8	3.1	31.2
	Total		23.1	774	C	23.1	24	3	118.2

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	6.6	3		6.6	1.7	4.8	8.2
		Through	11.4	406		11.4	11.8	0	45.2
		Right 2	9.6	73		9.6	9.7	0	39
		Total	11.1	482		10.5	10.9	0	45.2
	SEB	Left 2	23.2	22		23.2	18.2	0	53.2
		Through	21.3	10		21.3	13.1	0	46.6
		Right 2	10.6	2		10.6	8.3	4.8	16.5
		Total	21.9	34		21.4	18.2	0	53.2
	SWB	Left 2	16.9	91		16.9	14.5	0	57.8
		Through	9.4	615		9.4	9.1	0	29.3
		Right 2	7.1	34		7.1	7.8	0	25
		Total	10.2	740		10	10.1	0	57.8
	NWB	Left 2	38.5	122		38.5	33	0.2	161
		Through	30.4	27		30.4	28.7	0.2	103.8
		Right 2	38	103		38	36.3	0	139.6
		Total	37.4	252		31.3	28	0	161
	Total		15.3	1508	B	15.3	19.8	0	161
Whitehead at Fleming	NEB	Left 2	17	87		17	14	0	44
		Through	14.4	133		14.4	12.4	0	42.7
		Right 2	11.5	50		11.5	10.2	0.1	39.8
		Total	14.7	270		15.6	14	0	44
	SEB	Left 2	19.7	22		19.7	25.1	0	93.4
		Through	15.6	169		15.6	16.3	0	100.1
		Right 2	11.2	33		11.2	14.8	0	76.2
		Total	15.4	224		14.3	15.6	0	100.1
	NWB	Left 2	30.6	23		30.6	24	2.3	95.5
		Through	24.9	246		24.9	20.2	0	106
		Right 2	21.6	127		21.6	17.4	0	75.3
		Total	24.2	396		19	16.8	0	106
	Total		19.1	890	B	19.1	17.8	0	106
Simonton at Fleming	NEB	Left 2	18.9	32		18.9	14	0	39.7
		Through	16	228		16	13.6	0	64.9
		Right 2	10.6	65		10.6	10.2	0.1	41.4
		Total	15.2	325		15.4	14.3	0	64.9
	SEB	Left 2	15.4	13		15.4	13.9	0.1	35.5
		Through	8.9	166		8.9	9.9	0	38.1
		Total	9.4	179		10.4	11.3	0	38.1
	NWB	Through	12.5	249		12.5	11.4	0	44.3
		Right 2	10.7	46		10.7	10.5	0.1	38.8
		Total	12.2	295		11.3	11.3	0	44.3
	Total		12.8	799	B	12.8	12.1	0	64.9

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	7.9	32		7.9	8.6	0	32.3
		Through	11.6	269		11.6	10.1	0	41.3
		Right 2	7.7	34		7.7	9.3	0	31
		Total	10.9	335		11.2	11.3	0	41.3
	SEB	Left 2	12.8	26		12.8	13.8	0	46.9
		Through	14.6	48		14.6	12.5	0	39.8
		Total	14	74		14.2	13.7	0	46.9
	NWB	Through	15.8	34		15.8	15.3	0	40
		Right 2	7.2	16		7.2	11	0	35.4
		Total	13	50		9.4	12.9	0	40
	Total		11.6	459	B	11.6	11.1	0	46.9
White at Southard	SEB	Left 2	1.1	15		1.1	1.7	0	6.7
		Through	1.8	253		1.8	3.9	0	18.1
		Right 2	1.3	67		1.3	2.6	0	14.5
		Total	1.7	335		2.1	4.5	0	18.1
	SWB	Left 2	4.7	4		4.7	1	3.4	5.8
		Through	8.2	5		8.2	2.4	6.1	11.3
		Right 2	4.5	7		4.5	0.4	3.9	5.2
		Total	5.7	16		6	2.4	3.4	11.3
	NWB	Left 2	6.3	118		6.3	7.7	0	33.7
		Through	5	132		5	8.5	0	37.7
		Right 2	9	6		9	12	0	29.1
		Total	5.7	256		4.1	6.4	0	37.7
	Total		3.5	607	A	3.5	6.3	0	37.7
Whitehead at Southard	NEB	Left 2	73.7	62		73.7	54.7	0	214.3
		Right 2	44.5	84		44.5	49.8	0.3	192.9
		Total	56.9	146		42.2	41	0	214.3
	SEB	Through	34	143		34	25.2	0	89.6
		Right 2	19.8	80		19.8	19.8	0	66.6
		Total	28.9	223		32	26.5	0	89.6
	SWB	Left 2	45.6	31		45.6	35.6	0.1	113.6
		Through	50.5	136		50.5	32	0	134
		Right 2	26.3	60		26.3	21.9	0	74.5
		Total	43.4	227		41.5	32.6	0	134
	NWB	Left 2	34.6	92		34.6	27	0	123
		Through	34	272		34	26.7	0	116.2
		Total	34.2	364		25.7	24.1	0	123
	Total		38.6	960	D	38.6	34.2	0	214.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	6.9	4		6.9	2.9	5	11.1
		Through	9.6	37		9.6	6	5	36
		Right 2	7	59		7	5.1	3.3	36.5
		Total	8	100		8.5	5.7	3.3	36.5
	SEB	Left 2	18.1	62		18.1	13.6	3.1	64.3
		Through	14.7	111		14.7	14.5	3.5	80.5
		Right 2	13.6	42		13.6	13.6	3.2	62.9
		Total	15.5	215		11.8	10.2	3.1	80.5
	SWB	Left 2	8.3	32		8.3	3.7	3.8	16.3
		Through	8.4	20		8.4	4.1	3.5	18.6
		Right 2	7.3	34		7.3	4.3	3.6	19.3
		Total	7.9	86		7.6	4.5	3.5	19.3
	NWB	Left 2	13.2	65		13.2	8.7	3.2	45.2
		Through	13.4	194		13.4	8.6	3.1	44.4
		Right 2	12.4	28		12.4	9.9	3.7	44
		Total	13.3	287		15.3	17.7	3.1	45.2
	Total		12.5	688	B	12.5	10.4	3.1	80.5
Whitehead at Truman	SEB	Left 2	26	61		26	20.3	0.1	78.6
		Through	19.7	194		19.7	19.3	0	104.2
		Right 2	19.6	20		19.6	16	3.1	65.6
		Total	21.1	275		36.4	34.4	0	104.2
	SWB	Left 2	12.4	49		12.4	11	0	30.4
		Through	12.8	85		12.8	11.4	0	35.4
		Right 2	13.4	58		13.4	11.3	0	37.4
		Total	12.9	192		11.7	10.8	0	37.4
	NWB	Left 2	30.4	36		30.4	24.6	1.1	76.5
		Through	27.6	202		27.6	22.9	0	94.6
		Right 2	22	149		22	19.6	0	70.8
		Total	25.7	387		18.7	19.1	0	94.6
	Total		21.3	854	C	21.3	19.8	0	104.2
Simonton at Caroline	NEB	Left 2	20.1	14		20.1	16.1	0.1	46.7
		Through	13.1	82		13.1	13.9	0	43.9
		Right 2	9.4	38		9.4	9.6	0	49.8
		Total	12.8	134		13.8	14.7	0	49.8
	SEB	Left 2	17	13		17	14.8	0.1	43.6
		Through	8.2	87		8.2	10.5	0	32.5
		Right 2	9.8	7		9.8	12.5	0.5	35.1
		Total	9.4	107		10.5	11.8	0	43.6
	SWB	Left 2	27.4	37		27.4	26.8	0	95.3
		Through	17	86		17	16.7	0	67.9
		Right 2	15	63		15	20	0	89.4
		Total	18.4	186		16.2	17.1	0	95.3
	NWB	Left 2	11.4	16		11.4	12.5	0.1	42.2
		Through	10.8	241		10.8	13.6	0	45.2
		Right 2	7.8	31		7.8	8.3	0.2	32.6
		Total	10.5	288		10.4	12.5	0	45.2
	Total		12.8	715	B	12.8	15.6	0	95.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	38.2	44		38.2	25.3	0	97
		Through	25.8	218		25.8	23.1	0	94.4
		Right 2	24.4	43		24.4	24.6	0.1	99.3
		Total	27.4	305		29.2	28.2	0	99.3
	SEB	Left 2	16.8	31		16.8	13.9	0	44.1
		Through	13.7	109		13.7	13.1	0	39.9
		Right 2	10.9	33		10.9	10.7	0.1	43.9
		Total	13.7	173		14.9	14.8	0	44.1
	SWB	Left 2	42.8	23		42.8	29.7	0.1	101.2
		Through	35.4	320		35.4	31.3	0	143.4
		Right 2	32.6	106		32.6	27.5	0	108.9
		Total	35.1	449		57.1	54.9	0	143.4
	NWB	Left 2	28.8	12		28.8	21.1	0	56.3
		Through	21.6	185		21.6	17.1	0	61.2
		Right 2	15	27		15	13.3	0.2	49.2
		Total	21.2	224		19.8	17.2	0	61.2
	Total		27.1	1151	C	27.1	25.5	0	143.4
Simonton at United	NEB	Left 2	12.3	21		12.3	12.5	0.1	38.2
		Through	14	171		14	15.2	0	88.7
		Right 2	11.2	24		11.2	11.5	0	37.4
		Total	13.5	216		11.5	12.7	0	88.7
	SEB	Left 2	16.8	59		16.8	18.1	0	81.2
		Through	19.1	108		19.1	19.4	0	87.7
		Right 2	15.5	13		15.5	12.8	0.3	36.3
		Total	18.1	180		15.7	14.9	0	87.7
	SWB	Left 2	11.9	6		11.9	13	0.1	31.1
		Through	13.4	115		13.4	11.9	0	36.8
		Right 2	11.9	70		11.9	11	0	30.7
		Total	12.8	191		12.9	12.3	0	36.8
	NWB	Left 2	9.8	19		9.8	12.1	0	33.7
		Through	12.1	131		12.1	12.1	0	39.7
		Right 2	16.4	6		16.4	14.3	0.1	37.8
		Total	12	156		12.7	12.9	0	39.7
	Total		14.1	743	B	14.1	14.7	0	88.7
Thomas at Petronia	SEB	Through	8.7	88		8.7	9.7	0	38.5
		Right 2	3.2	9		3.2	3.9	0	12.7
		Total	8.2	97		8.8	10.9	0	38.5
	SWB	Left 2	10.5	15		10.5	11.6	0.1	28.2
		Through	10.7	48		10.7	11.1	0	36.1
		Right 2	4.2	19		4.2	4.2	0	14.9
		Total	9.2	82		7.9	8.9	0	36.1
	NWB	Left 2	12.6	16		12.6	9.4	0	28.8
		Through	10.6	61		10.6	11.2	0	42.3
		Total	11	77		9.5	10	0	42.3
	Total		9.4	256	A	9.4	10.2	0	42.3

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	6.9	64		6.9	3.2	3	19.8
		Through	7.7	84		7.7	4.5	3	24.3
		Right 2	7.3	26		7.3	5.6	3.1	30
		Total	7.3	174		7.2	3.8	3	30
	SEB	Left 2	0.3	19		0.3	0.6	0	2.6
		Through	0	42		0	0.1	0	0.8
		Total	0.1	61		0.1	0.5	0	2.6
	NWB	Through	0.1	57		0.1	0.8	0	5.8
		Right 2	0.5	5		0.5	1	0	2.3
		Total	0.1	62		0.1	0.5	0	5.8
	Total		4.3	297	A	4.4	4.9	0	30
Truman at White	NEB	Left 2	48.6	26		48.6	27.5	1.8	97.1
		Through	41.4	529		41.4	30.5	0	141
		Right 2	32	85		32	27.9	0.2	137.5
		Total	40.4	640		27.7	25.8	0	141
	SEB	Left 2	65.6	116		65.6	44.2	1.8	198.3
		Through	38.6	187		38.6	28.7	0	128.8
		Right 2	37.2	24		37.2	29	0.4	106.6
		Total	48.1	327		37.9	31.5	0	198.3
	SWB	Left 2	49.1	50		49.1	42.6	0.4	164
		Through	38.3	481		38.3	36.1	0	172.9
		Right 2	42.2	28		42.2	31.4	0	141.9
		Total	39.5	559		32.5	30.6	0	172.9
	NWB	Left 2	48.1	50		48.1	29.4	0	94
		Through	42.3	180		42.3	25.6	0	104.9
		Right 2	37.8	147		37.8	52.7	0.2	614.2
		Total	41.3	377		37.5	29.6	0	614.2
	Total		41.6	1903	D	41.7	35.3	0	614.2
White at Catherine	NEB	Left 2	11	21		11	6.7	4.7	32
		Through	10.5	15		10.5	6.5	5.4	27.9
		Right 2	8.2	38		8.2	4.7	4	28
		Total	9.5	74		8.8	5.5	4	32
	SEB	Left 2	2.2	13		2.2	2.5	0.1	7.4
		Through	1.4	276		1.4	3	0	20
		Right 2	2.7	21		2.7	4.1	0	14.9
		Total	1.5	310		2.4	4.8	0	20
	SWB	Left 2	12.1	8		12.1	6.7	5.4	24.8
		Through	8.2	16		8.2	4.4	4.8	22.8
		Right 2	7.9	12		7.9	3.9	4	17.3
		Total	9	36		8.2	4.5	4	24.8
	NWB	Left 2	3.5	21		3.5	6.1	0	27.6
		Through	0.9	256		0.9	2.4	0	15.6
		Right 2	0.9	24		0.9	1.2	0	4.2
		Total	1.1	301		1.3	2.5	0	27.6
	Total		2.5	721	A	2.5	4.5	0	32

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	2.2	3		2.2	3.9	0	6.7
		Through	12.2	50		12.2	14.1	0	41.4
		Right 2	15.3	10		15.3	16.9	0	42.1
		Total	12.2	63		13.3	14.4	0	42.1
	SEB	Left 2	14.5	64		14.5	14.6	0	46.9
		Through	15.6	186		15.6	15.6	0	57.8
		Right 2	7.5	4		7.5	10.5	0.7	23.2
		Total	15.2	254		19.7	18.1	0	57.8
	SWB	Left 2	11	15		11	12.4	0	34.3
		Through	15.2	143		15.2	15.3	0	49.2
		Right 2	17.3	87		17.3	16.1	0.4	46.5
		Total	15.7	245		18.2	15.2	0	49.2
	NWB	Left 2	10.8	2		10.8	15.1	0.2	21.4
		Through	9.2	91		9.2	12	0	41.7
		Right 2	10.6	8		10.6	13.3	0	34.8
		Total	9.3	101		12	14.1	0	41.7
	Total		14.2	663	B	14.2	15	0	57.8
Truman at 1st	EB	Through	25.7	758		25.7	22	0	85.3
		Right 1	17.9	45		17.9	18.8	0	59.7
		Total	25.3	803		24.1	21.6	0	85.3
	SEB	Left 1	71.2	489		71.2	50.7	0.1	236.1
		Through	63.2	149		63.2	38.9	0	169.1
		Right 3	45.8	22		45.8	33.2	4.3	105.1
		Total	68.5	660		57.5	45.2	0	236.1
	WB	Through	34.2	852		34.2	25.4	0	123.1
		Right 1	31.3	593		31.3	21.3	0	123.4
		Total	33	1445		25.8	21.4	0	123.4
	NWB	Left 1	18.8	93		18.8	17.6	0	61.7
		Through	34.7	160		34.7	23.7	0	83.8
		Right 3	25.4	92		25.4	23.5	0	84.6
		Total	27.9	345		27.3	23.9	0	84.6
	Total		37.8	3253	D	37.8	33.9	0	236.1
1st at Flagler	NEB	Left 2	40	21		40	27.8	0	97.7
		Through	23.8	369		23.8	18.4	0	68.3
		Right 2	19.2	18		19.2	19.9	0.2	57.4
		Total	24.4	408		24.9	19.8	0	97.7
	SEB	Left 2	38.5	116		38.5	27.3	0	127
		Through	42.4	94		42.4	28.4	0	115.7
		Right 2	32.2	30		32.2	23.6	0.7	113.6
		Total	39.2	240		39.1	28.2	0	127
	SWB	Left 2	20.3	105		20.3	18.6	0	52.1
		Through	25.9	482		25.9	19.1	0	76
		Right 2	21.9	73		21.9	19.3	0	60.5
		Total	24.6	660		23.4	19.7	0	76
	NWB	Left 2	46.8	110		46.8	28.4	0.1	116.7
		Through	42.6	161		42.6	24.2	0.1	110.1
		Right 2	26.6	104		26.6	20.2	0	95.8
		Total	39.4	375		33.3	25.7	0	116.7
	Total		29.9	1683	C	29.9	23.2	0	127

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	36.8	85		36.8	27	0	104.7
		Through	39	1025		39	26.7	0	99.2
		Right 2	35.2	125		35.2	28.2	0	87.8
		Total	38.5	1235		33.3	28	0	104.7
	SEB	Left 2	16.4	109		16.4	21.1	0	67.6
		Through	43.1	64		43.1	31.8	0	103.4
		Right 2	26.4	51		26.4	27.6	0	88.1
		Total	26.3	224		25.1	28.3	0	103.4
	SWB	Left 2	49.1	59		49.1	34.7	0	131.2
		Through	59.2	1101		59.2	38.1	0	193
		Right 2	62.8	59		62.8	31.5	0	107.1
		Total	58.9	1219		42.3	32.8	0	193
	NWB	Left 2	26	352		26	25.8	0	109.7
		Through	48.6	75		48.6	33	0	103.3
		Right 2	32.9	55		32.9	29.3	0	105.3
		Total	30.3	482		26.2	26.6	0	109.7
	Total		44.3	3160	D	44.2	34	0	193
Roosevelt at US-1	NB	Through	51.4	276		51.4	30.8	0	131.8
		Right 2	5	613		5	8.5	0	67.4
		Total	19.4	889		18.8	26.8	0	131.8
	SEB	Left 1	31.5	993		31.5	25.8	0	148.1
		Right 1	23.8	254		23.8	22.3	0	116.3
		Total	29.9	1247		40.5	34	0	148.1
	WB	Left 2	31.5	673		31.5	24.4	0	93.5
		Right 2	4	825		4	4.4	0	23.6
		Total	16.4	1498		14.6	19.9	0	93.5
	Total		21.8	3634	C	21.7	25.4	0	148.1
Flagler at Roosevelt	NB	Left 2	19.5	66		19.5	17	0	48.9
		Through	12.7	346		12.7	14.6	0	46.3
		Total	13.8	412		13.1	14.9	0	48.9
	EB	Left 2	21.5	253		21.5	18.1	0	65.7
		Right 2	4.6	85		4.6	4.4	0	17.9
		Total	17.2	338		22.8	21.2	0	65.7
	SB	Through	11	468		11	17.3	0	111.4
		Right 2	14.7	310		14.7	16.5	0	112.2
		Total	12.5	778		13.9	16.3	0	112.2
	Total		13.9	1528	B	13.9	16.8	0	112.2
NETWORK TOTAL			25.5	32012		25.5	27.7	0	614.2

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	26.6	21		26.6	20.3	0.9	66.4
		Through	20.7	168		20.7	18.6	0	138.7
		Right 2	22.2	16		22.2	29.8	0	120
		Total	21.4	205		18	16.7	0	138.7
	SEB	Left 2	35.6	39		35.6	21.4	0.7	91
		Through	31.2	330		31.2	22.2	0	106.6
		Right 2	34.7	29		34.7	25.5	2.9	93
		Total	31.9	398		25.4	22.6	0	106.6
	SWB	Left 2	26.9	36		26.9	20.2	0	86.7
		Through	27.9	134		27.9	20	0	105.3
		Right 2	21.2	27		21.2	17.5	0.1	63.4
		Total	26.8	197		22.5	18.9	0	105.3
	NWB	Left 2	32.5	9		32.5	18.9	9.4	68.3
		Through	26.8	303		26.8	19.7	0	88.7
		Right 2	21.1	33		21.1	19.6	0	59.8
		Total	26.4	345		20	17.9	0	88.7
	Total		27.5	1145	C	27.5	21	0	138.7
Front at Duval	NB	Left 1	28.7	35		28.7	23.4	0.3	112.3
		Right 1	29.6	82		29.6	32.5	0	139.9
		Right 3	15.4	63		15.4	15.4	0	67.5
		Total	24.5	180		20.9	21.8	0	139.9
	SEB	Left 2	20.3	20		20.3	17.8	0.2	53.5
		Through	12.9	43		12.9	15	0	62.3
		Right 1	4.2	5		4.2	1.3	2.3	5.8
		Total	14.4	68		13.3	13.8	0	62.3
	SWB	Left 2	24.9	59		24.9	19.3	0	64.3
		Left 1	23.8	105		23.8	18.7	0	81.1
		Right 2	15.9	55		15.9	13.6	0	57.5
		Total	22.1	219		19.1	17	0	81.1
	NWB	Left 3	32.3	60		32.3	30.2	0	118
		Through	32.2	109		32.2	26.6	0	110
		Right 2	31.2	106		31.2	26.7	0	119.3
		Total	31.8	275		22.9	21.6	0	119.3
	Total		25.6	742	C	25.6	24.4	0	139.9
Duval at Southard	SEB	Through	29.1	346		29.1	21.2	0	102.7
		Right 2	32.5	31		32.5	24.9	0	100
		Total	29.4	377		22.3	18.5	0	102.7
	SWB	Left 2	22.9	77		22.9	15.5	0	56
		Through	21.5	172		21.5	16	0	98.8
		Right 2	14.6	55		14.6	13.9	0	51.7
		Total	20.6	304		19.7	16.2	0	98.8
	NWB	Left 2	46.7	41		46.7	37.8	3	163.5
		Through	39.4	336		39.4	39.2	0	265.2
		Total	40.2	377		26.3	28.8	0	265.2
	Total		30.7	1058	C	30.7	29	0	265.2

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	13.9	13		13.9	15.1	0	39.7
		Through	17.4	103		17.4	14.9	0	62.3
		Right 2	10.6	31		10.6	11.7	0	43.3
		Total	15.7	147		14.9	14.2	0	62.3
	SEB	Left 2	38.5	31		38.5	21.6	0	78.1
		Through	38.8	359		38.8	24.6	0	113.2
		Right 2	40.3	38		40.3	26.9	3	107.1
		Total	38.9	428		28.5	24.5	0	113.2
	SWB	Left 2	9.6	12		9.6	11.3	0	36.5
		Through	12.6	20		12.6	14.5	0	45.4
		Right 2	10.5	3		10.5	5.2	6	16.2
		Total	11.4	35		13.5	13.3	0	45.4
	NWB	Left 2	25.9	22		25.9	18.5	0.4	58.2
		Through	18.7	281		18.7	15.9	0	62.9
		Right 2	15.4	15		15.4	12	0.2	39.5
		Total	19	318		16.8	16.9	0	62.9
	Total		27.4	928	C	27.4	22.8	0	113.2
Duval at Truman	NEB	Left 2	15.7	13		15.7	10.3	0.1	29.5
		Through	15.4	173		15.4	15.6	0	61.7
		Right 2	13.4	10		13.4	12.7	0.1	40.4
		Total	15.3	196		15.8	16.8	0	61.7
	SEB	Left 2	71.2	124		71.2	42	3.9	178.3
		Through	69.5	185		69.5	47.4	0	184.7
		Right 2	80.9	14		80.9	43.7	4.1	154.8
		Total	70.6	323		48.3	42.5	0	184.7
	SWB	Left 2	12.9	38		12.9	12	0	49.7
		Through	13.5	157		13.5	10.5	0	41.3
		Right 2	11.2	93		11.2	10.7	0	47
		Total	12.7	288		13.6	12	0	49.7
	NWB	Left 2	37.9	15		37.9	25.9	7.8	87.4
		Through	34.5	221		34.5	28.2	0	114.7
		Right 2	31.7	61		31.7	23.7	1.9	101.9
		Total	34.1	297		29.6	25.6	0	114.7
	Total		35.9	1104	D	35.9	37.9	0	184.7
Duval at South	NEB	Left 2	9.6	27		9.6	7.1	3.8	39.4
		Through	16.3	107		16.3	17.3	3.6	81.7
		Right 2	11.8	36		11.8	11.9	4.8	59.4
		Total	14.3	170		16.6	22.1	3.6	81.7
	SEB	Left 2	13.4	92		13.4	9	3.4	41.6
		Through	9.9	48		9.9	7.3	3.3	38
		Right 2	10.2	19		10.2	4.7	4.9	21.6
		Total	12	159		12.5	9.8	3.3	41.6
	SWB	Left 2	17.2	12		17.2	16.3	5.9	59.1
		Through	18.1	121		18.1	14.3	3.4	67.3
		Right 2	18.5	100		18.5	14.5	3.4	67.5
		Total	18.2	233		19.3	18.3	3.4	67.5
	NWB	Left 2	10.9	19		10.9	7.1	4.1	26.9
		Through	10.3	33		10.3	5.2	3.9	23.9
		Right 2	9	45		9	5.4	3.2	26.6
		Total	9.8	97		8.3	4.8	3.2	26.9
	Total		14.5	659	B	14.5	12.8	3.2	81.7

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	21.4	7		21.4	14.1	2.5	45.2
		Through	12.4	589		12.4	10.9	0	48
		Right 2	11.8	70		11.8	11.4	0	45.5
		Total	12.4	666		10.5	10.9	0	48
	SEB	Left 2	22.3	53		22.3	19.2	0	64.6
		Through	23.9	26		23.9	17.4	0	56.5
		Right 2	18.1	5		18.1	18	4.8	42.7
		Total	22.5	84		21.4	18.2	0	64.6
	SWB	Left 2	20.1	73		20.1	19	0	86.6
		Through	10.1	645		10.1	9.6	0	40.2
		Right 2	9.7	38		9.7	9.5	0	31
		Total	11	756		10	10.1	0	86.6
	NWB	Left 2	46.1	117		46.1	26.8	0.1	142.5
		Through	48.2	38		48.2	35.2	0	132.9
		Right 2	33.2	102		33.2	24.1	0.3	91.5
		Total	41.3	257		31.3	28	0	142.5
	Total		16.5	1763	B	16.5	18.4	0	142.5
Whitehead at Fleming	NEB	Left 2	22	87		22	17.2	0	73.7
		Through	18.9	126		18.9	14.2	0	54.9
		Right 2	14.2	64		14.2	15.2	0	68.6
		Total	18.8	277		15.6	14	0	73.7
	SEB	Left 2	23.9	42		23.9	16.2	0.4	62.9
		Through	18.7	219		18.7	18.1	0	87.5
		Right 2	14.3	37		14.3	14	0.1	50.6
		Total	18.9	298		14.3	15.6	0	87.5
	NWB	Left 2	21	8		21	12.7	5.5	46.3
		Through	20	234		20	15.5	0	72.1
		Right 2	17.9	120		17.9	14.5	0	59.7
		Total	19.3	362		19	16.8	0	72.1
	Total		19	937	B	19	16.1	0	87.5
Simonton at Fleming	NEB	Left 2	16.7	38		16.7	16.4	0	56.1
		Through	19.3	242		19.3	15.9	0	83.7
		Right 2	14.4	85		14.4	14.8	0	58.9
		Total	17.9	365		15.4	14.3	0	83.7
	SEB	Left 2	17.2	28		17.2	13.6	0	43.7
		Through	12.9	217		12.9	12.8	0	57.5
		Total	13.4	245		10.4	11.3	0	57.5
	NWB	Through	11.7	183		11.7	13.3	0	73.5
		Right 2	7.9	52		7.9	8.9	0.1	39
		Total	10.9	235		11.3	11.3	0	73.5
	Total		14.6	845	B	14.6	14.4	0	83.7

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	14.8	37		14.8	11.5	0	37.1
		Through	12.7	289		12.7	12.5	0	59.2
		Right 2	9.2	18		9.2	8.2	0.2	28.9
		Total	12.7	344		11.2	11.3	0	59.2
	SEB	Left 2	16.1	15		16.1	15.6	0	41.6
		Through	14.3	57		14.3	14.8	0	43
		Total	14.7	72		14.2	13.7	0	43
	NWB	Through	18	18		18	23.8	0	77
		Right 2	4.5	17		4.5	5.2	0.1	21
		Total	11.4	35		9.4	12.9	0	77
	Total		12.9	451	B	12.9	13.2	0	77
White at Southard	SEB	Left 2	4.7	19		4.7	8.7	0	36.5
		Through	3	184		3	5.7	0	30.5
		Right 2	2.1	51		2.1	5.2	0	34.1
		Total	2.9	254		2.1	4.5	0	36.5
	SWB	Left 2	6.2	7		6.2	0.5	5.6	7.3
		Through	6	2		6	0.9	5.4	6.7
		Right 2	4	10		4	1.3	0.3	4.7
		Total	5	19		6	2.4	0.3	7.3
	NWB	Left 2	4.2	128		4.2	6	0	30.2
		Through	3.2	158		3.2	5	0	20.5
		Right 2	2.1	8		2.1	2.1	0.1	5.8
		Total	3.6	294		4.1	6.4	0	30.2
	Total		3.3	567	A	3.3	5.6	0	36.5
Whitehead at Southard	NEB	Left 2	68.1	56		68.1	39.5	0	153
		Right 2	36.3	149		36.3	31.1	0.3	112
		Total	45	205		42.2	41	0	153
	SEB	Through	39.5	257		39.5	26.1	0	89.6
		Right 2	33.3	28		33.3	26.5	0.2	77.6
		Total	38.9	285		32	26.5	0	89.6
	SWB	Left 2	46.3	64		46.3	31.4	0.1	125.1
		Through	53.6	107		53.6	39.6	0	176.4
		Right 2	33.6	60		33.6	27.3	0	116.7
		Total	46.4	231		41.5	32.6	0	176.4
	NWB	Left 2	21.7	59		21.7	18.2	0.6	62.4
		Through	18.5	176		18.5	18.7	0	63.4
		Total	19.3	235		25.7	24.1	0	63.4
	Total		37.2	956	D	37.2	31.4	0	176.4

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	16.8	13		16.8	10.4	5	34.6
		Through	10.4	48		10.4	6.2	4.9	36.2
		Right 2	9.8	53		9.8	6.4	3.8	33.8
		Total	10.9	114		8.5	5.7	3.8	36.2
	SEB	Left 2	10.9	23		10.9	7.4	3.6	32.1
		Through	11.3	135		11.3	7.7	3.1	39.5
		Right 2	9.3	27		9.3	5.5	3.3	23.6
		Total	11	185		11.8	10.2	3.1	39.5
	SWB	Left 2	11.3	31		11.3	7.7	4.5	36.6
		Through	8.2	31		8.2	4.3	3.9	25.3
		Right 2	6.3	15		6.3	2.7	3.9	15
		Total	9.1	77		7.6	4.5	3.9	36.6
	NWB	Left 2	30.1	67		30.1	32.7	3.5	108.5
		Through	21.3	157		21.3	24.1	2.9	108.3
		Right 2	24.8	28		24.8	30.4	4.7	107
		Total	24	252		15.3	17.7	2.9	108.5
	Total		16	628	B	16	19.4	2.9	108.5
Whitehead at Truman	SEB	Left 2	59.6	184		59.6	33.2	0.1	144.5
		Through	61.3	255		61.3	37.2	0	152.6
		Right 2	55.8	46		55.8	33.3	0	119.9
		Total	60.1	485		36.4	34.4	0	152.6
	SWB	Left 2	12.5	52		12.5	10.6	0.1	42.4
		Through	11.7	84		11.7	11.3	0	34.2
		Right 2	12.8	52		12.8	10.9	0	34.1
		Total	12.2	188		11.7	10.8	0	42.4
	NWB	Left 2	24.3	49		24.3	24.6	0	105.8
		Through	20.9	162		20.9	19.8	0	121
		Right 2	9.8	3		9.8	1.9	8	11.7
		Total	21.5	214		18.7	19.1	0	121
	Total		40.6	887	D	40.7	35.8	0	152.6
Simonton at Caroline	NEB	Left 2	14.7	9		14.7	15.4	0.1	41.5
		Through	15	71		15	13.3	0	39.7
		Right 2	7.5	44		7.5	8.7	0	32.9
		Total	12.3	124		13.8	14.7	0	41.5
	SEB	Left 2	16	20		16	13.8	0	48.8
		Through	10.1	148		10.1	12.3	0	47.3
		Right 2	2.6	3		2.6	2.6	0	5.1
		Total	10.7	171		10.5	11.8	0	48.8
	SWB	Left 2	15.8	37		15.8	13.9	0	42.3
		Through	18.7	100		18.7	15.3	0	53.3
		Right 2	13.2	65		13.2	12.3	0.3	51.5
		Total	16.4	202		16.2	17.1	0	53.3
	NWB	Left 2	10.8	19		10.8	14.4	0	38.7
		Through	10.5	198		10.5	13	0	42.6
		Right 2	8.7	34		8.7	10.6	0.1	38.6
		Total	10.3	251		10.4	12.5	0	42.6
	Total		12.4	748	B	12.4	13.3	0	53.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	48	27		48	46.9	0.2	173.3
		Through	39.1	287		39.1	33.1	0	177.7
		Right 2	29.1	55		29.1	27.8	0	153.8
		Total	38.3	369		29.2	28.2	0	177.7
	SEB	Left 2	20.7	44		20.7	14.7	0.1	67.5
		Through	18.6	232		18.6	16.5	0	89.4
		Right 2	24.3	13		24.3	16.7	0.4	51.2
		Total	19.2	289		14.9	14.8	0	89.4
	SWB	Left 2	117.1	63		117.1	47.8	45.8	206.4
		Through	128.6	264		128.6	50.2	46	253.9
		Right 2	116.4	83		116.4	41.9	47.2	208.9
		Total	124.4	410		57.1	54.9	45.8	253.9
	NWB	Left 2	16	13		16	15.9	0.1	42.4
		Through	20.1	226		20.1	18	0	73.4
		Right 2	15.9	10		15.9	14.4	0.2	41.4
		Total	19.7	249		19.8	17.2	0	73.4
	Total		57.4	1317	E	57.4	57.1	0	253.9
Simonton at United	NEB	Left 2	13.3	17		13.3	11.6	0	34.4
		Through	11.9	131		11.9	11.5	0	40.4
		Right 2	13.7	23		13.7	12.6	0	36.7
		Total	12.3	171		11.5	12.7	0	40.4
	SEB	Left 2	17.5	61		17.5	12.9	0.1	45.4
		Through	15.9	136		15.9	13.4	0	52.5
		Right 2	16	12		16	12.9	0.2	38.1
		Total	16.4	209		15.7	14.9	0	52.5
	SWB	Left 2	15	14		15	13.7	0.2	43
		Through	13.7	143		13.7	13.6	0	47
		Right 2	14.2	78		14.2	13	0	58.5
		Total	13.9	235		12.9	12.3	0	58.5
	NWB	Left 2	11.4	23		11.4	13	0	43.1
		Through	13	155		13	12.9	0	41.7
		Right 2	21.8	5		21.8	12.4	4.2	39.3
		Total	13	183		12.7	12.9	0	43.1
	Total		14	798	B	14	12.9	0	58.5
Thomas at Petronia	SEB	Through	12.9	94		12.9	13.8	0	58
		Right 2	9.2	23		9.2	13.2	0	54.2
		Total	12.2	117		8.8	10.9	0	58
	SWB	Left 2	8.6	37		8.6	9.8	0	31.9
		Through	7.5	73		7.5	8.6	0	25.5
		Right 2	4	29		4	3.6	0	15.2
		Total	7.1	139		7.9	8.9	0	31.9
	NWB	Left 2	10.4	15		10.4	10.2	0	27.1
		Through	8.3	50		8.3	9	0	27.1
		Total	8.8	65		9.5	10	0	27.1
	Total		9.3	321	A	9.3	11	0	58

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	8.3	25		8.3	5.8	3.1	24.9
		Through	7.2	128		7.2	4	3.1	24.1
		Right 2	6.6	30		6.6	2.7	3.2	11.9
		Total	7.3	183		7.2	3.8	3.1	24.9
	SEB	Left 2	0.2	24		0.2	0.7	0	3.4
		Through	0	54		0	0.1	0	0.4
		Total	0.1	78		0.1	0.5	0	3.4
	NWB	Through	0	58		0	0.3	0	1.9
		Right 2	0	5		0	0.3	0	0.4
		Total	0	63		0.1	0.5	0	1.9
	Total		4.1	324	A	4.1	4.7	0	24.9
Truman at White	NEB	Left 2	37.1	18		37.1	25.6	0.2	107.3
		Through	29.3	533		29.3	23.6	0	151.6
		Right 2	25.5	57		25.5	21.5	0.2	71
		Total	29.2	608		27.7	25.8	0	151.6
	SEB	Left 2	45.3	91		45.3	31.6	0	150.6
		Through	32.6	206		32.6	23.5	0	80.2
		Right 2	31.1	16		31.1	25.4	0.4	78.8
		Total	36.2	313		37.9	31.5	0	150.6
	SWB	Left 2	41.5	53		41.5	30.1	1.4	138
		Through	38.7	530		38.7	32.6	0	143.8
		Right 2	31.7	48		31.7	29.7	0	115.3
		Total	38.4	631		32.5	30.6	0	143.8
	NWB	Left 2	45.6	77		45.6	28	0	104.7
		Through	34.7	196		34.7	23.4	0	98.1
		Right 2	31.6	118		31.6	22.5	0.3	114.1
		Total	35.9	391		37.5	29.6	0	114.1
	Total		34.7	1943	C	34.7	27.6	0	151.6
White at Catherine	NEB	Left 2	15.2	15		15.2	10.4	5.7	37.7
		Through	9.2	16		9.2	5	5.2	21
		Right 2	7.5	16		7.5	5.4	3.6	22.7
		Total	10.5	47		8.8	5.5	3.6	37.7
	SEB	Left 2	6.9	32		6.9	5.8	0	19.6
		Through	3.9	150		3.9	6.9	0	36.3
		Right 2	6.9	117		6.9	8.1	0	34.1
		Total	5.4	299		2.4	4.8	0	36.3
	SWB	Left 2	11	5		11	7.4	5.6	24
		Through	8.1	14		8.1	2.4	5.5	12.4
		Right 2	6.6	6		6.6	2.3	4	9.8
		Total	8.3	25		8.2	4.5	4	24
	NWB	Left 2	3	33		3	3.6	0	13.3
		Through	1.6	320		1.6	2.7	0	12.8
		Right 2	1.8	19		1.8	2.2	0	6.4
		Total	1.7	372		1.3	2.5	0	13.3
	Total		4	743	A	4	6.1	0	37.7

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	12.8	9		12.8	17.6	0.3	52.9
		Through	12.9	135		12.9	14.4	0	45.7
		Right 2	15.6	10		15.6	15.5	0	40.4
		Total	13.1	154		13.3	14.4	0	52.9
	SEB	Left 2	26.5	187		26.5	20.2	0	108.7
		Through	26	227		26	20.4	0	157.1
		Right 2	13.3	2		13.3	18.4	0.3	26.2
		Total	26.2	416		19.7	18.1	0	157.1
	SWB	Left 2	24	20		24	15.2	3.7	49.5
		Through	19.3	207		19.3	15	0	51.6
		Right 2	21	194		21	14.2	0.5	52.7
		Total	20.3	421		18.2	15.2	0	52.7
	NWB	Left 2	22.1	10		22.1	15.7	2.8	53.3
		Through	13.6	135		13.6	15.5	0	51.3
		Right 2	13.5	4		13.5	25.1	0.2	51.1
		Total	14.2	149		12	14.1	0	53.3
	Total		20.7	1140	C	20.7	17.7	0	157.1
Truman at 1st	EB	Through	25.5	828		25.5	21.7	0	76.1
		Right 1	21.6	50		21.6	19.9	0	56
		Total	25.3	878		24.1	21.6	0	76.1
	SEB	Left 1	77.8	561		77.8	40.2	0.1	216.4
		Through	73.7	203		73.7	38.3	0	178.8
		Right 3	52	12		52	39.8	0.2	125.2
		Total	76.3	776		57.5	45.2	0	216.4
	WB	Through	28.5	898		28.5	21.8	0	105.8
		Right 1	20.9	414		20.9	15.8	0	72.4
		Total	26.1	1312		25.8	21.4	0	105.8
	NWB	Left 1	18.5	75		18.5	18.8	0	71.5
		Through	36.8	118		36.8	25.2	0	102.6
		Right 3	26.9	64		26.9	22.7	0.1	96.8
		Total	29	257		27.3	23.9	0	102.6
	Total		38.2	3223	D	38.2	34.4	0	216.4
1st at Flagler	NEB	Left 2	46.4	15		46.4	24.4	2.7	87.7
		Through	26	463		26	20.1	0	90.8
		Right 2	22.3	19		22.3	19.8	0.1	57.6
		Total	26.5	497		24.9	19.8	0	90.8
	SEB	Left 2	42.4	152		42.4	31.2	0.2	139.1
		Through	54	116		54	34.6	0.1	136.5
		Right 2	24.8	9		24.8	21.4	0	69.7
		Total	46.7	277		39.1	28.2	0	139.1
	SWB	Left 2	18.2	70		18.2	20.2	0	76.3
		Through	27.2	463		27.2	20.8	0	134
		Right 2	22.2	78		22.2	21.1	0	76.5
		Total	25.5	611		23.4	19.7	0	134
	NWB	Left 2	40.6	76		40.6	27.2	0	92.1
		Through	33.5	115		33.5	25.5	0.1	92.5
		Right 2	18.7	75		18.7	18.8	0.1	81.6
		Total	31.4	266		33.3	25.7	0	92.5
	Total		30.3	1651	C	30.3	25.2	0	139.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	38	124		38	32.9	0	137.6
		Through	36.8	1145		36.8	28.4	0	129.7
		Right 2	37.8	92		37.8	28.2	0	123.8
		Total	37	1361		33.3	28	0	137.6
	SEB	Left 2	24.1	91		24.1	23.7	0	71.7
		Through	41.5	62		41.5	34.1	0	101.9
		Right 2	24.6	124		24.6	27.8	0	95.8
		Total	28.2	277		25.1	28.3	0	101.9
	SWB	Left 2	32.2	45		32.2	23	0	71.3
		Through	43.3	1074		43.3	30	0	125.4
		Right 2	39.6	81		39.6	25.8	0	126.8
		Total	42.6	1200		42.3	32.8	0	126.8
	NWB	Left 2	22.5	297		22.5	22	0	91.2
		Through	43.5	98		43.5	33.2	0	109.1
		Right 2	24.8	59		24.8	25.2	0	98.1
		Total	27.3	454		26.2	26.6	0	109.1
	Total		37	3292	D	37	29.3	0	137.6
Roosevelt at US-1	NB	Through	59.4	318		59.4	33.1	0	166.4
		Right 2	13.3	990		13.3	12.7	0	101.4
		Total	24.5	1308		18.8	26.8	0	166.4
	SEB	Left 1	71.5	1251		71.5	31.3	0	180.2
		Right 1	62.2	238		62.2	33.8	0	166.6
		Total	70	1489		40.5	34	0	180.2
	WB	Left 2	37.6	668		37.6	26	0	91.3
		Right 2	4.8	802		4.8	5.6	0	35.9
		Total	19.7	1470		14.6	19.9	0	91.3
	Total		38.7	4267	D	38.7	36.4	0	180.2
Flagler at Roosevelt	NB	Left 2	20.7	93		20.7	16.8	0	65.4
		Through	13.4	566		13.4	14.1	0	52.3
		Total	14.4	659		13.1	14.9	0	65.4
	EB	Left 2	33.3	572		33.3	22.9	0	109.3
		Right 2	11.2	102		11.2	17.3	0	92
		Total	30	674		22.8	21.2	0	109.3
	SB	Through	11	411		11	14.2	0	53.3
		Right 2	14.1	286		14.1	14.5	0	52
		Total	12.3	697		13.9	16.3	0	53.3
	Total		18.9	2030	B	18.9	19.7	0	109.3
NETWORK TOTAL			29	34467		29	31	0	265.2

EXISTING CONDITIONS
SEED 122

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Existing Conditions - 3 Peak Hours	**Input File Name:**	c:\bk\key west\vissim files\run 2\key west final existing conditions 7 run 2.inp
Analysis Date:	09/21/2011		
Analysis Time:	8:44:54		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	122

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	272.3	30.9	233.7	330.6	13.9	16.2
Duval WB/NB	2	5592.3	290.9	36.4	252.1	347.1	13.1	15.1
Fleming EB/NB	3	3782.3	197.8	31	146.6	257.1	13	17.6
Southard WB/SB	4	3851.9	235.7	50.1	152.5	313.3	11.1	17.2
Eaton EB/NB	5	3544.5	159.1	32.4	113.1	216.3	15.2	21.4
Eaton WB/SB	6	3607.2	148.8	21.9	115.4	170.2	16.5	21.3
Whitehead St NB/WB	7	5306.8	258	40.6	227.3	360.9	14	15.9
Whitehead SB/EB	8	5306.4	260.3	35.2	211.1	331.9	13.9	17.1
Simonton St NB/WB	9	5569.6	344.6	106.3	231.3	516.5	11	16.4
Simonton EB/SB	10	5607.1	263.2	25.6	218.9	289.4	14.5	17.5
Palm/1st EB/SB	11	8219.6	351.3	22.3	314	377	16	17.8
Palm/1st NB/WB	12	8133.7	338.8	47.2	272.8	408.2	16.4	20.3
United SB/WB	13	5659.8	236.4	41.2	181.3	298.9	16.3	21.3
United EB/NB	14	6045.3	247.3	23.1	221	277.7	16.7	18.7
South NB/EB	15	5593.5	237.4	34.5	199	293.7	16.1	19.2
South SB/WB	16	5655.8	245.6	31.5	193.6	293.8	15.7	19.9
Flagler NB/EB	17	14089.4	403.2	43.3	343	473.4	23.8	28
Flagler WB/SB	18	13787.8	427.9	39.4	371.3	490	22	25.3
Truman NB/EB	19	4691.9	210.6	34.5	158.4	271	15.2	20.2
US-1 SB/WB	20	14301.5	466.7	24.4	445.4	498.5	20.9	21.9
White St SB/EB Travel Time	21	5952	256.4	34.9	191.5	312	15.8	21.2
White St NB/WB Travel Time	22	5952.8	293.6	44.5	222.4	351.9	13.8	18.3
US-1 NB/EB Travel Time	23	14249	414.2	42.9	323.5	444.7	23.5	30
Truman SB/WB Travel Time	24	4812.4	244	33	185.8	281	13.4	17.7

MD Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	458.4	75.3	339.7	547.5	8.3	11.2
Duval WB/NB	2	5592.3	501.9	129.4	354.6	798.8	7.6	10.8
Fleming EB/NB	3	3782.3	267.9	73.2	171.2	412	9.6	15.1
Southard WB/SB	4	3851.9	241.6	28.6	183	281.2	10.9	14.3
Eaton EB/NB	5	3544.5	176.1	25.8	133.6	212.9	13.7	18.1
Eaton WB/SB	6	3607.2	177.4	30.5	136.5	214.3	13.9	18
Whitehead St NB/WB	7	5306.8	401	170.6	280.1	741.6	9	12.9
Whitehead SB/EB	8	5306.4	410.1	69.2	330.2	518.8	8.8	11
Simonton St NB/WB	9	5569.6	363	68.5	313.6	540.1	10.5	12.1
Simonton EB/SB	10	5607.1	330.1	48.9	220.3	374.9	11.6	17.4
Palm/1st EB/SB	11	8219.6	348.6	52.5	241.7	408.5	16.1	23.2
Palm/1st NB/WB	12	8133.7	346.8	31.2	277.2	385.3	16	20
United SB/WB	13	5659.8	231.9	22.7	209.4	291.1	16.6	18.4
United EB/NB	14	6045.3	294.1	38.2	250.6	389.3	14	16.4
South NB/EB	15	5593.5	326.1	49.5	249.8	435.6	11.7	15.3
South SB/WB	16	5655.8	275.1	39	209.7	328.1	14	18.4
Flagler NB/EB	17	14089.4	398.3	28.5	355.1	438.9	24.1	27.1
Flagler WB/SB	18	13787.8	429	33.6	369.3	496.3	21.9	25.5
Truman NB/EB	19	4691.9	287.6	41.3	227.4	347.6	11.1	14.1
US-1 SB/WB	20	14301.5	535	58	450.5	633.4	18.2	21.6
White St SB/EB Travel Time	21	5952	304.3	64.8	215.9	434.3	13.3	18.8
White St NB/WB Travel Time	22	5952.8	290.8	42.1	230.8	366.8	14	17.6
US-1 NB/EB Travel Time	23	14249	453.2	29.5	422.3	509.8	21.4	23
Truman SB/WB Travel Time	24	4812.4	335.5	27.9	293.5	369.8	9.8	11.2

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	582.1	131.8	466.7	861.5	6.5	8.1
Duval WB/NB	2	5592.3	580.3	137.3	358.1	795.4	6.6	10.6
Fleming EB/NB	3	3782.3	263.4	39.6	221.8	343.4	9.8	11.6
Southard WB/SB	4	3851.9	227.4	42.1	174.5	285	11.5	15
Eaton EB/NB	5	3544.5	205.2	35	161.8	275.7	11.8	14.9
Eaton WB/SB	6	3607.2	211.2	52.8	167.7	328.6	11.6	14.7
Whitehead St NB/WB	7	5306.8	356.5	71.1	287.9	504.8	10.1	12.6
Whitehead SB/EB	8	5306.4	393	119.7	297.8	629.8	9.2	12.2
Simonton St NB/WB	9	5569.6	376	56.8	283.8	451.8	10.1	13.4
Simonton EB/SB	10	5607.1	427.8	80.2	323.3	539.7	8.9	11.8
Palm/1st EB/SB	11	8219.6	483.9	90.4	372.3	632.8	11.6	15.1
Palm/1st NB/WB	12	8133.7	379.1	25.5	346.9	413.5	14.6	16
United SB/WB	13	5659.8	251	28.6	207.7	300	15.4	18.6
United EB/NB	14	6045.3	287.4	47.4	232.6	366	14.3	17.7
South NB/EB	15	5593.5	268.1	38.3	232.4	330.9	14.2	16.4
South SB/WB	16	5655.8	270.2	40.3	213.7	348.7	14.3	18
Flagler NB/EB	17	14089.4	444.6	40.7	395.7	517.8	21.6	24.3
Flagler WB/SB	18	13787.8	441.9	47.5	396.2	514.3	21.3	23.7
Truman NB/EB	19	4691.9	333.8	93.2	273.5	542.5	9.6	11.7
US-1 SB/WB	20	14301.5	512.4	55.9	430.6	590.6	19	22.6
White St SB/EB Travel Time	21	5952	255.7	20.7	224	296.6	15.9	18.1
White St NB/WB Travel Time	22	5952.8	281.5	40.4	189.7	323.3	14.4	21.4
US-1 NB/EB Travel Time	23	14249	639.9	88.5	501.2	768.3	15.2	19.4
Truman SB/WB Travel Time	24	4812.4	423.9	48.3	390.8	546.1	7.7	8.4

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	81.1	9	81.1	35.6	2.2	135.8
Palm/1st EB/SB	11	120.5	8	120.5	37.9	77.2	192.4
Whitehead SB/EB	8	87.6	12	87.6	32.4	32.1	128.1
Palm/1st NB/WB	12	101.1	8	101.1	29.2	62.3	143.6
Whitehead St NB/WB	7	70.8	10	70.8	48	26	193.7
United EB/NB	14	71.6	9	71.6	30.3	35	131.8
Truman SB/WB Travel Time	24	92.8	7	92.8	48.1	2.6	166.3
Eaton WB/SB	6	42.1	9	42.1	21.7	20.2	77.9
United SB/WB	13	56.9	10	56.9	26.3	24.2	105.8
Simonton St NB/WB	9	174.9	9	174.9	105.6	61.8	332.1
Eaton EB/NB	5	59.6	8	59.6	27.5	15	95.2
US-1 SB/WB	20	135.3	6	135.3	35.7	84.4	173.2
Duval WB/NB	2	91	11	91	25.4	47.6	140
Duval EB/SB	1	92.2	11	92.2	13.5	69.7	107.4
Simonton EB/SB	10	76.5	10	76.5	28.7	39.8	131.1
White St SB/EB Travel Time	21	67.1	9	67.1	32.6	31.4	107.8
White St NB/WB Travel Time	22	87.1	9	87.1	26.6	28.2	125.1
Fleming EB/NB	3	64.8	9	64.8	33.1	20.9	120.6
Southard WB/SB	4	118.9	7	118.9	55.6	28.1	193.3
Truman NB/EB	19	68.8	9	68.8	41.7	2	145.5
South SB/WB	16	67.2	11	67.2	27.7	31.3	116
South NB/EB	15	70.2	10	70.2	32.2	38.5	121.6
Flagler NB/EB	17	75	10	75	37.2	18.4	150.2
Flagler WB/SB	18	85.6	10	85.6	32.6	25	150.5

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	120.2	7	120.2	20.2	92.7	142.9
Palm/1st EB/SB	11	121.8	9	121.8	47.2	42.6	191.1
Whitehead SB/EB	8	196.3	10	196.3	77	72.8	300.2
Palm/1st NB/WB	12	139.2	11	139.2	36.6	71.3	221.2
Whitehead St NB/WB	7	203.3	10	203.3	167.4	52.9	538
United EB/NB	14	99	10	99	44.2	24.6	159.4
Truman SB/WB Travel Time	24	192.2	8	192.2	27.3	158.8	230.4
Eaton WB/SB	6	85.1	11	85.1	30.2	41.4	131.1
United SB/WB	13	61.7	12	61.7	31.9	17.5	126.1
Simonton St NB/WB	9	149.1	9	149.1	58.2	57.5	276.6
Eaton EB/NB	5	78.8	10	78.8	29	38.8	134.1
US-1 SB/WB	20	203.7	11	203.7	59.6	121.8	302.9
Duval WB/NB	2	260.6	11	260.6	139	134	630.7
Duval EB/SB	1	198.6	9	198.6	103.1	74.6	338.7
Simonton EB/SB	10	104.9	8	104.9	36.4	60.8	168.5
White St SB/EB Travel Time	21	107.2	10	107.2	68.9	16.7	263.8
White St NB/WB Travel Time	22	83.5	9	83.5	36.9	39.9	165.3
Fleming EB/NB	3	119.1	10	119.1	70.7	38.2	290
Southard WB/SB	4	129.6	10	129.6	37	68.6	176
Truman NB/EB	19	143.5	10	143.5	54.6	32.3	211
South SB/WB	16	88.1	8	88.1	24.9	50.6	132
South NB/EB	15	152.5	12	152.5	60	66.5	266.8
Flagler NB/EB	17	57.5	12	57.5	24.6	21	92.9
Flagler WB/SB	18	81.9	10	81.9	35.8	37.4	139.9

PM Travel Time Delay							
Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	294.5	8	294.5	96.9	167	454.7
Palm/1st EB/SB	11	255.9	9	255.9	92.9	148.6	390.6
Whitehead SB/EB	8	205.1	9	205.1	127.8	76.7	448.1
Palm/1st NB/WB	12	141.1	10	141.1	30.4	100.6	207.6
Whitehead St NB/WB	7	138.7	12	138.7	81.2	31.1	344.7
United EB/NB	14	101.2	10	101.2	53.1	48.5	194.1
Truman SB/WB Travel Time	24	274.5	9	274.5	59.2	187.2	401.7
Eaton WB/SB	6	105.1	9	105.1	62.5	47.7	230.9
United SB/WB	13	71.3	10	71.3	28	28.2	119.5
Simonton St NB/WB	9	157.4	11	157.4	59.1	57.2	241.3
Eaton EB/NB	5	108.9	9	108.9	43.8	65.6	204.6
US-1 SB/WB	20	176.6	12	176.6	62.6	64.3	250.4
Duval WB/NB	2	295.5	7	295.5	117.7	51.3	440.8
Duval EB/SB	1	301.5	9	301.5	120.6	135.3	520.6
Simonton EB/SB	10	185	10	185	71.6	106.9	313.1
White St SB/EB Travel Time	21	64.7	10	64.7	30.8	21.8	122.2
White St NB/WB Travel Time	22	87.1	10	87.1	32.9	24.5	133.8
Fleming EB/NB	3	122	9	122	60.1	31.7	244.4
Southard WB/SB	4	107.8	10	107.8	40.5	66	165.7
Truman NB/EB	19	181.8	8	181.8	106.6	62.9	413.9
South SB/WB	16	94.5	10	94.5	36.4	62.4	168
South NB/EB	15	86.7	10	86.7	22.2	60.4	129.2
Flagler NB/EB	17	88.3	11	88.3	40.4	8.7	145.6
Flagler WB/SB	18	73	10	73	31	29.5	136.2

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	20	3		20	13.8	5	32
		Through	14.2	88		14.2	13.5	0	39.2
		Right 2	3.4	12		3.4	3	0	9.6
		Total	13.1	103		19.3	17.7	0	39.2
	SEB	Left 2	11.3	17		11.3	11.8	0.1	44.2
		Through	11.9	84		11.9	12.5	0	47
		Right 2	4.4	10		4.4	3.4	0.4	10.6
		Total	11.1	111		23.1	24.2	0	47
	SWB	Left 2	22.8	20		22.8	21	0	61.3
		Through	15	82		15	14.2	0	59.3
		Right 2	9.8	28		9.8	8.3	0.1	32.6
		Total	15.1	130		23.7	20	0	61.3
	NWB	Left 2	1.9	5		1.9	2.3	0	4.5
		Through	9.6	149		9.6	11.8	0	47.6
		Right 2	5.1	9		5.1	6.6	0.1	19.3
		Total	9.1	163		28	31.6	0	47.6
	Total		11.9	507	B	11.9	13.1	0	61.3
Front at Duval	NB	Left 1	19.4	19		19.4	16	0	42
		Right 1	16.3	29		16.3	15.7	0	47.6
		Right 3	4.3	11		4.3	4.6	0	15.7
		Total	15.1	59		21	18.7	0	47.6
	SEB	Left 2	15.1	17		15.1	14.1	0.1	39.3
		Through	13.8	22		13.8	13.8	0	36.7
		Right 1	2	7		2	2	0.3	4.2
		Total	12.5	46		12.2	12.7	0	39.3
	SWB	Left 2	13.8	36		13.8	13.4	0	40.9
		Left 1	16	50		16	13.3	0	40.6
		Right 2	10.5	44		10.5	10.2	0	35.4
		Total	13.5	130		21.1	19.5	0	40.9
	NWB	Left 3	17.8	41		17.8	13.8	0	40.1
		Through	12.3	56		12.3	12	0	42.1
		Right 2	11.4	49		11.4	11.7	0	46.6
		Total	13.5	146		23.5	20	0	46.6
	Total		13.6	381	B	13.7	13.1	0	47.6
Duval at Southard	SEB	Through	10.2	84		10.2	12.7	0	47.3
		Right 2	8.6	27		8.6	9.9	0.3	41.5
		Total	9.8	111		21.4	16.6	0	47.3
	SWB	Left 2	25.3	31		25.3	15.2	0	49.5
		Through	16.1	83		16.1	15.3	0	55
		Right 2	14.1	28		14.1	15	0.1	50.5
		Total	17.7	142		20.9	16.7	0	55
	NWB	Left 2	8.3	35		8.3	12.2	0.1	40.6
		Through	10	151		10	12.5	0	38.9
		Total	9.7	186		33	29.7	0	40.6
	Total		12.3	439	B	12.3	13.9	0	55

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	20.8	9		20.8	16	0	39.2
		Through	10.6	28		10.6	12.6	0	38.5
		Right 2	3.1	17		3.1	2.2	0	7
		Total	9.9	54		14.4	14	0	39.2
	SEB	Left 2	17.9	7		17.9	10.1	3.7	27.7
		Through	12.9	96		12.9	12.3	0	37.3
		Right 2	5.7	11		5.7	9.2	0.2	31.8
		Total	12.5	114		26.8	24.3	0	37.3
	SWB	Left 2	13.4	4		13.4	13.7	0.1	26.9
		Through	11.7	15		11.7	10.4	0	29.8
		Right 2	2	5		2	2.8	0	5.9
		Total	10	24		13.2	13.5	0	29.8
	NWB	Left 2	7	9		7	11.4	0.2	34.8
		Through	8.3	149		8.3	9.9	0	31.9
		Right 2	3.7	6		3.7	1.7	0.3	5.4
		Total	8.1	164		25.2	22.9	0	34.8
	Total		9.9	356	A	9.9	11.2	0	39.2
Duval at Truman	NEB	Left 2	24.3	1		24.3	0	24.3	24.3
		Through	9.6	72		9.6	10.1	0	33.6
		Right 2	8.9	3		8.9	8.9	0.8	18.4
		Total	9.8	76		23.5	43.5	0	33.6
	SEB	Left 2	20.2	29		20.2	15	0.7	50.4
		Through	14	74		14	12	0	42.1
		Right 2	6.1	13		6.1	3.9	0.3	15
		Total	14.7	116		49.4	48	0	50.4
	SWB	Left 2	7.8	17		7.8	9.5	0	30.6
		Through	9.5	92		9.5	10.1	0	35.6
		Right 2	6.2	72		6.2	7.1	0	31.6
		Total	8	181		14.2	14.4	0	35.6
	NWB	Left 2	0.9	2		0.9	1.2	0.1	1.8
		Through	13	91		13	13.4	0	58.4
		Right 2	8.1	36		8.1	7.4	0.2	28.8
		Total	11.4	129		37.7	52.3	0	58.4
	Total		10.7	502	B	10.7	11.2	0	58.4
Duval at South	NEB	Left 2	5.5	7		5.5	1.4	3.7	8.1
		Through	8.1	58		8.1	3.2	3.2	17.9
		Right 2	5.6	28		5.6	1.1	3.1	8.5
		Total	7.2	93		9.9	6.2	3.1	17.9
	SEB	Left 2	10	41		10	6.5	3.7	30.1
		Through	9.4	49		9.4	6.1	3.6	29.6
		Right 2	6.3	11		6.3	2.9	2.7	12.3
		Total	9.3	101		12.7	9.7	2.7	30.1
	SWB	Left 2	12.5	15		12.5	6.2	4.8	24
		Through	15.8	85		15.8	12.4	3.8	66.2
		Right 2	10.9	94		10.9	9.3	3.4	50.8
		Total	13.2	194		16.3	13.7	3.4	66.2
	NWB	Left 2	7.4	13		7.4	2.6	3.9	12.7
		Through	6.5	7		6.5	1.9	3.5	8.7
		Right 2	6	17		6	3.4	3.6	19
		Total	6.6	37		8	4.8	3.5	19
	Total		10.4	425	B	10.4	8.5	2.7	66.2

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	14.2	2		14.2	19.2	0.6	27.8
		Through	8	242		8	9.6	0	42.7
		Right 2	8.1	47		8.1	9.7	0	40.6
		Total	8.1	291		11.5	11.4	0	42.7
	SEB	Left 2	24.2	19		24.2	24.4	0	63.5
		Through	14.9	13		14.9	18.5	0	51.4
		Right 2	6.6	3		6.6	8	0	15.4
		Total	19.2	35		26.6	23.8	0	63.5
	SWB	Left 2	11.6	89		11.6	12.2	0	49.8
		Through	9.4	653		9.4	8.8	0	36.1
		Right 2	7.1	57		7.1	7	0.4	25.4
		Total	9.5	799		9.6	10.1	0	49.8
	NWB	Left 2	24.9	97		24.9	19.3	0	78.2
		Through	30.3	38		30.3	20.5	0	77.2
		Right 2	17.7	71		17.7	18.8	0.2	75.3
		Total	23.4	206		42.3	41.7	0	78.2
	Total		11.6	1331	B	11.6	13.1	0	78.2
Whitehead at Fleming	NEB	Left 2	16.4	59		16.4	16	0	53
		Through	11.6	60		11.6	12.7	0	47.3
		Right 2	2.6	7		2.6	3.4	0	9.2
		Total	13.3	126		16.5	14.9	0	53
	SEB	Left 2	14.3	15		14.3	12.5	0	44.6
		Through	13.7	104		13.7	13	0	42.6
		Right 2	7.5	39		7.5	11.1	0	43
		Total	12.2	158		18.6	27.5	0	44.6
	NWB	Left 2	10.8	19		10.8	12.2	0	36.1
		Through	12.9	181		12.9	12.5	0	50.9
		Right 2	8.9	48		8.9	9.4	0.4	42.4
		Total	12	248		19.2	18.4	0	50.9
	Total		12.4	532	B	12.4	12.8	0	53
Simonton at Fleming	NEB	Left 2	13.7	12		13.7	11.4	0	31.7
		Through	11.9	102		11.9	12.6	0	44.5
		Right 2	8.8	20		8.8	10.4	0.1	42.7
		Total	11.6	134		16.7	14.8	0	44.5
	SEB	Left 2	4.7	12		4.7	8.1	0.1	26.2
		Through	5.9	88		5.9	7.5	0	25.5
		Total	5.8	100		10.1	11.7	0	26.2
	NWB	Through	8.5	128		8.5	9.2	0	32.1
		Right 2	4.6	13		4.6	6.6	0.2	19.5
		Total	8.1	141		12.5	11.5	0	32.1
	Total		8.7	375	A	8.7	10.2	0	44.5

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	5.2	11		5.2	8.7	0.1	23.4
		Through	9.6	113		9.6	10.7	0	30.5
		Right 2	2.4	8		2.4	2.3	0.1	5.2
		Total	8.8	132		13.4	12.3	0	30.5
	SEB	Left 2	16.2	11		16.2	13.1	0	35
		Through	14	29		14	14	0	40
		Total	14.6	40		13.7	13.2	0	40
	NWB	Through	13.7	20		13.7	13.2	0	31.6
		Right 2	5	37		5	4.8	0	22.7
		Total	8.1	57		10.2	11.9	0	31.6
	Total		9.6	229	A	9.6	11	0	40
White at Southard	SEB	Left 2	3.2	17		3.2	7.2	0	28.2
		Through	1.2	159		1.2	3.1	0	18.6
		Right 2	1.5	49		1.5	2.7	0	13.2
		Total	1.4	225		2.5	5.6	0	28.2
	SWB	Left 2	3	2		3	3.9	0.3	5.8
		Through	3.2	4		3.2	3.7	0	6.7
		Right 2	4.3	7		4.3	0.4	3.5	4.9
		Total	3.8	13		5.2	2.4	0	6.7
	NWB	Left 2	2.8	100		2.8	4.6	0	24.9
		Through	2.4	129		2.4	4.2	0	28.7
		Right 2	3.2	3		3.2	3.1	0	6
		Total	2.6	232		3.7	5.8	0	28.7
	Total		2.1	470	A	2	4	0	28.7
Whitehead at Southard	NEB	Left 2	44.3	38		44.3	34.5	0.1	93.1
		Right 2	10.8	33		10.8	15.8	0	68.3
		Total	28.7	71		51.9	54.7	0	93.1
	SEB	Through	31.9	59		31.9	28.9	0	86.7
		Right 2	12.7	50		12.7	17.4	0.1	76.2
		Total	23.1	109		39.5	41.2	0	86.7
	SWB	Left 2	41	14		41	27.6	0.1	81.5
		Through	43.9	94		43.9	27.3	0	101
		Right 2	28.8	31		28.8	28.7	0.1	84.2
		Total	40.2	139		41.1	29.9	0	101
	NWB	Left 2	19.3	73		19.3	18.6	0	61
		Through	20.5	120		20.5	22.6	0	74.8
		Total	20	193		26.2	24.9	0	74.8
	Total		27.4	512	C	27.4	27.1	0	101

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	6.9	5		6.9	1.7	5.4	9.4
		Through	7.1	13		7.1	3.1	3.2	15.7
		Right 2	5.1	23		5.1	1.6	3.5	11.5
		Total	6	41		7.8	4.3	3.2	15.7
	SEB	Left 2	9.2	13		9.2	5.5	3.5	21.8
		Through	10.1	68		10.1	5.7	3.3	24.3
		Right 2	6.8	29		6.8	4.2	3.6	25
		Total	9.1	110		11.6	8.3	3.3	25
	SWB	Left 2	6	12		6	2.1	4.1	11.7
		Through	6.3	20		6.3	1.3	3.4	9.2
		Right 2	5.1	3		5.1	0.8	4.6	6
		Total	6.1	35		8.1	4.8	3.4	11.7
	NWB	Left 2	7	47		7	3.1	2.9	18.9
		Through	7.4	51		7.4	4	2.8	22.8
		Right 2	5	8		5	1.4	2.9	7.3
		Total	7	106		16.9	19.2	2.8	22.8
	Total		7.5	292	A	7.6	4.3	2.8	25
Whitehead at Truman	SEB	Left 2	10.2	22		10.2	10	0.1	35.3
		Through	8.3	78		8.3	9.5	0	33.7
		Right 2	9.9	4		9.9	10.3	0.9	24.2
		Total	8.8	104		34.3	32.6	0	35.3
	SWB	Left 2	11.2	34		11.2	10.7	0.1	40
		Through	12.6	47		12.6	9.9	0	29.6
		Right 2	13	29		13	11.6	0	34.1
		Total	12.3	110		13.6	11.7	0	40
	NWB	Left 2	9	23		9	9.6	0	28.9
		Through	11.6	161		11.6	9.4	0	31
		Right 2	5.8	46		5.8	5.9	0.2	23.1
		Total	10.2	230		15.1	13.4	0	31
	Total		10.4	444	B	10.4	9.7	0	40
Simonton at Caroline	NEB	Left 2	17.3	5		17.3	15.6	0.1	29.7
		Through	10.3	36		10.3	15.8	0	45.7
		Right 2	5	21		5	5.1	0	24.2
		Total	9.1	62		13.5	13.8	0	45.7
	SEB	Left 2	17.5	15		17.5	12.3	0.3	35.1
		Through	5.7	30		5.7	9.8	0	30.5
		Total	9.6	45		11.9	12.3	0	35.1
	SWB	Left 2	15.6	21		15.6	14	0	46.3
		Through	14.9	54		14.9	14.1	0	44.2
		Right 2	7.2	74		7.2	7.2	0	30.3
		Total	11.2	149		14.6	14.2	0	46.3
	NWB	Left 2	11.8	18		11.8	13.4	0.1	38.9
		Through	10.1	192		10.1	11.3	0	53.1
		Right 2	8.5	23		8.5	11	0	33.8
		Total	10.1	233		10.2	12.2	0	53.1
	Total		10.3	489	B	10.2	11.8	0	53.1

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	18.9	16		18.9	24.2	0.1	84.8
		Through	20.4	101		20.4	19.1	0	78.4
		Right 2	7.9	19		7.9	13.7	0.1	46.9
		Total	18.5	136		47.6	73.9	0	84.8
	SEB	Left 2	12.7	24		12.7	12.2	0.1	34.3
		Through	9.3	66		9.3	9.6	0	34.4
		Right 2	6.9	7		6.9	8	0	18.5
		Total	10	97		14	14.8	0	34.4
	SWB	Left 2	25.9	34		25.9	18.4	0	72.8
		Through	18	158		18	15.2	0	51.9
		Right 2	15	43		15	14.8	0.2	48.5
		Total	18.6	235		54.1	49.2	0	72.8
	NWB	Left 2	21.3	16		21.3	13.9	0.2	41.9
		Through	15.8	74		15.8	15.2	0	45.6
		Right 2	8.4	13		8.4	11.6	0.1	40.3
		Total	15.7	103		20.9	17.3	0	45.6
	Total		16.6	571	B	16.6	16.1	0	84.8
Simonton at United	NEB	Left 2	4.4	3		4.4	3.8	0.1	7.6
		Through	8.2	61		8.2	10.4	0	29.4
		Right 2	7.5	13		7.5	11	0	31.5
		Total	7.9	77		11.4	12.7	0	31.5
	SEB	Left 2	9.7	30		9.7	12	0.2	38.3
		Through	13	72		13	13.3	0	37.4
		Right 2	16.5	17		16.5	14.3	0	37.6
		Total	12.7	119		18	19.3	0	38.3
	SWB	Left 2	11.3	9		11.3	12.3	0.1	29.7
		Through	13.2	77		13.2	11.8	0	38.4
		Right 2	15.7	44		15.7	11.8	0.2	33.5
		Total	13.9	130		13.1	12	0	38.4
	NWB	Left 2	11	10		11	13.6	0.2	37.9
		Through	13.4	55		13.4	14.1	0	42.8
		Right 2	10.5	5		10.5	6.3	0.3	16.2
		Total	12.8	70		13.9	13.4	0	42.8
	Total		12.2	396	B	12.2	12.4	0	42.8
Thomas at Petronia	SEB	Through	10.7	38		10.7	10.6	0	27.4
		Right 2	4.4	10		4.4	6.5	0	21.2
		Total	9.4	48		9	11.7	0	27.4
	SWB	Left 2	1.3	7		1.3	2.1	0	4.7
		Through	6.8	42		6.8	8.2	0	23
		Right 2	3.2	27		3.2	3.7	0	18
		Total	5	76		7.9	8.8	0	23
	NWB	Left 2	6.8	19		6.8	8.1	0	26.2
		Through	8.7	38		8.7	8.4	0	25.1
		Total	8.1	57		8.5	9.2	0	26.2
	Total		7.1	181	A	7.2	8.4	0	27.4

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	6.3	23		6.3	1.9	3.6	11.3
		Through	6.7	64		6.7	2.6	3.1	17
		Right 2	6	14		6	2.6	3.8	13.4
		Total	6.5	101		7.3	3.8	3.1	17
	SEB	Left 2	0.1	16		0.1	0.2	0	0.4
		Through	0	30		0	0	0	0.2
		Total	0	46		0.1	0.6	0	0.4
	NWB	Through	0	49		0	0.1	0	0.9
		Right 2	1.1	3		1.1	1.7	0	3.1
		Total	0.1	52		0.3	1.6	0	3.1
	Total		3.3	199	A	3.3	3.7	0	17
Truman at White	NEB	Left 2	14.6	12		14.6	13.4	0.2	42.9
		Through	15.7	334		15.7	15	0	63.7
		Right 2	13.4	42		13.4	15.7	0.2	63
		Total	15.4	388		25.4	23.9	0	63.7
	SEB	Left 2	33.4	56		33.4	27.3	0	98.6
		Through	26.9	117		26.9	25.8	0	92.1
		Right 2	13.2	13		13.2	15.2	0.5	53.4
		Total	27.9	186		37.6	33.8	0	98.6
	SWB	Left 2	30.5	40		30.5	23.3	0.2	75.9
		Through	22.6	372		22.6	21	0	93.6
		Right 2	18.2	46		18.2	21.3	0	85.6
		Total	22.8	458		29.2	29.9	0	93.6
	NWB	Left 2	36.1	69		36.1	27.9	0	90.9
		Through	38	179		38	25	0	108
		Right 2	26.6	70		26.6	23.6	0.3	92.2
		Total	35.1	318		38.5	32	0	108
	Total		24.3	1350	C	24.3	22.8	0	108
White at Catherine	NEB	Left 2	10.1	14		10.1	4.5	5.1	17.2
		Through	11.8	12		11.8	7.9	5.2	32.6
		Right 2	7.7	20		7.7	4.8	4.8	22.9
		Total	9.5	46		9.2	6.2	4.8	32.6
	SEB	Left 2	2.9	12		2.9	3.5	0.1	10.4
		Through	0.8	199		0.8	2.6	0	18.7
		Right 2	1.7	11		1.7	3	0	9.3
		Total	1	222		2.2	4.2	0	18.7
	SWB	Left 2	10.1	2		10.1	6.5	5.5	14.7
		Through	9.3	10		9.3	3	6.2	16.4
		Right 2	7.9	11		7.9	4.5	4.8	16.7
		Total	8.7	23		7.7	3.4	4.8	16.7
	NWB	Left 2	1.7	26		1.7	2.3	0	9.9
		Through	1.8	252		1.8	2.9	0	13.9
		Right 2	2.7	20		2.7	3.7	0	11.8
		Total	1.9	298		1.4	2.4	0	13.9
	Total		2.4	589	A	2.4	4.1	0	32.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	19.3	3		19.3	17.7	0.2	35.3
		Through	10.1	67		10.1	12.2	0	41
		Right 2	2.2	6		2.2	2.6	0	7.2
		Total	9.8	76		13.2	14.6	0	41
	SEB	Left 2	16.4	93		16.4	15.6	0	57.7
		Through	16.7	115		16.7	15.3	0	55.4
		Right 2	26.6	5		26.6	15.9	0.4	42.4
		Total	16.8	213		17.2	15.4	0	57.7
	SWB	Left 2	21.6	14		21.6	18.6	0.1	47.5
		Through	17.3	173		17.3	16	0	51.2
		Right 2	19.5	167		19.5	14.8	0	49.9
		Total	18.5	354		18.9	16.2	0	51.2
	NWB	Left 2	5.2	4		5.2	6.2	0.2	13.1
		Through	12	114		12	14.9	0	42.7
		Right 2	15.2	9		15.2	13	0	33.7
		Total	12	127		13	14.3	0	42.7
	Total		16.1	770	B	16.1	15.3	0	57.7
Truman at 1st	EB	Through	16.5	322		16.5	17.9	0	59
		Right 1	11	13		11	10.3	0.1	31.5
		Total	16.3	335		21.8	20.3	0	59
	SEB	Left 1	18.9	245		18.9	19.4	0	67.2
		Through	32.2	65		32.2	29	0	79.8
		Right 3	9.8	8		9.8	15	0	43.6
		Total	21.4	318		49.9	37.4	0	79.8
	WB	Through	24.2	567		24.2	21.3	0	99
		Right 1	23.9	615		23.9	16.6	0	99
		Total	24	1182		25.2	20.2	0	99
	NWB	Left 1	16.1	60		16.1	19	0	65.2
		Through	31.7	127		31.7	26.2	0	84.9
		Right 3	18.2	53		18.2	21.6	0.1	85.6
		Total	24.8	240		27.2	24.4	0	85.6
	Total		22.5	2075	C	22.5	20.3	0	99
1st at Flagler	NEB	Left 2	19.3	16		19.3	24.3	0.1	73.8
		Through	25.2	320		25.2	18.4	0	61.9
		Right 2	26.7	25		26.7	16.1	0.2	51.6
		Total	25	361		24.8	20.2	0	73.8
	SEB	Left 2	35.4	127		35.4	27.2	0	107.6
		Through	40.7	101		40.7	26	0	110.1
		Right 2	29.6	25		29.6	25.4	0.2	104.1
		Total	36.9	253		39.6	29.6	0	110.1
	SWB	Left 2	15.1	64		15.1	16.8	0	52.9
		Through	26.3	416		26.3	19.4	0	67.9
		Right 2	24.5	81		24.5	21	0	56.7
		Total	24.8	561		24	19.5	0	67.9
	NWB	Left 2	38.6	79		38.6	25.5	0.1	96.3
		Through	39.1	99		39.1	28	0	120.7
		Right 2	20.3	64		20.3	23.4	0	100
		Total	34	242		37.2	28.6	0	120.7
	Total		28.6	1417	C	28.6	22.8	0	120.7

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	16.3	36		16.3	21.8	0	70.3
		Through	26	529		26	26.3	0	86
		Right 2	22.9	64		22.9	22.2	0	63.6
		Total	25.1	629		33.2	27.6	0	86
	SEB	Left 2	19.2	51		19.2	22.1	0	66.7
		Through	45.3	34		45.3	32.5	0	99.8
		Right 2	14.1	69		14.1	21.2	0	84.7
		Total	22.7	154		24.5	28	0	99.8
	SWB	Left 2	26.7	61		26.7	23.1	0	68
		Through	32.3	894		32.3	26.7	0	90.1
		Right 2	32.5	53		32.5	24.5	0	82.4
		Total	32	1008		37.4	29.4	0	90.1
	NWB	Left 2	21.8	249		21.8	22.7	0	68.7
		Through	35.5	31		35.5	35.7	0	103
		Right 2	15.3	39		15.3	22.4	0	78.7
		Total	22.3	319		24.3	25.8	0	103
	Total		27.8	2110	C	27.8	26.3	0	103
Roosevelt at US-1	NB	Through	30.2	109		30.2	21.3	0	85.9
		Right 2	1.6	381		1.6	2.7	0	17.7
		Total	8	490		19.4	28.5	0	85.9
	SEB	Left 1	17.3	512		17.3	15.1	0	60.4
		Right 1	11.5	115		11.5	12.6	0	56.7
		Total	16.2	627		40.3	34.5	0	60.4
	WB	Left 2	19.4	584		19.4	17.5	0	75.9
		Right 2	4.4	892		4.4	5.5	0	37
		Total	10.3	1476		15	20.4	0	75.9
	Total		11.3	2593	B	11.3	14.8	0	85.9
Flagler at Roosevelt	NB	Left 2	15.8	85		15.8	16.8	0	61.2
		Through	9.1	293		9.1	12.7	0	50.4
		Total	10.6	378		12.6	14.9	0	61.2
	EB	Left 2	23.5	245		23.5	19.4	0	59.4
		Right 2	3.5	62		3.5	2.7	0	9.9
		Total	19.5	307		21.1	19.8	0	59.4
	SB	Through	12.6	310		12.6	14.6	0	70.6
		Right 2	19.4	559		19.4	15.5	0	74.8
		Total	17	869		13.7	15.5	0	74.8
	Total		15.9	1554	B	15.9	16.3	0	74.8
NETWORK TOTAL			16.5	21089		16.5	19	0	120.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	17.2	18		17.2	18.1	0.5	54.7
		Through	16.7	106		16.7	14.5	0	49.6
		Right 2	15.2	14		15.2	14.3	0.1	41.7
		Total	16.6	138		19.3	17.7	0	54.7
	SEB	Left 2	31.1	23		31.1	20.4	0.2	75.3
		Through	18.7	225		18.7	16.2	0	97.4
		Right 2	18.2	23		18.2	17.6	0.1	57.8
		Total	19.7	271		23.1	24.2	0	97.4
	SWB	Left 2	35.6	46		35.6	26.7	0	118.6
		Through	30.9	112		30.9	23.2	0	108.7
		Right 2	25.6	82		25.6	18.5	0.1	78.9
		Total	30	240		23.7	20	0	118.6
	NWB	Left 2	45.7	16		45.7	33.2	0.5	136.9
		Through	37	306		37	42.9	0	216.7
		Right 2	27.1	16		27.1	26	2.4	88.3
		Total	36.9	338		28	31.6	0	216.7
	Total		27.7	987	C	27.7	30	0	216.7
Front at Duval	NB	Left 1	22.3	45		22.3	18.6	0	77
		Right 1	23.4	100		23.4	20.9	0	105.7
		Right 3	16.1	54		16.1	16.2	0	72.8
		Total	21.2	199		21	18.7	0	105.7
	SEB	Left 2	16.1	17		16.1	12.5	0	40.8
		Through	11.1	39		11.1	12.3	0	34.1
		Right 1	7	18		7	6	0.4	20.2
		Total	11.3	74		12.2	12.7	0	40.8
	SWB	Left 2	28	47		28	16.3	0.3	56.6
		Left 1	21.3	81		21.3	17.5	0	69.3
		Right 2	17.9	37		17.9	15.5	0.1	54.2
		Total	22.4	165		21.1	19.5	0	69.3
	NWB	Left 3	30.4	87		30.4	22.6	0	112
		Through	26.3	114		26.3	19.6	0	78.6
		Right 2	23.6	107		23.6	19.8	0.1	102.2
		Total	26.5	308		23.5	20	0	112
	Total		22.7	746	C	22.7	19.3	0	112
Duval at Southard	SEB	Through	20.6	218		20.6	14.3	0	80.1
		Right 2	20.5	45		20.5	15.5	0	57.5
		Total	20.6	263		21.4	16.6	0	80.1
	SWB	Left 2	21.4	85		21.4	18	0	85
		Through	26.8	145		26.8	18.9	0	95.6
		Right 2	23.6	72		23.6	20.3	0	96.7
		Total	24.5	302		20.9	16.7	0	96.7
	NWB	Left 2	48.2	34		48.2	29.1	1.5	154.8
		Through	39.5	356		39.5	27.4	0	138.8
		Total	40.3	390		33	29.7	0	154.8
	Total		29.9	955	C	29.9	23.7	0	154.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	18.8	36		18.8	15.9	0	48.8
		Through	15.9	65		15.9	14.3	0	38.6
		Right 2	7.2	18		7.2	7.6	0	30.2
		Total	15.5	119		14.4	14	0	48.8
	SEB	Left 2	37.2	13		37.2	28.3	2.8	97.2
		Through	21.6	273		21.6	22.7	0	100.4
		Right 2	26.8	17		26.8	23.6	3.9	69.9
		Total	22.6	303		26.8	24.3	0	100.4
	SWB	Left 2	23.3	13		23.3	17.5	0.1	44.7
		Through	15.8	21		15.8	14.2	0	36.2
		Right 2	7	6		7	4.6	0	12.6
		Total	16.9	40		13.2	13.5	0	44.7
	NWB	Left 2	35.8	13		35.8	18.1	7.3	67.3
		Through	30	359		30	22.1	0	101.8
		Right 2	27	28		27	19.8	0.1	62.6
		Total	30	400		25.2	22.9	0	101.8
	Total		24.8	862	C	24.7	21.8	0	101.8
Duval at Truman	NEB	Left 2	16	21		16	14.1	0	45.4
		Through	16.3	146		16.3	14	0	58.5
		Right 2	10.7	23		10.7	10.1	0	32.2
		Total	15.6	190		23.5	43.5	0	58.5
	SEB	Left 2	49.6	93		49.6	42.1	0.3	167.2
		Through	48.2	172		48.2	41.1	0	179.9
		Right 2	45	19		45	48.6	3.4	156.7
		Total	48.4	284		49.4	48	0	179.9
	SWB	Left 2	18.1	75		18.1	13.3	0.1	61.2
		Through	19.1	152		19.1	15.2	0	69.5
		Right 2	17.3	148		17.3	15.5	0	65.9
		Total	18.2	375		14.2	14.4	0	69.5
	NWB	Left 2	19.3	3		19.3	7.3	11.7	26.1
		Through	35.4	243		35.4	26.5	0	122.5
		Right 2	32.8	48		32.8	24.2	0	100
		Total	34.8	294		37.7	52.3	0	122.5
	Total		29.5	1143	C	29.5	29.7	0	179.9
Duval at South	NEB	Left 2	12.9	46		12.9	6.2	3.5	28.2
		Through	12.9	124		12.9	7.9	2.8	39.7
		Right 2	11.6	51		11.6	6.9	3.2	26.6
		Total	12.6	221		9.9	6.2	2.8	39.7
	SEB	Left 2	16.1	102		16.1	10.7	3.3	50.4
		Through	14.2	64		14.2	11.7	3.3	63.3
		Right 2	12.4	38		12.4	10.7	3.7	52.8
		Total	14.8	204		12.7	9.7	3.3	63.3
	SWB	Left 2	27.5	10		27.5	15.8	6.5	46.4
		Through	21.9	154		21.9	15.5	3.8	74.9
		Right 2	18.4	114		18.4	14.6	3.4	75.9
		Total	20.7	278		16.3	13.7	3.4	75.9
	NWB	Left 2	8	21		8	3.4	3.7	14.5
		Through	9.3	30		9.3	5.1	3.7	22.3
		Right 2	7.9	33		7.9	4.4	3.6	25.9
		Total	8.4	84		8	4.8	3.6	25.9
	Total		15.6	787	B	15.6	12.2	2.8	75.9

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	19	3		19	25.3	2.1	48.1
		Through	9.2	388		9.2	10.4	0	69.1
		Right 2	9.5	85		9.5	11	0	52.9
		Total	9.3	476		11.5	11.4	0	69.1
	SEB	Left 2	17.4	13		17.4	20.1	0.1	47.6
		Through	30.4	12		30.4	18.5	0	51.2
		Right 2	27.7	3		27.7	20.4	4.2	40.5
		Total	24.1	28		26.6	23.8	0	51.2
	SWB	Left 2	13.3	102		13.3	12.3	0.2	48.5
		Through	8.7	595		8.7	9.2	0	31.2
		Right 2	8.2	31		8.2	7.8	0	27.8
		Total	9.3	728		9.6	10.1	0	48.5
	NWB	Left 2	66.9	142		66.9	50.4	0.2	210.8
		Through	72.1	33		72.1	51.8	8.1	176.1
		Right 2	62.8	103		62.8	53.3	0.7	180.9
		Total	66	278		42.3	41.7	0.2	210.8
	Total		20	1510	B	20	32.5	0	210.8
Whitehead at Fleming	NEB	Left 2	14.5	80		14.5	14.3	0.1	48
		Through	16.9	134		16.9	14.9	0	53.9
		Right 2	10.7	42		10.7	9.6	0	35.5
		Total	15.1	256		16.5	14.9	0	53.9
	SEB	Left 2	14.7	19		14.7	13.1	0.1	35.8
		Through	12.4	172		12.4	12.3	0	41.9
		Right 2	12.2	35		12.2	11.9	0.2	40.9
		Total	12.6	226		18.6	27.5	0	41.9
	NWB	Left 2	33.5	9		33.5	19.8	13.4	74.2
		Through	28.6	213		28.6	25.9	0	101.6
		Right 2	26.8	140		26.8	23	0	100.5
		Total	28	362		19.2	18.4	0	101.6
	Total		20	844	B	20	20.3	0	101.6
Simonton at Fleming	NEB	Left 2	18.5	36		18.5	16.8	0	68.3
		Through	21.4	231		21.4	16	0	94.4
		Right 2	16.5	89		16.5	13.9	0	62.2
		Total	19.9	356		16.7	14.8	0	94.4
	SEB	Left 2	13.9	14		13.9	13.7	0.1	36.5
		Through	9	147		9	9.4	0	30.2
		Total	9.4	161		10.1	11.7	0	36.5
	NWB	Through	13.4	238		13.4	11.6	0	45
		Right 2	12.9	56		12.9	10.1	0	40.6
		Total	13.3	294		12.5	11.5	0	45
	Total		15.4	811	B	15.4	13.8	0	94.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	14	43		14	13.2	0	46.4
		Through	15	267		15	12.3	0	42.4
		Right 2	13.7	42		13.7	10.4	0.1	35.1
		Total	14.7	352		13.4	12.3	0	46.4
	SEB	Left 2	15.6	25		15.6	14.2	0	46.6
		Through	11.8	50		11.8	13.6	0	45.7
		Total	13.1	75		13.7	13.2	0	46.6
	NWB	Through	11.7	30		11.7	12.9	0	39
		Right 2	5.1	17		5.1	4.6	0.1	13.4
		Total	9.3	47		10.2	11.9	0	39
	Total		13.9	474	B	13.9	12.4	0	46.6
White at Southard	SEB	Left 2	9.8	13		9.8	15.8	0	44.6
		Through	2.8	260		2.8	5.8	0	31.7
		Right 2	4.3	80		4.3	8.7	0	39.9
		Total	3.4	353		2.5	5.6	0	44.6
	SWB	Left 2	5.4	2		5.4	0.2	5.3	5.6
		Through	8.1	6		8.1	2	6	11.1
		Right 2	4.3	7		4.3	0.5	3.5	5.1
		Total	6	15		5.2	2.4	3.5	11.1
	NWB	Left 2	5.7	127		5.7	7.5	0	34.1
		Through	3.8	148		3.8	6.6	0	35.7
		Right 2	8.5	7		8.5	11	0.3	32.2
		Total	4.8	282		3.7	5.8	0	35.7
	Total		4.1	650	A	4.1	7.2	0	44.6
Whitehead at Southard	NEB	Left 2	69.9	55		69.9	46.7	0	202.5
		Right 2	40.1	88		40.1	43.5	0.1	154.6
		Total	51.6	143		51.9	54.7	0	202.5
	SEB	Through	38	145		38	25.4	0	81
		Right 2	25.6	69		25.6	25.3	0	90.6
		Total	34	214		39.5	41.2	0	90.6
	SWB	Left 2	36.5	30		36.5	27.5	0.1	82.8
		Through	47.5	139		47.5	31.9	0	110.3
		Right 2	35	57		35	30.3	0.1	108.6
		Total	42.9	226		41.1	29.9	0	110.3
	NWB	Left 2	28.4	85		28.4	22.2	0.1	112.4
		Through	34.4	252		34.4	30.7	0	131.7
		Total	32.9	337		26.2	24.9	0	131.7
	Total		38.5	920	D	38.5	33	0	202.5

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	10.8	6		10.8	4.8	4.4	17.3
		Through	9.7	38		9.7	4.7	3.4	20.4
		Right 2	7.6	52		7.6	4.3	3.4	20.1
		Total	8.6	96		7.8	4.3	3.4	20.4
	SEB	Left 2	14.1	46		14.1	8.8	5.1	39.9
		Through	11.8	109		11.8	7.6	3.7	33.9
		Right 2	12.2	47		12.2	8.3	3.5	36.1
		Total	12.4	202		11.6	8.3	3.5	39.9
	SWB	Left 2	9.6	31		9.6	5.9	3.6	26.4
		Through	11.1	23		11.1	6	3.3	23
		Right 2	6.9	40		6.9	3.4	3.7	16.8
		Total	8.8	94		8.1	4.8	3.3	26.4
	NWB	Left 2	22.4	56		22.4	25.8	3.5	93.9
		Through	19	156		19	22.1	3	99.5
		Right 2	19.6	23		19.6	26.7	3.6	91
		Total	19.9	235		16.9	19.2	3	99.5
	Total		14.1	627	B	14.1	16	3	99.5
Whitehead at Truman	SEB	Left 2	19.2	53		19.2	18.1	0	69.1
		Through	20.2	193		20.2	18.2	0	80
		Right 2	16.4	26		16.4	15.7	0.4	64.5
		Total	19.6	272		34.3	32.6	0	80
	SWB	Left 2	12.5	55		12.5	10.7	0.1	37.4
		Through	15	81		15	11.7	0	41.4
		Right 2	15.5	39		15.5	12.1	0	39
		Total	14.3	175		13.6	11.7	0	41.4
	NWB	Left 2	18.8	44		18.8	16	0.1	62.4
		Through	19	200		19	12.5	0	51.4
		Right 2	16.1	126		16.1	13.7	0	61.4
		Total	18	370		15.1	13.4	0	62.4
	Total		17.7	817	B	17.8	14.8	0	80
Simonton at Caroline	NEB	Left 2	20.4	16		20.4	16.3	0	44.9
		Through	18.1	85		18.1	14	0	45.7
		Right 2	11.5	47		11.5	12.7	0	42.9
		Total	16.3	148		13.5	13.8	0	45.7
	SEB	Left 2	19.2	25		19.2	15.8	0.1	61.1
		Through	10.2	82		10.2	11.6	0	43.8
		Right 2	3.8	3		3.8	1.2	2.4	4.7
		Total	12.1	110		11.8	12.3	0	61.1
	SWB	Left 2	20.2	41		20.2	14.8	0	44.3
		Through	17.4	84		17.4	15.5	0	48
		Right 2	7.9	53		7.9	10.4	0.1	56.1
		Total	15.2	178		14.6	14.2	0	56.1
	NWB	Left 2	12.1	19		12.1	13.6	0.1	43.6
		Through	11.2	254		11.2	13	0	43.3
		Right 2	7.8	40		7.8	8.6	0	36.6
		Total	10.8	313		10.2	12.2	0	43.6
	Total		13.1	749	B	13.1	13.7	0	61.1

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	45	46		45	37.3	0.3	150.7
		Through	36.6	204		36.6	32.8	0	147.7
		Right 2	21.1	38		21.1	21.5	0	83.7
		Total	35.9	288		47.6	73.9	0	150.7
	SEB	Left 2	17.7	37		17.7	11.7	0.1	38.7
		Through	12.2	131		12.2	12.6	0	43.2
		Right 2	11.8	38		11.8	10.9	0.2	39.8
		Total	13.1	206		14	14.8	0	43.2
	SWB	Left 2	41.8	31		41.8	27.3	0.2	111.4
		Through	38.4	323		38.4	27.4	0	148
		Right 2	33.3	115		33.3	29.2	0.3	145
		Total	37.4	469		54.1	49.2	0	148
	NWB	Left 2	28	20		28	19.3	2.4	60.5
		Through	25	183		25	18	0	76.9
		Right 2	19	34		19	18.3	0.4	67.9
		Total	24.4	237		20.9	17.3	0	76.9
	Total		30.3	1200	C	30.3	27.2	0	150.7
Simonton at United	NEB	Left 2	11.8	22		11.8	9.3	0	30.1
		Through	11.6	136		11.6	11.3	0	38.6
		Right 2	11.3	21		11.3	12.9	0	33.7
		Total	11.6	179		11.4	12.7	0	38.6
	SEB	Left 2	17.2	65		17.2	12.9	0.1	48
		Through	15.6	120		15.6	11.9	0	44.9
		Right 2	14.7	23		14.7	10.5	0.2	32.2
		Total	16	208		18	19.3	0	48
	SWB	Left 2	18.1	4		18.1	14.4	0	35.1
		Through	12.3	108		12.3	11.7	0	43.8
		Right 2	13.3	70		13.3	12.1	0	36.6
		Total	12.8	182		13.1	12	0	43.8
	NWB	Left 2	18.1	17		18.1	15.8	0	44.5
		Through	14.5	144		14.5	13.4	0	51.6
		Right 2	17.8	3		17.8	22	4.1	43.1
		Total	14.9	164		13.9	13.4	0	51.6
	Total		13.9	733	B	13.9	12.3	0	51.6
Thomas at Petronia	SEB	Through	11.2	83		11.2	16.2	0	74.5
		Right 2	8.1	16		8.1	17.4	0	72.4
		Total	10.7	99		9	11.7	0	74.5
	SWB	Left 2	9	16		9	10.7	0	27.4
		Through	12.6	46		12.6	10.7	0	43
		Right 2	4.1	26		4.1	4.2	0	17.3
		Total	9.4	88		7.9	8.8	0	43
	NWB	Left 2	10.6	14		10.6	8.8	0.3	26.9
		Through	7.2	58		7.2	9.1	0	28
		Total	7.9	72		8.5	9.2	0	28
	Total		9.5	259	A	9.5	12.6	0	74.5

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7.6	49		7.6	4.3	2.9	24.7
		Through	7.7	93		7.7	4.6	3.2	33.6
		Right 2	7.7	30		7.7	3.6	3.2	17.1
		Total	7.7	172		7.3	3.8	2.9	33.6
	SEB	Left 2	0.6	9		0.6	1.7	0	5
		Through	0.1	49		0.1	0.3	0	1.8
		Total	0.2	58		0.1	0.6	0	5
	NWB	Through	0.2	54		0.2	0.7	0	3.7
		Right 2	0.1	7		0.1	0.2	0	0.3
		Total	0.2	61		0.3	1.6	0	3.7
	Total		4.6	291	A	4.6	5	0	33.6
Truman at White	NEB	Left 2	50.8	30		50.8	36.8	4.4	126.6
		Through	38	550		38	28.2	0	146.1
		Right 2	30.2	69		30.2	22.8	0.1	122.4
		Total	37.8	649		25.4	23.9	0	146.1
	SEB	Left 2	70.2	117		70.2	48.1	0.5	184.6
		Through	39.8	193		39.8	34.7	0	136
		Right 2	36.9	25		36.9	27.9	0.1	110.4
		Total	50.2	335		37.6	33.8	0	184.6
	SWB	Left 2	47.4	46		47.4	48.9	0.3	192.9
		Through	38.1	496		38.1	38.6	0	226.9
		Right 2	32.5	33		32.5	46.2	0.3	188.5
		Total	38.5	575		29.2	29.9	0	226.9
	NWB	Left 2	41.2	76		41.2	29.7	0.5	158.3
		Through	53.4	191		53.4	51.5	0	580.3
		Right 2	40.4	147		40.4	33	0.2	158.4
		Total	46.5	414		38.5	32	0	580.3
	Total		41.9	1973	D	41.9	37.9	0	580.3
White at Catherine	NEB	Left 2	6.3	18		6.3	1.3	4	9.1
		Through	8.2	23		8.2	4.2	5.2	22.7
		Right 2	8	41		8	5.2	3.8	31.5
		Total	7.7	82		9.2	6.2	3.8	31.5
	SEB	Left 2	3.7	3		3.7	3.2	0.2	6.6
		Through	1.8	279		1.8	4.7	0	26.6
		Right 2	2	18		2	2.8	0.1	11.3
		Total	1.8	300		2.2	4.2	0	26.6
	SWB	Left 2	7.8	2		7.8	2.7	5.9	9.7
		Through	7.1	29		7.1	2	5.7	14.8
		Right 2	7.1	10		7.1	3.3	4.1	12.6
		Total	7.1	41		7.7	3.4	4.1	14.8
	NWB	Left 2	3.1	18		3.1	3.8	0	14.9
		Through	0.8	254		0.8	1.8	0	8.6
		Right 2	1.4	30		1.4	2.2	0	7.9
		Total	1	302		1.4	2.4	0	14.9
	Total		2.4	725	A	2.4	4.3	0	31.5

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	0	1		0	0	0	0
		Through	9.4	54		9.4	12.5	0	39.8
		Right 2	13.1	9		13.1	16	0	36
		Total	9.8	64		13.2	14.6	0	39.8
	SEB	Left 2	19.1	75		19.1	15	0	50.8
		Through	15.2	155		15.2	14.8	0	51.1
		Right 2	17.6	6		17.6	19.3	0	41
		Total	16.5	236		17.2	15.4	0	51.1
	SWB	Left 2	5.2	10		5.2	5.3	0	15.6
		Through	14.2	121		14.2	14.4	0	47
		Right 2	13.4	101		13.4	13.3	0.5	46.9
		Total	13.5	232		18.9	16.2	0	47
	NWB	Left 2	16.3	11		16.3	17.7	0.1	49.9
		Through	13.4	83		13.4	14.1	0	41.6
		Right 2	19.9	4		19.9	17.4	0.2	35.5
		Total	14	98		13	14.3	0	49.9
	Total		14.3	630	B	14.3	14.4	0	51.1
Truman at 1st	EB	Through	22.6	815		22.6	20.9	0	78
		Right 1	17.3	41		17.3	19	0	62
		Total	22.3	856		21.8	20.3	0	78
	SEB	Left 1	49.7	472		49.7	31.5	0	147.2
		Through	50.8	167		50.8	29.3	0	150
		Right 3	42.3	27		42.3	26.4	0.2	91.7
		Total	49.7	666		49.9	37.4	0	150
	WB	Through	32.3	865		32.3	23.9	0	121.1
		Right 1	31.4	613		31.4	19.2	0	109.2
		Total	31.9	1478		25.2	20.2	0	121.1
	NWB	Left 1	20.8	101		20.8	17.9	0	58
		Through	41.5	151		41.5	24.8	0	86.4
		Right 3	28.9	90		28.9	21.2	0.2	83.6
		Total	32.1	342		27.2	24.4	0	86.4
	Total		33	3342	C	33	25.6	0	150
1st at Flagler	NEB	Left 2	38.9	18		38.9	21.8	0.1	85.9
		Through	24.6	398		24.6	21	0	104.6
		Right 2	20.7	30		20.7	18.4	0.1	69.6
		Total	24.9	446		24.8	20.2	0	104.6
	SEB	Left 2	36.4	125		36.4	23.2	0	93.4
		Through	41.7	102		41.7	27.5	0	130
		Right 2	25.6	26		25.6	21.7	0	70
		Total	37.4	253		39.6	29.6	0	130
	SWB	Left 2	22.3	108		22.3	18.6	0	64.8
		Through	27.6	484		27.6	18.7	0	90
		Right 2	27.2	83		27.2	23.2	0	106
		Total	26.7	675		24	19.5	0	106
	NWB	Left 2	45.5	112		45.5	32.8	0.1	148.7
		Through	47.8	153		47.8	30	0.1	135.3
		Right 2	24.6	86		24.6	25.3	0.1	90.2
		Total	41.4	351		37.2	28.6	0.1	148.7
	Total		30.8	1725	C	30.8	24.5	0	148.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	24.4	79		24.4	23.5	0	74
		Through	33.9	1012		33.9	25.9	0	101.8
		Right 2	30.3	92		30.3	22.6	0	77.5
		Total	33	1183		33.2	27.6	0	101.8
	SEB	Left 2	18.9	95		18.9	22.1	0	68
		Through	37.6	48		37.6	33.2	0	102.6
		Right 2	20.3	81		20.3	27.7	0	99.6
		Total	23.4	224		24.5	28	0	102.6
	SWB	Left 2	36.7	70		36.7	29.7	0	116
		Through	44.3	1113		44.3	29.4	0	152.4
		Right 2	42.6	57		42.6	28.4	0	115.2
		Total	43.8	1240		37.4	29.4	0	152.4
	NWB	Left 2	23	377		23	22.5	0	69.4
		Through	34.5	58		34.5	31.8	0	102.5
		Right 2	18.1	39		18.1	23.1	0	98.3
		Total	24	474		24.3	25.8	0	102.5
	Total		35.2	3121	D	35.2	28.2	0	152.4
Roosevelt at US-1	NB	Through	46	288		46	29.9	0	138.5
		Right 2	2.9	602		2.9	3.8	0	21.9
		Total	16.8	890		19.4	28.5	0	138.5
	SEB	Left 1	32.4	945		32.4	22.9	0	127.3
		Right 1	18.6	243		18.6	18.2	0	82
		Total	29.6	1188		40.3	34.5	0	127.3
	WB	Left 2	33.7	666		33.7	23.9	0	87.3
		Right 2	4.2	821		4.2	5.2	0	27.9
		Total	17.4	1487		15	20.4	0	87.3
	Total		21.3	3565	C	21.3	24.2	0	138.5
Flagler at Roosevelt	NB	Left 2	19.6	78		19.6	17.2	0	70.6
		Through	11	347		11	13.7	0	49
		Total	12.6	425		12.6	14.9	0	70.6
	EB	Left 2	21.1	258		21.1	18.7	0	59.5
		Right 2	4	91		4	3.4	0	15.9
		Total	16.6	349		21.1	19.8	0	59.5
	SB	Through	10.3	419		10.3	14.2	0	63.8
		Right 2	15.3	346		15.3	15.4	0	65.6
		Total	12.6	765		13.7	15.5	0	65.6
	Total		13.5	1539	B	13.5	15.7	0	70.6
NETWORK TOTAL			24.7	31985		24.7	26.4	0	580.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	19.6	15		19.6	14.9	0.1	51.8
		Through	23.3	181		23.3	19.7	0	108.3
		Right 2	30.9	14		30.9	25.7	1.2	105.1
		Total	23.5	210		19.3	17.7	0	108.3
	SEB	Left 2	35.1	46		35.1	35.3	2.9	160.9
		Through	31.2	309		31.2	30	0	162.3
		Right 2	29.9	30		29.9	27.7	3.9	135.3
		Total	31.6	385		23.1	24.2	0	162.3
	SWB	Left 2	26.6	33		26.6	21.1	0	67.3
		Through	25.9	141		25.9	18.8	0	80.3
		Right 2	18.6	37		18.6	16.3	0	45.7
		Total	24.7	211		23.7	20	0	80.3
	NWB	Left 2	51.7	11		51.7	40.9	5.8	108.7
		Through	34.2	311		34.2	29.9	0	117.7
		Right 2	31.2	39		31.2	27.2	0	111
		Total	34.4	361		28	31.6	0	117.7
	Total		29.8	1167	C	29.8	27.2	0	162.3
Front at Duval	NB	Left 1	25.9	49		25.9	20.8	0	73
		Right 1	26.2	99		26.2	20	0	87.7
		Right 3	20.7	71		20.7	19.3	0	85.5
		Total	24.3	219		21	18.7	0	87.7
	SEB	Left 2	13.9	15		13.9	13.4	0.1	41.5
		Through	12.2	38		12.2	12.7	0	45.6
		Right 1	4.5	10		4.5	2.4	0.2	7.7
		Total	11.4	63		12.2	12.7	0	45.6
	SWB	Left 2	34.8	56		34.8	26.6	0.1	96.4
		Left 1	27	80		27	20.5	0	73.7
		Right 2	27.8	85		27.8	25	0.1	99.9
		Total	29.3	221		21.1	19.5	0	99.9
	NWB	Left 3	36.7	90		36.7	23.8	0	116.7
		Through	30.2	103		30.2	21.6	0	105.5
		Right 2	27.5	93		27.5	20.2	0.1	86.3
		Total	31.4	286		23.5	20	0	116.7
	Total		27.2	789	C	27.3	22.1	0	116.7
Duval at Southard	SEB	Through	24.4	317		24.4	17.5	0	86.8
		Right 2	23.1	33		23.1	15	2.5	48.7
		Total	24.3	350		21.4	16.6	0	86.8
	SWB	Left 2	22.2	70		22.2	17.1	0	63.4
		Through	22.7	156		22.7	14.4	0	67
		Right 2	14.6	48		14.6	14.8	0	51.1
		Total	21.2	274		20.9	16.7	0	67
	NWB	Left 2	44.9	27		44.9	37.3	0	189
		Through	44.9	336		44.9	34.5	0	222.7
		Total	44.9	363		33	29.7	0	222.7
	Total		31	987	C	31	27	0	222.7

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	13.3	20		13.3	15.3	0	39.4
		Through	15.4	100		15.4	14.2	0	56.9
		Right 2	14	22		14	13	0	44.1
		Total	14.9	142		14.4	14	0	56.9
	SEB	Left 2	54.8	21		54.8	23.5	26.3	111.6
		Through	38.4	323		38.4	26.4	0	118.5
		Right 2	32.3	42		32.3	24.9	0	97.1
		Total	38.6	386		26.8	24.3	0	118.5
	SWB	Left 2	15.9	12		15.9	15.9	0.1	45.9
		Through	8.2	20		8.2	13	0	35
		Right 2	7.8	6		7.8	5.7	0.2	16.9
		Total	10.6	38		13.2	13.5	0	45.9
	NWB	Left 2	40.9	16		40.9	26.6	0.1	86.7
		Through	34.1	277		34.1	25.6	0	99.6
		Right 2	19.9	15		19.9	25.6	0	84
		Total	33.8	308		25.2	22.9	0	99.6
	Total		31.8	874	C	31.8	25.9	0	118.5
Duval at Truman	NEB	Left 2	27.1	17		27.1	42.7	0.3	186
		Through	45.1	141		45.1	69.1	0	323.7
		Right 2	135.8	4		135.8	138.7	5.9	295.7
		Total	45.5	162		23.5	43.5	0	323.7
	SEB	Left 2	79	107		79	60.1	0.3	302.3
		Through	74.9	202		74.9	55.5	0	253
		Right 2	62.1	15		62.1	48.6	0.1	177.6
		Total	75.7	324		49.4	48	0	302.3
	SWB	Left 2	15.3	42		15.3	20.1	0	106.1
		Through	17.2	178		17.2	17	0	110.6
		Right 2	13.2	107		13.2	14.5	0	64.6
		Total	15.6	327		14.2	14.4	0	110.6
	NWB	Left 2	69.2	13		69.2	88.4	2.8	315.6
		Through	66.1	182		66.1	77.7	0	363.1
		Right 2	75	56		75	89.4	0.2	334.4
		Total	68.2	251		37.7	52.3	0	363.1
	Total		50.9	1064	D	50.9	63.1	0	363.1
Duval at South	NEB	Left 2	10.8	22		10.8	7.9	2.9	34.8
		Through	9.8	107		9.8	5.3	3.1	26
		Right 2	7.6	38		7.6	5.2	3.3	28.7
		Total	9.4	167		9.9	6.2	2.9	34.8
	SEB	Left 2	13.3	77		13.3	10.5	3.7	58.6
		Through	11.4	47		11.4	8.5	3.1	43.1
		Right 2	13.3	24		13.3	9.1	4.8	43.2
		Total	12.7	148		12.7	9.7	3.1	58.6
	SWB	Left 2	21.7	9		21.7	19.2	5.2	66
		Through	18.6	125		18.6	14.6	3.4	64
		Right 2	16.3	84		16.3	16.1	3.3	70.1
		Total	17.8	218		16.3	13.7	3.3	70.1
	NWB	Left 2	8.6	18		8.6	5.7	3	29.1
		Through	8	31		8	4.2	3	21.3
		Right 2	7.5	42		7.5	4.1	3.5	21.3
		Total	7.9	91		8	4.8	3	29.1
	Total		12.9	624	B	12.9	11.5	2.9	70.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	18.7	10		18.7	12.5	0	34
		Through	13.5	593		13.5	11.6	0	49.8
		Right 2	14	78		14	11.1	0	38.3
		Total	13.6	681		11.5	11.4	0	49.8
	SEB	Left 2	33.7	44		33.7	25.3	0.1	116
		Through	30.7	26		30.7	27.4	0	107.1
		Right 2	21	8		21	24.1	4.5	71.6
		Total	31.4	78		26.6	23.8	0	116
	SWB	Left 2	20.3	77		20.3	20.6	0.2	78.9
		Through	9.3	636		9.3	9.1	0	32.4
		Right 2	10.8	38		10.8	9.1	0.1	28.2
		Total	10.5	751		9.6	10.1	0	78.9
	NWB	Left 2	42.6	85		42.6	33	0.1	138.5
		Through	42.4	34		42.4	24.9	0	90.1
		Right 2	34.5	95		34.5	27.9	0.3	117.9
		Total	39	214		42.3	41.7	0	138.5
	Total		16.2	1724	B	16.2	18.4	0	138.5
Whitehead at Fleming	NEB	Left 2	18.7	67		18.7	15.5	0	60.2
		Through	20.8	132		20.8	14.9	0	53.7
		Right 2	14.7	63		14.7	12.1	0	42.2
		Total	18.8	262		16.5	14.9	0	60.2
	SEB	Left 2	38.4	43		38.4	46.5	0	198.7
		Through	31	218		31	39.4	0	196.5
		Right 2	23.6	33		23.6	34.2	0	172.9
		Total	31.3	294		18.6	27.5	0	198.7
	NWB	Left 2	30.1	14		30.1	20.7	0.4	67.2
		Through	19.6	258		19.6	13.9	0	59.5
		Right 2	15	117		15	12.4	0	52.2
		Total	18.6	389		19.2	18.4	0	67.2
	Total		22.6	945	C	22.6	25.9	0	198.7
Simonton at Fleming	NEB	Left 2	14.2	28		14.2	13.4	0	42.4
		Through	17.9	233		17.9	13.6	0	65.8
		Right 2	14	90		14	14.1	0.1	45.5
		Total	16.6	351		16.7	14.8	0	65.8
	SEB	Left 2	12.4	33		12.4	11.2	0	36
		Through	11	219		11	10.6	0	42.3
		Total	11.2	252		10.1	11.7	0	42.3
	NWB	Through	13.4	181		13.4	12.5	0	51.9
		Right 2	12.1	58		12.1	10.6	0	45.3
		Total	13.1	239		12.5	11.5	0	51.9
	Total		14	842	B	14	12.6	0	65.8

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	13.7	35		13.7	11.2	0	35.6
		Through	14.9	289		14.9	12.7	0	53.2
		Right 2	13.5	22		13.5	14	0.1	45.8
		Total	14.7	346		13.4	12.3	0	53.2
	SEB	Left 2	18.6	28		18.6	14.5	0	38.9
		Through	12.8	47		12.8	12.1	0	37
		Total	15	75		13.7	13.2	0	38.9
	NWB	Through	17	20		17	17.1	0	50.3
		Right 2	8.3	15		8.3	12.9	0.1	52.2
		Total	13.3	35		10.2	11.9	0	52.2
	Total		14.6	456	B	14.6	13	0	53.2
White at Southard	SEB	Left 2	5.5	24		5.5	9.3	0	33.2
		Through	2.2	195		2.2	4.4	0	30.7
		Right 2	2.7	57		2.7	5	0	28.6
		Total	2.6	276		2.5	5.6	0	33.2
	SWB	Left 2	5.5	5		5.5	0.4	5	6.1
		Through	7.2	7		7.2	0.7	6.2	8.1
		Right 2	4.2	6		4.2	0.1	4	4.3
		Total	5.7	18		5.2	2.4	4	8.1
	NWB	Left 2	4.1	132		4.1	5.4	0	24.3
		Through	2.8	125		2.8	4	0	19.9
		Right 2	1.1	5		1.1	1.3	0.1	2.9
		Total	3.4	262		3.7	5.8	0	24.3
	Total		3.1	556	A	3.1	5	0	33.2
Whitehead at Southard	NEB	Left 2	80.9	64		80.9	63.4	0.4	266.8
		Right 2	65.9	137		65.9	69.5	0.1	254.7
		Total	70.7	201		51.9	54.7	0.1	266.8
	SEB	Through	58.4	245		58.4	55	0	272.1
		Right 2	50.1	36		50.1	48.8	0.1	200.1
		Total	57.3	281		39.5	41.2	0	272.1
	SWB	Left 2	45.7	56		45.7	30.7	0	100.1
		Through	48.4	110		48.4	26.7	0	105.2
		Right 2	31.8	45		31.8	30	0.1	99.3
		Total	44.1	211		41.1	29.9	0	105.2
	NWB	Left 2	24	41		24	22.8	0.1	94.3
		Through	25.5	208		25.5	21.2	0	95.2
		Total	25.3	249		26.2	24.9	0	95.2
	Total		48.7	942	D	48.8	49.4	0	272.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	8.9	11		8.9	3.8	3.3	15.9
		Through	9.2	55		9.2	5.1	3.6	28.1
		Right 2	7.3	51		7.3	3.6	3.5	17.3
		Total	8.3	117		7.8	4.3	3.3	28.1
	SEB	Left 2	15.3	27		15.3	10.9	4	43.4
		Through	12.2	147		12.2	8.6	3.3	45.2
		Right 2	9.6	23		9.6	8.5	4.7	36
		Total	12.3	197		11.6	8.3	3.3	45.2
	SWB	Left 2	10.7	24		10.7	7.5	3.9	31.5
		Through	9.1	26		9.1	5.6	3.6	32.1
		Right 2	6.3	24		6.3	2.9	3.1	13.9
		Total	8.7	74		8.1	4.8	3.1	32.1
	NWB	Left 2	20.4	57		20.4	21.4	3.7	98.2
		Through	22.2	187		22.2	22.1	3.4	98.9
		Right 2	12.8	27		12.8	11.7	3	49.1
		Total	20.9	271		16.9	19.2	3	98.9
	Total		14.7	659	B	14.7	15.7	3	98.9
Whitehead at Truman	SEB	Left 2	57.2	155		57.2	32.8	0	144.7
		Through	57.2	249		57.2	34.2	0	151.5
		Right 2	58.8	50		58.8	35.8	4.2	144.6
		Total	57.4	454		34.3	32.6	0	151.5
	SWB	Left 2	14.1	65		14.1	11.9	0	37.8
		Through	14.5	86		14.5	12.7	0	40.1
		Right 2	16.9	53		16.9	13.1	0	56.6
		Total	15	204		13.6	11.7	0	56.6
	NWB	Left 2	21	57		21	17.8	0.2	69.6
		Through	18.4	165		18.4	15.6	0	68.8
		Right 2	32.7	5		32.7	14.1	9.2	47.2
		Total	19.4	227		15.1	13.4	0	69.6
	Total		37.9	885	D	37.9	33.1	0	151.5
Simonton at Caroline	NEB	Left 2	21.3	12		21.3	15.5	0.2	45.3
		Through	14.3	69		14.3	14.7	0	42
		Right 2	9.4	34		9.4	10.2	0.1	39.5
		Total	13.6	115		13.5	13.8	0	45.3
	SEB	Left 2	12	28		12	12.3	0	33.2
		Through	12.3	156		12.3	11.8	0	38.6
		Right 2	9.1	2		9.1	11.2	1.1	17
		Total	12.2	186		11.8	12.3	0	38.6
	SWB	Left 2	19.5	44		19.5	14.8	0	46.1
		Through	19.6	96		19.6	16	0	62.4
		Right 2	13.2	58		13.2	12.8	0	59.9
		Total	17.7	198		14.6	14.2	0	62.4
	NWB	Left 2	10	17		10	14.6	0	53.2
		Through	12.1	211		12.1	13.6	0	49.8
		Right 2	7.1	27		7.1	9.2	0.1	36.2
		Total	11.4	255		10.2	12.2	0	53.2
	Total		13.6	754	B	13.6	13.8	0	62.4

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	116.4	29		116.4	113.7	0.6	491.9
		Through	89.6	204		89.6	113.7	0	499.7
		Right 2	86.6	54		86.6	95.8	0.3	482.3
		Total	91.7	287		47.6	73.9	0	499.7
	SEB	Left 2	15.1	42		15.1	12.3	0.1	42.5
		Through	17.8	255		17.8	18.6	0	111.2
		Right 2	16	12		16	12.5	3.5	39.8
		Total	17.4	309		14	14.8	0	111.2
	SWB	Left 2	115.5	62		115.5	48.5	48.1	260.7
		Through	111.8	292		111.8	46.3	42.9	263.4
		Right 2	107.8	86		107.8	46.1	49.4	263.7
		Total	111.5	440		54.1	49.2	42.9	263.7
	NWB	Left 2	20.3	22		20.3	13.4	0.1	46.1
		Through	22	188		22	18	0	74.8
		Right 2	9.6	4		9.6	6.9	1	17.2
		Total	21.6	214		20.9	17.3	0	74.8
	Total		68.3	1250	E	68.3	74.1	0	499.7
Simonton at United	NEB	Left 2	16.2	17		16.2	16.7	0	47.1
		Through	13.5	147		13.5	14.9	0	68.8
		Right 2	14.7	17		14.7	17.3	0	59.5
		Total	13.9	181		11.4	12.7	0	68.8
	SEB	Left 2	24	50		24	28.2	0	135.9
		Through	24.3	153		24.3	25.9	0	134.7
		Right 2	24.3	16		24.3	30	0.1	122.6
		Total	24.2	219		18	19.3	0	135.9
	SWB	Left 2	15.1	7		15.1	13.7	0.2	34.4
		Through	11.7	119		11.7	11.3	0	43.8
		Right 2	14.9	70		14.9	12.4	0	40.6
		Total	13	196		13.1	12	0	43.8
	NWB	Left 2	13.3	23		13.3	13.6	0	39.6
		Through	14	132		14	13.1	0	38.4
		Right 2	18.1	4		18.1	11.6	1.2	27.7
		Total	14	159		13.9	13.4	0	39.6
	Total		16.7	755	B	16.7	18.9	0	135.9
Thomas at Petronia	SEB	Through	8.2	101		8.2	9.2	0	28.3
		Right 2	4.5	16		4.5	4.1	0	14.4
		Total	7.7	117		9	11.7	0	28.3
	SWB	Left 2	9.3	29		9.3	8.6	0	26.1
		Through	9.6	67		9.6	9.3	0	29.2
		Right 2	3.2	34		3.2	3.4	0	13
		Total	7.9	130		7.9	8.8	0	29.2
	NWB	Left 2	9.6	18		9.6	10	0.1	28.9
		Through	8.5	47		8.5	9.4	0	31
		Total	8.8	65		8.5	9.2	0	31
	Total		8	312	A	8	8.8	0	31

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7.9	21		7.9	4.7	3.3	18.5
		Through	8.3	135		8.3	4.6	3.1	24
		Right 2	6.1	30		6.1	2.6	3.1	13.3
		Total	7.9	186		7.3	3.8	3.1	24
	SEB	Left 2	0.4	21		0.4	0.9	0	4
		Through	0.1	52		0.1	0.4	0	2.5
		Total	0.2	73		0.1	0.6	0	4
	NWB	Through	0.7	59		0.7	2.9	0	16.6
		Right 2	1.9	8		1.9	3.2	0	9.1
		Total	0.8	67		0.3	1.6	0	16.6
	Total		4.7	326	A	4.7	5.1	0	24
Truman at White	NEB	Left 2	32.9	16		32.9	19.6	3.8	78.3
		Through	25	441		25	22.1	0	116.8
		Right 2	27.8	59		27.8	22.3	0.2	77.8
		Total	25.6	516		25.4	23.9	0	116.8
	SEB	Left 2	51.7	89		51.7	36.5	0.1	135
		Through	31.3	211		31.3	22.6	0	74.5
		Right 2	38	12		38	25.3	0.3	69.9
		Total	37.4	312		37.6	33.8	0	135
	SWB	Left 2	31.8	45		31.8	24.5	0.4	80.4
		Through	30.5	513		30.5	22.7	0	120.6
		Right 2	20	34		20	15.1	0.9	50.7
		Total	30	592		29.2	29.9	0	120.6
	NWB	Left 2	35.6	83		35.6	28	0	123.8
		Through	43.3	183		43.3	26.4	0	112.2
		Right 2	34.3	134		34.3	26.2	0	104
		Total	38.7	400		38.5	32	0	123.8
	Total		31.9	1820	C	31.9	25.1	0	135
White at Catherine	NEB	Left 2	14.3	12		14.3	10.6	2.9	36.2
		Through	12.7	21		12.7	9.1	5.9	43.9
		Right 2	7.1	13		7.1	3.7	4.7	17.1
		Total	11.5	46		9.2	6.2	2.9	43.9
	SEB	Left 2	4.5	45		4.5	4.1	0.1	15.9
		Through	3	161		3	4.9	0	27.9
		Right 2	4.1	92		4.1	5.2	0	19.9
		Total	3.6	298		2.2	4.2	0	27.9
	SWB	Left 2	12.4	3		12.4	5.2	7.2	17.5
		Through	7.1	9		7.1	1.4	5.5	10.2
		Right 2	7.2	11		7.2	3.1	4.6	14.8
		Total	7.8	23		7.7	3.4	4.6	17.5
	NWB	Left 2	1.7	42		1.7	1.8	0	5.3
		Through	1.4	318		1.4	2.3	0	12.5
		Right 2	1.3	16		1.3	2.3	0	6.6
		Total	1.4	376		1.4	2.4	0	12.5
	Total		3.1	743	A	3.1	4.9	0	43.9

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	27	5		27	24.8	0	45.9
		Through	15.4	152		15.4	15.2	0	50.2
		Right 2	20.3	12		20.3	17	0.3	47.2
		Total	16.1	169		13.2	14.6	0	50.2
	SEB	Left 2	18	176		18	15.6	0	54.8
		Through	18.5	255		18.5	15	0	72.8
		Right 2	15.3	4		15.3	16.6	3.8	39.5
		Total	18.3	435		17.2	15.4	0	72.8
	SWB	Left 2	22.3	30		22.3	18.3	0	49.9
		Through	22.9	225		22.9	18.6	0	76.3
		Right 2	23.3	181		23.3	16.7	0.8	78.7
		Total	23	436		18.9	16.2	0	78.7
	NWB	Left 2	18.1	12		18.1	19	0	53.3
		Through	14	126		14	14.3	0	41.3
		Right 2	15.1	10		15.1	11.9	0.3	32.3
		Total	14.4	148		13	14.3	0	53.3
	Total		19.2	1188	B	19.2	16.5	0	78.7
Truman at 1st	EB	Through	23.7	781		23.7	20.7	0	68.2
		Right 1	18	62		18	18.6	0	61.1
		Total	23.3	843		21.8	20.3	0	68.2
	SEB	Left 1	79.1	608		79.1	34.1	0	164
		Through	72.8	177		72.8	33.6	0	174.8
		Right 3	52.6	10		52.6	39.5	0.1	110.7
		Total	77.4	795		49.9	37.4	0	174.8
	WB	Through	24.5	823		24.5	20.3	0	86.4
		Right 1	20	441		20	14.6	0	63.3
		Total	22.9	1264		25.2	20.2	0	86.4
	NWB	Left 1	17	76		17	17.8	0	72.3
		Through	36	135		36	27.5	0	86.2
		Right 3	28.5	49		28.5	27.5	0	85.4
		Total	29	260		27.2	24.4	0	86.2
	Total		37.2	3162	D	37.2	33.9	0	174.8
1st at Flagler	NEB	Left 2	30.2	14		30.2	22.2	0.8	69.3
		Through	25.7	445		25.7	20.5	0	74.6
		Right 2	27.4	27		27.4	21.1	0.2	59.8
		Total	25.9	486		24.8	20.2	0	74.6
	SEB	Left 2	52.3	164		52.3	37.2	0.1	153
		Through	48.8	95		48.8	32	0	147.9
		Right 2	38.5	13		38.5	40.9	0.4	119.5
		Total	50.4	272		39.6	29.6	0	153
	SWB	Left 2	18.6	86		18.6	21.3	0	80.3
		Through	26.2	447		26.2	20.2	0	100.6
		Right 2	25.6	95		25.6	20.5	0	71.5
		Total	25.1	628		24	19.5	0	100.6
	NWB	Left 2	39.9	82		39.9	26.2	0.1	113.5
		Through	44.3	103		44.3	27	0.1	107
		Right 2	19.7	69		19.7	22	0	81.6
		Total	36.2	254		37.2	28.6	0	113.5
	Total		31.3	1640	C	31.3	26.5	0	153

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	34.3	113		34.3	25.6	0	104.3
		Through	40.6	1150		40.6	29.1	0	118.5
		Right 2	37.5	77		37.5	30.4	0	115.1
		Total	39.9	1340		33.2	27.6	0	118.5
	SEB	Left 2	20.4	63		20.4	25.1	0	69.4
		Through	37.1	71		37.1	29.5	0	101.9
		Right 2	15.8	129		15.8	19.7	0	98
		Total	22.7	263		24.5	28	0	101.9
	SWB	Left 2	34	55		34	23.9	0	89.2
		Through	45.2	1051		45.2	31.7	0	137.9
		Right 2	40.5	77		40.5	30.9	0	110.9
		Total	44.4	1183		37.4	29.4	0	137.9
	NWB	Left 2	23.6	303		23.6	25.6	0	132.1
		Through	49.2	87		49.2	32.8	0	102.6
		Right 2	24.1	65		24.1	25.9	0	89.7
		Total	28.6	455		24.3	25.8	0	132.1
	Total		38.6	3241	D	38.5	30.4	0	137.9
Roosevelt at US-1	NB	Through	67.4	303		67.4	40.6	0.2	210.8
		Right 2	17.3	993		17.3	18.8	0	110.7
		Total	29	1296		19.4	28.5	0	210.8
	SEB	Left 1	73.9	1234		73.9	32.3	0	286.8
		Right 1	65.7	188		65.7	33.8	0	186.9
		Total	72.8	1422		40.3	34.5	0	286.8
	WB	Left 2	38.3	731		38.3	26.4	0	116.8
		Right 2	4.2	780		4.2	6.9	0	51
		Total	20.7	1511		15	20.4	0	116.8
	Total		40.8	4229	D	40.8	38.2	0	286.8
Flagler at Roosevelt	NB	Left 2	21.2	103		21.2	18.1	0.1	64.9
		Through	14	568		14	14.9	0	53.1
		Total	15.1	671		12.6	14.9	0	64.9
	EB	Left 2	30.3	542		30.3	20.1	0	118
		Right 2	7	110		7	13.4	0	103
		Total	26.4	652		21.1	19.8	0	118
	SB	Through	12.9	409		12.9	16.7	0	97.9
		Right 2	19	281		19	17.5	0	97.6
		Total	15.4	690		13.7	15.5	0	97.9
	Total		18.9	2013	B	18.8	18.8	0	118
NETWORK TOTAL			30.5	33947		30.5	35.1	0	499.7

APPENDIX K

EXISTING CONDITIONS SIGNAL TIMING

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EC

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		30		25				
02	PASSAGE		0		0				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		1		1				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK		12		12				
08	PED CLEAR		12		12				
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL		X		X				
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OF CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of: WHITEHEAD & FLEMMING
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	17	35	20	25				
02	PASSAGE	0	0	0	0				
03	YELLOW CLEAR	4	4	4	4				
04	RED CLEAR	1	1	1	1				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK		15	12	12				
08	PED CLEAR		10	05	05				
09	MIN RECALL	X	X	X	X				
10	MAX RECALL								
11	PED RECALL	X	X	X	X				
12	DET NON-LOCK								
13	CNA 1		X						
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT	X							
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OF CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	WHITEHEAD & SOUTHARD
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:			%
RELEASE	(S1)		%
AVG. OFFSET	(R1)		%
AM OFFSET	(R2)		%
PM OFFSET	(R3)		%

TRANSYT 1880E CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		20		20				
02	PASSAGE		0		0				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		1		1				
05.	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK		13		13				
08	PED CLEAR		7		7				
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL		X		X				
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

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3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of: TRUMAN & Whitehead
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS
3000

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		30		20				
02	PASSAGE		0		0				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		2		2				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OI CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE I
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of: DUVAL & CAROLINE
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 3000 CONTROLLER SETTINGS

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		30		25				
02	PASSAGE		0		0				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		2		2				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

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3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of: DUVAL & FRONT
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

3000

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		30		25				
02	PASSAGE		0		0				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		2		2				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	DUVAL & EATON
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

3000

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		30		20				
02	PASSAGE		0		0				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		2		2				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OF CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	DUVAL & FLEMMING
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

3000

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		30		20				
02	PASSAGE		0		0				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		2		2				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OF CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	DUVAL & SOUTHARD
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT _ CONTROLLER SETTINGS

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		7		7				
02	PASSAGE		3.0		3.0				
03	YELLOW CLEAR		4.0		4.0				
04	RED CLEAR		1.0		1.0				
05	MAX GREEN 1		26		19				
06	MAX GREEN 2								
07	WALK		15		10				
08	PED CLEAR		10		8				
09	MIN RECALL								
10	MAX RECALL		X		X				
11	PED RECALL		X		X				
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT	X		X		X	X	X	X
17	PED OMIT	X		X		X	X	X	X
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, O
   CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MI
3. PHASE 0, INTERVAL 96=0 MEANS TRUE
4. BLANKS, "X" OR "-----" MEAN ZERO OR N
5. KEYBOARD MUST BE LEFT "OFF".

Init. By KC	Date 4-7-11	
Checked	Date	
In Serv.	Date	Intersection Of: TRUMAN & DUVAL
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

3000

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		30		20				
02	PASSAGE		0		0				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		2		2				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OF CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of: DUVAL & ANGELA
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:			%
RELEASE	(S1)		%
AVG. OFFSET	(R1)		%
AM OFFSET	(R2)		%
PM OFFSET	(R3)		%

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	30	30						
02	PASSAGE	0	0						
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-02	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	Simonton & EATON
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	30	20						
02	PASSAGE	0	0						
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC Date 9-12-00	
Checked Date	
In Serv. Date	Intersection Of:
Timing: Ph.No.	Simonton & Fleming
Asset No.	

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

1800 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	25	40						
02	PASSAGE	0	0						
03	YELLOW CLEAR	4	4						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By Pm, KC	Date 9-12-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	Simonton & Southard
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 3000E CONTROLLER SETTINGS

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		7	5	7				
02	PASSAGE		3.0	3.0	3.0				
03	YELLOW CLEAR		3.0	3.0	3.0				
04	RED CLEAR		1	1	1				
05	MAX GREEN 1		27	9	24				
06	MAX GREEN 2								
07	WALK		14		12				
08	PED CLEAR		12		12				
09	MIN RECALL								
10	MAX RECALL		X	X	X				
11	PED RECALL		X		X				
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT	X				X	X	X	X
17	PED OMIT	X		X		X	X	X	X
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-	
24	DET SWITCHING		-	
25	FOUR SECTION LOGIC		-	
27	ENABLE SP PROG (P/E)		-	
28	DENSITY ACTIVE		-	
29	PH. AFTER FLASH		-	
30	START PHASE		-	
31	PH. BEFORE FLASH		-	
32	PH. BEF. EX. PED		-	
33	EX. PED		-	
91	DEFEAT RED REVERT			
92	CNA PICKUP TIME			
93	ALL RED START TIME			
94	DEF LAST VEH PASS			
95	SIMULT GAP			
96	SEQU INIT & PASS			
97	UCF OVERRIDE COORD			
98	DEF SINGLE ENT IN DUAL RING			

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

Init. By KC, JD	Date 9-22-10
Checked	Date
In Serv.	Date
Timing:	Ph.No.
Asset No.	

TIMING PLAN 1

Intersection Of:

TRUMAN & SIMONTON

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, O
   CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MI
3. PHASE 0, INTERVAL 96=0 MEANS TRUE
4. BLANKS, "X" OR "-----" MEAN ZERO OR N
5. KEYBOARD MUST BE LEFT "OFF".

TRANSYT 3000E CONTROLLER SETTINGS

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		7	5	7				
02	PASSAGE		3.0	3.0	3.0				
03	YELLOW CLEAR		3.0	3.0	3.0				
04	RED CLEAR		1	1	1				
05	MAX GREEN 1		32	9	23				
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR		14		12				
09	MIN RECALL		12		12				
10	MAX RECALL		X	X	X				
11	PED RECALL		X		X				
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT	X				X	X	X	X
17	PED OMIT	X		X		X	X	X	X
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, O CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MI
3. PHASE 0, INTERVAL 96=0 MEANS TRUE
4. BLANKS, "X" OR "-----" MEAN ZERO OR N
5. KEYBOARD MUST BE LEFT "OFF".

Init. By KC, JD	Date 9-22-10
Checked	Date
In Serv.	Date
Timing:	Ph.No.
Asset No.	

TIMING PLAN 2
MID DAY = 11:00 A.M TO 1:00 PM

Intersection Of:

TRUMAN & SIMONTON

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 3000E CONTROLLER SETTINGS

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		7	5	7				
02	PASSAGE		3.0	3.0	3.0				
03	YELLOW CLEAR		3.0	3.0	3.0				
04	RED CLEAR		1	1	1				
05	MAX GREEN 1		27	9	28				
06	MAX GREEN 2								
07	WALK		14		12				
08	PED CLEAR		12		12				
09	MIN RECALL								
10	MAX RECALL		X	X	X				
11	PED RECALL		X		X				
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT	X				X	X	X	X
17	PED OMIT	X		X		X	X	X	X
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, O CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MI
3. PHASE 0, INTERVAL 96=0 MEANS TRUE
4. BLANKS, "X" OR "-----" MEAN ZERO OR N
5. KEYBOARD MUST BE LEFT "OFF".

Init. By KC, JD Date 9-22-10	TIMING PLAN 3 PM PEAK = 4:00 PM TO 6:00 PM
Checked Date	
In Serv. Date	Intersection Of:
Timing: Ph.No.	TRUMAN & SIMONTON
Asset No.	

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1880E CONTROLLER SETTINGS

1880 EC

BASIC FUNCTIONS

		RING 1				RING 2			
	PH: NO:	1	2	3	4	5	6	7	8
INT NO.	INTERVAL TYPE								
01	INITIAL	25	30						
02	PASSAGE	0	0						
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	SIMONTON & UNITED
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1880 CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	30	30						
02	PASSAGE	0	0						
03	YELLOW CLEAR	4	4						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC Date 9-12-00	
Checked Date	
In Serv. Date	Intersection Of:
Timing: Ph.No.	Simonton & SOUTH
Asset No.	

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

3600

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	35	25						
02	PASSAGE	0	0						
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By KC, PM	Date 9-12-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	Simonton & Caroline
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1880 CONTROLLER SETTINGS

1880 EC

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH. NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	15	45						
02	PASSAGE								
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By	PM, KC	Date	9-12-00
Checked		Date	
In Serv.		Date	
Timing:		Ph.No.	
Asset No.			

Intersection Of:

WHITE & EATON

SSRM SETTINGS

CYCLE LENGTH:			%
RELEASE	(S1)		%
AVG. OFFSET	(R1)		%
AM OFFSET	(R2)		%
PM OFFSET	(R3)		%

TRANSYT [redacted]E CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	10	10						
02	PASSAGE		2.0						
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1		20						
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X							
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK	X							
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	WHITE & SOUTHARD
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT ~~16805~~ CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		60		35				
02	PASSAGE								
03	YELLOW CLEAR		4		4				
04	RED CLEAR		1		1				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK		30		20				
08	PED CLEAR		10		7				
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL		X		X				
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT	X		X		X	X	X	X
17	PED OMIT	X		X		X	X	X	X
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OF CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE I
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC Date 9-12-00	
Checked Date	
In Serv. Date	Intersection Of:
Timing: Ph.No.	TRUMAN & WHITE
Asset No.	

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1[redacted] CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	25	30						
02	PASSAGE								
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OF CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE I
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	WHITE & UNITED
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	35	35						
02	PASSAGE								
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OF CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	FLAGLER & WHITE
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1080E CONTROLLER SETTINGS

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		18	12	12		18		
02	PASSAGE		4	4	3		4		
03	YELLOW CLEAR		4	4	4		4		
04	RED CLEAR		1	1	1		1		
05	MAX GREEN 1		50	20	70		50		
06	MAX GREEN 2		50	15	60		50		
07	WALK		18		18		18		
08	PED CLEAR		8		8		8		
09	MIN RECALL		X				X		
10	MAX RECALL								
11	PED RECALL		X		X		X		
12	DET NON-LOCK		X		X		X		
13	CNA 1		X				X		
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT	X				X		X	X
17	PED OMIT	X		X		X		X	X
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQ INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE MIN.
4. BLANKS, "X"s OR "———" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF"

SSRM SETTINGS

CYCLE LENGTH: ____

RELEASE (S1) ____%

AVG. OFFSET (R1) ____%

AM OFFSET (R2) ____%

PM OFFSET (R3) ____%

Init. By T.C.D. Date

Checked Date

In Serv. Date

Timing # Ph. No.

Asset No

Intersection Of:

1st & BLVD.

TRANSYT 1880 CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		40	20	20				
02	PASSAGE								
03	YELLOW CLEAR		4	4	4				
04	RED CLEAR		1	1	1				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X	X	X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-13-00	
Checked	Date	
In Serv.	Date	Intersection Of: FLAGLER & FIRST
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EC

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		40		30				
02	PASSAGE		3.5		3.0				
03	YELLOW CLEAR		4[redacted]		3.5				
04	RED CLEAR		2.5		2.0				
05	MAX GREEN 1		45		30				
06	MAX GREEN 2								
07	WALK		7		7				
08	PED CLEAR		25		13				
09	MIN RECALL		X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT	X		X		X	X	X	X
17	PED OMIT	X		X		X	X	X	X
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-	
24	DET SWITCHING		-	
25	FOUR SECTION LOGIC		-	
27	ENABLE SP PROG (P/E)		-	
28	DENSITY ACTIVE		-	
29	PH. AFTER FLASH		-	
30	START PHASE		-	
31	PH. BEFORE FLASH		-	
32	PH. BEF. EX. PED		-	
33	EX. PED		-	
91	DEFEAT RED REVERT			
92	CNA PICKUP TIME			
93	ALL RED START TIME			
94	DEF LAST VEH PASS			
95	SIMULT GAP			
96	SEQU INIT & PASS			
97	UCF OVERRIDE COORD			
98	DEF SINGLE ENT IN DUAL RING			

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-13-00	
Checked	Date	
In Serv.	Date	Intersection Of: FLAGLER & A-1-A
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EC

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	6	40		15				
02	PASSAGE	3.0							
03	YELLOW CLEAR	4	4		4				
04	RED CLEAR	1	1		1				
05	MAX GREEN 1	15							
06	MAX GREEN 2								
07	WALK				10				
08	PED CLEAR				5				
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL				X				
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF".

Init. By	PM, KC	Date	9-13-00
Checked		Date	
In Serv.		Date	
Timing:		Ph.No.	
Asset No.			

Intersection Of:

5th & BLVD

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1089E CONTROLLER SETTINGS

3000

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	10	45	17	20	10	45	17	20
02	PASSAGE	2.5				2.5			
03	YELLOW CLEAR	4	4	4	4	4	4	4	4
04	RED CLEAR	1	1	1	1	1	1	1	1
05	MAX GREEN 1	15	30	30	30	15	30	30	30
06	MAX GREEN 2								
07	WALK		20		10		20		10
08	PED CLEAR		10		5		10		5
09	MIN RECALL								
10	MAX RECALL		X	X	X		X	X	X
11	PED RECALL		X		X		X		X
12	DET NON-LOCK	X	X	X	X	X	X	X	X
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT	X		X		X		X	
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF".

Init. By	PM, KCC	Date	9-13-00
Checked		Date	
In Serv.		Date	
Timing:		Ph.No.	
Asset No.			

Intersection Of:

KENNEDY & BLVD
OR.

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

3000

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	20	20						
02	PASSAGE	0	0						
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK	0	0						
08	PED CLEAR	0	0						
09	MIN RECALL	X	X						
10	MAX RECALL	0	0						
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE MI
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of: THOMAS & PETRONIA
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	30	20						
02	PASSAGE								
03	YELLOW CLEAR	4	4						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OF CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	GRinnell & Flemming
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1880E CONTROLLER SETTINGS

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		30		15				
02	PASSAGE		0		0				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		2		2				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 8-31-00	
Checked	Date	
In Serv.	Date	Intersection Of: DUVAL & GREEN
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1880 CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		35		25				
02	PASSAGE								
03	YELLOW CLEAR		3		3				
04	RED CLEAR		1		1				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N//
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-00	
Checked	Date	
In Serv.	Date	Intersection Of: EATON & BRINNELL
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

COPY

TRANSYT [redacted] CONTROLLER SETTINGS

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		35		12				
02	PASSAGE								
03	YELLOW CLEAR		4		4				
04	RED CLEAR		2		2				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT	X		X		X	X	X	X
17	PED OMIT	X	X	X	X	X	X	X	X
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		
24	DET SWITCHING		
25	FOUR SECTION LOGIC		
27	ENABLE SP PROG (P/E)		
28	DENSITY ACTIVE		
29	PH. AFTER FLASH		
30	START PHASE		
31	PH. BEFORE FLASH		
32	PH. BEF. EX. PED		
33	EX. PED		
91	DEFENT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMALT GAP		
96	SEQ INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SIMBLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	% OF CYC TO HOLD REC	
57	% OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE MIN.
4. BLANKS, "X"s OR "——" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF"

SSUM SETTINGS

CYCLE LENGTH: ____

RELEASE (S1) ____%

AVG. OFFSET (R1) ____%

AM OFFSET (R2) ____%

PM OFFSET (R3) ____%

Init. By T.C.D. Date

Checked Date

In Serv. Date

Timing # Ph. No.

Reset No

1-31-03

Intersection Of:

PALM AVE & TRUMBO POINT

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		35		15				
02	PASSAGE								
03	YELLOW CLEAR		4		4				
04	RED CLEAR		1		1				
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK		20		10				
08	PED CLEAR		10		5				
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL		X		X				
12	DET NON-LOCK		X		X				
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

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2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-00	
Checked	Date	
In Serv.	Date	Intersection Of: TRUMAN & WINDSOR LN.
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1880 EL CONTROLLER SETTINGS

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	8							
02	PASSAGE	4							
03	YELLOW CLEAR	4							
04	RED CLEAR	1							
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK		12						
08	PED CLEAR		8						
09	MIN RECALL								
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT			X	X	X	X	X	X
17	PED OMIT	X		X	X	X	X	X	X
18	SOFT RECALL	X							

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-	
24	DET SWITCHING		-	
25	FOUR SECTION LOGIC		-	
27	ENABLE SP PROG (P/E)		-	
28	DENSITY ACTIVE		-	
29	PH. AFTER FLASH		-	
30	START PHASE		-	
31	PH. BEFORE FLASH		-	
32	PH. BEF. EX. PED		-	
33	EX. PED		-	
91	DEFEAT RED REVERT			
92	CNA PICKUP TIME			
93	ALL RED START TIME			
94	DEF LAST VEH PASS			
95	SIMULT GAP			
96	SEQU INIT & PASS			
97	UCF OVERRIDE COORD			
98	DEF SINGLE ENT IN DUAL RING			

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, O
   CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MI
3. PHASE 0, INTERVAL 96=0 MEANS TRUE
4. BLANKS, "X" OR "-----" MEAN ZERO OR N
5. KEYBOARD MUST BE LEFT "OFF".

nit. By	PM, KC	Date 9-12-00
Checked		Date
n Serv.		Date
Timing:		Ph.No.
Asset No.		

Intersection Of:

TRUMAN & FLORIDA

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

[redacted] COPY

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH. 1	PH. 2	PH. 3	PH. 4	RING 2 PH. 5	PH. 6	PH. 7	PH. 8
01	INITIAL	8	30		15	8	30		15
02	PASSAGE		1.5		2.0		1.5		2.0
03	YELLOW CLEAR	4	4		4	4	4		4
04	RED CLEAR		1		1		1		1
05	MAX GREEN 1	12	47		18	12	47		18
06	MAX GREEN 2								
07	WALK		6		10		6		10
08	PED CLEAR		12		12		12		12
09	MIN RECALL		X		X		X		X
10	MAX RECALL		X				X		
11	PED RECALL								
12	DET NON-LOCK	X				X			
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT			X				X	
17	PED OMIT	X		X		X		X	
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-	
24	DET SWITCHING		-	
25	FOUR SECTION LOGIC		-	
27	ENABLE SP PROG (P/E)		-	
28	DENSITY ACTIVE		-	
29	PH. AFTER FLASH		-	
30	START PHASE		-	
31	PH. BEFORE FLASH		-	
32	PH. BEF. EX. PED		-	
33	EX. PED		-	
91	DEFEAT RED REVERT			
92	CNA PICKUP TIME			
93	ALL RED START TIME			
94	DEF LAST VEH PASS			
95	SIMULT GAP			
96	SEQU INIT & PASS			
97	UCF OVERRIDE COORD			
98	DEF SINGLE ENT IN DUAL RING			

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

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2. CONTROLLER IS TRUE MAX. & TRUE MIN.
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4. BLANKS, "X" OR "----" MEAN ZERO OR N//
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-00
Checked	Date
In Serv.	Date
Timing:	Ph.No.
Asset No.	

Intersection Of:

TRUMAN & Eisenhower

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL		40		10				
02	PASSAGE				2.4				
03	YELLOW CLEAR		4		4				
04	RED CLEAR		1		1				
05	MAX GREEN 1				20				
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL		X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-	
24	DET SWITCHING		-	
25	FOUR SECTION LOGIC		-	
27	ENABLE SP PROG (P/E)		-	
28	DENSITY ACTIVE		-	
29	PH. AFTER FLASH		-	
30	START PHASE		-	
31	PH. BEFORE FLASH		-	
32	PH. BEF. EX. PED		-	
33	EX. PED		-	
91	DEFEAT RED REVERT			
92	CNA PICKUP TIME			
93	ALL RED START TIME			
94	DEF LAST VEH PASS			
95	SIMULT GAP			
96	SEQU INIT & PASS			
97	UCF OVERRIDE COORD			
98	DEF SINGLE ENT IN DUAL RING			

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

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3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-12-00
Checked	Date
In Serv.	Date
Timing:	Ph.No.
Asset No.	

Intersection Of:

WHITE & VIRGINIA

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT [redacted] CONTROLLER SETTINGS

1880 EC

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	10	45		10				
02	PASSAGE	3.0	4.0		3.5				
03	YELLOW CLEAR	3	3		3				
04	RED CLEAR	1	1		1				
05	MAX GREEN 1	20	45		30				
06	MAX GREEN 2								
07	WALK		26		21				
08	PED CLEAR		8		8				
09	MIN RECALL		X		X				
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK	X	X		X				
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL OL CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

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2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-13-00	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	OVERSEAS MKT & BLVD
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

TRANSYT 1[redacted]E CONTROLLER SETTINGS

1880 EL

BASIC FUNCTIONS

INT NO.	INTERVAL TYPE	RING 1 PH: NO: 1	2	3	4	RING 2 5	6	7	8
01	INITIAL	20	35						
02	PASSAGE								
03	YELLOW CLEAR	3	3						
04	RED CLEAR	1	1						
05	MAX GREEN 1								
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL	X	X						
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

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2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF".

Init. By PM, KC	Date 9-13-00	
Checked	Date	
In Serv.	Date	Intersection Of: FLAGLER & FIFTH
Timing:	Ph.No.	
Asset No.		

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%
PM OFFSET	(R3)	%

COPY

[redacted] CONTROLLER SETTINGS

170

BASIC FUNCTIONS

		RING 1				RING 2			
	PH: NO:	1	2	[redacted]	4	5	6	[redacted]	8
INT NO.	INTERVAL TYPE								
01	INITIAL	5	40		8	5	40		8
02	PASSAGE	3			3	3			3
03	YELLOW CLEAR	4	4		4	4	4		4
04	RED CLEAR	1	1		1	1	1		1
05	MAX GREEN 1	20	40		25	20	40		25
06	MAX GREEN 2								
07	WALK								
08	PED CLEAR								
09	MIN RECALL								
10	MAX RECALL								
11	PED RECALL								
12	DET NON-LOCK								
13	CNA 1								
14	CNA 2								
15	FLASHING WALK								
16	PHASE OMIT								
17	PED OMIT								
18	SOFT RECALL								

SPECIAL FUNCTIONS (PH. 0)

23	PHASE REVERSAL		-
24	DET SWITCHING		-
25	FOUR SECTION LOGIC		-
27	ENABLE SP PROG (P/E)		-
28	DENSITY ACTIVE		-
29	PH. AFTER FLASH		-
30	START PHASE		-
31	PH. BEFORE FLASH		-
32	PH. BEF. EX. PED		-
33	EX. PED		-
91	DEFEAT RED REVERT		
92	CNA PICKUP TIME		
93	ALL RED START TIME		
94	DEF LAST VEH PASS		
95	SIMULT GAP		
96	SEQU INIT & PASS		
97	UCF OVERRIDE COORD		
98	DEF SINGLE ENT IN DUAL RING		

BASIC PRE EMPT FUNCTIONS (PH 9)

01	MIN GREEN	
02	TR CLEAR GR 1	
03	TR CLEAR GR 2	
04	MIN DWELL	
05	TR CLEAR YEL 1	
06	TR CLEAR ALL RED 1	
07	TR CLEAR YEL 2	
08	TR CLEAR ALL RED 2	
09	YEL CLEAR AFT P-E	
10	RED CLEAR AFT P-E	
27	SPECIAL O/L CLEAR	
28	SPECIAL PED CLEAR	
41	WALK	
42	PED CLEAR	
43	PED ALL RED CL	
51	DEL BEFORE P-E	
56	# OF CYC TO HOLD REC	
57	# OF CYC TO HLD MAX GR	

NOTES:

1. T.C.C. MAY OVERRIDE MAX., OFFSET, OR CYCLE LENGTH.
2. CONTROLLER IS TRUE MAX. & TRUE MIN.
3. PHASE 0, INTERVAL 96=0 MEANS TRUE M
4. BLANKS, "X" OR "-----" MEAN ZERO OR N/A
5. KEYBOARD MUST BE LEFT "OFF".

Init. By	Date	
Checked	Date	
In Serv.	Date	Intersection Of:
Timing:	Ph.No.	Flagler & Kennedy
		As of 7-28-08

SSRM SETTINGS

CYCLE LENGTH:		%
RELEASE	(S1)	%
AVG. OFFSET	(R1)	%
AM OFFSET	(R2)	%

US 1 & BLVD.

TABLE 4
RECOMMENDED CONTROLLER TIMINGS

CONTROLLER SETTINGS

INTERSECTION: US 1 & ROOSEVELT BOULEVARD

BASIC FUNCTIONS

	RING 1				RING 2			
PH: NO:	1	2	3	4	5	6	7	8
INTERVAL								
TYPE	EBL	EW		SB				
INITIAL	20	[redacted] 8		20	8			
PASSAGE	3.0	2.5		3.0	4.0			
YELLOW CLEAR	3.5	4.0		4.0	4.0			
RED CLEAR	1.0	1.0		1.0	2.0			
MAX GREEN 1	50	20		[redacted] 55	30			
MAX GREEN 2								
WALK	7	7		7				
PED CLEAR	6	8		8				
MIN RECALL		X						
MAX RECALL								
PED RECALL								
DET NON-LOCK								
CNA1		X						
CNA2								
FLASHING WALK								
PHASE OMIT								
PED OMIT								
SOFT RECALL								

COORDINATION FUNCTIONS

			RING 1				RING 2			
TIMING PATTERN		PH: NO:	1	2	3	4	5	6	7	8
	CYCLE	OFFSET	EBL	EW		SB				
1	110	3	47	19		44				
2	100	22	53	19		28				
3										
4										
5										
6										

IMPLEMENTATION SCHEDULE

DAY	TIME
M - F	7:30 - 09:30 - morning
M - F	6:30 - 18:30

Run: Free
18:30 to 6:30

* Timing changed on PH. 2 Initial from 15 sec. to 8 sec.
* Timing changed on PH. 4 MAX GREEN 1 from 40 sec to 55 sec.
* Timing changed on 1-17-02 BY JOHN DOVEL OF DAT

4/2/00

APPENDIX L

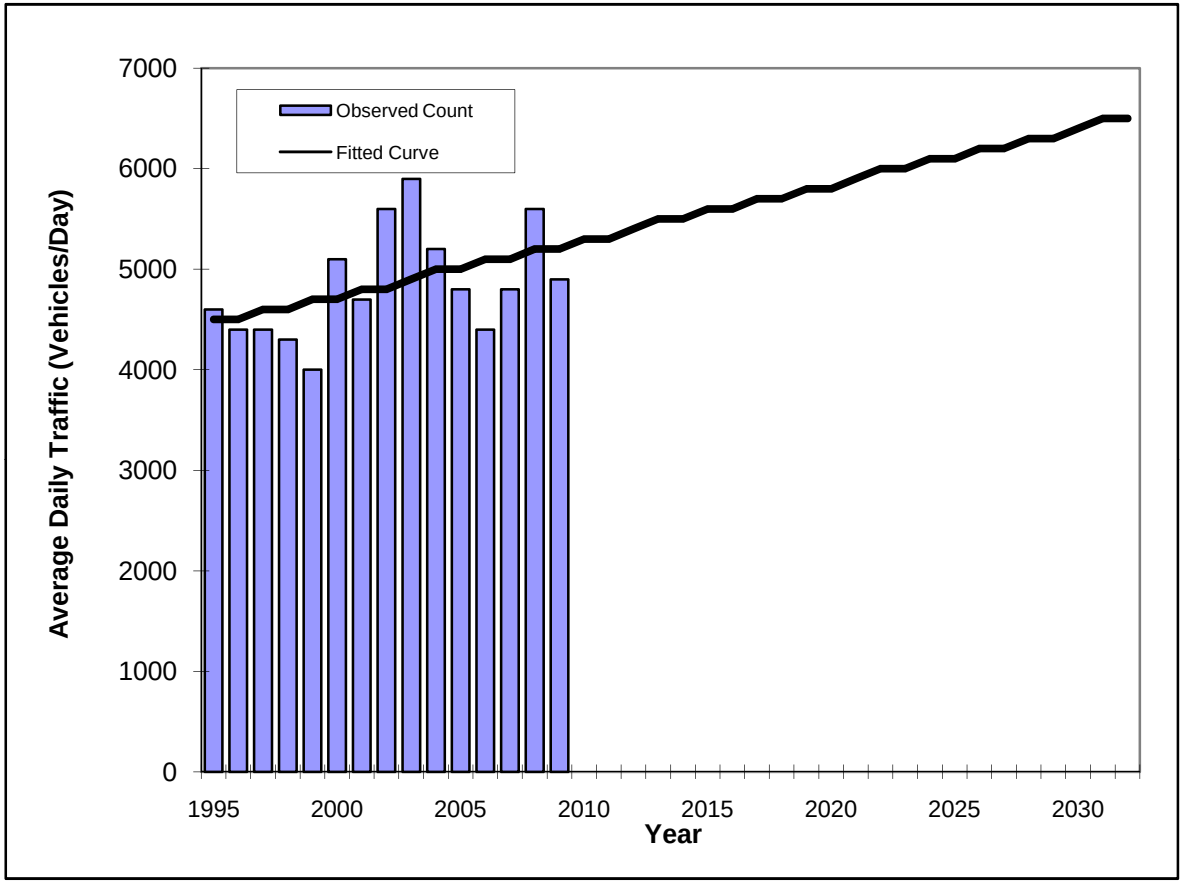
FDOT AADT HISTORICAL TREND ANALYSIS

Traffic Trends - V2.0

ATLANTIC BLVD -- 200' E. of White St

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0004
Highway:	ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
1995	4600	4500
1996	4400	4500
1997	4400	4600
1998	4300	4600
1999	4000	4700
2000	5100	4700
2001	4700	4800
2002	5600	4800
2003	5900	4900
2004	5200	5000
2005	4800	5000
2006	4400	5100
2007	4800	5100
2008	5600	5200
2009	4900	5200
2012 Opening Year Trend		
2012	N/A	5400
2022 Mid-Year Trend		
2022	N/A	6000
2032 Design Year Trend		
2032	N/A	6500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	55
Trend R-squared:	20.74%
Trend Annual Historic Growth Rate:	1.11%
Trend Growth Rate (2009 to Design Year):	1.09%
Printed:	25-Oct-11

Straight Line Growth Option

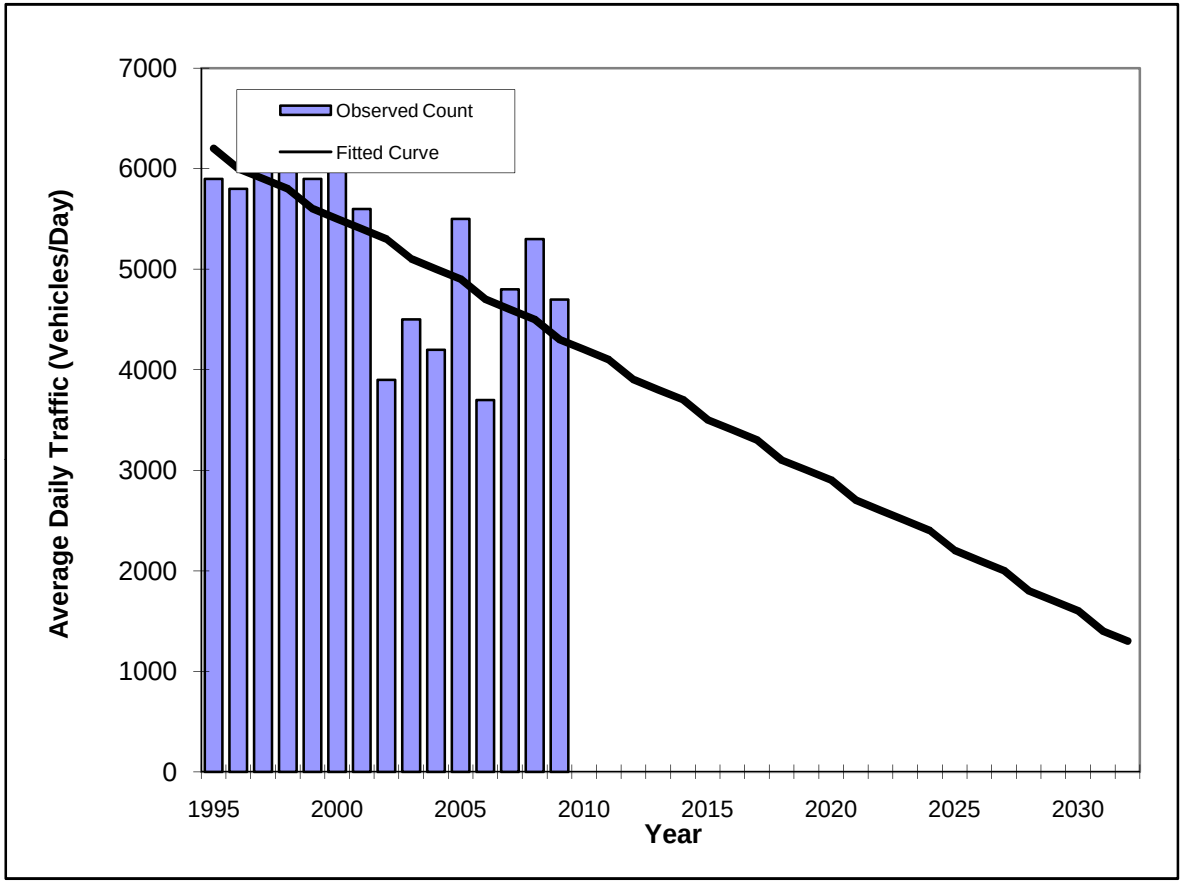
*Axle-Adjusted

Traffic Trends - V2.0

EASTON ST -- 200' W. of Duval St

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0020
Highway:	EASTON ST



Year	Traffic (ADT/AADT) Count*	Trend**
1995	5900	6200
1996	5800	6000
1997	6600	5900
1998	6300	5800
1999	5900	5600
2000	6100	5500
2001	5600	5400
2002	3900	5300
2003	4500	5100
2004	4200	5000
2005	5500	4900
2006	3700	4700
2007	4800	4600
2008	5300	4500
2009	4700	4300
2012 Opening Year Trend		
2012	N/A	3900
2022 Mid-Year Trend		
2022	N/A	2600
2032 Design Year Trend		
2032	N/A	1300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-132
Trend R-squared:	42.74%
Trend Annual Historic Growth Rate:	-2.19%
Trend Growth Rate (2009 to Design Year):	-3.03%
Printed:	25-Oct-11

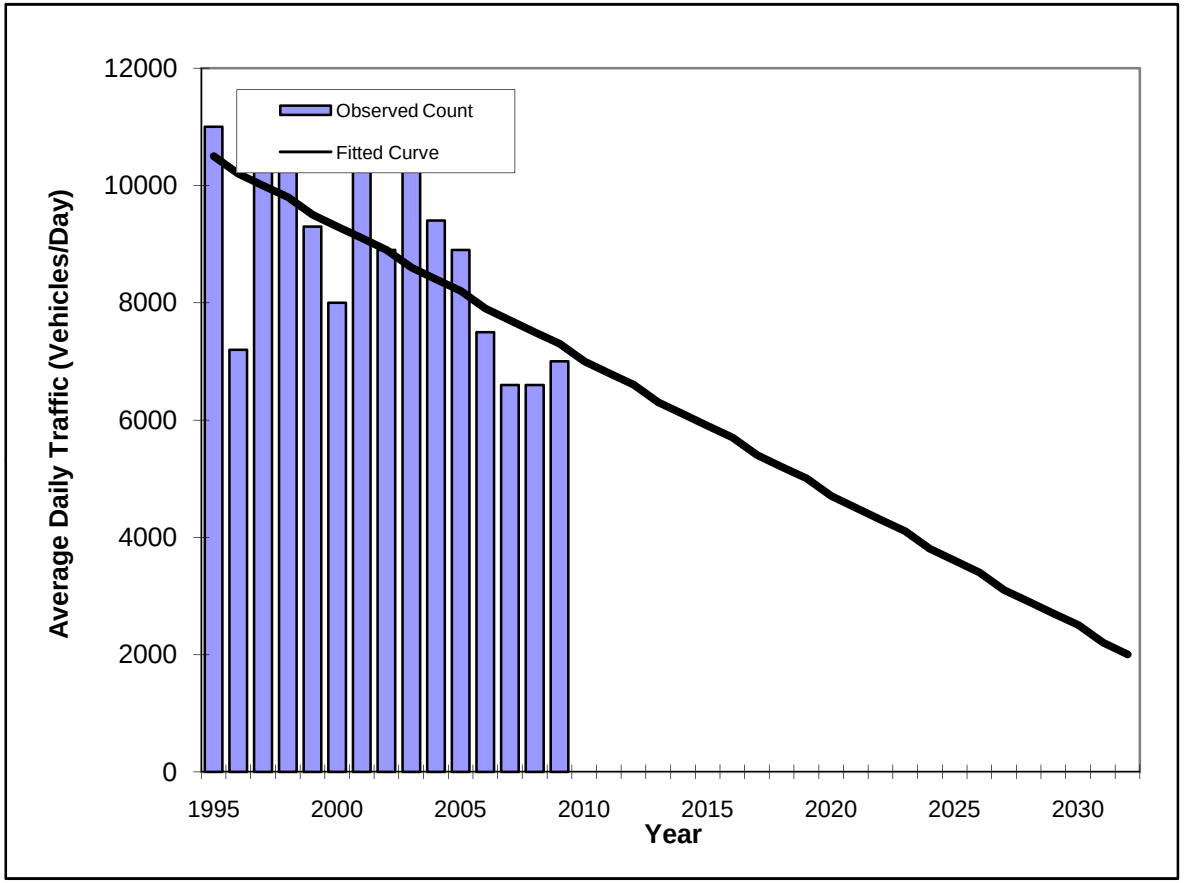
Straight Line Growth Option

Traffic Trends - V2.0

DUVAL ST -- 200' N. of Truman Ave

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0023
Highway:	DUVAL ST



Year	Traffic (ADT/AADT) Count*	Trend**
1995	11000	10500
1996	7200	10200
1997	11000	10000
1998	10500	9800
1999	9300	9500
2000	8000	9300
2001	10500	9100
2002	8900	8900
2003	10500	8600
2004	9400	8400
2005	8900	8200
2006	7500	7900
2007	6600	7700
2008	6600	7500
2009	7000	7300
2012 Opening Year Trend		
2012	N/A	6600
2022 Mid-Year Trend		
2022	N/A	4300
2032 Design Year Trend		
2032	N/A	2000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-229
Trend R-squared:	39.82%
Trend Annual Historic Growth Rate:	-2.18%
Trend Growth Rate (2009 to Design Year):	-3.16%
Printed:	25-Oct-11

Straight Line Growth Option

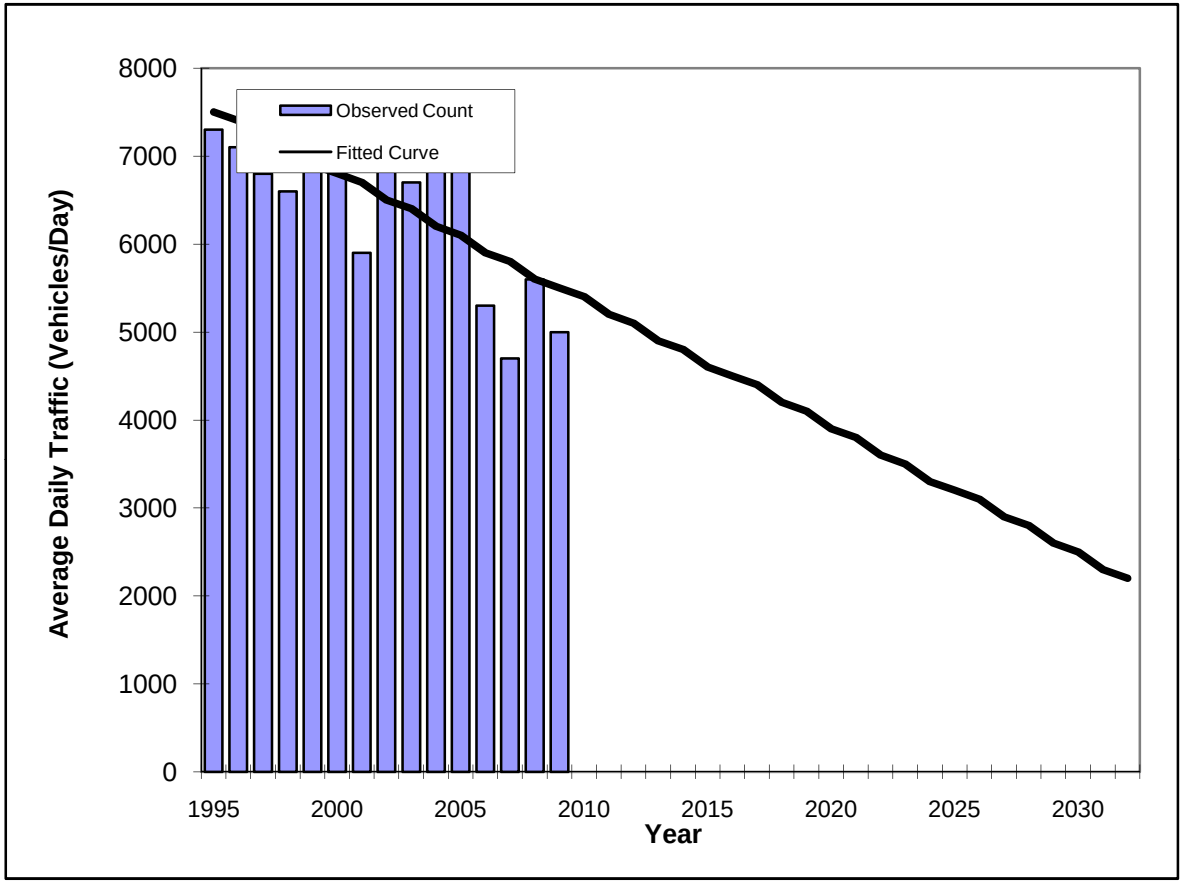
*Axle-Adjusted

Traffic Trends - V2.0

WHITE ST -- 200' N. of Truman Ave

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0025
Highway:	WHITE ST



Year	Traffic (ADT/AADT) Count*	Trend**
1995	7300	7500
1996	7100	7400
1997	6800	7200
1998	6600	7100
1999	7200	6900
2000	7400	6800
2001	5900	6700
2002	7600	6500
2003	6700	6400
2004	7400	6200
2005	7100	6100
2006	5300	5900
2007	4700	5800
2008	5600	5600
2009	5000	5500
2012 Opening Year Trend		
2012	N/A	5100
2022 Mid-Year Trend		
2022	N/A	3600
2032 Design Year Trend		
2032	N/A	2200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-144
Trend R-squared:	44.90%
Trend Annual Historic Growth Rate:	-1.90%
Trend Growth Rate (2009 to Design Year):	-2.61%
Printed:	25-Oct-11

Straight Line Growth Option

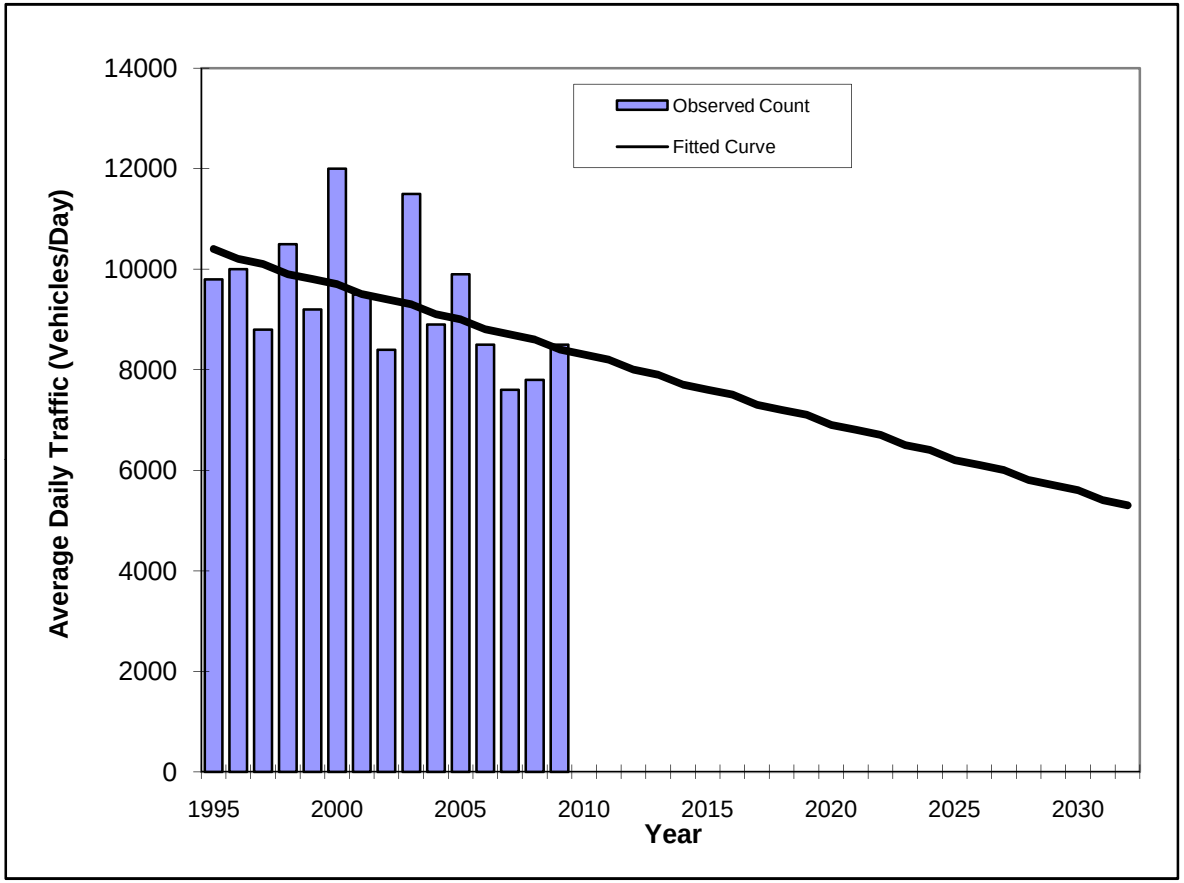
*Axle-Adjusted

Traffic Trends - V2.0

WHITE ST -- 200' S. of Truman Ave

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0026
Highway:	WHITE ST



Year	Traffic (ADT/AADT) Count*	Trend**
1995	9800	10400
1996	10000	10200
1997	8800	10100
1998	10500	9900
1999	9200	9800
2000	12000	9700
2001	9500	9500
2002	8400	9400
2003	11500	9300
2004	8900	9100
2005	9900	9000
2006	8500	8800
2007	7600	8700
2008	7800	8600
2009	8500	8400
2012 Opening Year Trend		
2012	N/A	8000
2022 Mid-Year Trend		
2022	N/A	6700
2032 Design Year Trend		
2032	N/A	5300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-137
Trend R-squared:	23.69%
Trend Annual Historic Growth Rate:	-1.37%
Trend Growth Rate (2009 to Design Year):	-1.60%
Printed:	25-Oct-11

Straight Line Growth Option

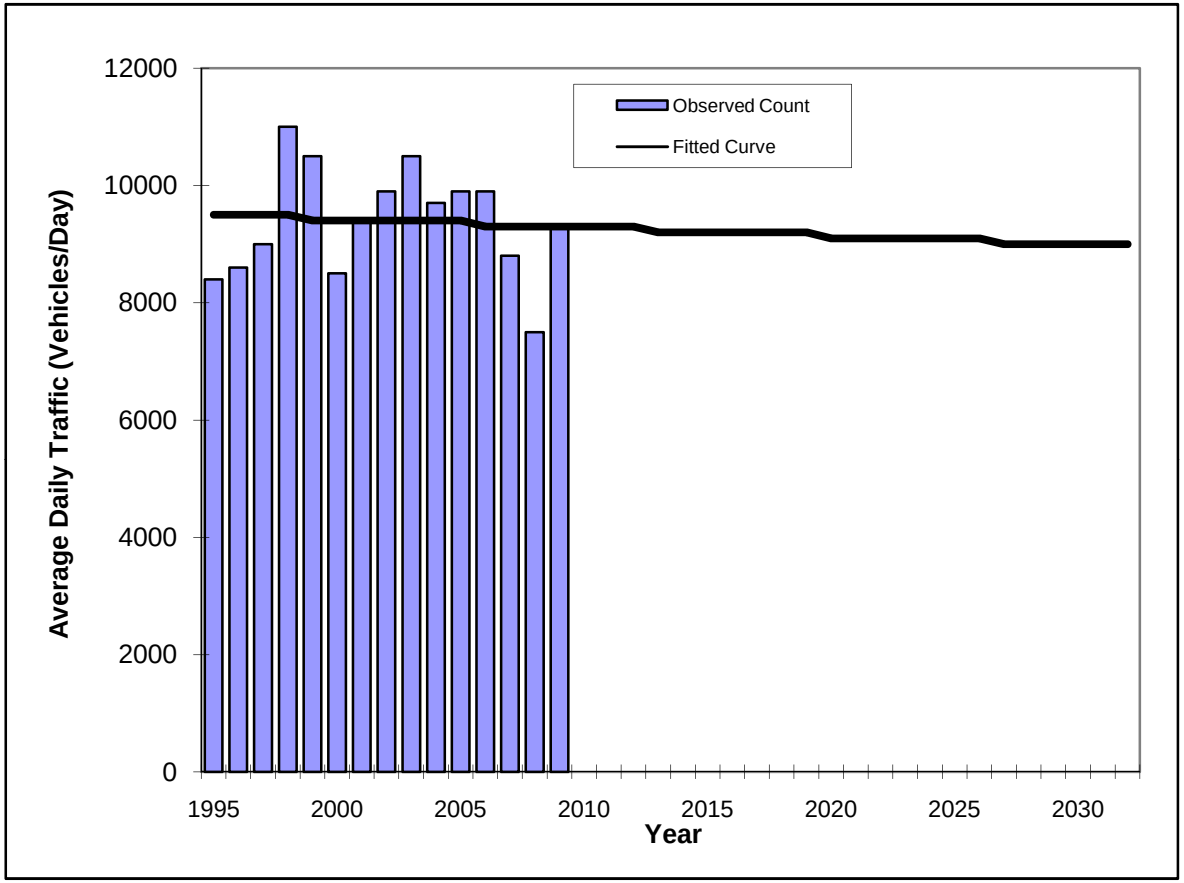
*Axle-Adjusted

Traffic Trends - V2.0

KENNEDY DR -- 200' S. of Roosevelt Blvd

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0028
Highway:	KENNEDY DR



Year	Traffic (ADT/AADT) Count*	Trend**
1995	8400	9500
1996	8600	9500
1997	9000	9500
1998	11000	9500
1999	10500	9400
2000	8500	9400
2001	9400	9400
2002	9900	9400
2003	10500	9400
2004	9700	9400
2005	9900	9400
2006	9900	9300
2007	8800	9300
2008	7500	9300
2009	9300	9300
2012 Opening Year Trend		
2012	N/A	9300
2022 Mid-Year Trend		
2022	N/A	9100
2032 Design Year Trend		
2032	N/A	9000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-14
Trend R-squared:	0.46%
Trend Annual Historic Growth Rate:	-0.15%
Trend Growth Rate (2009 to Design Year):	-0.14%
Printed:	25-Oct-11

Straight Line Growth Option

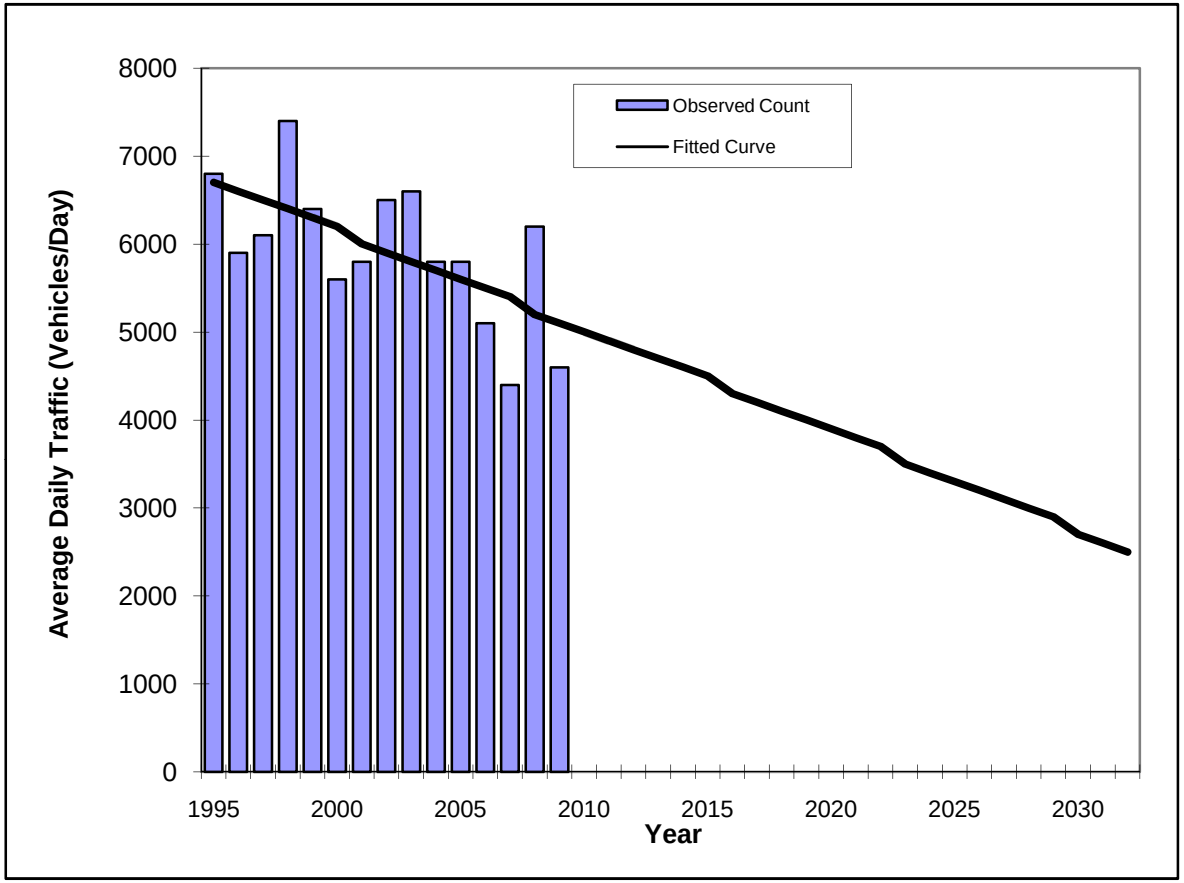
*Axle-Adjusted

Traffic Trends - V2.0

BYRD RD -- 200' N. of Roosevelt Blvd

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0029
Highway:	BYRD RD



Year	Traffic (ADT/AADT) Count*	Trend**
1995	6800	6700
1996	5900	6600
1997	6100	6500
1998	7400	6400
1999	6400	6300
2000	5600	6200
2001	5800	6000
2002	6500	5900
2003	6600	5800
2004	5800	5700
2005	5800	5600
2006	5100	5500
2007	4400	5400
2008	6200	5200
2009	4600	5100
2012 Opening Year Trend		
2012	N/A	4800
2022 Mid-Year Trend		
2022	N/A	3700
2032 Design Year Trend		
2032	N/A	2500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-114
Trend R-squared:	40.50%
Trend Annual Historic Growth Rate:	-1.71%
Trend Growth Rate (2009 to Design Year):	-2.22%
Printed:	25-Oct-11

Straight Line Growth Option

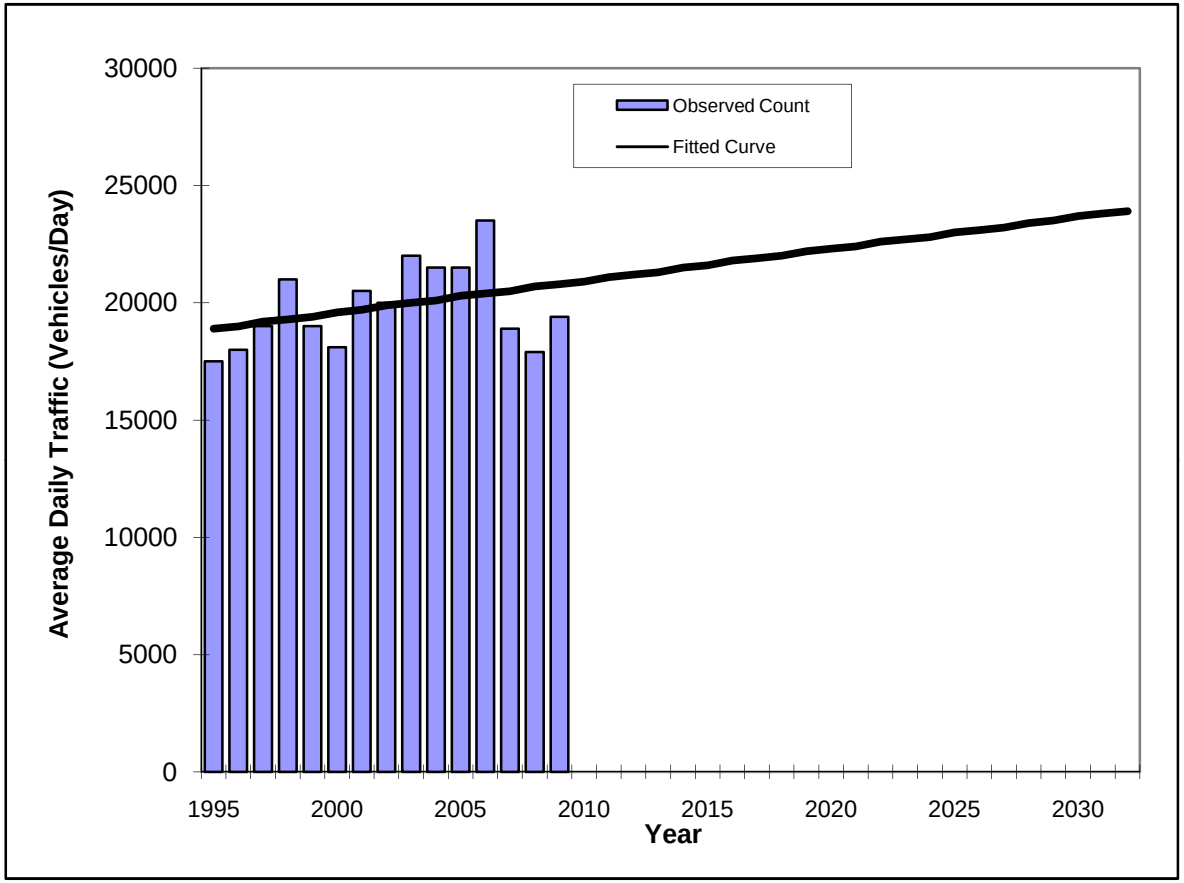
*Axle-Adjusted

Traffic Trends - V2.0

ROOSEVELT BLVD -- 200' S. of US-1

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0049
Highway:	ROOSEVELT BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
1995	17500	18900
1996	18000	19000
1997	19000	19200
1998	21000	19300
1999	19000	19400
2000	18100	19600
2001	20500	19700
2002	20000	19900
2003	22000	20000
2004	21500	20100
2005	21500	20300
2006	23500	20400
2007	18900	20500
2008	17900	20700
2009	19400	20800
2012 Opening Year Trend		
2012	N/A	21200
2022 Mid-Year Trend		
2022	N/A	22600
2032 Design Year Trend		
2032	N/A	23900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	136
Trend R-squared:	11.85%
Trend Annual Historic Growth Rate:	0.72%
Trend Growth Rate (2009 to Design Year):	0.65%
Printed:	25-Oct-11

Straight Line Growth Option

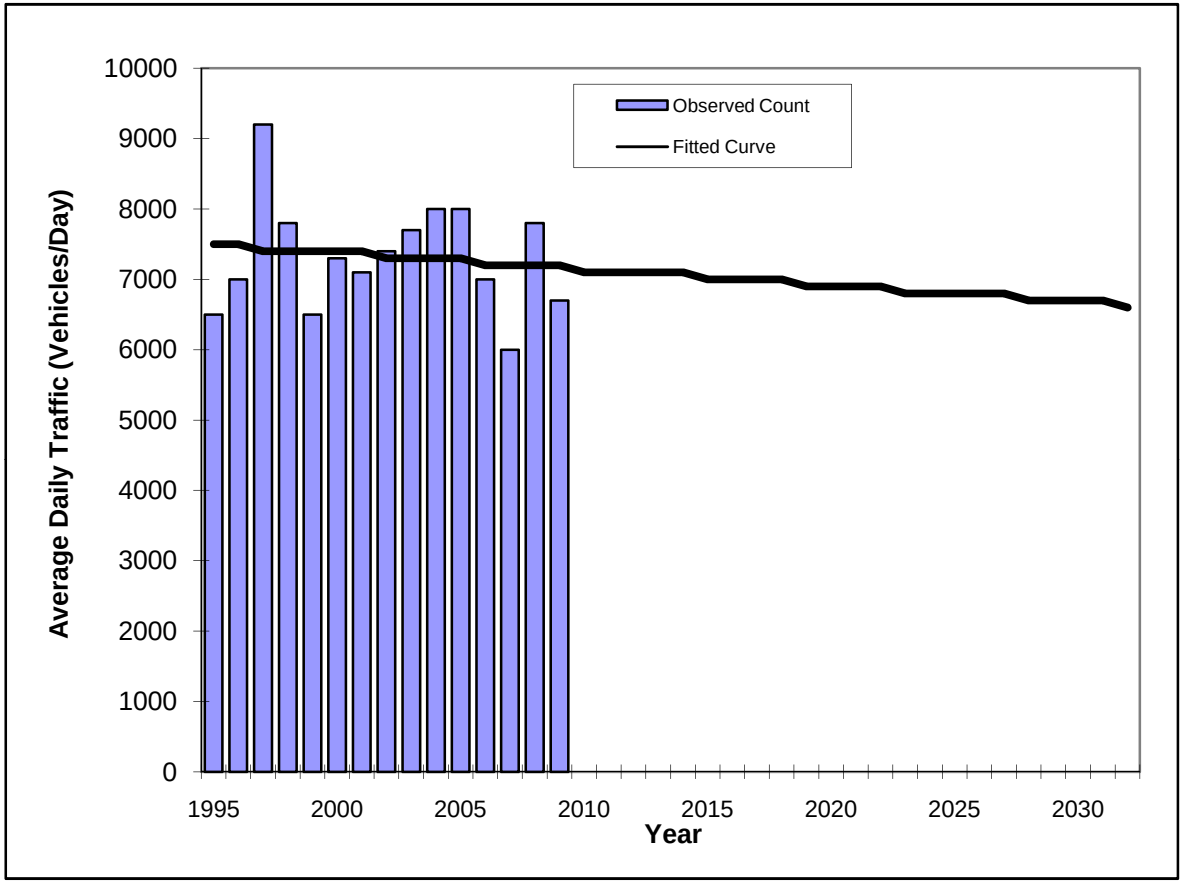
*Axle-Adjusted

Traffic Trends - V2.0

1 ST -- 200' S. of US-1

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0073
Highway:	1 ST



Year	Traffic (ADT/AADT) Count*	Trend**
1995	6500	7500
1996	7000	7500
1997	9200	7400
1998	7800	7400
1999	6500	7400
2000	7300	7400
2001	7100	7400
2002	7400	7300
2003	7700	7300
2004	8000	7300
2005	8000	7300
2006	7000	7200
2007	6000	7200
2008	7800	7200
2009	6700	7200
2012 Opening Year Trend		
2012	N/A	7100
2022 Mid-Year Trend		
2022	N/A	6900
2032 Design Year Trend		
2032	N/A	6600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-23
Trend R-squared:	1.72%
Trend Annual Historic Growth Rate:	-0.29%
Trend Growth Rate (2009 to Design Year):	-0.36%
Printed:	25-Oct-11

Straight Line Growth Option

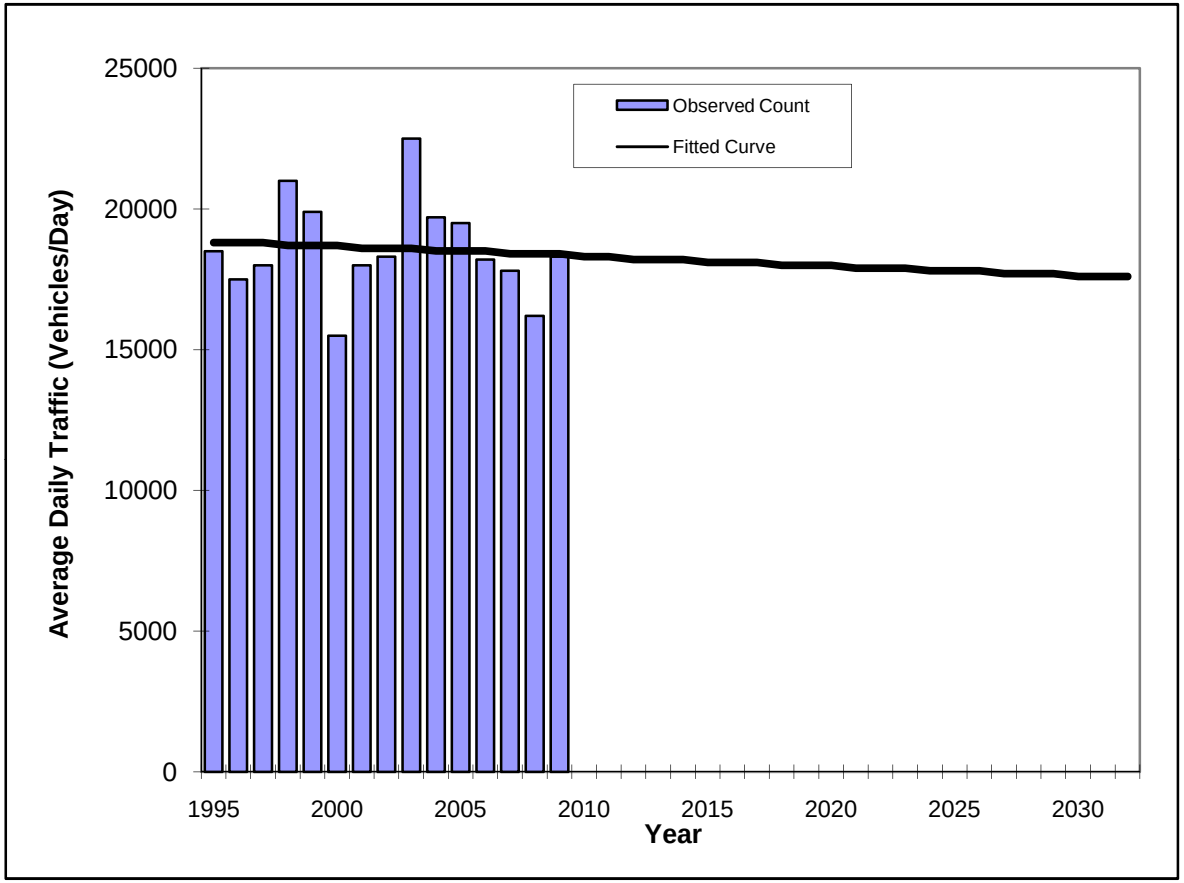
*Axle-Adjusted

Traffic Trends - V2.0

PALM AVE -- 200' N. of US-1

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0103
Highway:	PALM AVE



Year	Traffic (ADT/AADT) Count*	Trend**
1995	18500	18800
1996	17500	18800
1997	18000	18800
1998	21000	18700
1999	19900	18700
2000	15500	18700
2001	18000	18600
2002	18300	18600
2003	22500	18600
2004	19700	18500
2005	19500	18500
2006	18200	18500
2007	17800	18400
2008	16200	18400
2009	18300	18400
2012 Opening Year Trend		
2012	N/A	18200
2022 Mid-Year Trend		
2022	N/A	17900
2032 Design Year Trend		
2032	N/A	17600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-35
Trend R-squared:	0.78%
Trend Annual Historic Growth Rate:	-0.15%
Trend Growth Rate (2009 to Design Year):	-0.19%
Printed:	25-Oct-11

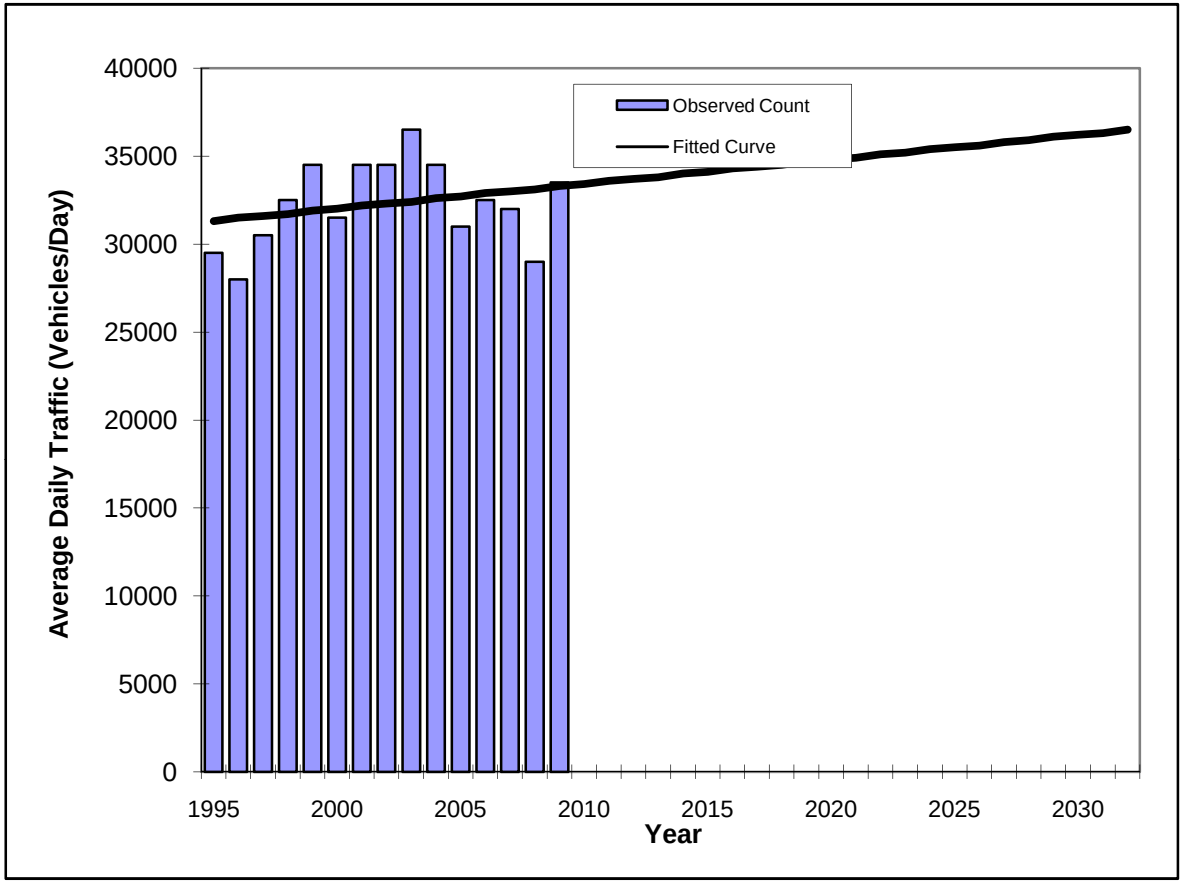
Straight Line Growth Option

Traffic Trends - V2.0

US-1 -- 400' W. of SR A1A

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0105
Highway:	US-1



Year	Traffic (ADT/AADT) Count*	Trend**
1995	29500	31300
1996	28000	31500
1997	30500	31600
1998	32500	31700
1999	34500	31900
2000	31500	32000
2001	34500	32200
2002	34500	32300
2003	36500	32400
2004	34500	32600
2005	31000	32700
2006	32500	32900
2007	32000	33000
2008	29000	33100
2009	33500	33300
2012 Opening Year Trend		
2012	N/A	33700
2022 Mid-Year Trend		
2022	N/A	35100
2032 Design Year Trend		
2032	N/A	36500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	139
Trend R-squared:	6.67%
Trend Annual Historic Growth Rate:	0.46%
Trend Growth Rate (2009 to Design Year):	0.42%
Printed:	25-Oct-11

Straight Line Growth Option

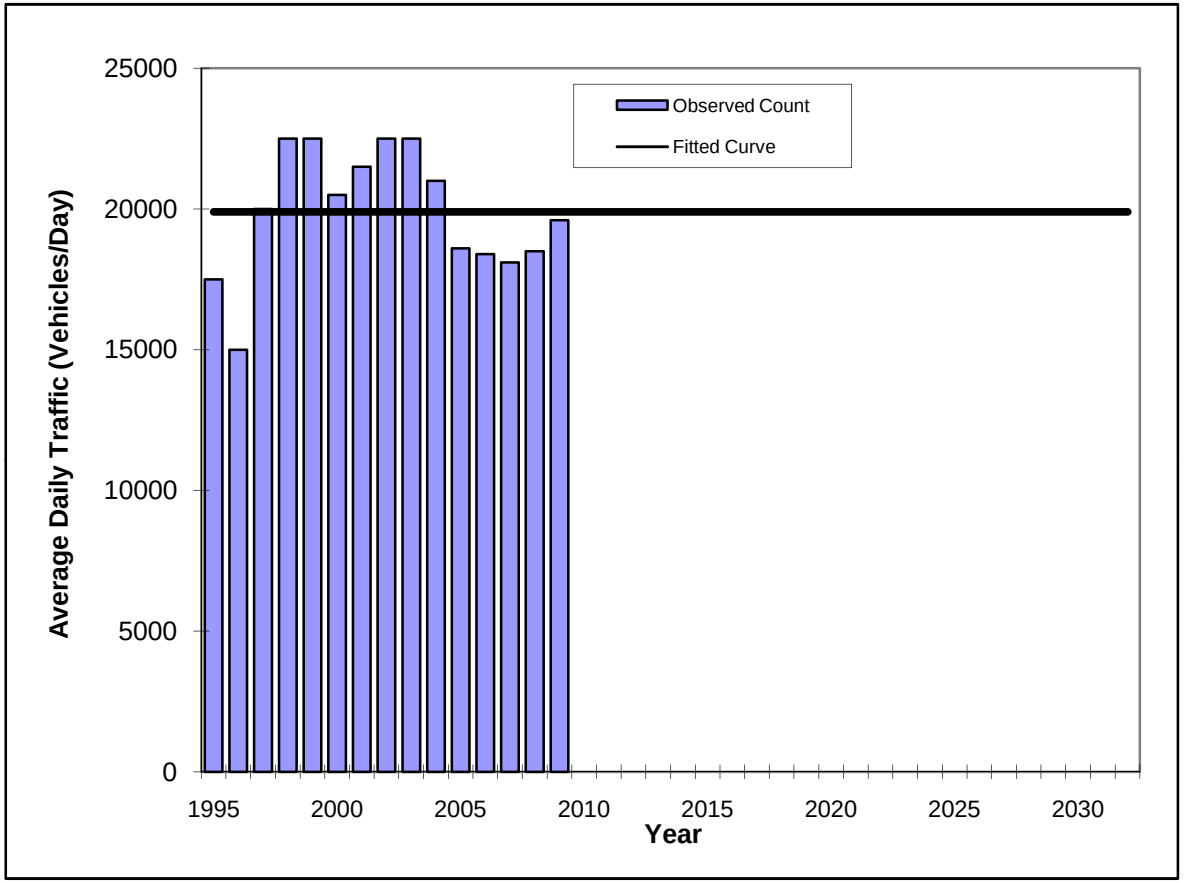
*Axle-Adjusted

Traffic Trends - V2.0

TRUMAN AVE -- 200' W. of 1st St

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5004
Highway:	TRUMAN AVE



Year	Traffic (ADT/AADT) Count*	Trend**
1995	17500	19900
1996	15000	19900
1997	20000	19900
1998	22500	19900
1999	22500	19900
2000	20500	19900
2001	21500	19900
2002	22500	19900
2003	22500	19900
2004	21000	19900
2005	18600	19900
2006	18400	19900
2007	18100	19900
2008	18500	19900
2009	19600	19900
2012 Opening Year Trend		
2012	N/A	19900
2022 Mid-Year Trend		
2022	N/A	19900
2032 Design Year Trend		
2032	N/A	19900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	0
Trend R-squared:	0.00%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2009 to Design Year):	0.00%
Printed:	25-Oct-11

Straight Line Growth Option

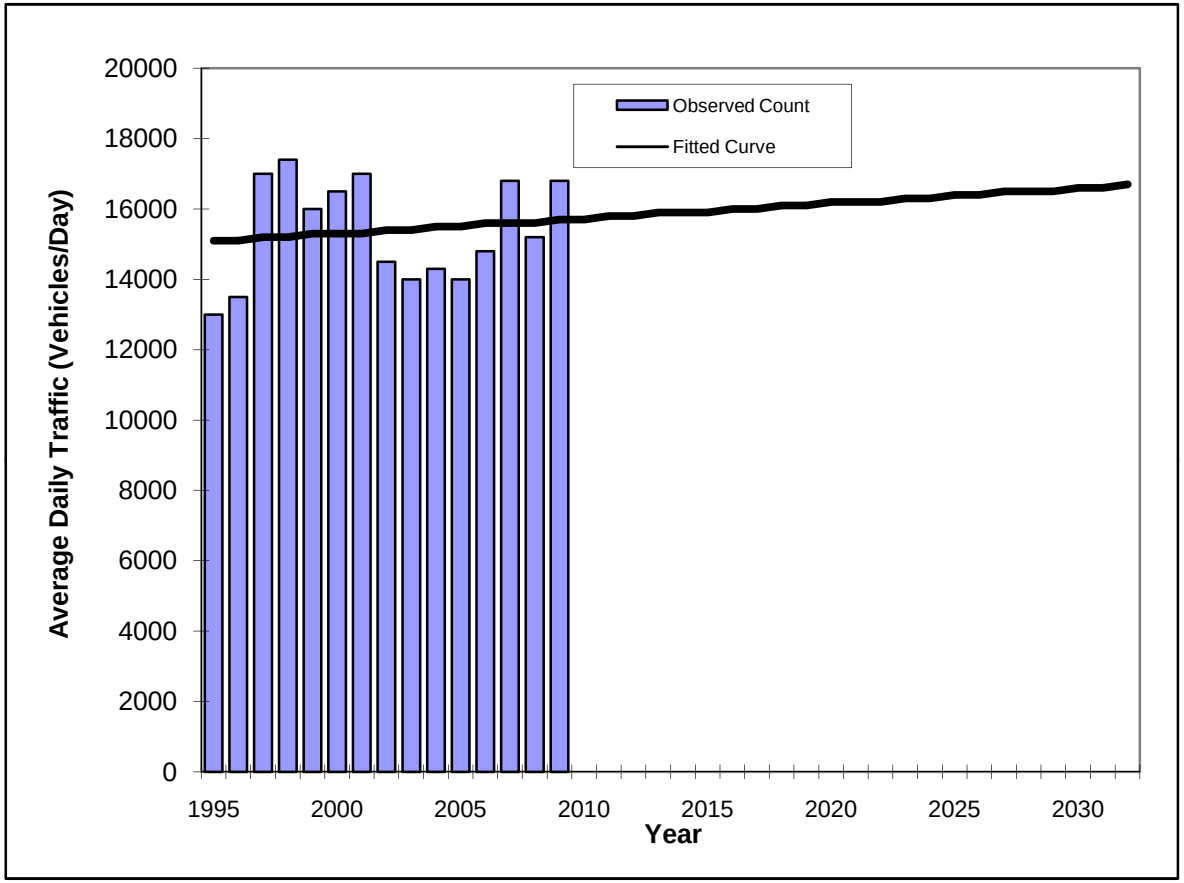
*Axle-Adjusted

Traffic Trends - V2.0

TRUMAN AVE -- 200' W. of White St

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5008
Highway:	TRUMAN AVE



Year	Traffic (ADT/AADT) Count*	Trend**
1995	13000	15100
1996	13500	15100
1997	17000	15200
1998	17400	15200
1999	16000	15300
2000	16500	15300
2001	17000	15300
2002	14500	15400
2003	14000	15400
2004	14300	15500
2005	14000	15500
2006	14800	15600
2007	16800	15600
2008	15200	15600
2009	16800	15700
2012 Opening Year Trend		
2012	N/A	15800
2022 Mid-Year Trend		
2022	N/A	16200
2032 Design Year Trend		
2032	N/A	16700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	43
Trend R-squared:	1.70%
Trend Annual Historic Growth Rate:	0.28%
Trend Growth Rate (2009 to Design Year):	0.28%
Printed:	25-Oct-11

Straight Line Growth Option

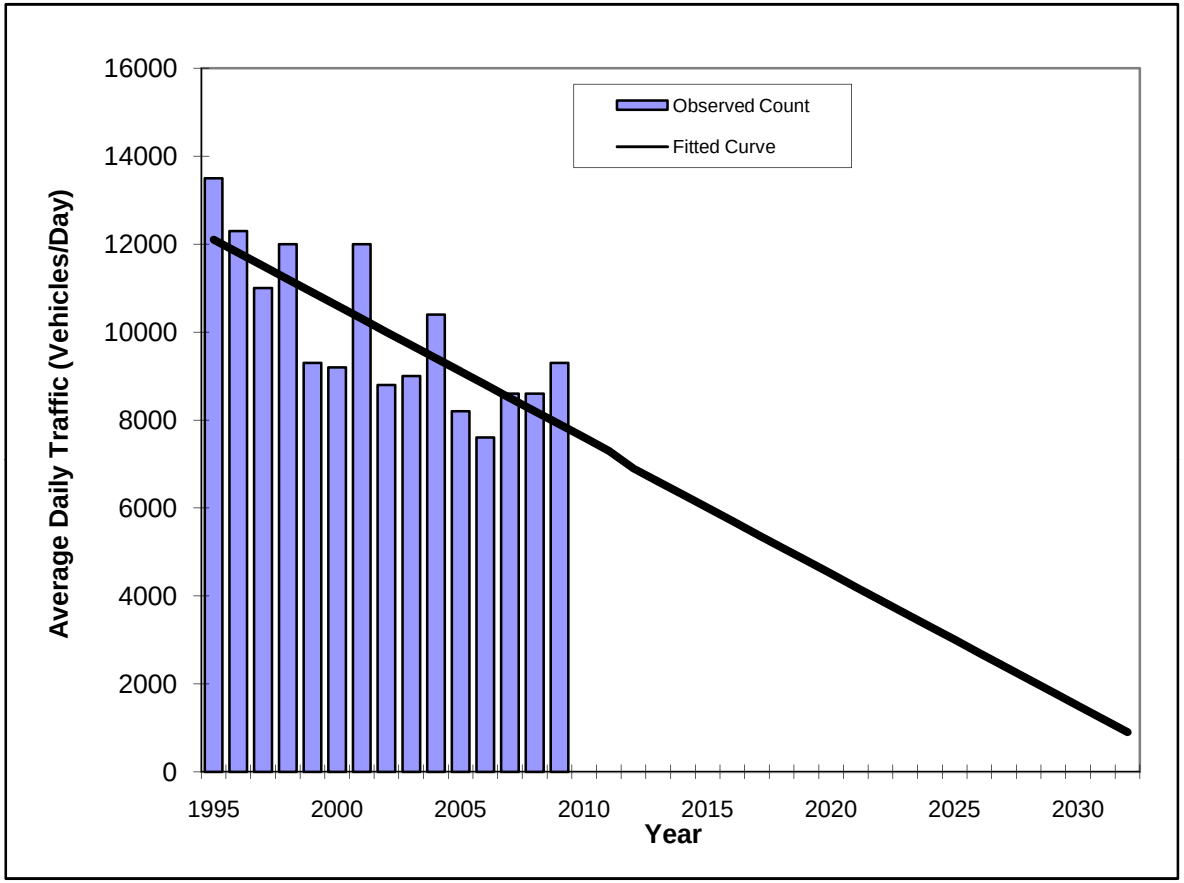
*Axle-Adjusted

Traffic Trends - V2.0

TRUMAN AVE -- 200' E. of Duval St

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5011
Highway:	TRUMAN AVE



Year	Traffic (ADT/AADT) Count*	Trend**
1995	13500	12100
1996	12300	11800
1997	11000	11500
1998	12000	11200
1999	9300	10900
2000	9200	10600
2001	12000	10300
2002	8800	10000
2003	9000	9700
2004	10400	9400
2005	8200	9100
2006	7600	8800
2007	8600	8500
2008	8600	8200
2009	9300	7900
2012 Opening Year Trend		
2012	N/A	6900
2022 Mid-Year Trend		
2022	N/A	3900
2032 Design Year Trend		
2032	N/A	900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-304
Trend R-squared:	59.22%
Trend Annual Historic Growth Rate:	-2.48%
Trend Growth Rate (2009 to Design Year):	-3.85%
Printed:	25-Oct-11

Straight Line Growth Option

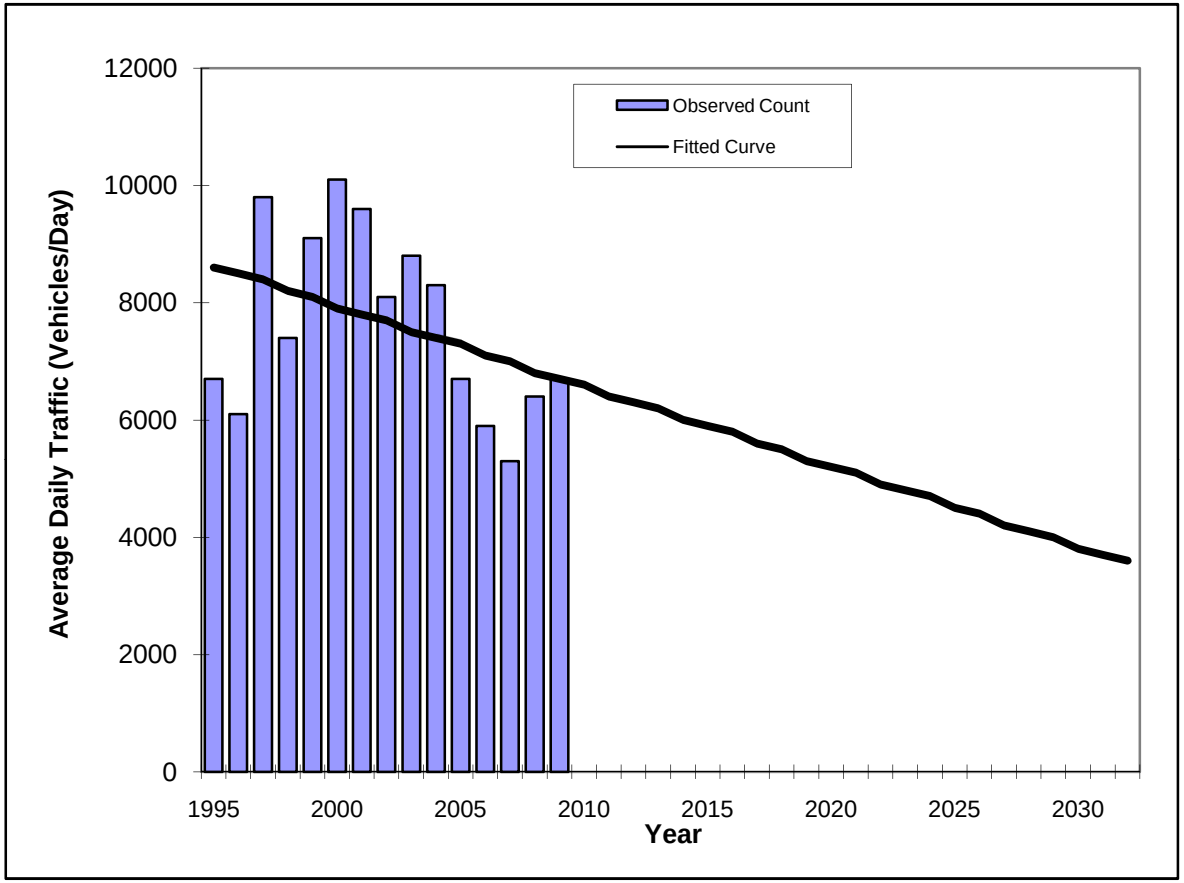
*Axle-Adjusted

Traffic Trends - V2.0

WHITEHEAD ST -- 100' S. of Olivia St

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5013
Highway:	WHITEHEAD ST



Year	Traffic (ADT/AADT) Count*	Trend**
1995	6700	8600
1996	6100	8500
1997	9800	8400
1998	7400	8200
1999	9100	8100
2000	10100	7900
2001	9600	7800
2002	8100	7700
2003	8800	7500
2004	8300	7400
2005	6700	7300
2006	5900	7100
2007	5300	7000
2008	6400	6800
2009	6700	6700
2012 Opening Year Trend		
2012	N/A	6300
2022 Mid-Year Trend		
2022	N/A	4900
2032 Design Year Trend		
2032	N/A	3600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-137
Trend R-squared:	15.50%
Trend Annual Historic Growth Rate:	-1.58%
Trend Growth Rate (2009 to Design Year):	-2.01%
Printed:	25-Oct-11

Straight Line Growth Option

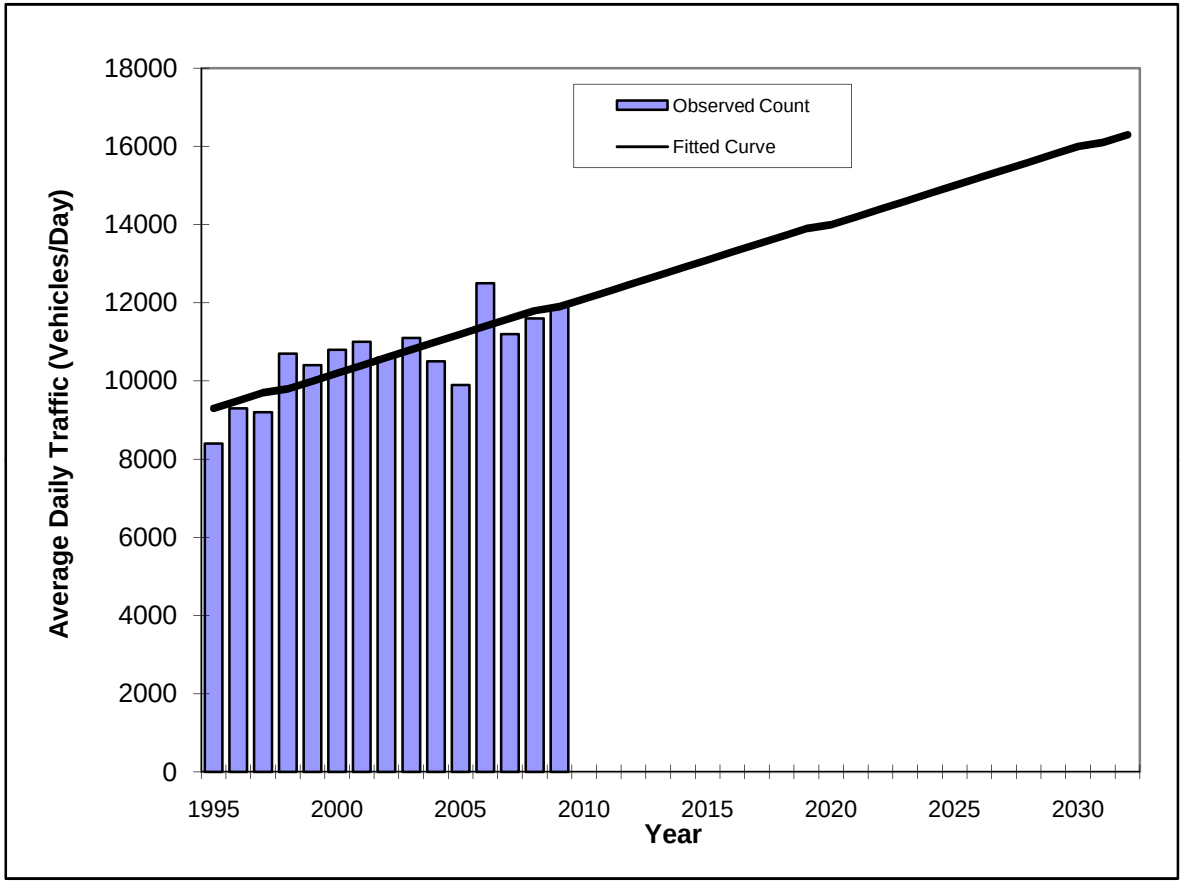
*Axle-Adjusted

Traffic Trends - V2.0

FLAGLER AVE -- 200' W. of Roosevelt Blvd

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5017
Highway:	FLAGLER AVE



Year	Traffic (ADT/AADT) Count*	Trend**
1995	8400	9300
1996	9300	9500
1997	9200	9700
1998	10700	9800
1999	10400	10000
2000	10800	10200
2001	11000	10400
2002	10600	10600
2003	11100	10800
2004	10500	11000
2005	9900	11200
2006	12500	11400
2007	11200	11600
2008	11600	11800
2009	11900	11900
2012 Opening Year Trend		
2012	N/A	12500
2022 Mid-Year Trend		
2022	N/A	14400
2032 Design Year Trend		
2032	N/A	16300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	191
Trend R-squared:	63.30%
Trend Annual Historic Growth Rate:	2.00%
Trend Growth Rate (2009 to Design Year):	1.61%
Printed:	25-Oct-11

Straight Line Growth Option

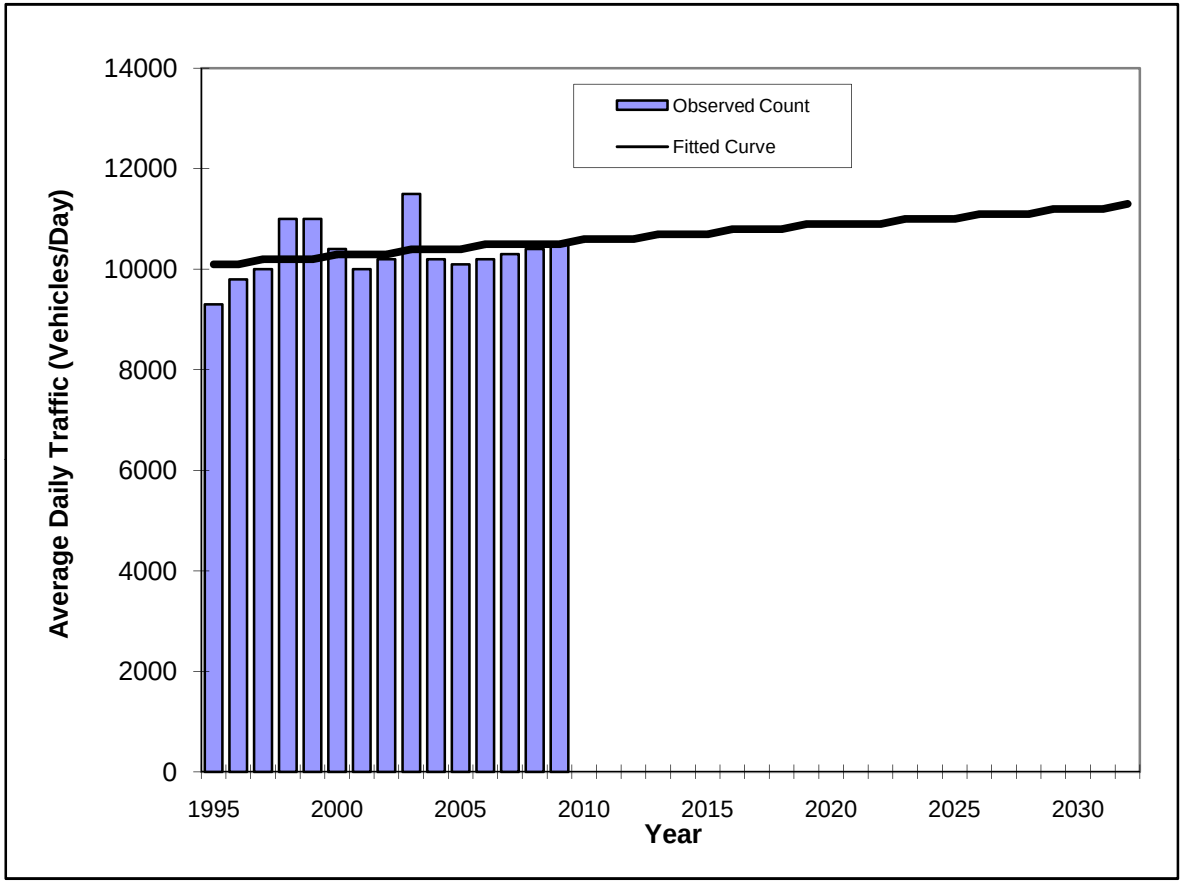
*Axle-Adjusted

Traffic Trends - V2.0

FLAGLER AVE -- 200' E. of White St

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5025
Highway:	FLAGLER AVE



Year	Traffic (ADT/AADT) Count*	Trend**
1995	9300	10100
1996	9800	10100
1997	10000	10200
1998	11000	10200
1999	11000	10200
2000	10400	10300
2001	10000	10300
2002	10200	10300
2003	11500	10400
2004	10200	10400
2005	10100	10400
2006	10200	10500
2007	10300	10500
2008	10400	10500
2009	10500	10500
2012 Opening Year Trend		
2012	N/A	10600
2022 Mid-Year Trend		
2022	N/A	10900
2032 Design Year Trend		
2032	N/A	11300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	31
Trend R-squared:	6.81%
Trend Annual Historic Growth Rate:	0.28%
Trend Growth Rate (2009 to Design Year):	0.33%
Printed:	25-Oct-11

Straight Line Growth Option

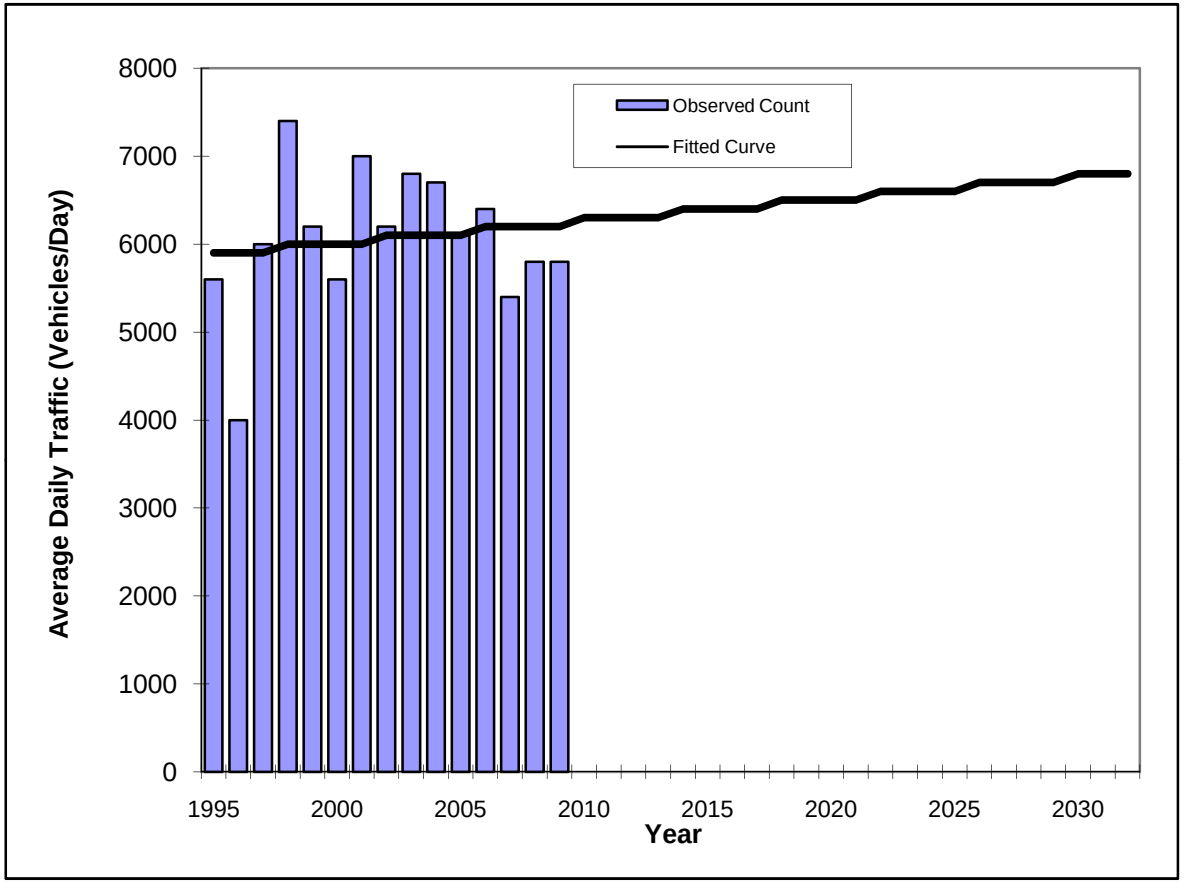
*Axle-Adjusted

Traffic Trends - V2.0

1 ST -- 100' S. of Seidenberg Ave

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5026
Highway:	1 ST



Year	Traffic (ADT/AADT) Count*	Trend**
1995	5600	5900
1996	4000	5900
1997	6000	5900
1998	7400	6000
1999	6200	6000
2000	5600	6000
2001	7000	6000
2002	6200	6100
2003	6800	6100
2004	6700	6100
2005	6100	6100
2006	6400	6200
2007	5400	6200
2008	5800	6200
2009	5800	6200
2012 Opening Year Trend		
2012	N/A	6300
2022 Mid-Year Trend		
2022	N/A	6600
2032 Design Year Trend		
2032	N/A	6800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	25
Trend R-squared:	1.88%
Trend Annual Historic Growth Rate:	0.36%
Trend Growth Rate (2009 to Design Year):	0.42%
Printed:	25-Oct-11

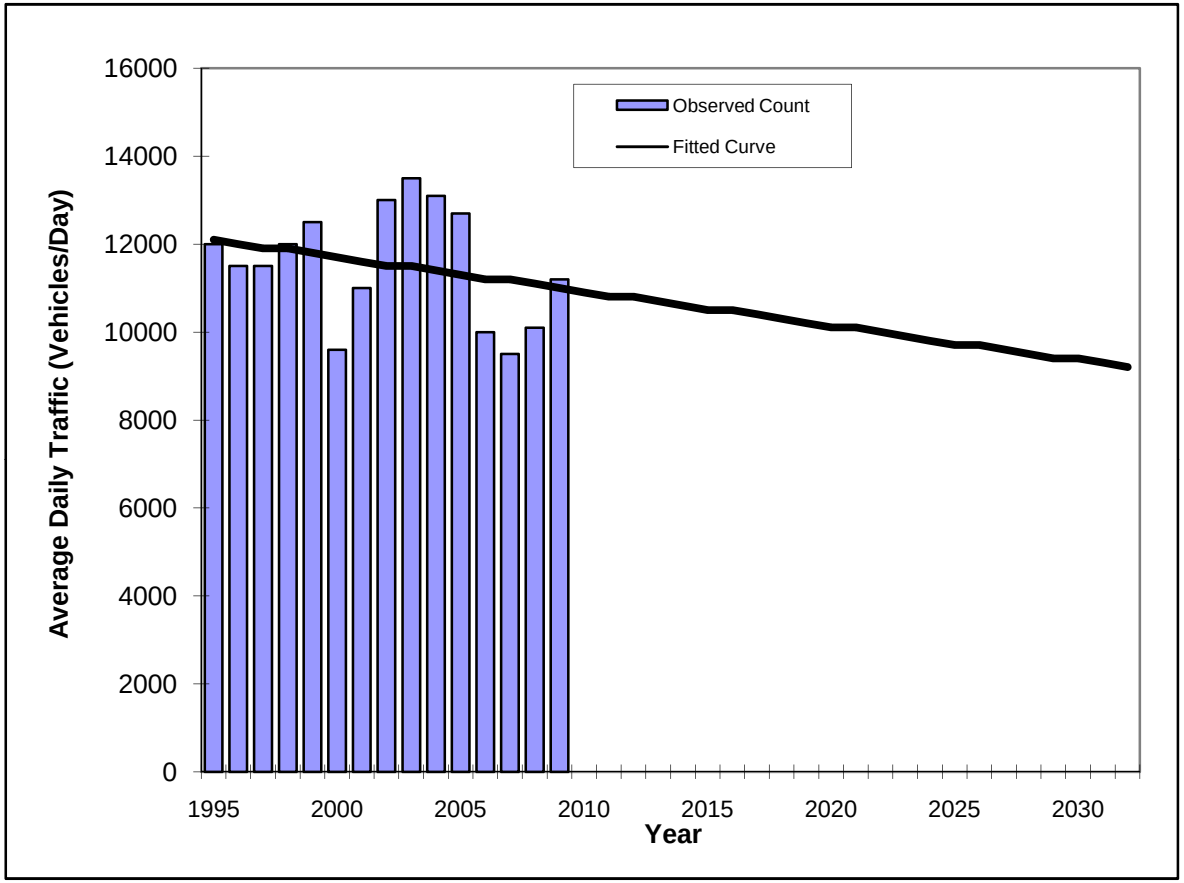
Straight Line Growth Option

Traffic Trends - V2.0

ROOSEVELT BLVD -- 300' S. of Flagler Ave

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5027
Highway:	ROOSEVELT BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
1995	12000	12100
1996	11500	12000
1997	11500	11900
1998	12000	11900
1999	12500	11800
2000	9600	11700
2001	11000	11600
2002	13000	11500
2003	13500	11500
2004	13100	11400
2005	12700	11300
2006	10000	11200
2007	9500	11200
2008	10100	11100
2009	11200	11000
2012 Opening Year Trend		
2012	N/A	10800
2022 Mid-Year Trend		
2022	N/A	10000
2032 Design Year Trend		
2032	N/A	9200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-78
Trend R-squared:	7.17%
Trend Annual Historic Growth Rate:	-0.65%
Trend Growth Rate (2009 to Design Year):	-0.71%
Printed:	25-Oct-11

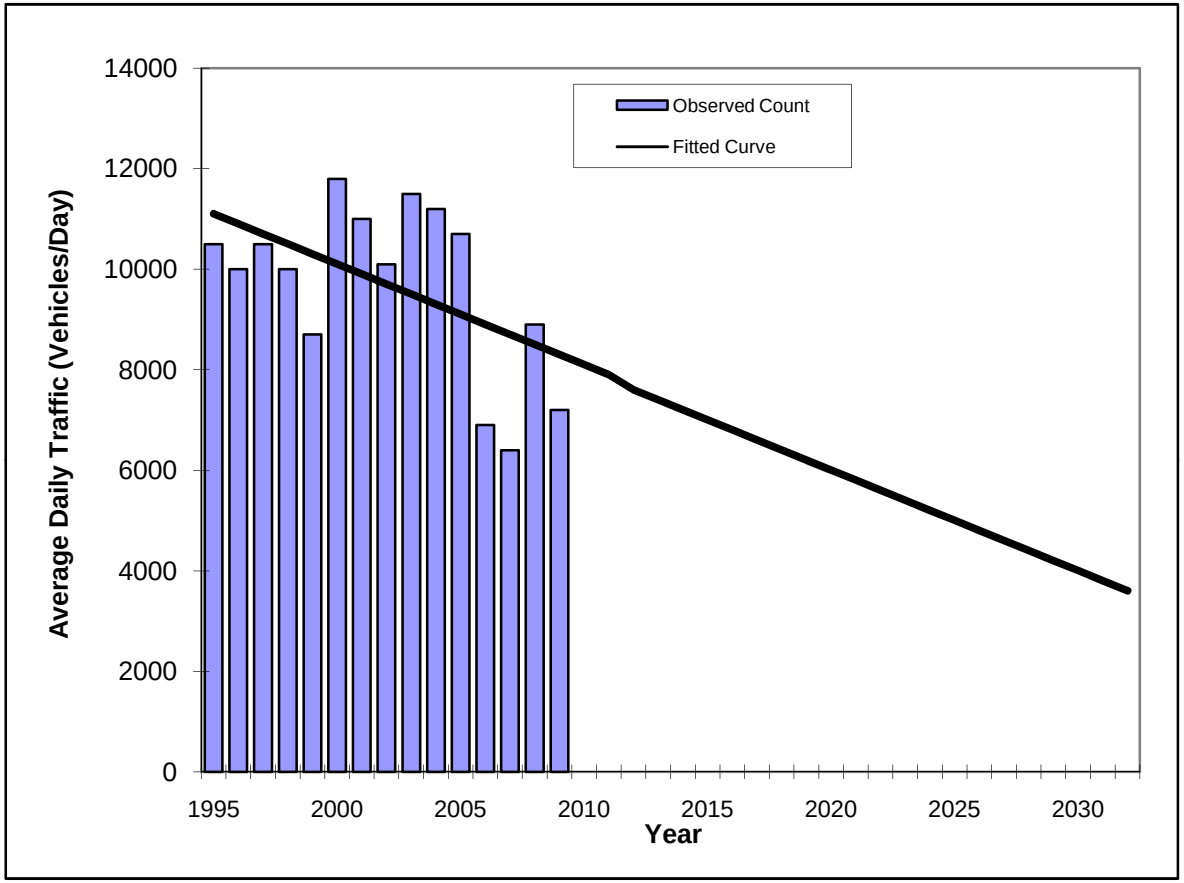
Straight Line Growth Option

Traffic Trends - V2.0

ROOSEVELT BLVD -- 400' E. of Bertha St

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5028
Highway:	ROOSEVELT BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
1995	10500	11100
1996	10000	10900
1997	10500	10700
1998	10000	10500
1999	8700	10300
2000	11800	10100
2001	11000	9900
2002	10100	9700
2003	11500	9500
2004	11200	9300
2005	10700	9100
2006	6900	8900
2007	6400	8700
2008	8900	8500
2009	7200	8300
2012 Opening Year Trend		
2012	N/A	7600
2022 Mid-Year Trend		
2022	N/A	5600
2032 Design Year Trend		
2032	N/A	3600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-205
Trend R-squared:	28.72%
Trend Annual Historic Growth Rate:	-1.80%
Trend Growth Rate (2009 to Design Year):	-2.46%
Printed:	25-Oct-11

Straight Line Growth Option

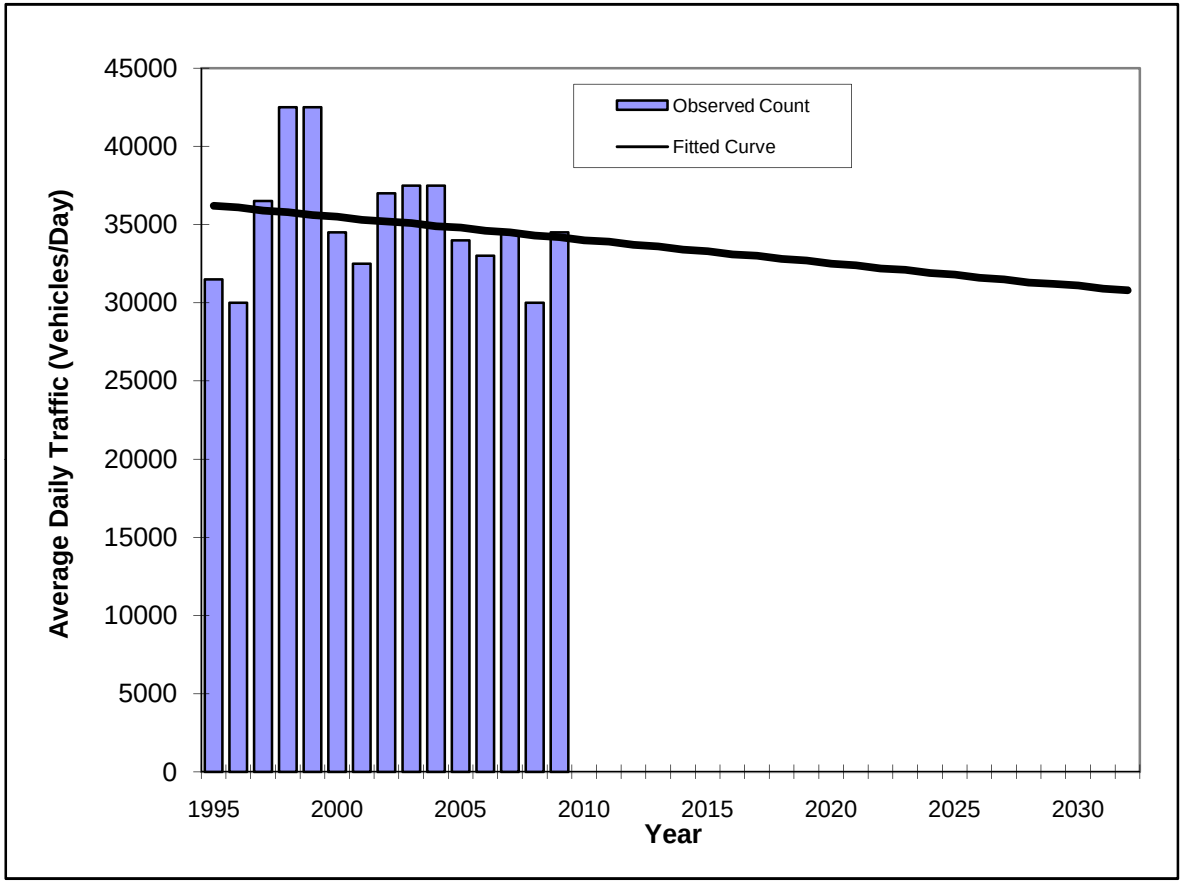
*Axle-Adjusted

Traffic Trends - V2.0

ROOSEVELT BLVD -- 200' W. of Byrd Rd

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5034
Highway:	ROOSEVELT BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
1995	31500	36200
1996	30000	36100
1997	36500	35900
1998	42500	35800
1999	42500	35600
2000	34500	35500
2001	32500	35300
2002	37000	35200
2003	37500	35100
2004	37500	34900
2005	34000	34800
2006	33000	34600
2007	34500	34500
2008	30000	34300
2009	34500	34200
2012 Opening Year Trend		
2012	N/A	33700
2022 Mid-Year Trend		
2022	N/A	32200
2032 Design Year Trend		
2032	N/A	30800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-148
Trend R-squared:	3.00%
Trend Annual Historic Growth Rate:	-0.39%
Trend Growth Rate (2009 to Design Year):	-0.43%
Printed:	25-Oct-11

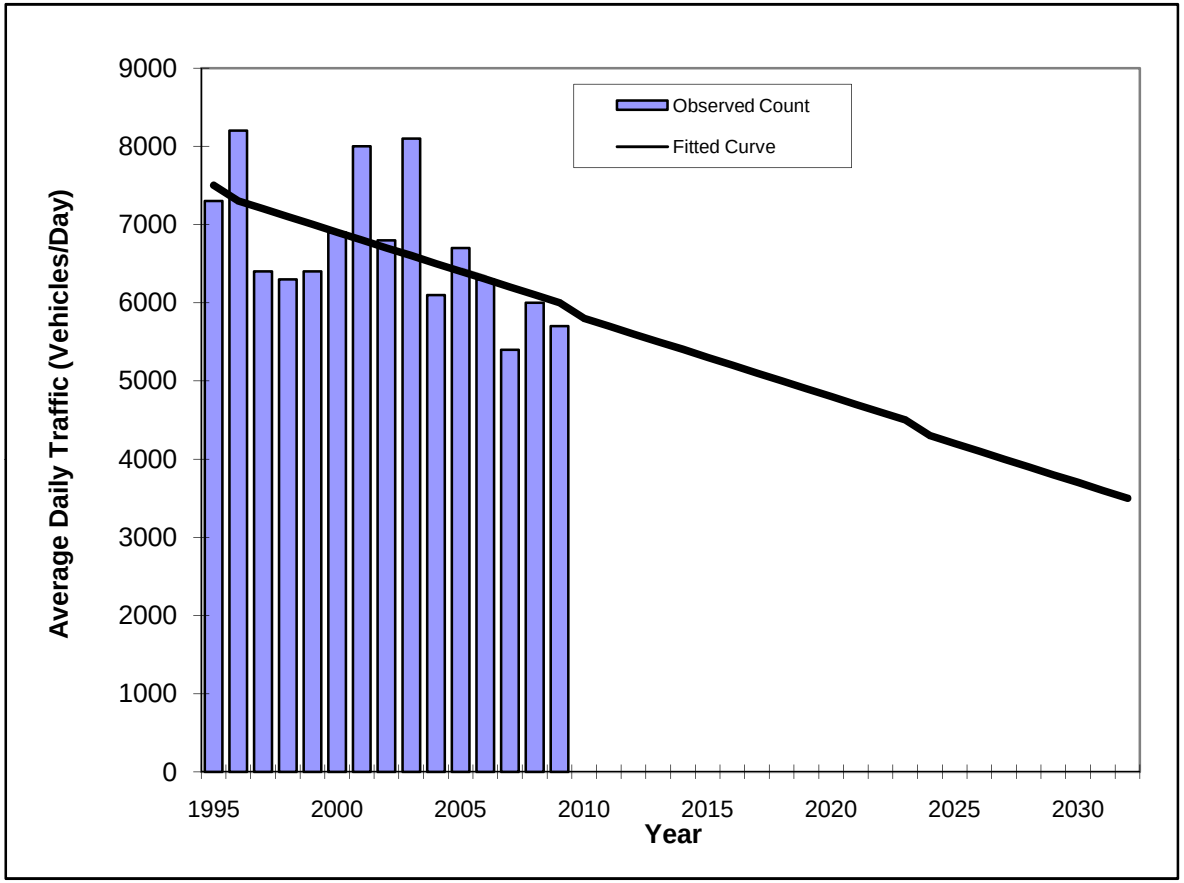
Straight Line Growth Option

Traffic Trends - V2.0

UNITED ST -- 100' E. of Royal St

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	5035
Highway:	UNITED ST



Year	Traffic (ADT/AADT) Count*	Trend**
1995	7300	7500
1996	8200	7300
1997	6400	7200
1998	6300	7100
1999	6400	7000
2000	6900	6900
2001	8000	6800
2002	6800	6700
2003	8100	6600
2004	6100	6500
2005	6700	6400
2006	6300	6300
2007	5400	6200
2008	6000	6100
2009	5700	6000
2012 Opening Year Trend		
2012	N/A	5600
2022 Mid-Year Trend		
2022	N/A	4600
2032 Design Year Trend		
2032	N/A	3500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-107
Trend R-squared:	31.06%
Trend Annual Historic Growth Rate:	-1.43%
Trend Growth Rate (2009 to Design Year):	-1.81%
Printed:	25-Oct-11

Straight Line Growth Option

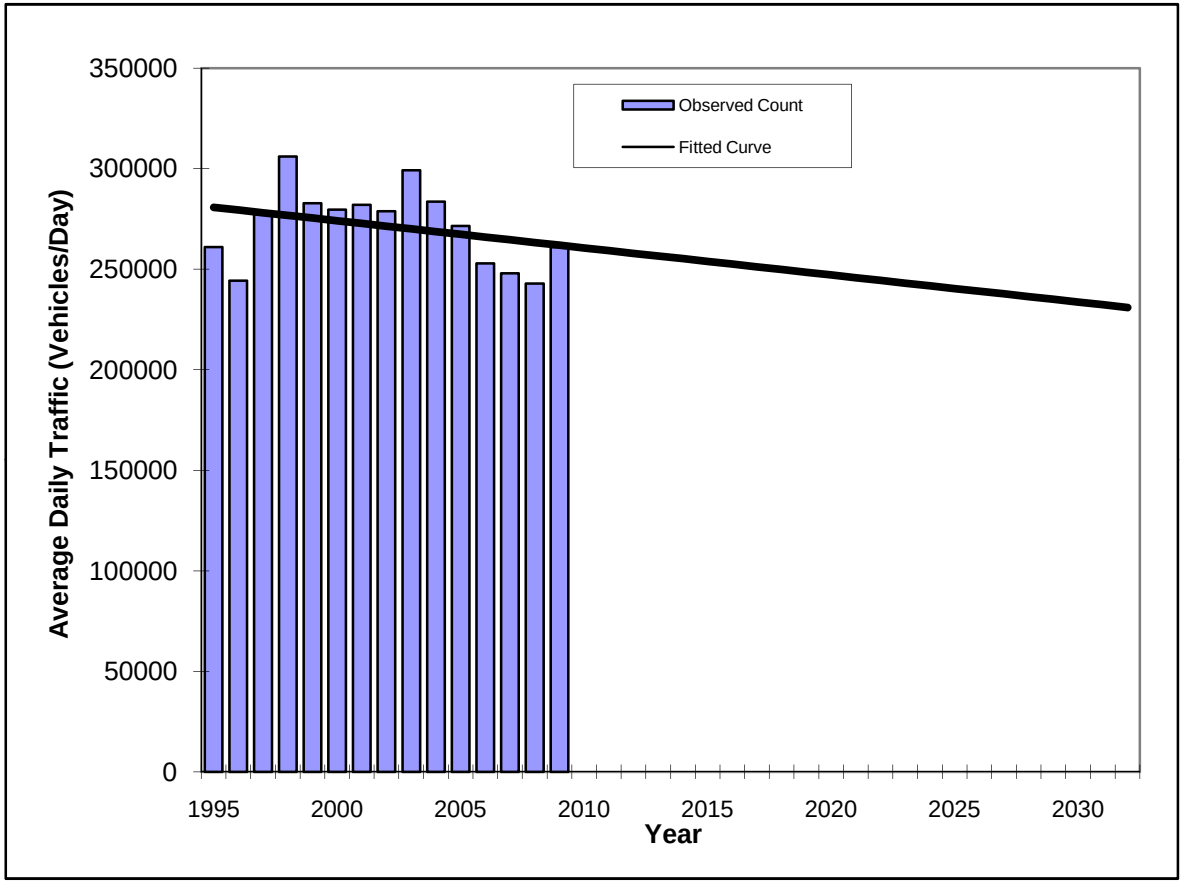
*Axle-Adjusted

Traffic Trends - V2.0

KEY WEST TOTAL COMBINED --

PIN#	973215-1
Location	1

County:	Monroe (90)
Station #:	0
Highway:	KEY WEST TOTAL COMBINED



Year	Traffic (ADT/AADT) Count*	Trend**
1995	261100	280800
1996	244300	279500
1997	277300	278100
1998	306100	276800
1999	282800	275500
2000	279600	274100
2001	282100	272800
2002	278800	271400
2003	299200	270100
2004	283600	268700
2005	271500	267400
2006	252900	266000
2007	247900	264700
2008	242900	263300
2009	261100	262000
2012 Opening Year Trend		
2012	N/A	257900
2022 Mid-Year Trend		
2022	N/A	244500
2032 Design Year Trend		
2032	N/A	231000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-1,346
Trend R-squared:	9.80%
Trend Annual Historic Growth Rate:	-0.48%
Trend Growth Rate (2009 to Design Year):	-0.51%
Printed:	25-Oct-11

Straight Line Growth Option

APPENDIX M

FDOT TRAFFIC COUNTS

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0004 - ATLANTIC BLVD, 200' E WHITE ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	4900 C	E 2600	W 2300	10.23	56.56	8.40
2008	5600 C	N 2700	S 2900	10.45	54.98	8.60
2007	4800 C	N 2600	S 2200	10.00	55.10	9.80
2006	4400 C	N 2000	S 2400	10.08	55.69	12.30
2005	6700 C	N 3500	S 3200	10.40	55.70	6.20
2004	5200 C	N 2600	S 2600	10.00	56.00	3.10
2003	5900 C	N	S	10.10	56.30	4.40
2002	5600 C	N 2700	S 2900	10.00	54.20	5.60
2001	4700 C	N	S	10.00	55.90	6.80
2000	5100 C	N 2800	S 2300	9.90	54.80	6.60
1999	4000 C	N	S	9.50	56.70	4.80
1998	4300 C	N	S	9.50	56.60	2.80
1997	4400 C	N	S	9.60	55.90	3.70
1996	4400 C	N	S	10.00	55.60	5.50
1995	4600 C	N	S	9.90	54.40	5.20
1994	5200 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0020 - EATON ST, 200' W DUVAL ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	4700 C	W 2400	E 2300	10.23	56.56	8.40
2008	5300 C	N 2700	S 2600	10.45	54.98	8.60
2007	4800 C	N 2200	S 2600	10.00	55.10	9.80
2006	3700 C	N 2100	S 1600	10.08	55.69	12.30
2005	5500 C	N 2200	S 3300	10.40	55.70	2.40
2004	4200 C	N 2100	S 2100	10.00	56.00	3.10
2003	4500 C	N	S	10.10	56.30	4.40
2002	3900 C	N 1800	S 2100	10.00	54.20	5.60
2001	5600 C	N	S	10.00	55.90	6.80
2000	6100 F	N	S	9.90	54.80	6.60
1999	5900 C	N	S	9.50	56.70	4.80
1998	6300 C	N	S	9.50	56.60	2.80
1997	6600 C	N	S	9.60	55.90	3.70
1996	5800 C	N	S	10.00	55.60	5.50
1995	5900 C	N	S	9.90	54.40	5.20
1994	5200 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0023 - DUVAL ST, 200' N SR 5/US-1/TRUMAN AV

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	7000 C	N 3400	S 3600	10.23	56.56	8.40
2008	6600 C	N 3300	S 3300	10.45	54.98	8.60
2007	6600 C	N 3200	S 3400	10.00	55.10	9.80
2006	7500 C	N 3900	S 3600	10.08	55.69	12.30
2005	8900 C	N 4200	S 4700	10.40	55.70	2.40
2004	9400 C	N 4800	S 4600	10.00	56.00	3.10
2003	10500 C	N	S	10.10	56.30	4.40
2002	8900 C	N 4600	S 4300	10.00	54.20	5.60
2001	10500 C	N	S	10.00	55.90	6.80
2000	8000 C	N 3100	S 4900	9.90	54.80	6.60
1999	5100 C	N	S	9.50	56.70	4.80
1998	10500 C	N	S	9.50	56.60	2.80
1997	11000 C	N	S	9.60	55.90	3.70
1996	7200 C	N	S	10.00	55.60	5.50
1995	11000 C	N	S	9.90	54.40	5.20
1994	11000 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0025 - WHITE ST, 200' NW SR 5/US-1/TRUMAN AV

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	5000 C	N 2600	S 2400	10.23	56.56	8.40
2008	5600 C	N 2700	S 2900	10.45	54.98	8.60
2007	4700 C	N 2500	S 2200	10.00	99.99	9.80
2006	5300 C	N 2800	S 2500	10.08	99.99	12.30
2005	7100 C	N 3400	S 3700	10.40	99.90	4.20
2004	7400 C	N 4200	S 3200	10.00	99.90	3.10
2003	6700 C	N	S	10.10	99.90	4.40
2002	7600 C	N 4300	S 3300	10.00	99.90	5.60
2001	5900 C	N	S	10.00	99.90	6.80
2000	7400 F	N	S	9.90	99.90	6.60
1999	7200 C	N	S	9.50	56.70	4.80
1998	6600 C	N	S	9.50	56.60	2.80
1997	6800 C	N	S	9.60	55.90	3.70
1996	9200 C	N	S	10.00	55.60	5.50
1995	7300 C	N	S	9.90	54.40	5.20
1994	7900 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0026 - WHITE ST, 200' SE SR 5/US-1/TRUMAN AV

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	8500 C	N 4300	S 4200	10.23	56.56	8.40
2008	7800 C	N 3700	S 4100	10.45	54.98	8.60
2007	7600 C	N 3600	S 4000	10.00	99.99	9.80
2006	8500 C	N 4000	S 4500	10.08	99.99	12.30
2005	9900 C	N 5000	S 4900	10.40	99.90	4.20
2004	8900 C	N 4800	S 4100	10.00	99.90	3.10
2003	11500 C	N	S	10.10	99.90	4.40
2002	8400 C	N 4500	S 3900	10.00	99.90	5.60
2001	9500 C	N	S	10.00	99.90	6.80
2000	12000 C	N 3700	S 8300	9.90	99.90	6.60
1999	9200 C	N	S	9.50	56.70	4.80
1998	10500 C	N	S	9.50	56.60	2.80
1997	8800 C	N	S	9.60	55.90	3.70
1996	10000 C	N	S	10.00	55.60	5.50
1995	9800 C	N	S	9.90	54.40	5.20
1994	10500 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0028 - KENNEDY BLVD, 200' S SR 5/US-1/ROOSEVELT BLVD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	9300 C	N 5000	S 4300	10.23	56.56	8.40
2008	7500 C	N 3500	S 4000	10.45	54.98	8.60
2007	8800 C	N 4800	S 4000	10.00	55.10	9.80
2006	9900 C	N 5500	S 4400	10.08	55.69	12.30
2005	9900 C	N 5400	S 4500	10.40	55.70	6.20
2004	9700 C	N 5300	S 4400	10.00	56.00	3.10
2003	10500 C	N	S	10.10	56.30	4.40
2002	9900 C	N 5600	S 4300	10.00	54.20	5.60
2001	9400 C	N	S	10.00	55.90	6.80
2000	8500 C	N 3700	S 4800	9.90	54.80	6.60
1999	10500 C	N	S	9.50	56.70	4.80
1998	11000 C	N	S	9.50	56.60	2.80
1997	9000 C	N	S	9.60	55.90	3.70
1996	8600 C	N	S	10.00	55.60	5.50
1995	8400 C	N	S	9.90	54.40	5.20
1994	9400 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0029 - BYRD RD, 200' N SR 5/US-1/ROOSEVELT BLVD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	4600 C	N 2300	S 2300	10.23	56.56	8.40
2008	6200 C	N 3100	S 3100	10.45	54.98	8.60
2007	4400 C	N 2200	S 2200	10.00	55.10	9.80
2006	5100 C	N 2600	S 2500	10.08	55.69	12.30
2005	5800 C	N 2900	S 2900	10.40	55.70	6.20
2004	5800 C	N 2900	S 2900	10.00	56.00	3.10
2003	6600 C	N	S	10.10	56.30	4.40
2002	6500 C	N 3000	S 3500	10.00	54.20	5.60
2001	5800 C	N	S	10.00	55.90	6.80
2000	5600 C	N 2800	S 2800	9.90	54.80	6.60
1999	6400 C	N	S	9.50	56.70	4.80
1998	7400 C	N	S	9.50	56.60	2.80
1997	6100 C	N	S	9.60	55.90	3.70
1996	5900 C	N	S	10.00	55.60	5.50
1995	6800 C	N	S	9.90	54.40	5.20
1994	8100 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0049 - SR A1A/S ROOSEVELT BLVD, 200' S SR 5/US-1

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	19400 C	N 10000	S 9400	10.23	56.56	8.40
2008	17900 C	N 8800	S 9100	10.45	54.98	8.60
2007	18900 C	N 9700	S 9200	10.00	55.10	9.80
2006	23500 C	N 12000	S 11500	10.08	55.69	12.30
2005	21500 C	N 10500	S 11000	10.40	55.70	5.50
2004	21500 C	N 10500	S 11000	10.00	56.00	3.10
2003	22000 C	N	S	10.10	56.30	4.40
2002	20000 C	N 10000	S 10000	10.00	54.20	5.60
2001	20500 C	N	S	10.00	55.90	6.80
2000	18100 C	N 9000	S 9100	9.90	54.80	6.60
1999	19000 C	N	S	9.50	56.70	4.80
1998	21000 C	N	S	9.50	56.60	2.80
1997	19000 C	N	S	9.60	55.90	3.70
1996	18000 C	N	S	10.00	55.60	5.50
1995	17500 C	N	S	9.90	54.40	5.20
1994	19000 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0073 - CR 5A/FIRST ST, 200' S SR 5/US-1

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	6700 C	N 3500	S 3200	10.23	56.56	8.40
2008	7800 C	N 4400	S 3400	10.45	54.98	8.60
2007	6000 C	N 2900	S 3100	10.00	55.10	9.80
2006	7000 C	N 3100	S 3900	10.08	55.69	12.30
2005	8000 C	N 3900	S 4100	10.40	55.70	2.40
2004	8000 C	N 4300	S 3700	10.00	56.00	3.10
2003	7700 C	N	S	10.10	56.30	4.40
2002	7400 C	N 4000	S 3400	10.00	54.20	5.60
2001	7100 C	N	S	10.00	55.90	6.80
2000	7300 C	N 4000	S 3300	9.90	54.80	6.60
1999	6500 C	N	S	9.50	56.70	4.80
1998	7800 C	N	S	9.50	56.60	2.80
1997	9200 C	N	S	9.60	55.90	3.70
1996	7000 C	N	S	10.00	55.60	5.50
1995	6500 C	N	S	9.90	54.40	5.20
1994	8100 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
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Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0103 - CR 5A/PALM AV, 200' N SR 5/US-1

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	18300 C	N 9800	S 8500	10.23	56.56	8.40
2008	16200 C	N 8200	S 8000	10.45	54.98	8.60
2007	17800 C	N 8500	S 9300	10.00	55.10	9.80
2006	18200 C	N 8800	S 9400	10.08	55.69	12.30
2005	19500 C	N 9500	S 10000	10.40	55.70	2.40
2004	19700 C	N 10500	S 9200	10.00	56.00	3.10
2003	22500 C	N	S	10.10	56.30	4.40
2002	18300 C	N 8800	S 9500	10.00	54.20	5.60
2001	18000 C	N	S	10.00	55.90	6.80
2000	15500 C	N 7500	S 8000	9.90	54.80	6.60
1999	19900 C	N 9400	S 10500	9.50	56.70	4.80
1998	21000 C	N 11500	S 9500	9.50	56.60	2.80
1997	18000 C	N	S	9.60	55.90	3.70
1996	17500 C	N	S	10.00	55.60	5.50
1995	18500 C	N 18500	S	9.90	54.40	5.20
1994	16500 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 0105 - SR 5/US-1, 400' W SR A1A

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	33500 C	N 17000	S 16500	10.23	56.56	8.40
2008	29000 C	N 14000	S 15000	10.45	54.98	8.60
2007	32000 C	N 16000	S 16000	10.00	55.10	9.80
2006	32500 C	N 17000	S 15500	10.08	55.69	12.30
2005	31000 C	N 15500	S 15500	10.40	55.70	5.50
2004	34500 C	N 17000	S 17500	10.00	56.00	3.10
2003	36500 C	N	S	10.10	56.30	4.40
2002	34500 C	N 17500	S 17000	10.00	54.20	5.60
2001	34500 C	N	S	10.00	55.90	6.80
2000	31500 C	N 16000	S 15500	9.90	54.80	6.60
1999	34500 C	N 17500	S 17000	9.50	56.70	4.80
1998	40500 C	N 20000	S 20500	9.50	56.60	2.80
1997	30500 C	N	S	9.60	55.90	3.70
1996	28000 C	N	S	10.00	55.60	5.50
1995	29500 C	N	S	9.90	54.40	5.20
1994	32500 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
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Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5004 - US-1/TRUMAN AV, 200' W FIRST ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	19600 C	W 9900	E 9700	10.23	56.56	8.40
2008	18500 C	N 10000	S 8500	10.45	54.98	8.60
2007	18100 C	N 9800	S 8300	10.00	55.10	9.80
2006	13700 C	N 6700	S 7000	10.08	55.69	12.30
2005	18600 C	N 9000	S 9600	10.40	55.70	5.50
2004	21000 C	N 11000	S 10000	10.00	56.00	3.10
2003	22500 C	N	S	10.10	56.30	4.40
2002	22500 C	N 12000	S 10500	10.00	54.20	5.60
2001	21500 C	N	S	10.00	55.90	6.80
2000	20500 C	N 10500	S 10000	9.90	54.80	6.60
1999	22500 C	N 10500	S 12000	9.50	56.70	4.80
1998	22500 C	N 12500	S 10000	9.50	56.60	2.80
1997	20000 C	N	S	9.60	55.90	3.70
1996	15000 C	N	S	10.00	55.60	5.50
1995	17500 C	N	S	9.90	54.40	5.20
1994	20500 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
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Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5008 - SR 5/US-1/TRUMAN AV, 200' W WHITE ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	16800 C	W 8100	E 8700	10.23	56.56	8.40
2008	15200 C	N 8100	S 7100	10.45	54.98	8.60
2007	16800 C	N 9300	S 7500	10.00	55.10	9.80
2006	14800 C	N 7000	S 7800	10.08	55.69	12.30
2005	14000 C	N 7500	S 6500	10.40	55.70	5.50
2004	14300 C	N 7200	S 7100	10.00	56.00	3.10
2003	14000 C	N	S	10.10	56.30	4.40
2002	14500 C	N 7500	S 7000	10.00	54.20	5.60
2001	17000 C	N	S	10.00	55.90	6.80
2000	25100 C	N 9100	S 16000	9.90	54.80	6.60
1999	16000 C	N 7400	S 8600	9.50	56.70	4.80
1998	17400 C	N 8900	S 8500	9.50	56.60	2.80
1997	17000 C	N	S	9.60	55.90	3.70
1996	13500 F	N	S	10.00	55.60	5.50
1995	13000 C	N	S	9.90	54.40	5.20
1994	14500 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5011 - SR 5/US-1/TRUMAN AV, 200' E DUVAL ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	9300 C	W 4300	E 5000	10.23	56.56	8.40
2008	8600 C	N 4400	S 4200	10.45	54.98	8.60
2007	8600 C	N 4600	S 4000	10.00	55.10	9.80
2006	7600 C	N 3700	S 3900	10.08	55.69	12.30
2005	8200 C	N 4300	S 3900	10.40	55.70	5.50
2004	10400 C	N 5000	S 5400	10.00	56.00	3.10
2003	9000 C	N	S	10.10	56.30	4.40
2002	8800 C	N 4300	S 4500	10.00	54.20	5.60
2001	12000 C	N	S	10.00	55.90	6.80
2000	9200 C	N 5100	S 4100	9.90	54.80	6.60
1999	9300 C	N	S	9.50	56.70	4.80
1998	12000 C	N	S	9.50	56.60	2.80
1997	11000 C	N	S	9.60	55.90	3.70
1996	5300 C	N	S	10.00	55.60	5.50
1995	13500 F	N	S	9.90	54.40	5.20
1994	12500 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5013 - SR 5/US-1/WHITEHEAD ST, 100' S OLIVIA ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	6700 C	N 3300	S 3400	10.23	56.56	8.40
2008	6400 C	N 3100	S 3300	10.45	54.98	8.60
2007	5300 C	N 2500	S 2800	10.00	55.10	9.80
2006	5900 C	N 2700	S 3200	10.08	55.69	12.30
2005	6700 C	N 3100	S 3600	10.40	55.70	5.50
2004	8300 C	N 4200	S 4100	10.00	56.00	3.10
2003	8800 C	N	S	10.10	56.30	4.40
2002	8100 C	N 3900	S 4200	10.00	54.20	5.60
2001	9600 C	N	S	10.00	55.90	6.80
2000	10100 C	N 6100	S 4000	9.90	54.80	6.60
1999	9100 C	N	S	9.50	56.70	4.80
1998	7400 C	N	S	9.50	56.60	2.80
1997	9800 C	N	S	9.60	55.90	3.70
1996	6100 C	N	S	10.00	55.60	5.50
1995	6700 C	N	S	9.90	54.40	5.20
1994	9300 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5017 - FLAGLER AV, 200' W SR A1A/S ROOSEVELT BLVD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	11900 C	E 5800	W 6100	10.23	56.56	8.40
2008	9300 C	E 4800	W 4500	10.45	54.98	8.60
2007	11200 C	E 5700	W 5500	10.00	55.10	9.80
2006	12500 C	E 6200	W 6300	10.08	55.69	12.30
2005	9900 C	E 5400	W 4500	10.40	55.70	2.40
2004	10500 C	E 5300	W 5200	10.00	56.00	3.10
2003	11100 C	E 6000	W 5100	10.10	56.30	4.40
2002	10600 C	E 5700	W 4900	10.00	54.20	5.60
2001	11000 C	E 6000	W 5000	10.00	55.90	6.80
2000	10800 F	E 5700	W 5100	9.90	54.80	6.60
1999	10400 C	E 5500	W 4900	9.50	56.70	4.80
1998	10700 C	E 5600	W 5100	9.50	56.60	2.80
1997	9200 C	E 4800	W 4400	9.60	55.90	3.70
1996	9300 C	E 4900	W 4400	10.00	55.60	5.50
1995	8400 C	E 4200	W 4200	9.90	54.40	5.20
1994	8700 C	E 4400	W 4300	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5025 - FLAGLER AV, 200' E WHITE ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	10500 C	W 6000	E 4500	10.23	56.56	8.40
2008	8600 C	N 3700	S 4900	10.45	54.98	8.60
2007	10300 C	N 4200	S 6100	10.00	55.10	9.80
2006	10200 C	N 5800	S 4400	10.08	55.69	12.30
2005	10100 C	N 4500	S 5600	10.40	55.70	6.20
2004	10200 C	N 4600	S 5600	10.00	56.00	3.10
2003	11500 C	N	S	10.10	56.30	4.40
2002	10200 C	N 4500	S 5700	10.00	54.20	5.60
2001	10000 C	N	S	10.00	55.90	6.80
2000	10400 C	N 4500	S 5900	9.90	54.80	6.60
1999	11000 C	N	S	9.50	56.70	4.80
1998	11000 C	N	S	9.50	56.60	2.80
1997	10000 C	N	S	9.60	55.90	3.70
1996	9800 C	N	S	10.00	55.60	5.50
1995	9300 C	N	S	9.90	54.40	5.20
1994	9700 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5026 - FIRST ST, 100' S SEIDENBERG AV

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	5800 C	N 2700	S 3100	10.23	56.56	8.40
2008	5800 C	N 2900	S 2900	10.45	54.98	8.60
2007	5400 C	N 2700	S 2700	10.00	55.10	9.80
2006	6400 C	N 3200	S 3200	10.08	55.69	12.30
2005	6100 C	N 3400	S 2700	10.40	55.70	2.40
2004	6700 C	N 3400	S 3300	10.00	56.00	3.10
2003	6800 C	N	S	10.10	56.30	4.40
2002	6200 C	N 3100	S 3100	10.00	54.20	5.60
2001	7000 C	N	S	10.00	55.90	6.80
2000	5600 C	N 2900	S 2700	9.90	54.80	6.60
1999	6200 C	N	S	9.50	56.70	4.80
1998	7400 C	N	S	9.50	56.60	2.80
1997	6000 C	N	S	9.60	55.90	3.70
1996	4000 C	N	S	10.00	55.60	5.50
1995	5600 C	N	S	9.90	54.40	5.20
1994	5800 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5027 - SR A1A/S ROOSEVELT BLVD, 300' S FLAGLER AV

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	11200 C	N 5700	S 5500	10.23	56.56	8.40
2008	10100 C	N 5200	S 4900	10.45	54.98	8.60
2007	9500 C	N 4700	S 4800	10.00	55.10	9.80
2006	10000 C	N 5200	S 4800	10.08	55.69	12.30
2005	12700 C	N 5900	S 6800	10.40	55.70	5.50
2004	13100 C	N 6500	S 6600	10.00	56.00	3.10
2003	13500 C	N	S	10.10	56.30	4.40
2002	13000 C	N 6400	S 6600	10.00	54.20	5.60
2001	11000 C	N	S	10.00	55.90	6.80
2000	9600 C	N 4900	S 4700	9.90	54.80	6.60
1999	12500 C	N	S	9.50	56.70	4.80
1998	12000 C	N	S	9.50	56.60	2.80
1997	11500 C	N	S	9.60	55.90	3.70
1996	11500 C	N	S	10.00	55.60	5.50
1995	12000 C	N	S	9.90	54.40	5.20
1994	11500 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5028 - SR A1A/S ROOSEVELT BLVD, 400' E BERTHA ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	7200 C	E 3700	W 3500	10.23	56.56	8.40
2008	8900 C	E 4400	W 4500	10.45	54.98	8.60
2007	6400 C	E 3200	W 3200	10.00	55.10	9.80
2006	6900 C	E 3400	W 3500	10.08	55.69	12.30
2005	10700 C	E 4900	W 5800	10.40	55.70	5.50
2004	11200 C	E 5400	W 5800	10.00	56.00	3.10
2003	11500 C	E	W	10.10	56.30	4.40
2002	10100 C	E 4900	W 5200	10.00	54.20	5.60
2001	11000 C	E	W	10.00	55.90	6.80
2000	11800 C	E 6600	W 5200	9.90	54.80	6.60
1999	8700 C	E	W	9.50	56.70	4.80
1998	10000 C	E	W	9.50	56.60	2.80
1997	10500 C	E	W	9.60	55.90	3.70
1996	10000 C	E	W	10.00	55.60	5.50
1995	10500 C	E	W	9.90	54.40	5.20
1994	10500 C	E	W	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5034 - SR 5/US-1/N ROOSEVELT BLVD, 200' W BYRD RD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	34500 C	W 18000	E 16500	10.23	56.56	8.40
2008	30000 C	N 15000	S 15000	10.45	54.98	8.60
2007	34500 C	N 17000	S 17500	10.00	55.10	9.80
2006	33000 C	N 17000	S 16000	10.08	55.69	12.30
2005	34000 C	N 15000	S 19000	10.40	55.70	5.50
2004	37500 C	N 18500	S 19000	10.00	56.00	3.10
2003	37500 C	N	S	10.10	56.30	4.40
2002	37000 C	N 18000	S 19000	10.00	54.20	5.60
2001	32500 C	N	S	10.00	55.90	6.80
2000	34500 C	N 18000	S 16500	9.90	54.80	6.60
1999	42500 C	N 21500	S 21000	9.50	56.70	4.80
1998	42500 C	N 20000	S 22500	9.50	56.60	2.80
1997	36500 C	N	S	9.60	55.90	3.70
1996	30000 C	N	S	10.00	55.60	5.50
1995	31500 C	N	S	9.90	54.40	5.20
1994	31500 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 5035 - UNITED ST, 100' E ROYAL ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	5700 C	W 3100	E 2600	10.23	56.56	8.40
2008	6000 C	N 3200	S 2800	10.45	54.98	8.60
2007	5400 C	N 2400	S 3000	10.00	55.10	9.80
2006	6300 C	N 3000	S 3300	10.08	55.69	12.30
2005	6700 C	N 3500	S 3200	10.40	55.70	6.20
2004	6100 C	N 3200	S 2900	10.00	56.00	3.10
2003	8100 C	N	S	10.10	56.30	4.40
2002	6800 C	N 4200	S 2600	10.00	54.20	5.60
2001	8000 C	N	S	10.00	55.90	6.80
2000	6900 C	N 3900	S 3000	9.90	54.80	6.60
1999	6400 C	N	S	9.50	56.70	4.80
1998	6300 C	N	S	9.50	56.60	2.80
1997	6400 C	N	S	9.60	55.90	3.70
1996	8200 C	N	S	10.00	55.60	5.50
1995	7300 C	N	S	9.90	54.40	5.20
1994	6800 C	N	S	10.00	54.80	3.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 90 - MONROE

Site: 7071 - EATON STREET 250 FT WEST OF GRINNEL STREET

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	10700 C	E 5200	W 5500	10.23	56.56	8.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

APPENDIX N

VISSIM OPTIMIZED CONDITIONS

Optimized Conditions - AM - Travel Time (s)								
Run	1	2	3	4	5	AVERAGE	EC Vissim	%
Seed	28	50	64	76	122			
Roadway								
Duval EB/SB	240	234.8	249.2	238.7	246.2	241.6	271.3	-10.9%
Duval WB/NB	247	222.2	255.8	257.8	250.6	251.1	282.4	-11.1%
Fleming EB/NB	190.9	191.4	168.9	177	193.6	186.4	191.7	-2.7%
Southard WB/SB	192.7	161.2	171.8	195.4	196.4	186.6	221.7	-15.8%
Eaton EB/NB	128.3	128	132.7	121.9	144.6	129.7	148.5	-12.7%
Eaton WB/SB	151.3	159.5	170.1	175.2	153.1	160.9	163.2	-1.4%
Whitehead St NB/WB	242	241.9	243.4	239.5	250	242.4	259.4	-6.5%
Whitehead SB/EB	225.9	227.8	232.7	224.8	236.2	228.8	251.0	-8.8%
Simonton St NB/WB	276	241.1	222.4	258.9	245.6	248.5	281.6	-11.7%
Simonton EB/SB	277.6	267.6	243.6	242.7	259.4	256.9	277.4	-7.4%
Palm/1st EB/SB	302.9	303	283.9	299.9	295	299.3	320.7	-6.7%
Palm/1st NB/WB	328.9	352	344.5	310.1	370.4	341.8	337.8	1.2%
United SB/WB	222.4	236.6	218.6	226.9	226.5	225.3	229.5	-1.8%
United EB/NB	248.6	251.3	268.8	251.2	226.7	250.4	254.1	-1.5%
South NB/EB	228.8	243.5	221.8	236	234.9	233.2	238.1	-2.0%
South SB/WB	246.3	250.9	234.6	263.6	237.8	245.0	258.4	-5.2%
Flagler NB/EB	405.1	411.2	398.8	431.5	404.6	407.0	423.7	-3.9%
Flagler WB/SB	390.1	416.1	410.9	431	409.2	412.1	420.6	-2.0%
Truman NB/EB	199.5	190.4	192.3	175.3	184.7	189.1	218.5	-13.5%
US-1 SB/WB	452	439.9	446.5	427.5	415	438.0	467.2	-6.3%
White St SB/EB	220.3	247	255.1	231.1	226.6	234.9	258.7	-9.2%
White St NB/WB	249.6	245.3	230.4	247.7	234.8	242.6	270.3	-10.3%
US-1 NB/EB	399	381.7	383.1	370.3	403.5	387.9	404.4	-4.1%
Truman SB/WB	231.5	214.2	213	211	221	216.1	241.2	-10.4%
TOTAL	6296.7	6258.6	6192.9	6245.0	6266.4	6255.6	6691.4	-6.5%

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - MD - Travel Time (s)								
Run	1	2	3	4	5	AVERAGE	EC Vissim	%
Seed	28	50	64	76	122			
Roadway								
Duval EB/SB	406.2	436.5	416.4	417.3	382.2	413.3	462.1	-10.6%
Duval WB/NB	501.6	421.5	493.3	427.8	490	470.4	538.0	-12.6%
Fleming EB/NB	231.7	242.5	204.1	239.9	274.7	238.0	254.0	-6.3%
Southard WB/SB	238.5	207.7	230	208.9	192.3	215.5	239.0	-9.8%
Eaton EB/NB	181.2	204.7	162.4	141.2	169.6	171.1	182.3	-6.1%
Eaton WB/SB	180.3	181.6	201.9	180.3	191.9	184.6	189.9	-2.8%
Whitehead St NB/WB	333.2	357.7	399.8	431.2	335.2	364.2	384.6	-5.3%
Whitehead SB/EB	360.4	340	375	296.7	413.2	358.5	381.9	-6.1%
Simonton St NB/WB	409.5	382.6	384.2	323.7	352.8	373.2	377.8	-1.2%
Simonton EB/SB	329.7	302	318.8	344.7	343	330.5	337.0	-1.9%
Palm/1st EB/SB	311.4	315.5	297.4	340.8	328.9	318.6	389.4	-18.2%
Palm/1st NB/WB	352.4	365.3	325.7	377.3	356.7	358.1	349.4	2.5%
United SB/WB	254.7	234.2	215.6	255.1	230.9	239.9	232.8	3.1%
United EB/NB	282.6	273.2	255.3	275.2	281.5	276.6	283.4	-2.4%
South NB/EB	270.4	274.6	249	275.4	263.2	269.4	284.5	-5.3%
South SB/WB	256.2	271	249	275.6	274.8	267.3	278.4	-4.0%
Flagler NB/EB	417.1	403	435.8	455.5	420.5	424.5	424.4	0.0%
Flagler WB/SB	393.1	438.2	421.3	424.6	418.4	421.4	422.8	-0.3%
Truman NB/EB	283	240.4	278.7	254.6	249	260.8	296.3	-12.0%
US-1 SB/WB	497.5	486.7	489.2	526.3	549	504.3	541.1	-6.8%
White St SB/EB	274.1	263.5	269.7	259.3	281.2	269.1	302.9	-11.2%
White St NB/WB	254.7	268.1	247.1	264.2	248.7	255.9	284.3	-10.0%
US-1 NB/EB	441.6	464.5	408.2	438.1	421.3	433.7	448.0	-3.2%
Truman SB/WB	261.4	265.1	248.8	297.6	286.3	270.9	322.3	-15.9%
TOTAL	7722.5	7640.1	7576.7	7731.3	7755.3	7689.9	8206.5	-6.3%

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - PM - Travel Time (s)								
Run	1	2	3	4	5	AVERAGE	EC Vissim	%
Seed	28	50	64	76	122			
Roadway								
Duval EB/SB	449.8	445.5	539.3	509.1	493.1	484.0	581.0	-16.7%
Duval WB/NB	502.3	455.9	592	471.2	467.7	480.4	579.8	-17.1%
Fleming EB/NB	244.4	254.4	260	236.2	229.6	245.0	257.4	-4.8%
Southard WB/SB	208.3	218.4	201.4	241.9	196.3	209.4	233.8	-10.4%
Eaton EB/NB	211.1	190.2	219.6	219	210.2	213.4	207.8	2.7%
Eaton WB/SB	191.6	207.5	180.7	189.1	206.7	195.8	213.9	-8.4%
Whitehead St NB/WB	350.1	345.8	448.3	355.7	352.4	352.7	341.1	3.4%
Whitehead SB/EB	413.4	345.6	323.5	362.6	389.9	366.0	436.2	-16.1%
Simonton St NB/WB	332.5	421.9	316.7	342.5	470.6	365.6	382.6	-4.4%
Simonton EB/SB	310.3	336.1	370.4	358.8	361.5	352.1	354.2	-0.6%
Palm/1st EB/SB	309.5	336.4	336	320.7	342.5	331.0	486.9	-32.0%
Palm/1st NB/WB	370.1	361.9	336.9	348.3	343.5	351.2	343.8	2.2%
United SB/WB	237	253.7	237.2	251.2	231.4	241.8	250.7	-3.6%
United EB/NB	284.7	272.8	319.8	270.1	274.2	277.2	272.1	1.9%
South NB/EB	243.7	242.4	275.9	260.1	268	257.3	274.1	-6.1%
South SB/WB	263.5	272.2	274.4	276.8	269.5	272.0	275.8	-1.4%
Flagler NB/EB	437.7	460.2	476.6	428.7	428.8	442.2	452.7	-2.3%
Flagler WB/SB	395.4	432.6	408.9	433.1	424.3	421.9	433.0	-2.6%
Truman NB/EB	227.3	196.7	241.7	226.7	265.9	231.9	305.2	-24.0%
US-1 SB/WB	513.9	542.4	484.9	515.3	561.5	523.9	525.5	-0.3%
White St SB/EB	260.7	276.3	279.6	269.1	261	268.8	271.0	-0.8%
White St NB/WB	233	257.7	264.5	266.9	268.6	263.0	277.8	-5.3%
US-1 NB/EB	475.7	484	445	488	579	482.6	557.9	-13.5%
Truman SB/WB	254.9	247.8	260.8	294.2	299.5	270.0	431.3	-37.4%
TOTAL	7720.9	7858.4	8094.1	7935.3	8195.7	7899.4	8745.7	-9.7%

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - AM - Average Speed (mph)											
Run	1	2	3	4	5	AVERAGE	EC Vissim	%	Roadway Class	LOS	EC Vissim LOS
Seed	28	50	64	76	122						
Roadway											
Duval EB/SB	15.8	16.2	15.2	15.9	15.4	15.70	14.00	12.1%	IV	C	C
Duval WB/NB	15.4	17.2	14.9	14.8	15.2	15.17	13.50	12.3%	IV	C	C
Eaton EB/NB	18.8	18.9	18.2	19.8	16.7	18.63	16.30	14.3%	IV	C	C
Eaton WB/SB	16.3	15.4	14.5	14	16.1	15.33	15.07	1.8%	IV	C	C
Flagler NB/EB	23.7	23.4	24.1	22.3	23.7	23.60	22.70	4.0%	III	C	C
Flagler WB/SB	24.1	22.6	22.9	21.8	23	22.83	22.37	2.1%	III	C	C
Fleming EB/NB	13.5	13.5	15.3	14.6	13.3	13.87	13.47	3.0%	IV	C	C
Palm/1st EB/SB	18.5	18.5	19.7	18.7	19	18.73	17.50	7.0%	III	C	D
Palm/1st NB/WB	16.9	15.8	16.1	17.9	15	16.27	16.43	-1.0%	III	D	D
Simonton EB/SB	13.8	14.3	15.7	15.8	14.7	14.90	13.77	8.2%	IV	C	C
Simonton St NB/WB	13.8	15.8	17.1	14.7	15.5	15.33	13.50	13.6%	IV	C	C
South NB/EB	16.7	15.7	17.2	16.2	16.2	16.37	16.03	2.1%	IV	C	C
South SB/WB	15.7	15.4	16.4	14.6	16.2	15.77	14.93	5.6%	IV	C	C
Southard WB/SB	13.6	16.3	15.3	13.4	13.4	14.10	11.87	18.8%	IV	C	D
Truman NB/EB	15.7	16.5	16.3	17.9	17	16.60	14.63	13.4%	IV	C	C
Truman SB/WB	14.2	15.3	15.4	15.6	14.8	15.17	13.60	11.5%	IV	C	C
United EB/NB	16.6	16.4	15.3	16.4	18.2	16.47	16.23	1.4%	IV	C	C
United SB/WB	17.4	16.3	17.7	17	17	17.13	16.83	1.8%	IV	C	C
US-1 NB/EB	24.3	25.5	25.4	26.2	24.1	25.07	24.03	4.3%	II	C	C
US-1 SB/WB	21.6	22.2	21.8	22.8	23.5	22.27	20.90	6.5%	II	C	D
White St NB/WB	16.3	16.5	17.6	16.4	17.3	16.73	15.03	11.3%	IV	C	C
White St SB/EB	18.4	16.4	15.9	17.6	17.9	17.30	15.70	10.2%	IV	C	C
Whitehead SB/EB	16	15.9	15.5	16.1	15.3	15.80	14.43	9.5%	IV	C	C
Whitehead St NB/WB	15	15	14.9	15.1	14.5	14.97	13.93	7.4%	IV	C	C
TOTAL	17.17	17.29	17.43	17.32	17.21	17.25	16.12	7.1%			

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - MD - Average Speed (mph)											
Run	1	2	3	4	5	AVERAGE	EC Vissim	%	Roadway Class	LOS	EC Vissim LOS
Seed	28	50	64	76	122						
Roadway											
Duval EB/SB	9.3	8.7	9.1	9.1	9.9	9.17	8.20	11.8%	IV	D	E
Duval WB/NB	7.6	9	7.7	8.9	7.8	8.13	7.07	15.1%	IV	E	E
Eaton EB/NB	13.3	11.8	14.9	17.1	14.2	14.13	13.27	6.5%	IV	C	C
Eaton WB/SB	13.6	13.5	12.2	13.6	12.8	13.30	13.00	2.3%	IV	C	D
Flagler NB/EB	23	23.8	22	21.1	22.8	22.60	22.67	-0.3%	III	C	C
Flagler WB/SB	23.9	21.5	22.3	22.1	22.5	22.30	22.23	0.3%	III	C	C
Fleming EB/NB	11.1	10.6	12.6	10.7	9.4	10.80	10.20	5.9%	IV	D	D
Palm/1st EB/SB	18	17.8	18.8	16.4	17	17.60	14.43	21.9%	III	D	D
Palm/1st NB/WB	15.7	15.2	17	14.7	15.6	15.50	15.90	-2.5%	III	D	D
Simonton EB/SB	11.6	12.7	12	11.1	11.1	11.57	11.33	2.1%	IV	D	D
Simonton St NB/WB	9.3	9.9	9.9	11.7	10.8	10.20	10.10	1.0%	IV	D	D
South NB/EB	14.1	13.9	15.3	13.8	14.5	14.17	13.43	5.5%	IV	C	C
South SB/WB	15.1	14.2	15.5	14	14	14.43	13.83	4.3%	IV	C	C
Southard WB/SB	11	12.6	11.4	12.6	13.7	12.20	11.03	10.6%	IV	D	D
Truman NB/EB	11.1	13	11.3	12.3	12.6	12.07	10.77	12.1%	IV	D	D
Truman SB/WB	12.6	12.4	13.2	11	11.5	12.17	10.23	18.9%	IV	D	D
United EB/NB	14.6	15.1	16.1	15	14.6	14.90	14.53	2.5%	IV	C	C
United SB/WB	15.2	16.5	17.9	15.1	16.7	16.13	16.57	-2.6%	IV	C	C
US-1 NB/EB	22	20.9	23.8	22.2	23.1	22.43	21.67	3.5%	II	C	D
US-1 SB/WB	19.6	20	19.9	18.5	17.8	19.33	18.00	7.4%	II	D	D
White St NB/WB	15.9	15.1	16.4	15.4	16.3	15.87	14.30	11.0%	IV	C	C
White St SB/EB	14.8	15.4	15	15.7	14.4	15.07	13.37	12.7%	IV	C	C
Whitehead SB/EB	10	10.6	9.6	12.2	8.8	10.07	9.47	6.3%	IV	D	D
Whitehead St NB/WB	10.9	10.1	9.1	8.4	10.8	10.00	9.43	6.0%	IV	D	D
TOTAL	14.30	14.35	14.71	14.28	14.28	14.34	13.54	5.9%			

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - PM - Average Speed (mph)											
Run	1	2	3	4	5	AVERAGE	EC Vissim	%	Roadway Class	LOS	EC Vissim LOS
Seed	28	50	64	76	122						
Roadway											
Duval EB/SB	8.4	8.5	7	7.5	7.7	7.87	6.53	20.4%	IV	E	F
Duval WB/NB	7.6	8.4	6.4	8.1	8.2	7.97	6.60	20.7%	IV	E	F
Eaton EB/NB	11.4	12.7	11	11	11.5	11.30	11.63	-2.9%	IV	D	D
Eaton WB/SB	12.8	11.9	13.6	13	11.9	12.57	11.47	9.6%	IV	D	D
Flagler NB/EB	21.9	20.9	20.2	22.4	22.4	21.73	21.23	2.4%	III	C	C
Flagler WB/SB	23.8	21.7	23	21.7	22.2	22.30	21.73	2.6%	III	C	C
Fleming EB/NB	10.6	10.1	9.9	10.9	11.2	10.53	10.03	5.0%	IV	D	D
Palm/1st EB/SB	18.1	16.7	16.7	17.5	16.4	16.97	11.53	47.1%	III	D	E
Palm/1st NB/WB	15	15.3	16.5	15.9	16.2	15.80	16.10	-1.9%	III	D	D
Simonton EB/SB	12.3	11.4	10.3	10.7	10.6	10.90	10.80	0.9%	IV	D	D
Simonton St NB/WB	11.4	9	12	11.1	8.1	10.50	9.93	5.7%	IV	D	D
South NB/EB	15.6	15.7	13.8	14.7	14.2	14.83	13.93	6.5%	IV	C	C
South SB/WB	14.6	14.2	14.1	13.9	14.3	14.20	14.00	1.4%	IV	C	C
Southard WB/SB	12.6	12	13	10.9	13.4	12.53	11.23	11.6%	IV	D	D
Truman NB/EB	13.8	15.9	13	13.8	11.8	13.53	10.53	28.5%	IV	C	D
Truman SB/WB	12.9	13.2	12.6	11.2	11	12.23	7.60	61.0%	IV	D	E
United EB/NB	14.5	15.1	12.9	15.3	15	14.87	15.17	-2.0%	IV	C	C
United SB/WB	16.3	15.2	16.3	15.4	16.7	16.00	15.40	3.9%	IV	C	C
US-1 NB/EB	20.4	20.1	21.8	19.9	16.8	20.13	17.57	14.6%	II	D	D
US-1 SB/WB	19	18	20.1	18.9	17.4	18.63	18.57	0.4%	II	D	D
White St NB/WB	17.4	15.8	15.3	15.2	15.1	15.43	14.63	5.5%	IV	C	C
White St SB/EB	15.6	14.7	14.5	15.1	15.5	15.10	15.00	0.7%	IV	C	C
Whitehead SB/EB	8.8	10.5	11.2	10	9.3	9.93	8.37	18.7%	IV	D	E
Whitehead St NB/WB	10.3	10.5	8.1	10.2	10.3	10.27	10.67	-3.7%	IV	D	D
TOTAL	14.38	14.06	13.89	13.93	13.63	14.01	12.93	8.3%			

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - AM - Average Time Travel Delay (s)								
Run	1	2	3	4	5	AVERAGE	Existing Conditions	Percent Difference
Seed	28	50	64	76	122			
Roadway								
US-1 NB/EB	48.1	52.2	57.1	56.2	70.4	55.2	71.7	-23.0%
Palm Ave/1st St EB/SB	92.5	99.4	71.4	85	64.3	83.0	107.4	-22.8%
Whitehead St SB/EB	65.2	56	75.2	65.8	63.4	64.8	86.0	-24.7%
Palm Ave/1st St NB/WB	89.8	133.7	110.2	90.1	127	109.1	106.9	2.1%
Whitehead St NB/WB	69.5	75.4	72.7	74.3	62.5	72.2	87.7	-17.7%
United St EB/NB	54.7	54.7	57.6	49.8	45.9	53.1	56.6	-6.2%
Truman Ave SB/WB	60.1	59.7	62.1	70.4	69.5	63.9	87.5	-27.0%
Eaton St WB/SB	46.2	61.7	66.2	77.3	46.4	58.1	60.6	-4.2%
United St SB/WB	56	36	46.4	43.2	46.9	45.5	53.6	-15.1%
Simonton St NB/WB	93.6	53.4	62.1	95.3	76.5	77.4	109.5	-29.3%
Eaton St EB/NB	38.3	39.3	40.2	25.8	44.6	39.3	54.6	-28.1%
US-1 SB/WB	87.8	91.8	113	104.7	83.2	94.8	128.5	-26.2%
Duval St WB/NB	59.8	44	60.9	96.7	50.4	57.0	98.3	-42.0%
Duval St EB/SB	56.8	47.8	51.1	61.1	66	56.3	87.8	-35.9%
Simonton St EB/SB	82.6	75.3	64.7	56.5	72.8	70.9	88.5	-19.8%
White St SB/EB	53.7	52.8	78	51.2	37.5	52.6	73.5	-28.4%
White St NB/WB	46.8	49	45.7	61.1	36.4	47.2	79.1	-40.3%
Fleming St EB/NB	59.2	59.5	45.3	51.8	58.9	56.6	62.2	-8.9%
Southard St WB/SB	64.7	51.1	51	60.9	79.8	58.9	98.7	-40.3%
Truman Ave NB/EB	41	51.7	50.3	47.1	44.7	47.4	75.9	-37.6%
South St SB/WB	72.7	49.4	68	83.2	59.2	66.6	79.7	-16.4%
South St NB/EB	72.1	60.3	66.2	58.2	67.5	64.7	69.6	-7.1%
Flagler Ave NB/EB	39	42.8	55.6	60.5	76.2	53.0	69.2	-23.5%
Flagler Ave WB/SB	52.2	68.4	51.8	67.7	65.4	61.8	74.6	-17.2%
TOTAL	1502.4	1465.4	1522.8	1593.9	1515.4	1509.2	1967.7	-23.3%

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - MD - Average Time Travel Delay (s)								
Run	1	2	3	4	5	AVERAGE	Existing Conditions	Percent Difference
Seed	28	50	64	76	122			
Roadway								
US-1 NB/EB	107.9	116	91	106.1	79.3	101.7	113.3	-10.3%
Palm Ave/1st St EB/SB	89.9	80.7	81.7	138.4	94.8	88.8	171.8	-48.3%
Whitehead St SB/EB	153.9	130	145.1	114.6	188.2	143.0	167.6	-14.7%
Palm Ave/1st St NB/WB	115.4	147.7	91.1	156	130.1	131.1	121.6	7.8%
Whitehead St NB/WB	111.3	144.1	197.6	240.2	148.5	163.4	169.5	-3.6%
United St EB/NB	88.3	87.5	70	67.6	89.6	81.9	81.1	1.0%
Truman Ave SB/WB	104.5	118.1	100.1	132.4	129.9	117.5	172.3	-31.8%
Eaton St WB/SB	75.9	85.2	98.7	81.1	91.3	85.9	92.7	-7.3%
United St SB/WB	70	57.5	46.3	62.8	57.7	59.3	62.6	-5.3%
Simonton St NB/WB	178	142.5	203.6	124.6	124.4	148.4	169.3	-12.3%
Eaton St EB/NB	88.1	106.1	67.5	56.9	68.5	74.7	86.6	-13.8%
US-1 SB/WB	150.4	151.2	152.1	168.2	203.8	157.2	197.1	-20.2%
Duval St WB/NB	268.2	139	236.8	225	211.3	224.4	305.3	-26.5%
Duval St EB/SB	154.2	161.9	178	169.2	113.6	161.8	212.5	-23.9%
Simonton St EB/SB	108.1	104.2	105.8	123.5	123.5	112.5	119.1	-5.6%
White St SB/EB	79.3	73.7	102.7	81.6	82.5	81.1	105.8	-23.3%
White St NB/WB	60.6	97.7	67.5	66	57.9	64.7	85.4	-24.2%
Fleming St EB/NB	79.6	101.9	69.8	106.8	106.2	95.9	112.4	-14.7%
Southard St WB/SB	105.1	95.5	101.9	91.3	71.3	96.2	115.2	-16.5%
Truman Ave NB/EB	134.6	87.5	155.7	113.5	105.1	117.7	143.6	-18.0%
South St SB/WB	79.7	76.9	69.4	88.8	80.9	79.2	95.1	-16.8%
South St NB/EB	114.7	102.2	74.3	99.7	93.4	98.4	105.0	-6.2%
Flagler Ave NB/EB	59.6	51.8	56.6	88.7	57.8	58.0	73.9	-21.5%
Flagler Ave WB/SB	62.5	71.4	49.6	59.3	69.2	63.7	76.5	-16.7%
TOTAL	2639.8	2530.3	2612.9	2762.3	2578.8	2606.4	3155.2	-17.4%

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - PM - Average Time Travel Delay (s)								
Run	1	2	3	4	5	AVERAGE	Existing Conditions	Percent Difference
Seed	28	50	64	76	122			
Roadway								
US-1 NB/EB	136.2	152.7	110.8	131.3	244	140.1	215.8	-35.1%
Palm Ave/1st St EB/SB	82.4	132.8	100.8	101.3	115.7	105.9	257.4	-58.8%
Whitehead St SB/EB	186	128.9	133.7	151.3	175.3	153.4	233.7	-34.3%
Palm Ave/1st St NB/WB	132.4	135.7	108.2	124.4	135.6	130.8	125.3	4.4%
Whitehead St NB/WB	128	124.7	242.5	131	154.6	137.9	135.1	2.1%
United St EB/NB	88	70.8	101.8	75	78.9	80.6	85.7	-5.9%
Truman Ave SB/WB	117.2	90.4	110.4	124.2	160.5	117.3	276.6	-57.6%
Eaton St WB/SB	88.8	107.1	81.4	89.6	114.4	95.2	115.3	-17.5%
United St SB/WB	66.2	84.9	64	69.7	61.5	66.6	70.1	-4.9%
Simonton St NB/WB	126.3	207.4	129.8	126.3	260.6	154.5	171.4	-9.9%
Eaton St EB/NB	112.4	100.2	118.1	124.8	113	114.5	107.2	6.8%
US-1 SB/WB	202.1	192.8	151.5	147.9	232.4	182.1	186.6	-2.4%
Duval St WB/NB	290.5	211.9	337.4	262.2	224	258.9	310.5	-16.6%
Duval St EB/SB	202.6	177.4	336.7	274.3	230.8	235.9	330.4	-28.6%
Simonton St EB/SB	94.3	115.2	167.3	143.8	136	131.7	143.9	-8.5%
White St SB/EB	60.7	81.8	78	78.5	64	73.5	89.5	-17.8%
White St NB/WB	41.1	67.5	52.8	80.5	61.3	60.5	94.9	-36.2%
Fleming St EB/NB	84.9	131.7	109.5	96	82.7	96.8	107.2	-9.7%
Southard St WB/SB	82.2	101.7	77.3	102.9	83.2	89.0	116.7	-23.7%
Truman Ave NB/EB	75.9	55.1	102.4	72.6	120.5	83.6	155.7	-46.3%
South St SB/WB	91.3	89.4	90.9	100.6	83	90.5	86.4	4.8%
South St NB/EB	83.7	93.1	89.8	64.8	94.6	88.9	98.2	-9.5%
Flagler Ave NB/EB	89.2	107.3	88.5	78.6	87.6	88.4	88.2	0.3%
Flagler Ave WB/SB	63.9	81.8	53.9	84.3	76.4	74.0	79.9	-7.3%
TOTAL	2726.3	2842.3	3037.5	2835.9	3190.6	2850.8	3681.7	-22.6%

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Duval at Eaton	Signal	NEB	Left 2	7.1		21.7	12.7	17.9	15.3		21.0	
			Through	14	13.5	12	13.1	13.3	13.3		16.8	
			Right 2	6.2	4.3	5.8	5.3	4.8	5.3		7.2	
			Total	12.2	12.2	11.5	12.2	12.3	12.2	B	15.4	B
		SEB	Left 2	9.4	6.4	6.7	8.9	8.3	8.0		12.6	
			Through	7.8	7.8	6	5.6	8.5	7.2		9.4	
			Right 2	8.2	7.5	5.2	2.7	6.1	6.3		6.4	
			Total	8	7.7	6.1	5.8	8.3	7.3	A	9.7	A
		SWB	Left 2	15.7	19.7	17.4	17	10.8	16.7		19.2	
			Through	15.6	13.1	14.8	16	13.7	14.7		18.9	
			Right 2	8.4	12.4	14	10.2	7.2	10.3		11.3	
			Total	14.2	14.6	15.3	14.8	12	14.5	B	17.4	B
		NWB	Left 2	8.1	11.6	5.4	11.4	8.1	9.2		9.3	
			Through	7.9	7	7.1	7.7	6.9	7.3		10.0	
			Right 2	7.3	9.7	6.5	6.2	3.9	6.7		6.9	
			Total	7.9	7.5	7	7.8	6.8	7.4	A	9.7	A
		Total		10.5	10.4	10	10.3	9.6	10.2	B	12.9	B
Front at Duval	Signal	NB	Left 1	9.3	13.4	11.7	13.9	13.8	13.0		18.0	
			Right 1	9.8	9.3	12.9	10.3	9.1	9.8		15.2	
			Right 3	6	7.8	4.2	7.7	4	6.0		5.7	
			Total	9	10.8	10.4	11.5	9.6	10.3	B	14.9	B
		SEB	Left 2	12	13.9	14.6	17.5	9.9	13.5		14.3	
			Through	7.2	10.1	8.8	15	8.7	9.2		10.6	
			Right 1	4.5	3.1	2.7	5.4	3.9	3.8		4.6	
			Total	8.2	9.2	8.2	13.2	8.4	8.6	A	10.9	B
		SWB	Left 2	16.3	18.4	10.3	9.6	13.3	13.3		16.6	
			Left 1	13	10.8	9	8.9	9.5	9.8		15.2	
			Right 2	8	5.5	7.2	5.6	6.3	6.4		8.8	
			Total	12	10.6	8.6	7.9	9.5	9.6	A	13.8	B
		NWB	Left 3	11.8	9.8	10.1	9.1	14.2	10.6		14.1	
			Through	9.7	9.3	12.9	8.4	12.7	10.6		13.3	
			Right 2	6.4	7.9	5.9	6.7	8.7	7.0		9.8	
			Total	9	8.9	9.6	7.9	11.8	9.2	A	12.2	B
		Total		9.9	9.9	9.3	9.1	10.3	9.7	A	13.4	B
Duval at Southard	Signal	SEB	Through	5.7	6.1	5.8	7.4	7	6.3		10.6	
			Right 2	6.9	6.9	5.9	5.6	5.5	6.1		8.0	
			Total	6	6.3	5.8	7.1	6.6	6.3	A	10.0	B
		SWB	Left 2	15	16.8	14.4	15	14.8	14.9		19.2	
			Through	15.6	15.5	14.7	13.3	15.5	15.2		16.6	
			Right 2	10.9	11.5	7.3	8.2	7	8.8		12.4	
			Total	14.5	14.9	13	12.6	13.7	13.7	B	16.1	B
		NWB	Left 2	8.7	10.3	8.6	9.5	11.5	9.5		9.8	
			Through	5.6	7.5	6.3	7.8	7.4	7.1		8.5	
			Total	6.1	7.9	6.5	8	8.2	7.5	A	8.8	A
		Total		8.5	9.7	8.3	9.3	9.6	9.1	A	11.4	B
Duval at Angela	Signal	NEB	Left 2	12.4	14.5	7.4	7	11.8	10.5		17.5	
			Through	10.5	10.7	14.1	15.7	13.6	12.8		14.1	
			Right 2	6.5	5	4.7	5.3	4.6	5.0		7.3	
			Total	10	10.1	9.9	11.4	10.5	10.2	B	12.7	B
		SEB	Left 2	9.5	4.8	6.1	8.2	6.8	7.0		12.6	
			Through	4.6	4.1	3.3	6.3	3.8	4.2		11.7	
			Right 2	2.3	5.3	0.8	5.2	0.9	2.8		6.6	
			Total	4.6	4.2	3.3	6.3	3.7	4.2	A	11.4	B
		SWB	Left 2	15.8	0.3	8	31.6	19.2	14.3		9.6	
			Through	12.3	13.6	15	13.7	14.3	13.9		12.9	
			Right 2	7	4	3.4	3.2	3.8	3.7		3.0	
			Total	10.8	8.8	11.8	12.4	12.9	11.7	B	10.6	B
		NWB	Left 2	7.5	6	8.1	3.9	2.6	5.8		8.8	
			Through	6.1	5	4.8	5.7	3.9	5.2		9.6	
			Right 2	0.8	8.6	5	2.1	1.2	2.8		5.8	
			Total	5.9	5.3	5.1	5.6	3.7	5.3	A	9.4	A
		Total		6.4	6	5.8	7.3	5.4	6.1	A	10.6	B

Optimized Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Duval at Truman	Signal	NEB	Left 2	13.5	20.7	11.2		6.6	12.4		6.5	
			Through	13.3	11	12	10.3	9.9	11.1		10.6	
			Right 2	6.2	1.8	4.8	1.7	11.4	4.3		3.9	
			Total	13.1	10.9	11.6	9.9	9.9	10.8	B	10.4	B
		SEB	Left 2	7.7	17.3	14.9	7.5	8.9	10.5		17.0	
			Through	10.5	10	10.8	11.3	10.6	10.6		13.2	
			Right 2	3.3	8.6	5.4	5.7	4.8	5.3		7.7	
			Total	8.7	11.4	11.4	9.4	9.5	10.1	B	13.1	B
		SWB	Left 2	16.4	13.3	11.6	14.2	12	13.2		11.5	
			Through	11.8	11.4	12.1	16.5	11.1	11.8		11.1	
			Right 2	8.3	8	8.8	12.1	7.4	8.4		7.1	
			Total	10.7	10.4	10.9	14.5	9.7	10.7	B	9.6	A
		NWB	Left					10.2	#NUM!		#NUM!	
			Through	11.2	9.3	10.4	10	8.5	9.9		13.3	
			Right 2	8.2	4.9	6.5	5.6	7.6	6.6		7.8	
			Total	10.6	8.4	9.5	9.1	8.3	9.0	A	11.9	B
		Total		10.5	10.3	10.8	11.3	9.3	10.5	B	11.2	B
Duval at South	Four-Way Stop	NEB	Left 2	6.9	6.8	4.6	5.4	8.4	6.4		9.2	
			Through	7.7	8.3	8.6	7.7	8.8	8.2		8.5	
			Right 2	5.8	7.4	6	6	6.6	6.2		6.1	
			Total	7.1	8	7.6	6.9	8.1	7.6	A	7.9	A
		SEB	Left 2	8.1	7.2	7.9	7.1	9	7.7		7.9	
			Through	7	7	7.5	7.6	7.4	7.3		7.1	
			Right 2	6.6	5.9	6.1	5.8	5.7	5.9		5.7	
			Total	7.4	7	7.5	7.2	7.8	7.4	A	7.3	A
		SWB	Left 2	12.5	10.3	12	13	12.1	12.2		11.6	
			Through	12.7	10.5	10.6	11.2	14.6	11.5		12.7	
			Right 2	11.3	8.9	12.2	12.5	10.1	11.2		11.4	
			Total	12	9.8	11.5	11.8	12.2	11.8	B	12.3	B
		NWB	Left 2	6.6	10	5.8	6	6	6.2		7.2	
			Through	5.2	6	6.5	6.7	5.7	6.1		6.5	
			Right 2	5.4	5.6	6.4	6	6.2	5.9		5.9	
			Total	5.7	6.5	6.2	6.1	6	6.1	A	6.3	A
		Total		9.5	8.5	9.4	9.4	9.7	9.4	A	9.8	A
White at Eaton	Signal	NEB	Left 2	2.2		2.7	4.6	0.4	2.5		11.1	
			Through	6	5.4	4.4	5	5.6	5.3		6.7	
			Right 2	4.2	3.6	2.4	4.4	5.5	4.1		4.7	
			Total	5.6	5.1	4.1	4.9	5.5	5.2	A	6.3	A
		SEB	Left 2	21.5	17.3	29.6	34.9	35.2	28.7		19.6	
			Through	18.4	27	20.2	35.3	22	23.1		18.4	
			Right 2	6.5	6.3	7.5	9.6	11.9	7.9		8.1	
			Total	17.9	18.2	22.2	30.4	28.3	22.9	C	17.6	B
		SWB	Left 2	12.1	10.3	11.2	10.7	9.6	10.7		11.2	
			Through	9.1	8.4	8.7	8.4	8.1	8.5		9.9	
			Right 2	8.5	7	7.2	7.2	6.4	7.1		8.5	
			Total	9.4	8.5	8.9	8.6	8.1	8.7	A	10.1	B
		NWB	Left 2	32.6	30.3	32	31.4	29	31.2		25.7	
			Through	30	28.2	33.1	29.1	28.9	29.3		27.1	
			Right 2	19.4	17.9	16.6	19.4	17.9	18.4		17.4	
			Total	26.8	24.1	25.6	26.4	25.1	25.7	C	22.3	C
		Total		11.5	10.5	11	10.9	10.6	10.8	B	11.4	B
Whitehead at Fleming	Signal	NEB	Left 2	14.2	12	13.7	14.1	13.6	13.8		15.7	
			Through	10.2	13.6	12.3	11.5	12.6	12.1		12.8	
			Right 2	4.2	6.2	3.5	7.7	6.5	5.6		5.9	
			Total	11.6	12.3	12.4	12.2	12.7	12.3	B	13.5	B
		SEB	Left 2	10.9	11.5	6.4	9.4	12.5	10.6		14.8	
			Through	7.5	7.8	6.6	8.6	8.2	7.8		10.6	
			Right 2	4.9	3.6	2.9	5.2	4.4	4.3		6.2	
			Total	7	7	5.4	7.7	7.6	7.2	A	9.7	A
		NWB	Left 2	10.7	12.6	7	10.6	13.3	11.3		15.9	
			Through	11.3	10.4	10.3	8	10.8	10.5		13.5	
			Right 2	11.1	7.7	7	7.8	8	7.8		11.7	
			Total	11.2	9.8	9.4	8.3	10.5	9.9	A	13.4	B
		Total		10	9.6	9	9	10.2	9.5	A	12.5	B

Optimized Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Simonton at Fleming	Signal	NEB	Left 2	13.2	18.5	13.9	9	16.7	14.6		13.4	
			Through	12.9	10.8	9.7	10.8	11.3	11.0		13.3	
			Right 2	8.8	5.3	4.4	7	9.5	7.0		7.5	
			Total	12	10.3	9.2	10	11.5	10.6	B	11.9	B
		SEB	Left 2	5.3	5.5	7.9	18.1	13.7	9.0		6.6	
			Through	7.2	3.7	4.3	6.7	7	6.0		7.5	
			Total	7	3.9	4.8	7.9	7.7	6.5	A	7.6	A
		NWB	Through	8.3	8	8.7	7.1	7.5	7.9		9.8	
			Right 2	6.7	10.7	6.9	3.7	6.3	6.6		6.2	
			Total	8	8.4	8.5	6.6	7.4	7.9	A	9.5	A
		Total		9.2	8.3	7.9	8	8.9	8.4	A	10.0	B
Grinnell at Fleming	Signal	NEB	Left 2	3.1	3.8	5	2.5	7.6	4.0		8.1	
			Through	5.6	4.7	3.6	4.1	4	4.3		8.8	
			Right 2	2.3	2.6	1.3	3.7	1.5	2.1		3.7	
			Total	5	4.4	3.6	3.9	4.1	4.1	A	8.5	A
		SEB	Left 2	12.7	18.2	7.4	16.2	6.6	12.1		15.1	
			Through	12.6	11.8	10.7	12.3	13.2	12.2		14.2	
			Total	12.6	12.6	9.8	13.4	11.4	12.2	B	14.4	B
		NWB	Through	8.5	13.5	11.4	12.1	12.3	11.9		14.3	
			Right 2	5.1	6.4	6.6	5.4	6.8	6.1		4.6	
			Total	6.4	8.9	8.4	7.6	8.7	8.2	A	8.1	A
		Total		6.3	6.5	5.6	6.4	6.5	6.4	A	9.2	A
White at Southard	Signal	SEB	Left 2	0.3	5	1.6	0.7	0.5	0.9		2.6	
			Through	1	1.5	1	1.1	1.1	1.1		1.4	
			Right 2	0.9	1.2	1.1	1.2	1.6	1.2		1.3	
			Total	0.9	1.6	1.1	1.1	1.2	1.1	A	1.4	A
		SWB	Left 2	5.6	6.2	5.5	9.5	3	5.8		5.8	
			Through	6.5	7	7.6	8.3	3.2	7.0		7.0	
			Right 2	4.2	4.1	4.2	4.4	4.5	4.3		4.3	
			Total	5.3	5.9	5.4	7.4	3.9	5.5	A	5.6	A
		NWB	Left 2	3.4	3.8	6	4.4	4.5	4.2		4.4	
			Through	1.4	2.1	2.4	2.4	2.1	2.2		2.8	
			Right 2	3.6	0.3	3	2.6	9	3.1		2.2	
			Total	2.3	2.8	3.9	3.3	3.2	3.1	A	3.5	A
		Total		1.7	2.3	2.5	2.4	2.3	2.3	A	2.6	A
Whitehead at Southard	Signal	NEB	Left 2	30.9	27.5	27.4	30.2	27.8	28.5		44.6	
			Right 2	4.8	6.2	6.2	12.9	5.7	6.0		15.0	
			Total	20.6	17.9	20.2	22.3	17.5	19.6	B	31.7	C
		SEB	Through	19.5	19.7	17.1	11.8	15.7	17.4		31.8	
			Right 2	8.3	8.3	6.2	6.1	6	6.9		12.7	
			Total	13.4	14.5	11.8	9	11.1	12.1	B	22.2	C
		SWB	Left 2	24.3	29.2	28.1	22.8	29.7	27.2		41.7	
			Through	26.6	27.2	25.9	27.6	31	27.1		42.9	
			Right 2	12.6	14.2	20	13.7	11.8	13.5		28.8	
			Total	22	23.3	24.7	23.2	26	23.7	C	39.4	D
		NWB	Left 2	15.7	12.3	15	15	14.8	14.9		20.5	
			Through	14	14	14.8	16.4	13.8	14.3		19.9	
			Total	14.6	13.3	14.9	15.9	14.2	14.6	B	20.3	C
		Total		17.5	17.2	17.8	17.4	17.3	17.4	B	27.7	C

Optimized Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Whitehead at Greene	Four-Way Stop	NEB	Left 2	6.8	8.2	7.1	5.2	4.9	6.4		6.4	
			Through	6.7	6.4	6.2	5.9	6.9	6.4		6.6	
			Right 2	5.1	5.2	5.1	5.4	5	5.1		5.3	
			Total	6.2	6.1	5.7	5.6	5.6	5.8	A	6.1	A
		SEB	Left 2	9.7	8.5	6.3	6.9	7.9	7.8		7.7	
			Through	10.4	8.3	9.4	8.6	9.3	9.1		9.2	
			Right 2	6.6	6.5	7.3	7.8	6	6.8		6.3	
			Total	9.6	7.9	8.5	8.2	8.3	8.3	A	8.4	A
		SWB	Left 2	6.4	6.5	4.8	7.1	6.1	6.3		6.0	
			Through	5.4	5.8	6.5	6.6	6.5	6.3		6.1	
			Right 2	5.9	5.1	5.1	6	5.1	5.4		5.8	
			Total	5.8	5.8	5.8	6.5	6.2	5.9	A	6.0	A
		NWB	Left 2	6.9	7.5	6.9	6.6	7.8	7.1		7.0	
			Through	8.3	7.8	7.4	8	7	7.7		7.5	
			Right 2	5.3	6.2	6.7	4.8	5.7	5.7		6.2	
			Total	7.5	7.5	7.1	7.2	7.3	7.3	A	7.2	A
		Total		7.7	7.2	7.2	7.2	7.3	7.2	A	7.3	A
Whitehead at Truman	Signal	SEB	Left 2	6	5.7	7.5	5.3	8.2	6.4		12.7	
			Through	6.2	6.2	5.8	5.4	6.2	6.1		9.6	
			Right 2	3.2	6.8	3.5	1.9	1.9	2.9		7.0	
			Total	5.9	6.2	5.8	5.1	6.5	6.0	A	10.0	A
		SWB	Left 2	11.8	11.8	7.6	12.5	6.3	10.4		11.2	
			Through	11.9	12.3	8.7	11.5	8.6	10.7		10.8	
			Right 2	8.1	7.1	7	7	4	7.0		10.2	
			Total	11.2	10.5	7.9	10.8	6.7	9.7	A	10.4	B
		NWB	Left 2	10.9	10.6	9.4	11.9	3.1	10.3		11.3	
			Through	11.6	8.9	10	9.1	7.9	9.3		11.6	
			Right 2	5.1	5.8	8.3	5.9	4.7	5.6		7.3	
			Total	10.1	8.3	9.6	8.4	6.8	8.8	A	10.8	B
		Total		9.6	8.5	8.3	8.2	6.7	8.3	A	10.6	B
Simonton at Caroline	Signal	NEB	Left 2	4.7	16.2	15.2	10.5	15.3	13.7		15.4	
			Through	10.7	9.9	11.7	10.3	8.7	10.3		13.3	
			Right 2	4.9	5.2	5.2	3.2	4.3	4.8		5.1	
			Total	8.6	9.5	10.1	7.5	7.7	8.6	A	10.8	B
		SEB	Left 2	9.2	14.2	6.1	3.6	8.9	8.1		14.3	
			Through	5.9	4.9	4.3	4.2	4.3	4.5		7.2	
			Right	3.9		5.6	6.8		5.6		4.2	
			Total	6.5	6.6	4.5	4.3	5.8	5.6	A	8.9	A
		SWB	Left 2	9.8	13.9	11.8	8.9	10.6	10.7		16.5	
			Through	10.5	11.7	12.5	13.2	8.6	11.6		16.0	
			Right 2	5.5	8	6.9	5.5	7	6.5		7.4	
			Total	8	10.1	9.9	8.4	8.1	8.8	A	11.8	B
		NWB	Left 2	7.5	9.9	7	9.1	4.2	7.9		8.2	
			Through	7.4	8.7	7.8	7.3	6.4	7.5		9.6	
			Right 2	4.6	3	4.7	4	3.9	4.2		7.0	
			Total	7	8.3	7.3	7	6	7.1	A	9.2	A
		Total		7.4	8.8	8.1	7.2	6.8	7.6	A	10.0	A
Simonton at Truman	Signal	NEB	Left 2	7.5	8.9	12.9	7.3	11.7	9.4		20.5	
			Through	8.7	8.5	6.7	9.1	6.3	8.0		16.5	
			Right 2	4.7	3.5	4.4	6.7	5	4.7		6.0	
			Total	8	7.7	7.5	8.3	6.7	7.7	A	15.7	B
		SEB	Left 2	21.6	15.9	11.7	12.5	19.8	16.1		9.5	
			Through	19.3	17.7	17	13.6	16.3	17.0		10.6	
			Right 2	16.9	5.4	10.1	10.1	11.8	10.7		7.9	
			Total	19.8	16.3	15.4	13.1	16.8	16.2	B	10.2	B
		SWB	Left 2	10.4	7.4	11.8	11.4	11.5	11.1		21.3	
			Through	10.3	9	10.1	9.9	7.5	9.7		21.2	
			Right 2	12.2	7.9	11.5	7.4	7.2	8.9		17.3	
			Total	10.6	8.7	10.5	9.8	8	9.7	A	20.7	C
		NWB	Left 2	12	6.6	9.6	10.1	12.2	10.6		18.3	
			Through	8.3	7.6	7.4	9.1	8.4	8.1		17.5	
			Right 2	5.4	8.4	5.2	5.8	5.2	5.5		11.0	
			Total	8.3	7.6	7.4	8.8	8.6	8.2	A	16.9	B
		Total		11.4	9.8	10.3	9.9	9.3	10.0	A	17.0	B

Optimized Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Simonton at United	Signal	NEB	Left 2	3.8	1.9	8.4	9.8	6	6.1		7.7	
			Through	8.5	9.2	9.2	7.3	8.1	8.6		8.1	
			Right 2	8.4	7.6	12.6	1.9	7.5	7.8		9.2	
			Total	8.1	8.6	9.5	7.2	7.9	8.2	A	8.6	A
		SEB	Left 2	8	6	6.3	6.1	5	6.1		16.3	
			Through	4.8	6	5.6	5.8	3.5	5.4		13.7	
			Right 2	6.2	1.3	5.7	4.4	3.2	4.4		15.5	
			Total	5.7	5.7	5.8	5.6	3.8	5.7	A	14.5	B
		SWB	Left 2	10.4	13.2	9.6	8.8	9	9.7		9.9	
			Through	10.9	7.9	8.7	9.5	10.2	9.5		12.4	
			Right 2	6.3	4.9	5.3	6.6	6.3	6.0		12.3	
			Total	9	7	7.2	8.1	8.8	8.0	A	12.4	B
		NWB	Left 2	4.9	4.8	6.8	5.9	2.7	5.2		11.1	
			Through	4.6	4.4	4.9	4.8	4	4.6		11.9	
			Right 2	4.5	4.1	3.3	1.7	1.4	3.0		8.7	
			Total	4.6	4.4	5.1	4.6	3.6	4.5	A	11.9	B
		Total		7	6.4	6.9	6.5	6.2	6.6	A	12.4	B
Thomas at Petronia	Signal	SEB	Through	7.8	11.1	7.9	4.9	10.7	8.8		8.8	
			Right 2	2.5	3	3.1	2.5	4.4	2.9		2.9	
			Total	6.5	9.5	6.7	4.7	9.4	7.5	A	7.5	A
		SWB	Left 2	4.7	7.6	9	10.3	1.3	7.1		7.1	
			Through	6.8	8.1	9.4	11.5	6.7	8.1		8.1	
			Right 2	4.4	3.4	2.6	4.9	3.2	3.7		3.8	
			Total	5.8	6.3	7.8	9.7	5	6.6	A	6.8	A
		NWB	Left 2	7.7	8.7	11.2	13.3	6.8	9.2		9.2	
			Through	8	6.7	9.6	5.3	8.7	7.8		7.8	
			Total	7.9	7.2	10.2	7.9	8.1	8.0	A	8.0	A
		Total		6.6	7.4	8.2	7.9	7.1	7.5	A	7.5	A
Olivia at Frances	One-Way Stop	NEB	Left 2	7	6.1	5.9	5.7	6.3	6.1		6.1	
			Through	6.1	6	6.2	6.6	6.7	6.3		6.3	
			Right 2	4.6	6	5.5	4.9	5.8	5.4		5.5	
			Total	6.1	6	6	6.2	6.5	6.1	A	6.2	A
		SEB	Left 2	0.1	0.1	0.1	0.2	0.5	0.1		0.1	
			Through	0	0.1	0	0	0	0.0		0.0	
			Total	0	0.1	0	0.1	0.2	0.1		0.0	
		NWB	Through	0	0.1	0	0	0	0.0		0.1	
			Right 2	0.1	0.2	0.2	0.3	1.1	0.2		0.2	
			Total	0	0.1	0	0	0.1	0.0		0.1	
		Total		3.2	3.2	3.1	3.1	3.4	3.2		3.2	
Truman at White	Signal	NEB	Left 2	24.1	15.9	12.9	14.6	11.1	14.5		17.7	
			Through	13.2	10.9	12.9	11.5	10.9	11.8		15.5	
			Right 2	10.5	10.4	9.5	8.6	7.5	9.5		12.9	
			Total	13.3	11.1	12.4	11.3	10.5	11.6	B	15.3	B
		SEB	Left 2	20.3	20.7	21.5	23.2	28	21.8		35.9	
			Through	16.4	17.9	17	18.2	19.3	17.7		27.4	
			Right 2	12.2	13.3	7.6	7.7	13.7	11.1		17.1	
			Total	17.3	18.5	17.8	19.3	21.5	18.5	B	29.0	C
		SWB	Left 2	16.9	16.4	17.5	16	18.1	16.9		23.8	
			Through	12.3	13.2	13	14.8	13.5	13.2		20.9	
			Right 2	9.5	11.8	13.2	11	10.5	11.1		16.5	
			Total	12.4	13.4	13.4	14.3	13.6	13.5	B	20.7	C
		NWB	Left 2	29.7	25.8	27	23.6	26.6	26.5		39.2	
			Through	25.6	24.9	26	25.9	23.9	25.5		38.3	
			Right 2	20.2	16.5	20.9	21.6	18.7	19.9		28.9	
			Total	25	23	24.8	24.3	23.3	24.1	C	36.3	D
		Total		16.1	15.8	16.3	16.6	16	16.1	B	24.3	C

Optimized Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
White at Catherine	Two-Way Stop	NEB	Left 2	10.4	10.8	11.8	7.8	11.2	10.8		9.6	
			Through	8.4	9.7	8.5	7.8	10.7	8.9		9.5	
			Right 2	6.8	6.5	5.8	6.9	6.4	6.6		6.3	
			Total	8.3	9	8.6	7.4	9	8.6	A	8.3	A
		SEB	Left 2	1.9	1.6	2	2.3	1.2	1.8		2.0	
			Through	0.6	1.2	1	1.1	0.6	0.9		0.9	
			Right 2	1.8	1.3	2.9	2	2.7	2.2		1.7	
			Total	0.7	1.2	1.2	1.2	0.7	1.0		1.0	
		SWB	Left 2	7.8	10.3	11	6	6	8.0		6.4	
			Through	6.6	8.5	8.9	6.8	7.9	7.7		7.1	
			Right 2	7.9	8.7	7.2	5.8	6.8	7.3		7.5	
			Total	7.6	8.9	8.5	6.2	7.2	7.8	A	7.4	A
		NWB	Left 2	1	2.2	1.8	2.7	2.1	2.0		2.1	
			Through	0.9	1.4	1.2	1.1	1.3	1.2		1.4	
			Right 2	0.9	1.2	1.1	1.7	1.2	1.2		1.4	
			Total	0.9	1.5	1.2	1.3	1.4	1.3		1.5	
		Total		1.6	2.2	2	1.9	2	2.0		2.1	
White at Flagler	Signal	NEB	Left 2	11.7	13.4	12.8	20.3	1.9	12.6		19.0	
			Through	8.8	13	10.9	9.4	9.8	10.0		14.1	
			Right 2	7.4	8	0	23.5	1.1	5.5		11.9	
			Total	9.1	13	10.8	10.3	8.8	10.1	B	14.4	B
		SEB	Left 2	8.7	9.8	9.3	7.4	9.5	9.2		15.5	
			Through	5.4	7.3	7.4	8.7	7.4	7.4		16.1	
			Right 2	17	10.4	7.7	8.6	9.2	9.4		17.1	
			Total	7.2	8.4	8.2	8.1	8.4	8.2	A	15.7	B
		SWB	Left 2	12.2	16.8	17.1	12	14.6	14.5		19.6	
			Through	12	14.1	12.8	13.4	13.4	13.2		16.9	
			Right 2	15.3	16.2	15.3	15	14.6	15.2		18.5	
			Total	13.6	15.3	14.2	14.1	14	14.1	B	18.0	B
		NWB	Left 2	4.5	5.3	11.6	9.3	6.4	7.0		10.6	
			Through	5.7	5.4	6.5	6.1	6.5	6.1		12.5	
			Right 2	4.2	9.7	6.9	3.9	3.1	5.0		11.5	
			Total	5.5	5.7	6.7	6.1	6.3	6.0	A	12.5	B
		Total		9.9	11.5	11	10.7	10.6	10.8	B	16.1	B
Truman at 1st	Signal	EB	Through	17.6	15	15.7	15.1	15.8	15.5		17.3	
			Right 1	8.5	14.2	10.4	10.9	11.1	10.8		11.4	
			Total	17.4	15	15.5	14.9	15.6	15.4	B	17.1	B
		SEB	Left 1	21.4	23.7	22.1	22.4	24.9	22.7		18.3	
			Through	15.3	21.1	19.1	26.1	25.4	21.9		32.0	
			Right 3	8	4.7	7.1	13.1	17	9.4		12.8	
			Total	19.6	22.3	20.8	22.8	24.8	22.0	C	21.4	C
		WB	Through	19.8	15.9	18.5	20.1	19.5	19.3		25.3	
			Right 1	11.4	12.2	11	11.4	11.5	11.4		23.6	
			Total	15.3	13.9	14.7	15.6	15.4	15.1	B	24.3	C
		NWB	Left 1	19.9	26.7	24.4	18.1	18.4	20.9		16.5	
			Through	38.6	42.8	35.8	30.9	33.7	36.0		35.0	
			Right 3	25.7	30	23.3	22.4	23	24.0		20.6	
			Total	31.4	36.8	30.4	26.3	27.4	29.7	C	27.9	C
		Total		18.3	18.2	17.7	17.9	18.3	18.1	B	23.4	C
1st at Flagler	Signal	NEB	Left 2	24.7	15.8	17.5	23.2	18.1	19.6		23.0	
			Through	20.6	14.3	16.2	19.9	17.7	17.9		24.1	
			Right 2	17.7	12.9	10.3	22	15	15.2		25.8	
			Total	20.6	14.2	15.7	20.2	17.5	17.8	B	24.0	C
		SEB	Left 2	32	29.3	24.1	27.4	27.7	28.1		35.9	
			Through	31.6	25.7	26.1	28.8	30.9	28.6		35.2	
			Right 2	20.7	13.3	13.3	18.7	18.3	16.8		24.3	
			Total	31.2	26	24	27.2	28	27.1	C	35.2	D
		SWB	Left 2	12.4	8.3	10.7	11	10.2	10.6		17.9	
			Through	17.5	15.6	18.4	20.2	16.9	17.6		24.4	
			Right 2	16.8	17.7	18.8	17.9	17.8	17.8		24.0	
			Total	17	15.3	17.7	19	16.3	17.0	B	23.9	C
		NWB	Left 2	29.1	29.1	30.9	32.6	32.8	30.9		35.8	
			Through	28.7	27.5	26.5	29	33.3	28.4		34.6	
			Right 2	11	11.4	13.1	12.8	20	12.4		14.2	
			Total	24.6	23.4	23.9	24.9	29.6	24.5	C	29.3	C
		Total		21.7	18.2	19.4	21.7	21	20.7	C	26.6	C

Optimized Conditions - AM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Roosevelt at Kennedy	Signal	NEB	Left 2	8.1	9.2	9.6	7.5	6.6	8.3		16.6	
			Through	15.6	14.9	16.6	16.4	14.7	15.6		24.2	
			Right 2	10.2	10.2	13.9	11.8	10.8	10.9		20.5	
			Total	14.6	14.1	15.9	15.4	13.9	14.7	B	23.5	C
		SEB	Left 2	26.5	20.6	23.7	26.9	27	25.7		18.9	
			Through	38.6	41.7	38.1	31.1	30.9	35.9		42.4	
			Right 2	19.7	11	9.9	7.4	9.8	10.2		13.3	
			Total	26.4	21.4	20.5	17.8	20.2	20.7	C	20.6	C
		SWB	Left 2	13.4	10.6	10.1	10	9.8	10.2		22.3	
			Through	18.1	17.5	18.9	17.7	15.8	17.8		31.7	
			Right 2	15.1	16.1	14.8	16.8	14.8	15.3		30.3	
			Total	17.7	17	18.2	17.1	15.4	17.3	B	31.0	C
		NWB	Left 2	23.4	25.6	27.4	26.2	24	25.3		20.2	
			Through	36.1	23.6	39.9	30.3	33.4	33.3		36.6	
			Right 2	7.3	8.7	18	6.2	10.5	8.8		11.0	
			Total	23.3	23.9	27.3	23.4	23.3	23.5	C	20.6	C
		Total		18.2	17.5	19.1	17.6	16.5	17.8	B	26.5	C
Roosevelt at US-1	Signal	NB	Through	27.5	33.4	32.8	33.2	28.1	31.4		28.8	
			Right 2	1.9	2.1	1.9	1.9	2.3	2.0		2.0	
			Total	7.8	8.9	9.2	8.5	7.9	8.4	A	8.0	A
		SEB	Left 1	19.9	16.7	16.4	20.3	17.5	18.0		17.8	
			Right 1	9.2	6.6	6	7.4	5.5	6.7		8.5	
			Total	17.9	14.8	14.8	18.3	15.4	16.0	B	16.3	B
		WB	Left 2	18.1	21	20.4	18.8	18.4	19.2		20.2	
			Right 2	5.2	5.3	4.4	5	4.4	4.9		4.8	
			Total	10.2	11.5	10.8	10.6	10	10.5	B	10.9	B
		Total		11.6	11.8	11.4	12.1	10.9	11.6	B	11.6	B
Flagler at Roosevelt	Signal	NB	Left 2	18.5	24.2	20.9	14	17.9	19.1		15.7	
			Through	11.5	12.2	9.7	9	10.2	10.5		10.4	
			Total	12.8	15	11.9	10.1	12	12.2	B	11.4	B
		EB	Left 2	20.5	21.4	19.9	22.5	23.7	21.5		23.3	
			Right 2	3.7	2.8	5.3	3.8	3.7	3.7		3.5	
			Total	17	18.4	17.1	18.4	19.5	18.0	B	19.2	B
		SB	Through	10.8	17.7	14.6	12.5	13.2	13.4		13.4	
			Right 2	16.7	21.2	18.3	17.1	19.1	18.2		18.2	
			Total	14.4	20	16.9	15.4	17	16.4	B	16.5	B
		Total		14.5	18.5	15.7	14.7	16.3	15.6	B	15.9	B
NETWORK TOTAL				12.8	12.7	12.6	12.7	12.5	**12.7**		16.4	

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Duval at Eaton	Signal	NEB	Left 2	13.1	22.8	25	9.8	24.9	20.3		23.5	
			Through	16.6	18.4	18.7	15.3	18.5	17.8		18.1	
			Right 2	9.5	12.1	15.7	8.3	15.7	12.4		14.7	
			Total	15.4	17.9	19	13.7	19.1	17.4	B	18.1	B
		SEB	Left 2	25.5	12.7	14.4	13.8	15.6	14.6		28.6	
			Through	15	11.3	13.3	11.8	16	13.4		20.2	
			Right 2	19	11.6	9	14.2	15.1	13.6		23.0	
			Total	15.9	11.4	13	12.1	15.9	13.7	B	21.0	C
		SWB	Left 2	26.6	25.3	37.8	22.9	35.6	29.2		32.7	
			Through	22.4	23	31.6	21.8	40.3	25.7		29.6	
			Right 2	19.8	18.6	36	16	35.8	24.7		23.6	
			Total	22.7	22.1	34.4	20.2	37.9	26.4	C	28.4	C
		NWB	Left 2	20.2	32.2	42.8	37.2	41	36.8		32.3	
			Through	20.7	22.5	29.1	23.5	34.5	25.0		27.9	
			Right 2	19.9	21.5	28.6	27.1	23.3	24.0		26.8	
			Total	20.6	23.2	30	24.3	34.3	25.8	C	28.2	C
		Total		19	19	25.4	18.6	28.1	21.1	C	25.1	C
Front at Duval	Signal	NB	Left 1	21.9	18.5	17.4	26	20	20.1		21.8	
			Right 1	13.7	15.2	17.4	27	15.8	16.1		19.3	
			Right 3	11.3	13.6	12.9	21	11.5	12.7		14.1	
			Total	15.1	15.6	16.2	25	15.5	15.8	B	18.6	B
		SEB	Left 2	19	22.5	13.5	13.9	15	16.0		18.1	
			Through	12.2	12.9	8.1	10.3	10.8	11.1		11.4	
			Right 1	7.5	7	9.5	8.7	10.4	8.6		7.9	
			Total	12.1	13.7	9.4	10.7	11.7	11.5	B	11.7	B
		SWB	Left 2	17	18.7	26.1	19.1	18.6	18.8		22.6	
			Left 1	16.7	16.2	19.7	16.2	12.6	16.4		19.4	
			Right 2	11	14.8	15.4	13.6	14.2	14.2		15.1	
			Total	15.9	16.6	19.9	16.3	14.7	16.3	B	19.4	B
		NWB	Left 3	22.9	25.9	25	20.8	27.2	24.6		28.8	
			Through	25.6	19.2	27.9	18.2	27.3	24.0		24.6	
			Right 2	20.2	17.8	22.9	16.9	22.1	20.0		22.3	
			Total	23.1	20.6	25.3	18.5	25.5	23.0	C	25.0	C
		Total		18.3	17.7	20	19.1	19	18.8	B	21.2	C
Duval at Southard	Signal	SEB	Through	10.5	10.5	13.4	10.6	10.2	10.5		20.5	
			Right 2	9.5	11.4	13.2	12.6	13.7	12.4		21.3	
			Total	10.4	10.6	13.4	10.8	10.8	10.7	B	20.7	C
		SWB	Left 2	23.9	22.7	23.4	17.5	20.4	22.2		21.7	
			Through	23.4	21.4	23.2	21.3	21.4	22.0		25.1	
			Right 2	16.9	15.3	21.4	13.8	16.4	16.2		20.7	
			Total	22.2	20.3	22.8	19.1	19.9	20.8	C	23.3	C
		NWB	Left 2	34.1	36.6	25.7	19.7	47.7	32.1		37.0	
			Through	25.3	29.8	28.8	20.8	44.4	28.0		37.2	
			Total	26	30.6	28.6	20.7	44.7	28.4	C	37.5	D
		Total		20	22.1	22.5	17.3	27.8	21.5	C	27.9	C
Duval at Angela	Signal	NEB	Left 2	13.7	16.5	22	22	21.9	20.1		17.9	
			Through	20.1	16.5	17.1	17.8	17.8	17.6		15.7	
			Right 2	9.2	9.9	8.3	12.7	9.4	9.5		7.6	
			Total	16.9	15.7	16.5	17.6	17.7	17.0	B	14.9	B
		SEB	Left 2	14.9	7.9	9.5	17.3	17.6	13.9		27.5	
			Through	12.1	11.2	12.8	12.1	10.5	11.8		21.1	
			Right 2	10.9	12.4	7.8	15	11.6	11.6		24.5	
			Total	12.1	11.2	12.3	12.6	10.9	11.9	B	21.7	C
		SWB	Left 2	18.7	16.2	13	14	26.5	16.3		17.1	
			Through	9.9	13.5	24.3	16	15.3	14.9		16.2	
			Right 2	4.7	6.1	6.8	8.2	7.9	6.9		7.3	
			Total	10.8	12	15.2	13.6	17.7	13.6	B	14.9	B
		NWB	Left 2	32.3	20.8	14.4	18.6	26	21.8		35.0	
			Through	22.8	16.6	15.4	11.1	26.2	18.3		29.0	
			Right 2	24.1	11.5	15.3	10.1	32.4	17.0		26.6	
			Total	23.5	16.5	15.3	11.3	26.6	18.4	B	29.2	C
		Total		17.8	14.4	14.4	12.8	19.6	15.5	B	24.2	C

Optimized Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Duval at Truman	Signal	NEB	Left 2	32.6	31.6	47.6	24.5	24.9	29.7		19.0	
			Through	30.2	25.4	43.8	25	24	26.9		21.0	
			Right 2	15.2	21.4	45.9	17.3	9.2	18.0		17.0	
			Total	28.4	25.7	44.5	24.1	22.3	26.1	C	20.5	C
		SEB	Left 2	23.5	26.9	28.6	25.6	24.4	25.6		45.8	
			Through	18.8	23.5	24.2	25.5	19.3	22.3		41.5	
			Right 2	13.9	22.5	21.5	26.8	6.9	19.3		33.9	
			Total	19.9	24.5	25.4	25.6	20.4	23.4	C	42.3	D
		SWB	Left 2	19.2	23.1	21.3	22.4	20.1	21.3		16.6	
			Through	17.6	21.1	16.5	21.9	17.6	18.8		16.8	
			Right 2	16.8	20.4	16.2	19.2	16.1	17.4		16.1	
			Total	17.6	21.1	17.3	21	17.5	18.7	B	16.5	B
		NWB	Left 2	18.5	26.1	11	15.3	46.9	20.0		46.4	
			Through	17.6	17.5	22.8	18.4	37.1	19.6		39.7	
			Right 2	14	18	23.9	18.9	40.7	20.3		38.6	
			Total	16.8	17.8	22.7	18.4	37.8	19.6	B	39.8	D
		Total		20	21.9	25.6	22.1	24.2	22.7	C	29.6	C
Duval at South	Four-Way Stop	NEB	Left 2	15.8	18.3	16.8	14.1	16.5	16.4		17.4	
			Through	13.1	15	14.8	13	15.4	14.3		14.5	
			Right 2	11	10.5	10.8	11.9	16.1	11.2		15.2	
			Total	13.3	14.5	14.5	13.1	15.8	14.1	B	15.3	C
		SEB	Left 2	18	16.8	20.5	22.6	16.4	18.4		17.6	
			Through	18.3	16.2	22.7	17.9	13	17.5		16.2	
			Right 2	17.7	10.7	14.4	21.1	12.2	14.8		13.8	
			Total	18	15.3	19.8	20.7	14.6	17.7	C	16.6	C
		SWB	Left 2	22	15.8	26.9	20.5	27.3	23.1		25.3	
			Through	21.1	19.4	21.9	17.7	23.3	20.8		24.6	
			Right 2	21.4	15.6	20.7	17.8	17.2	18.6		24.0	
			Total	21.3	17.7	21.7	17.9	20.9	20.0	C	24.3	C
		NWB	Left 2	11	9.7	10.4	9.4	8.2	9.8		9.6	
			Through	9.5	9.8	9.5	8	10.3	9.6		9.4	
			Right 2	7.9	6.8	8.5	6.8	7.7	7.5		7.7	
			Total	9.6	8.5	9.5	8	8.8	8.9	A	8.5	A
		Total		17	15.2	18	16.4	16.6	16.7	C	18.6	C
White at Eaton	Signal	NEB	Left 2	5.8	7.4	22.8	0	17.5	10.2		15.2	
			Through	13.5	9.4	14.5	10	12.6	12.0		11.4	
			Right 2	11.2	7.9	11.4	8.7	7.3	9.3		9.0	
			Total	13.1	9.2	14	9.7	11.7	11.5	B	11.0	B
		SEB	Left 2	29.1	27.6	31	22.6	25.8	27.5		22.1	
			Through	24.2	23.7	16.2	31.7	15.4	21.4		21.6	
			Right 2	6.3	13.1	12.6	20.8	18.1	14.6		6.9	
			Total	25	24.8	25	25.2	20.5	24.9	C	22.1	C
		SWB	Left 2	21.2	18.2	14.2	16.9	15.5	16.9		15.0	
			Through	9.1	9.4	9.5	8.8	10.8	9.3		9.3	
			Right 2	5.6	3.1	9	7.9	8.2	7.2		8.2	
			Total	10.5	10.5	10	9.8	11.4	10.3	B	10.1	B
		NWB	Left 2	32.5	37.9	41.6	29.9	39.1	36.5		38.0	
			Through	27	38.2	41.9	28.4	30.9	32.5		40.0	
			Right 2	21.1	22.1	30.6	17.7	32.6	24.6		31.5	
			Total	27.4	30.3	37	24.8	35.7	31.1	C	34.7	C
		Total		14.6	13.8	16.6	12.8	16.5	15.0	B	15.5	B
Whitehead at Fleming	Signal	NEB	Left 2	17.5	18.5	23	18.4	18.1	18.3		15.9	
			Through	14.3	14.5	16.9	17.1	17.2	16.2		16.4	
			Right 2	9.3	10.6	13.6	13.1	12.8	12.2		11.6	
			Total	14.5	15	17.9	16.8	16.8	16.2	B	15.4	B
		SEB	Left 2	9.9	19.2	14.8	18.5	18.7	17.3		19.1	
			Through	11.5	17.3	14.1	15.4	13.1	14.2		16.3	
			Right 2	8.5	10.3	6.5	10.1	11.2	9.6		11.9	
			Total	10.9	16.2	13.3	14.9	13.2	13.8	B	16.0	B
		NWB	Left 2	19.5	15.7	17.1	27.7	25	20.5		25.7	
			Through	23.2	29.5	26.8	22.7	17.6	24.2		25.7	
			Right 2	20	22.3	26.5	26.9	15.3	22.9		22.8	
			Total	21.9	26.8	26.3	24.4	16.9	24.2	C	24.9	C
		Total		16.7	20.3	20.2	19.7	15.9	18.9	B	19.0	B

Optimized Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Simonton at Fleming	Signal	NEB	Left 2	20.5	13.8	17.7	15	15.8	16.2		20.6	
			Through	16.3	15.5	18.7	14.3	15.9	15.9		21.0	
			Right 2	12.1	9.9	12.4	12.1	11.1	11.8		16.0	
			Total	15.6	13.9	17.1	13.9	14.6	14.7	B	19.8	B
		SEB	Left 2	10.4	11.8	11	17.4	10.8	11.2		13.8	
			Through	8.7	10	7.3	9	8.4	8.7		9.8	
			Total	8.9	10.1	7.5	9.7	8.6	9.1	A	10.2	B
		NWB	Through	17.3	13.1	23	9.1	9.9	13.4		16.1	
			Right 2	16.6	15	19.8	5.8	8.4	13.3		16.2	
			Total	17.2	13.3	22.5	8.6	9.6	13.4	B	16.1	B
		Total		14.7	12.9	17.2	11	11.6	13.1	B	17.0	B
Grinnell at Fleming	Signal	NEB	Left 2	8.3	7.5	7.7	8	8.8	8.0		12.3	
			Through	8.2	9.1	7.7	9.1	9.1	8.8		13.5	
			Right 2	7.9	8.5	5.5	7.2	7.7	7.6		10.0	
			Total	8.2	8.9	7.4	8.8	8.9	8.6	A	12.9	B
		SEB	Left 2	16.3	15	20.7	17.9	12.1	16.4		15.9	
			Through	16.4	15.4	14	15.9	12.8	15.1		14.7	
			Total	16.4	15.2	16.6	16.6	12.6	16.1	B	14.9	B
		NWB	Through	13.8	19.6	14	15.1	11.7	14.3		12.6	
			Right 2	6.3	8.4	7.1	4.7	4.2	6.0		6.1	
			Total	11	14.4	11.4	11.7	8.9	11.4	B	10.2	B
		Total		9.8	10.6	9.3	10.4	9.5	9.9	A	13.1	B
White at Southard	Signal	SEB	Left 2	2.2	3.8	6.1	5.2	1.6	3.7		3.1	
			Through	1.8	2.1	2.2	3.5	1.5	2.0		2.1	
			Right 2	1.5	2.1	1.9	2.4	1.9	2.0		2.3	
			Total	1.8	2.2	2.3	3.3	1.6	2.1	A	2.2	A
		SWB	Left 2	5.9	5.9	5.2	4.7	5.4	5.5		5.6	
			Through	5.6	6	6.6	8.2	7.9	6.8		7.0	
			Right 2	3.9	4.3	4	4.7	4.4	4.2		4.3	
			Total	5.2	5.4	5	5.8	5.9	5.5	A	5.6	A
		NWB	Left 2	3.9	5.2	5.1	5	5.5	5.1		6.1	
			Through	2.6	3.7	3.3	3	4	3.3		3.5	
			Right 2	5.3	2.3	1.6	2.4	5	3.2		5.5	
			Total	3.2	4.3	4	3.9	4.7	4.1	A	4.6	A
		Total		2.5	3.2	3.1	3.6	3.1	3.1	A	3.3	A
Whitehead at Southard	Signal	NEB	Left 2	43.6	34.7	44.6	38.7	36.1	39.5		58.1	
			Right 2	17.6	13.6	14.1	17.1	14.1	15.1		27.1	
			Total	25.5	20.8	25.9	26.4	22.5	24.6	C	38.7	D
		SEB	Through	29.3	28.5	34.4	31.3	29.8	30.1		34.8	
			Right 2	17.3	21.7	25.2	18.9	17.5	19.4		24.7	
			Total	25.2	25.8	31	26.7	25.9	26.1	C	31.2	C
		SWB	Left 2	47.1	42.6	39.2	38.3	36.5	40.0		50.1	
			Through	40.9	37.2	42.3	35.5	35.6	37.9		49.1	
			Right 2	25.2	31.7	31.7	28.3	25	28.4		38.5	
			Total	37.8	36.6	39.6	34	33.1	36.1	D	46.0	D
		NWB	Left 2	32.4	23.6	33.2	35.8	35.8	33.8		35.3	
			Through	30.7	23	29.9	35.9	31.1	30.6		34.0	
			Total	31.1	23.1	30.7	35.9	32.3	31.4	C	33.7	C
		Total		30.6	27	32.3	31.8	29.5	30.6	C	37.4	D

Optimized Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Whitehead at Greene	Four-Way Stop	NEB	Left 2	14.1	8.8	11.3	9.5	11.1	10.6		12.3	
			Through	10.3	9	8	9.4	9.3	9.2		9.2	
			Right 2	6.8	7.1	6.3	7	7.2	7.0		7.5	
			Total	8.3	7.8	7.3	8	8.2	8.0	A	8.3	A
		SEB	Left 2	12.9	15.6	19.5	14.6	13.7	14.6		14.6	
			Through	13.9	13.6	19.4	11.9	14	13.8		14.1	
			Right 2	13	11.7	14.8	10.6	10	11.8		12.7	
			Total	13.5	13.5	18.3	12.4	13	13.3	B	13.7	B
		SWB	Left 2	9.1	10.4	8.8	8.8	10.5	9.4		8.9	
			Through	7.8	8.6	8.1	8.2	9.4	8.3		8.7	
			Right 2	7.3	7.5	6.4	7.5	9	7.4		7.1	
			Total	8.2	8.7	7.7	8.1	9.6	8.3	A	8.3	A
		NWB	Left 2	13	18.4	13.2	17.5	10.5	14.6		16.2	
			Through	13.3	14.5	11.6	16.8	11.7	13.2		14.7	
			Right 2	12.4	11.6	15.9	13	8.7	12.3		14.8	
			Total	13.1	15.1	12.5	16.6	11.1	13.6	B	15.1	C
		Total		11.8	12.6	13.1	13	11	12.5	B	12.9	B
Whitehead at Truman	Signal	SEB	Left 2	16.2	11.5	15	12.3	15.7	14.3		25.0	
			Through	12.7	11.3	15.3	10.8	12	12.0		21.8	
			Right 2	12.7	10.3	12.2	8.9	10.5	11.0		18.5	
			Total	13.4	11.2	15	11	12.6	12.4	B	22.0	C
		SWB	Left 2	21.7	18.7	21.5	17.4	18.8	19.7		12.7	
			Through	23.1	18.6	18.8	17.3	18.8	18.7		12.4	
			Right 2	16	13.4	12.6	10	10	12.0		12.6	
			Total	20.8	17.1	17.6	15.1	16.9	17.2	B	12.7	B
		NWB	Left 2	28.3	33.9	25.2	37.7	26.2	29.5		30.7	
			Through	37.6	29.1	25.3	39.4	25.5	30.7		28.0	
			Right 2	34.7	23.1	22.3	39.2	21.5	26.7		23.8	
			Total	35.6	27.2	24.1	39.2	24.3	29.0	C	26.6	C
		Total		25.1	19.7	19.6	24.9	18.8	21.4	C	22.2	C
Simonton at Caroline	Signal	NEB	Left 2	20.8	9.9	13.8	18.7	14.3	15.6		19.9	
			Through	12.8	12.5	11.3	12.3	12.2	12.3		16.5	
			Right 2	5.3	5.5	5.9	5.6	6.6	5.7		9.3	
			Total	11.5	10.1	9.4	10.9	10.7	10.6	B	14.3	B
		SEB	Left 2	18.9	8.4	10.3	16.3	14.2	13.6		14.5	
			Through	8.5	8.3	8.8	7.6	9.9	8.5		9.5	
			Right 2	2.4	9.7	3.5	9.4	4.3	5.7		6.3	
			Total	9.9	8.4	8.4	8.8	10.7	9.0	A	10.0	A
		SWB	Left 2	11.5	19.6	14.8	13.7	9.8	13.3		21.0	
			Through	11.4	12.8	13.8	13.6	12.2	12.9		18.3	
			Right 2	8.8	10.7	9.5	7.1	9.3	9.2		13.6	
			Total	10.5	13.8	12.2	11.4	10.8	11.5	B	17.2	B
		NWB	Left 2	15.3	11.8	15.6	15.3	13.2	14.6		13.4	
			Through	13.2	11.9	12.5	11.4	14.7	12.5		13.1	
			Right 2	12.2	7.1	10.7	9.5	11.6	10.6		9.7	
			Total	13.2	11.2	12.4	11.4	14.2	12.3	B	12.8	B
		Total		11.7	11.2	11.2	10.9	12.2	11.4	B	13.9	B
Simonton at Truman	Signal	NEB	Left 2	13	19.2	19.8	17.3	13	16.5		48.8	
			Through	10.3	12.7	14.4	10.2	11	11.3		36.8	
			Right 2	6.9	9.3	8.3	8.7	15.8	8.8		28.6	
			Total	10.1	13	14.5	11.1	12	12.0	B	37.4	D
		SEB	Left 2	32.2	23.5	18.4	23.4	25.2	24.0		17.2	
			Through	34.5	24.3	18.1	19.1	20.6	21.3		14.8	
			Right 2	30	19.2	12.3	10.2	18.1	16.5		13.0	
			Total	33.2	22.9	17	18.1	20.9	20.6	C	15.0	B
		SWB	Left 2	18.3	16.8	20.4	12	19.2	18.1		41.6	
			Through	14	13.9	14.3	15.2	15.4	14.5		34.8	
			Right 2	11.5	10.4	13.5	11.3	13.3	12.0		31.9	
			Total	13.5	13.3	14.5	14.1	15.1	14.0	B	34.5	C
		NWB	Left 2	18	27	29.6	19	25.6	23.9		27.2	
			Through	20.3	19.4	21.2	14.7	18.1	19.3		24.8	
			Right 2	14.7	14.1	19.1	9.8	13.9	14.2		18.4	
			Total	19.2	19.2	21.6	14.3	18.1	18.8	B	23.7	C
		Total		17	15.7	16.3	13.9	15.9	16.0	B	30.6	C

Optimized Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Simonton at United	Signal	NEB	Left 2	10.9	12.1	18.7	11.2	13.8	12.4		12.6	
			Through	9.5	11.1	10	13.5	11.2	10.8		11.4	
			Right 2	5.5	8.9	11	7.5	16.1	9.1		11.5	
			Total	9.3	11	11.1	12.6	12.1	11.4	B	11.6	B
		SEB	Left 2	9.5	11.9	11.8	10	11.6	11.1		17.3	
			Through	8.3	11	8.2	9.4	12.1	9.6		17.3	
			Right 2	8.4	5	4.4	6.7	11.6	6.7		18.6	
			Total	8.7	10.9	8.9	9.4	11.9	9.7	A	17.5	B
		SWB	Left 2	18.3	7.6	13.4	13.9	12.6	13.3		18.7	
			Through	9.9	12.3	7.5	11.4	13.4	11.2		14.4	
			Right 2	6.8	7.1	6.5	8	6.6	6.8		13.8	
			Total	9.2	10.2	7.4	10.2	10.7	9.9	A	14.1	B
		NWB	Left 2	11.2	11.3	11.2	11.7	10.1	11.2		16.6	
			Through	9.2	8.3	7.8	10.2	8.6	8.7		15.1	
			Right 2	3.4	4.9	6.5	5.1	13	5.5		18.1	
			Total	9.2	8.4	8.2	10.2	8.8	8.8	A	15.3	B
		Total		9.1	10.2	8.9	10.7	11	10.0	A	14.5	B
Thomas at Petronia	Signal	SEB	Through	8.2	9.3	7.4	8.7	11.2	8.7		8.6	
			Right 2	4.3	5	3	3.2	8.1	4.2		4.3	
			Total	7.7	8.5	7	8.2	10.7	8.1	A	8.0	A
		SWB	Left 2	10.1	12.4	13.7	10.5	8.8	11.0		11.9	
			Through	7.9	10.4	8.4	10.7	12.6	9.8		9.8	
			Right 2	3.6	4.5	2.6	4.2	4.1	4.0		4.0	
			Total	6.9	9	7.5	9.2	9.4	8.6	A	8.6	A
		NWB	Left 2	8.9	9.5	11.9	12.7	10.6	10.7		10.7	
			Through	8.2	7.7	9.7	10.6	7.2	8.5		8.5	
			Total	8.3	7.9	10.1	11	7.9	8.8	A	8.8	A
		Total		7.6	8.5	8.1	9.4	9.5	8.7	A	8.6	A
Olivia at Frances	One-Way Stop	NEB	Left 2	7.7	7.9	7.1	6.8	7.5	7.4		7.5	
			Through	7.4	8	6.9	7.5	7.6	7.5		7.6	
			Right 2	8	6.8	5.4	6.9	7.6	7.1		7.4	
			Total	7.6	7.7	6.8	7.2	7.6	7.5	A	7.5	A
		SEB	Left 2	0.9	0.2	0.2	0.3	0.1	0.2		0.4	
			Through	0	0.1	0.1	0	0.1	0.1		0.1	
			Total	0.1	0.1	0.1	0.1	0.1	0.1		0.1	
		NWB	Through	0	0.2	0.1	0.2	0.1	0.1		0.1	
			Right 2	0.2	0	1	0.5	0.1	0.3		0.3	
			Total	0	0.2	0.2	0.2	0.1	0.2		0.2	
		Total		4.6	4.7	4.1	4.3	4.5	4.5		4.5	
Truman at White	Signal	NEB	Left 2	36.4	34.8	30.4	27.1	28.4	31.2		46.0	
			Through	27.7	27.3	27.4	21.8	24.7	26.5		36.9	
			Right 2	28.4	27.2	22.8	18.2	21.3	23.8		31.0	
			Total	28.1	27.5	27	21.5	24.5	26.3	C	36.8	D
		SEB	Left 2	56.5	51.7	37.4	40	51	47.6		58.3	
			Through	37.5	28.8	29.7	27.2	29.5	29.3		37.2	
			Right 2	30.9	18.3	20.5	19.9	17.9	19.6		31.4	
			Total	43.2	35.9	31.4	31.3	36.2	34.5	C	43.9	D
		SWB	Left 2	48.8	41.9	26.6	56.1	48.4	46.4		47.4	
			Through	36.4	34.9	23.7	38.9	34.7	35.3		37.6	
			Right 2	39.4	32.3	23.6	35	35.7	34.3		31.8	
			Total	37.7	35.3	23.9	40.2	35.9	36.3	D	38.4	D
		NWB	Left 2	46.1	44	38.7	39.6	39.8	41.1		43.3	
			Through	36.3	42.1	35.6	40.5	40.6	39.1		44.2	
			Right 2	31.8	31.3	35.2	32	37.2	33.0		38.3	
			Total	36.4	38.2	36	37.1	39.2	37.2	D	41.9	D
		Total		35.1	33.6	28.6	31.8	32.9	32.8	C	39.3	D

Optimized Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
White at Catherine	Two-Way Stop	NEB	Left 2	10.3	13.2	8.7	8.2	9.9	9.6		10.6	
			Through	10.7	8.6	8.9	10.9	8.5	9.4		9.4	
			Right 2	7.2	8.3	6.4	6.9	7.4	7.2		8.1	
			Total	8.9	9.9	7.5	8.1	8.3	8.4	A	9.0	A
		SEB	Left 2	2.6	2.1	0.2	1.1	2	1.7		2.4	
			Through	1.4	1.7	1.1	1.5	0.9	1.3		1.5	
			Right 2	2.8	3.5	1.4	2.8	1.8	2.5		2.5	
			Total	1.5	1.9	1.1	1.6	1	1.4		1.6	
		SWB	Left 2	8.9	8.8	6.5	8.6	8	8.5		9.4	
			Through	9.3	9	8.5	8.6	7.3	8.7		7.9	
			Right 2	8.3	6.4	6.6	9.1	6.6	7.2		7.4	
			Total	9	8.1	7.6	8.8	7.2	8.2	A	7.9	A
		NWB	Left 2	1.9	1.7	2.1	1.8	1.7	1.8		2.8	
			Through	1.3	1	0.9	1	1.2	1.1		1.1	
			Right 2	1	0.8	0.7	0.8	0.6	0.8		1.5	
			Total	1.3	1	0.9	1	1.2	1.1		1.2	
		Total		2.6	2.8	2.1	2.4	2.3	2.4		2.6	
White at Flagler	Signal	NEB	Left 2	13.6	17.9	12.7	20.1	28.3	17.2		9.6	
			Through	10.7	10.9	10.7	9.2	11.3	10.8		10.0	
			Right 2	16.4	14.4	11.8	11.8	9	12.7		14.2	
			Total	11.7	11.6	11	10.1	11.2	11.3	B	11.0	B
		SEB	Left 2	7.5	7.6	5.8	8.9	7.3	7.5		18.5	
			Through	6.2	6.6	5.7	7	5.6	6.2		15.4	
			Right 2	7.6	7.9	2.3	3.1	4.1	4.9		15.8	
			Total	6.6	6.9	5.7	7.4	6.1	6.5	A	16.0	B
		SWB	Left 2	15	13.9	15.6	13.9	12.7	14.3		14.6	
			Through	11.7	12.6	10.7	15.4	12.3	12.2		15.1	
			Right 2	14.5	12.7	14.3	15.9	13.9	14.2		15.9	
			Total	13	12.7	12.4	15.5	13	12.9	B	15.5	B
		NWB	Left 2	2.5	5	12.1	14.3	5	7.4		11.5	
			Through	4.1	4.7	3.3	4.6	3.8	4.2		11.6	
			Right 2	5.2	3.4	4.4	6.4	0.2	4.3		10.9	
			Total	4.1	4.6	3.9	4.9	3.8	4.2	A	11.8	B
		Total		9.1	9.2	8.3	10.3	8.8	9.0	A	14.5	B
Truman at 1st	Signal	EB	Through	29.3	31	29.7	30	27.3	29.7		25.4	
			Right 1	31.3	24.9	30.3	26.4	13.9	27.2		18.3	
			Total	29.4	30.6	29.7	29.8	26.7	29.6	C	24.9	C
		SEB	Left 1	43.3	38.4	39.7	44.3	37.2	40.5		72.0	
			Through	26.4	27.2	29.9	27.8	24.9	27.1		62.6	
			Right 3	9.2	13.6	27.9	19.7	15.4	16.2		49.3	
			Total	38.6	35	37.2	39.8	33.2	36.9	D	69.3	E
		WB	Through	39.5	34.9	32	35.1	42	36.5		32.9	
			Right 1	21.2	19.4	16.8	17.2	28.3	19.3		30.1	
			Total	32	28.4	25.5	27.9	36.4	29.4	C	31.7	C
		NWB	Left 1	33.2	30.4	35.1	39.4	39.3	35.9		21.3	
			Through	59.5	52.5	56.3	77.3	63.4	59.7		38.9	
			Right 3	45.1	42	42.5	58.3	39.3	43.2		27.8	
			Total	48.2	43.2	45.9	62.1	50	48.0	D	31.0	C
		Total		34.5	31.8	31.2	34.5	34.7	33.6	C	37.8	D
1st at Flagler	Signal	NEB	Left 2	23.5	24	23	28.2	29.3	25.2		35.2	
			Through	19.8	19.6	22.2	19.8	22	20.5		24.5	
			Right 2	21	19.8	20.9	18.7	21.1	20.6		23.0	
			Total	20.1	19.8	22.2	20.1	22.2	20.8	C	24.9	C
		SEB	Left 2	27.9	34.3	29.8	35.3	35.6	33.1		39.3	
			Through	32.5	32.8	27.8	33.4	35.5	32.9		43.1	
			Right 2	24.4	22.3	23.3	21.5	33.7	23.3		28.2	
			Total	29.4	32.3	28.3	32.9	35.4	31.5	C	39.3	D
		SWB	Left 2	13.4	15.5	13	13.2	15.4	14.0		18.6	
			Through	18.4	21	21.5	19.2	22.7	20.6		25.8	
			Right 2	17.2	18.3	21.9	15.6	19.4	18.3		23.1	
			Total	17.4	20	20.3	17.8	21.2	19.4	B	24.3	C
		NWB	Left 2	33.8	36.3	41.7	41.5	42.7	39.8		52.9	
			Through	32.3	44.2	39.4	38.9	45.2	40.8		51.7	
			Right 2	22	24.8	21.2	21	31.1	22.7		32.6	
			Total	30.1	36.3	34.6	34.8	40.8	35.2	D	47.0	D
		Total		22.7	25.5	25.3	24.4	27.6	25.1	C	31.7	C

Optimized Conditions - MD - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Roosevelt at Kennedy	Signal	NEB	Left 2	20.1	20.3	15.7	22	20.6	20.3		34.8	
			Through	23.1	25.3	25.2	25.1	25.9	25.2		36.0	
			Right 2	21.1	23.9	24.2	25.7	21.5	23.2		33.5	
			Total	22.7	24.8	24.5	25	25.2	24.8	C	35.7	D
		SEB	Left 2	24.6	26.3	19.4	23.8	29.3	24.9		17.9	
			Through	47.2	35.4	39.9	48.1	37.1	41.4		37.9	
			Right 2	23.7	14.1	19.4	19.6	13.4	17.7		19.6	
			Total	29.4	24.7	24	29.8	25.2	26.4	C	23.4	C
		SWB	Left 2	16.6	16.4	16.1	20.3	21.8	17.8		48.0	
			Through	24.7	26.5	26.1	30.3	29.3	27.3		52.8	
			Right 2	25.5	24.6	25.2	30	26.2	25.6		46.8	
			Total	24.2	26	25.5	29.8	28.7	26.7	C	52.3	D
		NWB	Left 2	30.8	29.5	28	27.6	26.8	28.4		22.4	
			Through	39.1	40	37.9	30.8	28.8	35.9		42.2	
			Right 2	14.1	25.3	18.4	14	11.7	15.5		22.5	
			Total	30	30.5	28	26.5	25.8	28.2	C	24.8	C
		Total		24.9	26.1	25.4	27.4	26.7	26.1	C	39.7	D
Roosevelt at US-1	Signal	NB	Through	44.8	48.2	59.1	51.8	43.7	48.3		46.8	
			Right 2	3.7	4.5	4.3	5.4	3.4	4.2		4.5	
			Total	15.1	19.1	22.5	19.7	16.6	18.5	B	18.0	B
		SEB	Left 1	24.4	31.1	31.7	32	30.5	31.1		30.2	
			Right 1	11.2	15.6	18.3	15.3	10.8	14.0		18.1	
			Total	21.6	28.1	29.3	28.6	26.4	27.7	C	28.1	C
		WB	Left 2	32.8	34.7	36.7	31.4	30.4	33.0		31.8	
			Right 2	4.1	4.3	3.4	4	4.1	4.1		4.1	
			Total	16.4	17.9	18.6	16.3	15.6	16.9	B	16.4	B
		Total		17.8	21.7	23.3	21.4	19.5	20.9	C	21.1	C
Flagler at Roosevelt	Signal	NB	Left 2	15.1	19.2	15.7	16.3	13.8	15.7		20.0	
			Through	11.3	10.8	12.1	10.5	9.6	10.9		11.8	
			Total	11.9	12.2	12.6	11.4	10.3	11.8	B	13.0	B
		EB	Left 2	23.5	21.3	22.1	25.2	20.3	22.3		21.6	
			Right 2	5.8	4.3	3.8	5.1	6.1	5.1		4.5	
			Total	19.6	17.3	17.4	20	16.6	18.1	B	17.3	B
		SB	Through	9.5	11.1	10	8.9	6.6	9.5		11.2	
			Right 2	12.2	14.5	12.7	13	11.9	12.6		14.8	
			Total	10.6	12.5	11.1	10.5	9	10.7	B	12.9	B
		Total		12.9	13.5	13	12.8	11	12.9	B	13.9	B
NETWORK TOTAL				20.2	20.3	20.9	20.5	21.1	**20.6**		25.3	

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

Optimized Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Duval at Eaton	Signal	NEB	Left 2	14.3	45.1	35.9	27	38.9	33.9		27.3	
			Through	20.3	29.6	29.6	27	35.6	28.7		25.3	
			Right 2	14.9	17.4	23.5	13.2	37.9	18.6		25.4	
			Total	19.2	29.7	29.3	26	36	28.3	C	25.3	C
		SEB	Left 2	49.2	33.3	29.7	37.9	29.2	33.6		44.1	
			Through	41.5	24.3	25.7	32.9	23.9	27.6		35.3	
			Right 2	51.2	25.3	32.7	26.8	29.5	29.7		38.2	
			Total	43	25.2	26.4	33	25	28.2	C	36.4	D
		SWB	Left 2	21.7	30.1	34.2	32.8	28.6	30.5		26.7	
			Through	19.9	26.4	29.1	26.8	27	26.7		25.7	
			Right 2	16.9	27	16.4	19.2	18.6	18.2		20.4	
			Total	19.7	27.1	28.6	27	25.8	26.6	C	25.4	C
		NWB	Left 2	45.1	23.3	32.7	31.7	35.5	33.3		43.9	
			Through	33.4	26.6	28.1	24.8	31.9	28.9		27.4	
			Right 2	35.2	24.2	24.4	25.7	35.4	28.4		29.4	
			Total	34.1	26.3	28	25.1	32.4	28.9	C	27.8	C
		Total		32.4	26.7	27.8	28.3	29.5	28.5	C	30.8	C
Front at Duval	Signal	NB	Left 1	19.2	22.2	26.1	23.6	24.7	23.5		25.3	
			Right 1	18.1	19.5	20.5	18.7	18.8	19.0		21.9	
			Right 3	9.8	14.3	14.2	12.8	11.2	12.7		15.3	
			Total	16	18.3	19.6	17.7	17.6	17.9	B	20.7	C
		SEB	Left 2	19.7	21.9	19.7	24.1	20.6	20.7		20.2	
			Through	12	8.2	17.3	17.3	6.8	12.5		12.3	
			Right 1	6.6	2.9	10.6	23.7	7.2	8.1		8.5	
			Total	13.3	12.9	16.8	19.8	10.1	14.3	B	14.0	B
		SWB	Left 2	22.8	23	30	26.2	51	26.4		26.4	
			Left 1	21.2	16.5	24.5	23.8	35	23.2		24.1	
			Right 2	17.6	13.3	17.3	21.3	26.2	18.7		18.1	
			Total	20.8	17.5	23.7	23.9	35.4	22.8	C	22.8	C
		NWB	Left 3	46.2	38.2	39.9	23.9	25.8	34.6		35.8	
			Through	40.6	33.7	32.9	23.2	20.8	29.9		31.2	
			Right 2	33.4	32.1	24	15.6	17.1	24.4		30.1	
			Total	39.3	34.6	31.5	20.4	21.1	29.1	C	32.1	C
		Total		26.3	24	24.8	20.7	23.2	24.0	C	25.7	C
Duval at Southard	Signal	SEB	Through	13.7	13.2	19.6	23.1	19.2	17.5		30.2	
			Right 2	14.3	15.3	18.2	21.2	14.9	16.1		34.1	
			Total	13.8	13.3	19.5	22.9	18.8	17.4	B	30.6	C
		SWB	Left 2	21.5	17.7	24.3	22.7	23	22.4		22.3	
			Through	20	21	20.8	23.8	22.1	21.3		21.8	
			Right 2	16.5	18.6	16.6	17.1	15.8	16.7		17.3	
			Total	19.6	19.7	20.8	22.3	21.2	20.6	C	21.2	C
		NWB	Left 2	35.7	29.6	58.7	51.6	28.3	39.0		47.7	
			Through	26.6	24.2	48.5	38.1	22.6	29.6		45.3	
			Total	27.2	24.6	49.2	39.6	23	30.5	C	45.3	D
		Total		20.7	19.3	30.5	28.9	21.1	23.6	C	33.3	C
Duval at Angela	Signal	NEB	Left 2	24.6	20.6	18.3	21.2	18.8	20.2		13.9	
			Through	23	18.4	15.7	18.6	18.4	18.5		15.5	
			Right 2	17.3	10.3	9.8	10.4	14.8	11.8		12.0	
			Total	22.1	17.2	15	17.1	17.9	17.4	B	15.0	B
		SEB	Left 2	21.8	16.8	28.8	35	24.6	25.1		42.4	
			Through	16	15.5	25.7	26.6	23.3	21.7		38.2	
			Right 2	19.4	11	28.1	21.4	22.3	21.0		40.8	
			Total	16.8	15.1	26.2	26.7	23.3	22.1	C	38.5	D
		SWB	Left 2	20.8	15.7	21.8	18.1	19.8	19.6		16.3	
			Through	16	15.4	14.2	22.2	15.5	15.6		13.0	
			Right 2	11.2	6.2	3.8	5.4	6.2	5.9		10.0	
			Total	17	14.2	15.1	19.4	15.4	15.8	B	12.9	B
		NWB	Left 2	21	19.3	27.5	26.4	27.1	24.8		36.9	
			Through	13.8	13.2	25.8	22.9	14.8	17.2		29.8	
			Right 2	13	10.2	33	22.8	14.5	16.8		28.9	
			Total	14.3	13.4	26.3	23.2	15.4	17.6	B	30.3	C
		Total		16.7	14.8	24	23.6	19.3	19.9	B	31.0	C

Optimized Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Duval at Truman	Signal	NEB	Left 2	20.8	14.8	6.5	40.8	36.1	23.9		24.2	
			Through	20.2	20	21.8	23.3	31.5	21.8		27.5	
			Right 2	5	8.7	3.4	11.1	3.7	5.8		23.4	
			Total	19.6	19.3	20.4	23.6	31.5	21.2	C	27.7	C
		SEB	Left 2	21.5	33	56.9	44.2	37.9	38.4		78.2	
			Through	22.6	32.6	51.5	36.5	44.6	37.9		74.7	
			Right 2	20.7	27.6	53.5	49.8	20.7	32.7		71.4	
			Total	22.2	32.5	53.3	39.9	41.4	37.9	D	75.7	E
		SWB	Left 2	14.2	17.3	18.6	15.6	13.7	15.7		15.5	
			Through	14.3	14.2	16.4	14.3	17.1	15.0		14.5	
			Right 2	11.4	13.5	13.8	12.3	11.8	12.5		11.9	
			Total	13.2	14.5	16	13.8	14.9	14.4	B	14.3	B
		NWB	Left 2	21.6	26.6	53.5	25.2	24.5	25.4		58.9	
			Through	17.8	28.2	37.3	20.5	16	22.2		49.7	
			Right 2	18.3	29.4	30.8	19	16.7	22.2		54.0	
			Total	18.2	28.4	36.6	20.4	16.6	22.3	C	50.8	D
		Total		17.9	24.8	34.6	25.4	26.1	25.4	C	46.3	D
Duval at South	Four-Way Stop	NEB	Left 2	14.1	10.2	8.6	9.8	11.4	10.5		13.7	
			Through	10.7	9.9	9.6	8.5	11	10.1		13.3	
			Right 2	9.6	8.5	6.6	6.6	6.9	7.3		9.5	
			Total	10.9	9.7	8.9	8.3	10.1	9.6	A	12.8	B
		SEB	Left 2	13.5	12.7	14.7	15.9	16.8	14.7		15.2	
			Through	10.7	9.5	13.6	16.1	14.7	13.0		12.6	
			Right 2	8.9	10.3	9.9	13.4	13.2	11.1		10.7	
			Total	11.9	11.3	13.7	15.7	15.5	13.7	B	13.8	B
		SWB	Left 2	15.9	22.9	11.3	16.9	15.7	16.2		19.2	
			Through	16.4	17.9	14.6	21	14.4	16.3		17.9	
			Right 2	11.7	18	12.2	18.2	10	14.0		15.9	
			Total	14.4	18.1	13.3	19.6	12.6	15.3	C	17.1	C
		NWB	Left 2	12.2	10.3	6.9	10.1	7.6	9.3		9.4	
			Through	10.2	7.3	8.8	9.1	8.6	8.8		9.2	
			Right 2	8.6	7.5	7.7	7.9	6.3	7.7		8.4	
			Total	9.8	8	8	8.7	7.3	8.2	A	8.9	A
		Total		12.2	12.7	11.6	14.3	11.9	12.3	B	14.0	B
White at Eaton	Signal	NEB	Left 2	15.4	9	30.5	14.5	8.8	13.0		18.8	
			Through	12.2	15.3	14.7	12.6	15.7	14.2		14.1	
			Right 2	8.9	14.1	11.4	8.2	11.9	10.7		13.2	
			Total	11.7	15.1	14.3	12.2	15.1	13.9	B	13.9	B
		SEB	Left 2	27.7	28.2	25.5	25	30.9	27.1		27.5	
			Through	32.1	22.5	23.8	23.5	28.2	25.2		22.5	
			Right 2	10.7	14.7	12.5	11.3	9.4	11.5		17.0	
			Total	28.4	24.8	23.2	23.7	27.7	25.4	C	24.2	C
		SWB	Left 2	15.7	17.5	16.2	14.5	19.9	16.5		19.0	
			Through	8	9.1	9.2	8.2	7.5	8.4		9.3	
			Right 2	7.1	5.4	7	8.8	8.4	7.5		9.0	
			Total	8.6	9.8	9.7	8.8	8.8	9.1	A	10.4	B
		NWB	Left 2	35.6	28.7	36.9	36.2	39.5	36.2		44.7	
			Through	31.2	24.9	38.1	32.6	38.3	34.0		45.9	
			Right 2	24.3	21	27.4	20.6	25.8	23.7		34.8	
			Total	29.7	24.4	33.2	29.2	33.1	30.7	C	40.6	D
		Total		14.1	14.8	15.4	14	15.3	14.7	B	17.1	B
Whitehead at Fleming	Signal	NEB	Left 2	16.1	18.4	14.3	19.4	16.2	16.9		18.4	
			Through	17.6	18.9	15.8	17.6	15.8	17.0		17.4	
			Right 2	11.9	9.6	11.3	15.9	13.3	12.2		14.4	
			Total	15.8	16.7	14.4	17.8	15.3	15.9	B	17.4	B
		SEB	Left 2	13.3	19	21.6	16.9	16.5	17.5		24.4	
			Through	13.5	13.6	17.6	14.6	15.9	14.7		20.6	
			Right 2	6.3	12.1	18.9	12.7	14.8	13.2		16.0	
			Total	12.9	14.2	18.4	14.7	15.9	14.9	B	20.6	C
		NWB	Left 2	23.2	26.2	28.5	26.9	21.8	25.4		24.8	
			Through	18.1	23.3	22.3	19	24.8	21.5		19.3	
			Right 2	13	20.4	19.4	15.1	21.2	18.3		16.7	
			Total	16.7	22.5	21.8	17.9	23.6	20.7	C	18.7	B
		Total		15.2	18.3	18.6	16.9	18.9	17.9	B	19.0	B

Optimized Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Simonton at Fleming	Signal	NEB	Left 2	15	23.6	14.5	17.5	15.3	15.9		19.1	
			Through	16.6	20.5	16.7	16.1	19.2	17.5		19.3	
			Right 2	12.8	15.9	11.4	12.3	12	12.4		14.3	
			Total	15.6	19.7	15.1	15.3	16.9	15.9	B	18.1	B
		SEB	Left 2	18.1	13.6	12.6	11.6	14.7	13.6		15.3	
			Through	10.4	9.6	7.9	12.5	11.5	10.5		11.8	
			Total	11.4	10.2	8.5	12.4	12	11.2	B	12.3	B
		NWB	Through	11.2	26	9.9	11.2	25	15.8		12.1	
			Right 2	12.4	23.9	10	9.7	17.2	13.2		10.9	
			Total	11.5	25.6	9.9	10.9	23.2	15.2	B	11.8	B
		Total		13.4	18.7	11.8	13.3	17.4	14.7	B	14.6	B
Grinnell at Fleming	Signal	NEB	Left 2	7.9	8	8.7	12.5	8.4	8.4		14.3	
			Through	9.9	9.1	8.5	8.9	9.3	9.1		14.0	
			Right 2	7.2	8.1	6.8	5.9	5.6	6.6		9.0	
			Total	9.5	8.9	8.4	9.1	9	9.0	A	13.7	B
		SEB	Left 2	8.2	18.1	14.4	13.3	15.6	14.4		16.4	
			Through	15.2	12.6	14	15.6	14.4	14.5		13.7	
			Total	12.6	15	14.2	15.1	14.8	14.7	B	14.8	B
		NWB	Through	11.2	19.4	7.5	10.9	18.9	13.7		16.6	
			Right 2	5	6.9	5.9	4.8	11	5.9		6.3	
			Total	8.5	12.6	6.5	8.1	15.7	9.7	A	11.3	B
		Total		9.8	10	9.1	9.9	10.4	9.9	A	13.5	B
White at Southard	Signal	SEB	Left 2	3.3	3.1	4.6	4.6	2.3	3.7		4.4	
			Through	2.2	2	1.8	1.3	1.9	1.9		2.1	
			Right 2	2	2.3	1.7	1.5	1.1	1.7		2.2	
			Total	2.2	2.2	2	1.6	1.8	2.0	A	2.4	A
		SWB	Left 2	4.1	5.6	5.3	5.7	5.6	5.5		5.5	
			Through	7	5.7	6.5	6	7.2	6.5		6.5	
			Right 2	3.1	4.2	3.9	4	4.2	4.0		4.1	
			Total	4.8	4.9	4.8	4.8	5.8	4.8	A	5.1	A
		NWB	Left 2	4.9	5.8	4.5	4.2	4.8	4.7		4.2	
			Through	3.1	2.8	1.9	3.8	3.5	3.1		3.0	
			Right 2	2.7	7.5	0.7	3.3	4.9	3.6		1.2	
			Total	3.8	4	3.1	4	4.2	3.9	A	3.5	A
		Total		3	3.1	2.6	2.9	3	3.0	A	3.0	A
Whitehead at Southard	Signal	NEB	Left 2	51.1	49.1	46.9	47.8	41.9	47.9		80.2	
			Right 2	20.6	29.2	27.2	20.4	22.3	23.4		58.2	
			Total	30.5	35.9	32.6	28	28.6	30.6	C	65.5	E
		SEB	Through	36	35.6	31	31.7	32.8	33.4		49.8	
			Right 2	27.9	23.6	16.8	29.6	23.1	24.9		45.2	
			Total	35	34.4	29.9	31.5	31.6	32.5	C	49.8	D
		SWB	Left 2	52.5	46.4	35.7	41.4	37.4	41.7		45.7	
			Through	42.7	41.3	37.5	42.3	31.9	40.4		46.7	
			Right 2	33.3	20.9	20.1	28.6	18.2	23.2		33.8	
			Total	43.8	38.4	33.4	38.5	30.6	36.8	D	43.4	D
		NWB	Left 2	35.9	32.2	29.7	25.4	25.3	29.1		26.9	
			Through	32.4	29.1	27	22.6	29.4	28.5		23.6	
			Total	33.2	29.7	27.5	23.3	28.7	28.6	C	24.4	C
		Total		35.6	34.4	30.7	30.2	30	31.8	C	46.0	D

Optimized Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Whitehead at Greene	Four-Way Stop	NEB	Left 2	9.2	8.2	11.6	11.7	8.6	9.8		10.5	
			Through	9.1	9.9	9	9.3	8.7	9.1		9.5	
			Right 2	6.8	7.3	6.4	8	7.4	7.2		7.2	
			Total	7.9	8.3	8	9	8.1	8.1	A	8.4	A
		SEB	Left 2	13.7	11.7	11.9	12.5	14.1	12.7		15.9	
			Through	12.8	12.8	13.2	10.6	13.2	12.9		13.3	
			Right 2	10.7	11.7	10.7	11	9.1	10.8		11.0	
			Total	12.6	12.5	12.8	10.9	12.8	12.6	B	13.3	B
		SWB	Left 2	8.6	7.9	12.4	9.1	8.9	8.9		9.8	
			Through	8.4	8.4	9.2	8.9	8.4	8.6		8.6	
			Right 2	6.3	7.9	8.7	6.3	6.5	6.9		6.5	
			Total	7.9	8.1	10	8.5	7.9	8.2	A	8.6	A
		NWB	Left 2	26.8	30.9	54.4	25.2	15.9	27.6		20.7	
			Through	18.7	32.9	42.5	23.5	13.5	25.0		20.2	
			Right 2	24.9	36.4	51.3	30.3	13.5	30.5		18.2	
			Total	21.7	32.9	46.6	24.7	14	26.4	D	20.7	C
		Total		15.1	19.8	25.6	15.9	11.9	16.9	C	14.7	B
Whitehead at Truman	Signal	SEB	Left 2	26.8	21.9	21.1	24.7	25	23.9		59.5	
			Through	26.1	20.8	20.7	21.7	22.6	21.7		61.2	
			Right 2	21.9	16.6	19.6	22.4	22.9	21.3		58.5	
			Total	25.6	20.5	20.6	22.5	23.1	22.1	C	60.2	E
		SWB	Left 2	22.8	21.1	21.1	19.8	20.2	20.8		13.8	
			Through	21.4	16.4	18	19.7	17.5	18.4		14.6	
			Right 2	15.9	11.9	13.3	15.7	14.1	14.4		15.3	
			Total	20.3	16.7	17.5	18.6	17.5	17.9	B	14.8	B
		NWB	Left 2	41.1	18.3	19.5	29.6	17.3	22.5		22.0	
			Through	34.6	17.4	17.4	22.5	16.3	19.1		18.1	
			Right 2	45.9	10	10.8	27.2	24.1	20.7		15.1	
			Total	36.4	17.5	17.8	24.2	16.8	19.8	B	19.4	B
		Total		27.2	18.9	19.3	22	20.2	20.5	C	40.2	D
Simonton at Caroline	Signal	NEB	Left 2	9.9	12.9	13.9	18.9	11.3	12.7		15.7	
			Through	11.6	14.1	13	12.2	11.4	12.3		15.8	
			Right 2	4.6	6.3	4.6	4.8	7.2	5.2		7.6	
			Total	9.1	10.9	9.6	10.1	10.1	9.9	A	12.6	B
		SEB	Left 2	11.5	13.3	7.8	14.3	11.1	12.0		15.7	
			Through	8.3	8.7	9	7.4	8.8	8.6		10.4	
			Right 2	11.3	4.2	2.2	10.5	8.5	7.7		8.2	
			Total	8.8	9.2	8.7	8.3	9.2	8.9	A	11.2	B
		SWB	Left 2	10.3	17.1	13.8	12.4	13.9	13.4		17.7	
			Through	13.3	14.2	12	12.9	13	13.1		19.0	
			Right 2	7.7	7.3	8.1	10.1	10.6	8.6		12.9	
			Total	11.1	12.6	11.1	11.9	12.5	11.8	B	16.9	B
		NWB	Left 2	8.7	14	14.8	13	28.3	13.9		11.6	
			Through	11.4	11.8	10	12	24.2	11.7		11.1	
			Right 2	9.6	11.3	9.4	9.3	21.9	10.1		9.0	
			Total	11	12	10.4	11.7	24.2	11.6	B	10.8	B
		Total		10.2	11.4	10.1	10.8	15.5	10.8	B	13.1	B
Simonton at Truman	Signal	NEB	Left 2	19.4	28.1	14	14	18.9	17.4		81.5	
			Through	13.2	18.7	11.7	9.2	14.2	13.0		65.9	
			Right 2	10.1	14.3	10.1	7.5	10.6	10.3		60.6	
			Total	13.2	19.3	11.6	9.3	14	12.9	B	66.5	E
		SEB	Left 2	34.2	26.7	21.1	27.2	24.5	26.1		17.8	
			Through	27.6	24.3	23.3	30.4	25.1	25.7		18.3	
			Right 2	50.5	19.2	31.7	32.4	30.3	31.5		15.5	
			Total	29.8	24.4	23.1	29.9	25.2	26.5	C	18.3	B
		SWB	Left 2	16.6	15.7	20.1	20.3	26.9	19.0		113.6	
			Through	13.8	15.2	15.4	16.8	25.4	15.8		111.6	
			Right 2	12.9	12.3	14.1	14.6	24	13.9		110.6	
			Total	14	14.7	15.7	16.9	25.3	15.8	B	111.7	F
		NWB	Left 2	20.3	27.8	10.6	19.4	25.8	21.8		22.7	
			Through	18.2	23.7	14.2	19	23.2	20.1		23.3	
			Right 2	10.5	13.7	6.3	14.8	7.8	10.7		20.2	
			Total	18.2	23.6	13.8	18.9	23.2	20.1	C	23.0	C
		Total		17.7	19.5	15.9	18.2	22.3	18.5	B	61.6	E

Optimized Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Simonton at United	Signal	NEB	Left 2	14.1	14.4	10.2	19.1	13.3	13.9		14.2	
			Through	10.9	10.8	10.8	11.2	10.9	10.9		10.7	
			Right 2	12.4	12.3	12	12.7	15.4	12.5		13.9	
			Total	11.4	11.3	10.8	12.2	11.6	11.4	B	11.6	B
		SEB	Left 2	9.7	11.3	18.3	11	10.6	11.0		21.3	
			Through	10.9	8.1	12.9	8.3	10.2	9.8		18.4	
			Right 2	7	10.7	4.4	9.6	8.7	8.4		17.2	
			Total	10.4	9.2	13.9	9.2	10.2	9.9	A	19.0	B
		SWB	Left 2	8.6	21.5	13.8	14.2	9.3	12.4		14.4	
			Through	11.5	13.2	12.7	14.4	10.5	12.5		12.3	
			Right 2	7.3	10.9	8.3	8.9	6.7	8.2		13.0	
			Total	10.2	12.9	11.3	12.6	9.1	11.4	B	12.5	B
		NWB	Left 2	10.3	14.5	11.2	10.8	14.7	12.2		14.5	
			Through	8.3	10.9	6.8	9.2	10.9	9.5		14.9	
			Right 2	7.2	4.3	2.7	8.2	12.9	6.6		21.3	
			Total	8.6	10.9	7.1	9.4	11.5	9.6	A	14.9	B
		Total		10.2	11.2	10.8	10.9	10.5	10.7	B	14.5	B
Thomas at Petronia	Signal	SEB	Through	8.3	10.5	6.8	12.8	8.2	9.0		9.0	
			Right 2	3.5	4.9	5.3	8.9	4.5	4.9		4.9	
			Total	7.1	9.2	6.4	12	7.7	8.0	A	8.0	A
		SWB	Left 2	11.3	10.6	7.6	8.6	8.8	9.3		9.5	
			Through	9.3	9.2	9.7	7.6	9.4	9.3		9.4	
			Right 2	4.3	3.2	5.1	3.9	3.1	3.8		3.9	
			Total	8.5	8.7	8.2	7.1	7.6	8.1	A	8.3	A
		NWB	Left 2	15	10	11	10.4	9.6	10.5		10.4	
			Through	6.2	10.7	9.6	8.3	8.5	8.8		8.8	
			Total	8.4	10.5	10	8.8	8.8	9.2	A	9.2	A
		Total		8	9.3	7.9	9.2	7.9	8.4	A	8.4	A
Olivia at Frances	One-Way Stop	NEB	Left 2	7.9	5.8	6.5	8.4	7.3	7.2		7.5	
			Through	7.7	7.2	7.5	7	7.7	7.5		7.7	
			Right 2	6.8	6.4	7	6.7	6.1	6.6		6.7	
			Total	7.5	7	7.2	7.1	7.4	7.2	A	7.5	A
		SEB	Left 2	0.5	0.1	0.6	0.2	0.4	0.4		0.4	
			Through	0.1	0.1	0	0	0.1	0.1		0.1	
			Total	0.3	0.1	0.1	0.1	0.2	0.1		0.2	
		NWB	Through	0.1	0.1	0.2	0.3	0.1	0.1		0.1	
			Right 2	0.1	0.2	0.7	0	0.8	0.3		0.5	
			Total	0.1	0.1	0.3	0.3	0.2	0.2		0.1	
		Total		4.4	3.9	4	4.1	4.3	4.1		4.3	
Truman at White	Signal	NEB	Left 2	23.5	22.2	12.7	13.7	21.6	19.2		32.3	
			Through	19.4	18.1	15.6	19.6	21.7	19.0		23.7	
			Right 2	15.6	20.8	16.6	15.7	20.6	17.6		19.9	
			Total	19.2	18.4	15.6	19.1	21.6	18.9	B	23.7	C
		SEB	Left 2	30.9	30.9	39.5	40.7	37.8	36.1		47.0	
			Through	26.4	22.5	24.4	26	22.5	24.3		31.2	
			Right 2	24.9	18.5	17.3	19.6	22.9	20.3		27.8	
			Total	27.3	24.9	28	30	26.9	27.4	C	35.2	D
		SWB	Left 2	35.2	38.5	36.2	47.1	27.8	36.6		34.7	
			Through	24.3	28.8	25.4	36.8	22.3	26.2		31.1	
			Right 2	22.7	25.8	27.6	25.3	21.2	24.6		27.1	
			Total	24.9	29.3	26.7	36.8	22.7	27.0	C	31.1	C
		NWB	Left 2	41.7	40.7	35.4	39	36.1	38.6		44.6	
			Through	28.6	35.1	31.2	33.7	34.3	33.1		38.0	
			Right 2	22	27.7	24.6	31.9	28.5	26.9		31.9	
			Total	29.8	34.1	29.8	34.3	32.6	32.2	C	37.6	D
		Total		24.6	26.2	24.2	29.7	25.3	25.4	C	31.3	C

Optimized Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
White at Catherine	Two-Way Stop	NEB	Left 2	11.7	10.2	9.9	13.6	11.5	11.1		12.3	
			Through	7.5	11.1	10.5	14.5	9.2	10.3		10.1	
			Right 2	8	7.4	6.7	8.5	6.6	7.4		7.2	
			Total	8.8	9.4	9.2	12.2	9.1	9.2	A	9.7	A
		SEB	Left 2	4.6	4.2	3.5	3.6	3.8	3.9		4.6	
			Through	3.8	3.1	2.5	3.7	2.6	3.1		3.1	
			Right 2	5.5	4.4	3.4	4.4	3.2	4.1		3.9	
			Total	4.5	3.7	2.9	4	3	3.6		3.5	
		SWB	Left 2	9.3	7.1	6.8	14	9.5	8.6		8.1	
			Through	7.8	9.1	8.4	8.4	7.4	8.2		7.6	
			Right 2	7.8	7	6.2	8.5	5.7	7.0		7.0	
			Total	8	7.6	7.1	9.5	6.9	7.6	A	7.8	A
		NWB	Left 2	1.7	3.7	2.2	2.6	3.4	2.7		2.0	
			Through	0.8	1.1	1	1.3	1	1.0		1.2	
			Right 2	0.6	1.3	0.9	2.3	0.8	1.0		1.6	
			Total	0.9	1.3	1.1	1.5	1.3	1.2		1.3	
		Total		3.3	3.1	2.6	3.5	2.7	3.0		3.0	
White at Flagler	Signal	NEB	Left 2	24.5	15.3	15	21.4	4.4	17.2		13.6	
			Through	11.9	12.6	14.5	10	12.1	12.2		13.7	
			Right 2	13.3	17.2	13	13.8	9.1	13.4		12.3	
			Total	12.6	13	14.5	10.9	11.7	12.4	B	13.6	B
		SEB	Left 2	11	15.9	13.3	10.7	14.8	13.0		25.5	
			Through	10.2	14.1	10.3	10	12.8	11.1		24.6	
			Right 2		35.2	9.5	19	27.2	23.1		14.3	
			Total	10.6	15.2	11.7	10.4	13.8	12.0	B	25.0	C
		SWB	Left 2	13	26.8	17.4	18	15.3	16.9		22.9	
			Through	14.1	18.2	18.9	14	17.6	16.6		19.2	
			Right 2	15.1	17.7	20.2	17.8	19.2	18.2		21.0	
			Total	14.4	18.3	19.4	15.9	18.1	17.4	B	20.3	C
		NWB	Left 2	6.5	5.2	6.5	12.8	13.7	8.6		18.4	
			Through	6.3	6.8	8.3	9.4	9.3	8.1		13.7	
			Right 2	7	5.7	5.1	13	20.6	8.6		13.3	
			Total	6.4	6.6	8.1	9.7	10.4	8.1	A	14.1	B
		Total		11.6	14.9	14.1	12.4	14.7	13.7	B	20.0	B
Truman at 1st	Signal	EB	Through	32.5	35.2	34.7	34.9	34.2	34.6		25.6	
			Right 1	29.6	31.3	30.4	32	26.9	30.4		20.5	
			Total	32.3	34.9	34.4	34.7	33.6	34.2	C	25.3	C
		SEB	Left 1	39.5	45.5	46.2	34.1	54.2	43.7		75.5	
			Through	23.4	23.4	26.1	24.6	26.3	24.7		69.0	
			Right 3	16	12.5	22.2	18.8	17.4	17.4		53.7	
			Total	35.2	39.4	40.2	31.3	47.5	38.3	D	73.5	E
		WB	Through	42.8	47	36.1	38.7	40.9	40.8		24.9	
			Right 1	24.5	27.5	18.8	21.2	20.3	22.0		18.1	
			Total	36.9	40.5	30.1	33.2	33.8	34.6	C	22.6	C
		NWB	Left 1	38.6	35.4	27.4	32.1	33	33.5		18.7	
			Through	69.5	70.5	56	61.4	63.5	64.8		36.7	
			Right 3	58.4	64.4	41.1	42.8	42.1	47.8		25.5	
			Total	56.9	60.4	45.6	48.2	50.6	51.9	D	29.2	C
		Total		37.1	40.5	35	34.3	38.5	36.9	D	36.9	D
1st at Flagler	Signal	NEB	Left 2	40.9	25.2	30.4	21.3	21.3	25.6		34.9	
			Through	25.5	22.7	24.2	19.8	19.8	22.2		29.7	
			Right 2	20.1	14.7	22.3	21.2	18.6	20.0		29.1	
			Total	25.4	22.4	24.3	19.9	19.8	22.2	C	29.9	C
		SEB	Left 2	33.3	31.1	38.4	32	43.9	34.6		49.4	
			Through	30	30.1	38.6	31.5	39.1	33.4		50.9	
			Right 2	11	30.1	42	22.6	24.3	25.7		29.8	
			Total	31.6	30.6	38.6	31.4	41.2	33.9	C	49.6	D
		SWB	Left 2	14.1	12.9	12.3	14.6	11.4	13.1		18.3	
			Through	17.7	19.7	19.2	17.8	18.9	18.6		26.7	
			Right 2	16.4	16	17.6	19.4	15.6	16.7		23.8	
			Total	16.9	18.3	17.9	17.5	17.4	17.6	B	25.3	C
		NWB	Left 2	36.9	37.3	39.4	34.7	37.6	37.3		39.9	
			Through	32.8	36.4	35.5	33.9	33	34.1		37.4	
			Right 2	18.6	17.5	15.3	19.9	14.4	17.1		17.9	
			Total	29.7	31.5	30.9	29.9	29.5	30.2	C	31.6	C
		Total		24	23.6	25.5	22.6	24	23.9	C	31.4	C

Optimized Conditions - PM - Intersection Delay

Intersection	Intersection Control	Approach	Movement	Delay					AVERAGE	LOS	Existing Conditions Comparison	
				Run 1	Run 2	Run 3	Run 4	Run 5			Delay	LOS
				Seed 28	Seed 50	Seed 64	Seed 76	Seed 122				
Roosevelt at Kennedy	Signal	NEB	Left 2	24.5	21.9	18.8	28.5	21.3	22.6		37.7	
			Through	27.9	23.4	22.2	24	26.3	24.6		40.4	
			Right 2	26.3	20.3	23.2	25	24.3	24.2		38.8	
			Total	27.5	23.1	22	24.5	25.8	24.5	C	39.9	D
		SEB	Left 2	22.9	22.7	25.1	29.7	28.2	25.4		19.9	
			Through	37.9	45.4	39.2	38.3	34.9	38.5		41.7	
			Right 2	15	22.2	19.5	18.7	20.5	19.6		21.3	
			Total	22.3	27	25.6	26.6	26.3	26.2	C	25.7	C
		SWB	Left 2	18.3	15	17.9	18.6	20.7	18.3		33.5	
			Through	28	26.2	26	22.6	29.9	26.7		45.0	
			Right 2	23.8	21.7	23.5	21.3	31.2	23.0		40.5	
			Total	27.2	25.4	25.4	22.4	29.6	26.0	C	44.1	D
		NWB	Left 2	26.5	23.2	26.5	26.6	28.8	26.5		22.6	
			Through	35.6	33.2	43	35.7	37.8	36.4		46.9	
			Right 2	18.9	23.4	28.7	22.8	23	23.1		24.3	
			Total	27.4	25.3	29.9	28.1	29.7	28.4	C	28.2	C
		Total		26.9	24.5	24.7	24.4	27.8	25.4	C	38.2	D
Roosevelt at US-1	Signal	NB	Through	72.3	79	125.1	86.7	126.1	96.9		63.0	
			Right 2	14.9	15.5	29.4	21.8	34.6	22.2		16.1	
			Total	28.9	31.2	53.7	37.8	56.3	40.9	D	27.3	C
		SEB	Left 1	41.1	54.8	60.6	51.7	75.3	55.7		68.9	
			Right 1	26.7	44	41.5	35.8	70.3	40.4		59.0	
			Total	38.8	53.1	57.9	49.2	74.6	53.4	D	67.4	E
		WB	Left 2	40.5	40.1	38	41	42.3	40.5		37.2	
			Right 2	3.7	4.6	3.8	4	4.6	4.1		4.2	
			Total	20.5	20.5	19.5	20.6	22.6	20.5	C	19.4	B
		Total		29.3	35.3	43.1	35.8	50.5	38.1	D	39.4	D
Flagler at Roosevelt	Signal	NB	Left 2	18.7	21.8	17.8	18.6	22.5	19.7		20.9	
			Through	14.2	13	13	11.4	12.6	12.9		13.2	
			Total	15.1	14.7	13.8	12.4	14.1	14.2	B	14.6	B
		EB	Left 2	39.5	32	36.9	34.3	34.8	35.3		29.7	
			Right 2	12.7	6.4	7.3	10.3	6.5	8.0		7.6	
			Total	34.6	27.3	31.8	30.5	30.1	30.8	C	25.6	C
		SB	Through	13.5	11.8	9.2	12.7	11.1	11.9		11.5	
			Right 2	16.1	16.4	15.5	16.7	16.5	16.3		16.2	
			Total	14.5	13.8	11.8	14.4	13.3	13.8	B	13.5	B
		Total		21.1	18.3	19	19.1	19.1	19.1	B	18.0	B
NETWORK TOTAL				22.4	23.3	24.3	23	25.5	**23.5**		29.9	

Notes:
The high and low values were removed from the average. The average only includes the middle 3 values.

OPTIMIZED CONDITIONS
SEED 28

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Optimized Network - 3 Peak Hours	**Input File Name:**	C:\BK\Key West\Vissim Files\Optimized Signal Timing\Coordinated Plan\Key West Final Existing Conditions Optimized Signal Timing 3.inp
Analysis Date:	10/05/2011		
Analysis Time:	11:32:24		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	28

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	240	33.9	191	308.5	15.8	19.9
Duval WB/NB	2	5592.3	247	33.4	187.5	303.2	15.4	20.3
Fleming EB/NB	3	3782.3	190.9	39.5	151.1	257	13.5	17.1
Southard WB/SB	4	3851.9	192.7	24.2	155.2	226.7	13.6	16.9
Eaton EB/NB	5	3544.5	128.3	21.8	86.1	160.7	18.8	28.1
Eaton WB/SB	6	3607.2	151.3	19.3	124.7	188.9	16.3	19.7
Whitehead St NB/WB	7	5306.8	242	50.7	204.2	341.2	15	17.7
Whitehead SB/EB	8	5306.4	225.9	22.8	190.5	258	16	19
Simonton St NB/WB	9	5569.6	276	33.9	237.7	333.4	13.8	16
Simonton EB/SB	10	5607.1	277.6	38.8	230.3	353.7	13.8	16.6
Palm/1st EB/SB	11	8217	302.9	41.1	251	398.5	18.5	22.3
Palm/1st NB/WB	12	8138.1	328.9	33.7	253.4	371	16.9	21.9
United SB/WB	13	5659.8	222.4	18.9	194.9	252.2	17.4	19.8
United EB/NB	14	6045.3	248.6	33.2	210.6	318.6	16.6	19.6
South NB/EB	15	5593.5	228.8	23.2	175.1	257.2	16.7	21.8
South SB/WB	16	5656.7	246.3	21.3	213.4	287.2	15.7	18.1
Flagler NB/EB	17	14089.4	405.1	49.9	332	471.8	23.7	28.9
Flagler WB/SB	18	13787.8	390.1	28.4	362.1	439	24.1	26
Truman NB/EB	19	4599.6	199.5	34.9	151.6	252.9	15.7	20.7
US-1 SB/WB	20	14301.4	452	31	409.6	489.5	21.6	23.8
White St SB/EB Travel Time	21	5952	220.3	34.6	179.1	273	18.4	22.7
White St NB/WB Travel Time	22	5953.3	249.6	35.6	209.5	326.3	16.3	19.4
US-1 NB/EB Travel Time	23	14249	399	52.2	335.2	473.4	24.3	29
Truman SB/WB Travel Time	24	4812.4	231.5	41.5	184.2	330.6	14.2	17.8

MD Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	406.2	65.4	279.2	505.2	9.3	13.6
Duval WB/NB	2	5592.3	501.6	90.7	381.9	622.6	7.6	10
Fleming EB/NB	3	3782.3	231.7	44.9	155.1	304.9	11.1	16.6
Southard WB/SB	4	3851.9	238.5	49.6	185.7	320.9	11	14.1
Eaton EB/NB	5	3544.5	181.2	32	147.3	242	13.3	16.4
Eaton WB/SB	6	3607.2	180.3	39.9	137.9	291.3	13.6	17.8
Whitehead St NB/WB	7	5306.8	333.2	45.7	261.1	396.5	10.9	13.9
Whitehead SB/EB	8	5306.4	360.4	70.5	263.8	458.9	10	13.7
Simonton St NB/WB	9	5569.6	409.5	140	287.2	668	9.3	13.2
Simonton EB/SB	10	5607.1	329.7	36.9	281.9	387.5	11.6	13.6
Palm/1st EB/SB	11	8217	311.4	38.7	253.3	354.1	18	22.1
Palm/1st NB/WB	12	8138.1	352.4	51.3	274.1	464.1	15.7	20.2
United SB/WB	13	5659.8	254.7	23.2	232	311.3	15.2	16.6
United EB/NB	14	6045.3	282.6	36.9	234.5	340.3	14.6	17.6
South NB/EB	15	5593.5	270.4	37.5	218.4	341	14.1	17.5
South SB/WB	16	5656.7	256.2	34.4	208.2	302.4	15.1	18.5
Flagler NB/EB	17	14089.4	417.1	24.7	379.9	464.1	23	25.3
Flagler WB/SB	18	13787.8	393.1	23.5	349.6	421.8	23.9	26.9
Truman NB/EB	19	4599.6	283	71.6	197.6	413.4	11.1	15.9
US-1 SB/WB	20	14301.4	497.5	39.4	450.1	569.7	19.6	21.7
White St SB/EB Travel Time	21	5952	274.1	42	222.4	355.4	14.8	18.2
White St NB/WB Travel Time	22	5953.3	254.7	30.1	214.7	320.7	15.9	18.9
US-1 NB/EB Travel Time	23	14249	441.6	48.5	375.6	507.3	22	25.9
Truman SB/WB Travel Time	24	4812.4	261.4	34.5	224.1	335.9	12.6	14.6

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	449.8	68.7	348	577.3	8.4	10.9
Duval WB/NB	2	5592.3	502.3	191.3	392.1	1030.9	7.6	9.7
Fleming EB/NB	3	3782.3	244.4	39.7	198.9	305.9	10.6	13
Southard WB/SB	4	3851.9	208.3	42.6	168.1	280.3	12.6	15.6
Eaton EB/NB	5	3544.5	211.1	27.2	178	250.5	11.4	13.6
Eaton WB/SB	6	3607.2	191.6	32.1	141.4	227.3	12.8	17.4
Whitehead St NB/WB	7	5306.8	350.1	58.3	243.6	436.5	10.3	14.9
Whitehead SB/EB	8	5306.4	413.4	89.6	293.3	496.8	8.8	12.3
Simonton St NB/WB	9	5569.6	332.5	65.3	277.5	465	11.4	13.7
Simonton EB/SB	10	5607.1	310.3	43.1	246.3	380.1	12.3	15.5
Palm/1st EB/SB	11	8217	309.5	49.8	246.7	383.4	18.1	22.7
Palm/1st NB/WB	12	8138.1	370.1	55.1	278	442.2	15	20
United SB/WB	13	5659.8	237	27.4	199.6	285.8	16.3	19.3
United EB/NB	14	6045.3	284.7	29.4	248.6	334.1	14.5	16.6
South NB/EB	15	5593.5	243.7	31.1	199.6	321.3	15.6	19.1
South SB/WB	16	5656.7	263.5	27.6	245.7	325	14.6	15.7
Flagler NB/EB	17	14089.4	437.7	49.8	371.7	512.3	21.9	25.8
Flagler WB/SB	18	13787.8	395.4	29.1	364.6	456.2	23.8	25.8
Truman NB/EB	19	4599.6	227.3	27.8	191.2	275.3	13.8	16.4
US-1 SB/WB	20	14301.4	513.9	53.2	459.1	614.8	19	21.2
White St SB/EB Travel Time	21	5952	260.7	36.3	194.1	305	15.6	20.9
White St NB/WB Travel Time	22	5953.3	233	30.1	182.9	280	17.4	22.2
US-1 NB/EB Travel Time	23	14249	475.7	62.5	382.3	560.9	20.4	25.4
Truman SB/WB Travel Time	24	4812.4	254.9	25.7	220.4	296.7	12.9	14.9

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	48.1	8	48.1	20.8	21.7	81.4
Palm/1st EB/SB	11	92.5	10	92.5	50.5	29.9	219.9
Whitehead SB/EB	8	65.2	9	65.2	24.5	20.7	100.2
Palm/1st NB/WB	12	89.8	9	89.8	29.6	31.7	120.7
Whitehead St NB/WB	7	69.5	6	69.5	29.4	35.9	104.5
United EB/NB	14	54.7	10	54.7	28.5	28.7	105.1
Truman SB/WB Travel Time	24	60.1	10	60.1	25.1	30.6	116
Eaton WB/SB	6	46.2	11	46.2	15.4	28.4	68.4
United SB/WB	13	56	9	56	22.8	22.4	90
Simonton St NB/WB	9	93.6	9	93.6	47.4	34.4	190.2
Eaton EB/NB	5	38.3	8	38.3	21.9	8.1	70.1
US-1 SB/WB	20	87.8	10	87.8	23.2	53.3	130.8
Duval WB/NB	2	59.8	12	59.8	17	35	94.6
Duval EB/SB	1	56.8	10	56.8	21	14.3	90.3
Simonton EB/SB	10	82.6	9	82.6	31.7	31.3	127.5
White St SB/EB Travel Time	21	53.7	5	53.7	32.8	20.6	91.9
White St NB/WB Travel Time	22	46.8	10	46.8	30	14.2	118.7
Fleming EB/NB	3	59.2	7	59.2	32.5	20.2	99.4
Southard WB/SB	4	64.7	10	64.7	17.8	37.3	86.3
Truman NB/EB	19	41	9	41	27.5	0.1	104.5
South SB/WB	16	72.7	11	72.7	31.1	34.7	149.3
South NB/EB	15	72.1	9	72.1	18.1	42.6	94.4
Flagler NB/EB	17	39	10	39	24.2	13.4	96.3
Flagler WB/SB	18	52.2	8	52.2	19.6	26.4	87.9

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	107.9	9	107.9	57.6	29.9	209.3
Palm/1st EB/SB	11	89.9	10	89.9	50.3	6.8	183.4
Whitehead SB/EB	8	153.9	11	153.9	55.2	88.4	223.3
Palm/1st NB/WB	12	115.4	11	115.4	49.4	47	229
Whitehead St NB/WB	7	111.3	10	111.3	26.8	72.3	159.7
United EB/NB	14	88.3	10	88.3	35.1	30.3	141.4
Truman SB/WB Travel Time	24	104.5	10	104.5	31.8	51.8	175.9
Eaton WB/SB	6	75.9	12	75.9	39.2	33.1	182.7
United SB/WB	13	70	9	70	29.6	31.6	116.3
Simonton St NB/WB	9	178	10	178	148.9	44.4	461.1
Eaton EB/NB	5	88.1	10	88.1	33.6	46.4	152.9
US-1 SB/WB	20	150.4	10	150.4	34.7	96.4	206.3
Duval WB/NB	2	268.2	10	268.2	51.6	203.1	368.3
Duval EB/SB	1	154.2	9	154.2	65.3	65.6	240.1
Simonton EB/SB	10	108.1	8	108.1	60	52.7	192.2
White St SB/EB Travel Time	21	79.3	10	79.3	46	1.1	161.8
White St NB/WB Travel Time	22	60.6	10	60.6	20.1	32	91.5
Fleming EB/NB	3	79.6	9	79.6	42.3	24.8	162.6
Southard WB/SB	4	105.1	10	105.1	51.9	26.7	192.9
Truman NB/EB	19	134.6	10	134.6	79.8	48.8	286
South SB/WB	16	79.7	8	79.7	38.8	31	150.4
South NB/EB	15	114.7	10	114.7	41.6	66	199.4
Flagler NB/EB	17	59.6	10	59.6	17.2	23.7	78.4
Flagler WB/SB	18	62.5	8	62.5	19.1	34.3	93.9

PM Travel Time Delay							
Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	136.2	9	136.2	70.2	53.2	258.4
Palm/1st EB/SB	11	82.4	10	82.4	41.2	24.8	153.2
Whitehead SB/EB	8	186	7	186	81.2	58.1	284.3
Palm/1st NB/WB	12	132.4	11	132.4	67.5	58	238.6
Whitehead St NB/WB	7	128	8	128	57.7	47.3	214.4
United EB/NB	14	88	10	88	45.2	34	170.3
Truman SB/WB Travel Time	24	117.2	10	117.2	47.3	39.8	178
Eaton WB/SB	6	88.8	12	88.8	40.1	22.5	151.8
United SB/WB	13	66.2	10	66.2	30.5	26	108.4
Simonton St NB/WB	9	126.3	10	126.3	88	27.5	292.6
Eaton EB/NB	5	112.4	9	112.4	30.1	75.3	159.9
US-1 SB/WB	20	202.1	10	202.1	74.9	76.9	313.3
Duval WB/NB	2	290.5	10	290.5	210	111.5	870.8
Duval EB/SB	1	202.6	9	202.6	59.6	91.8	288.3
Simonton EB/SB	10	94.3	9	94.3	36.4	50.3	161.3
White St SB/EB Travel Time	21	60.7	12	60.7	27.6	23.8	113.4
White St NB/WB Travel Time	22	41.1	10	41.1	27.6	8.4	96.7
Fleming EB/NB	3	84.9	8	84.9	42.5	47.2	162.2
Southard WB/SB	4	82.2	8	82.2	40.4	36.9	148.8
Truman NB/EB	19	75.9	8	75.9	26.8	34.1	103
South SB/WB	16	91.3	7	91.3	30.2	53.1	139.1
South NB/EB	15	83.7	12	83.7	24.5	62.4	150.2
Flagler NB/EB	17	89.2	11	89.2	41.2	37	156.5
Flagler WB/SB	18	63.9	9	63.9	24.7	40.1	121

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	7.1	3		7.1	8.2	0.3	16.1
		Through	14	80		14	11	0	37
		Right 2	6.2	21		6.2	5	0	19.6
		Total	12.2	104		15.7	12.7	0	37
	SEB	Left 2	9.4	13		9.4	12	0	32.1
		Through	7.8	95		7.8	9.1	0	31.2
		Right 2	8.2	8		8.2	7.4	0.3	23.3
		Total	8	116		24.3	28.9	0	32.1
	SWB	Left 2	15.7	32		15.7	12.2	0.1	50.4
		Through	15.6	88		15.6	11.8	0	45.5
		Right 2	8.4	30		8.4	7.7	0	27
		Total	14.2	150		19.9	16.1	0	50.4
	NWB	Left 2	8.1	11		8.1	10	0.1	28.8
		Through	7.9	152		7.9	8.9	0	31.9
		Right 2	7.3	7		7.3	12.3	0	34.9
		Total	7.9	170		22.3	21.9	0	34.9
	Total		10.5	540	B	10.5	10.5	0	50.4
Front at Duval	NB	Left 1	9.3	25		9.3	9.1	0	25.6
		Right 1	9.8	24		9.8	10	0	30.9
		Right 3	6	9		6	5.2	0.3	16.8
		Total	9	58		15.4	14.6	0	30.9
	SEB	Left 2	12	15		12	12.7	0	34.2
		Through	7.2	16		7.2	9.7	0	27.4
		Right 1	4.5	11		4.5	4.1	0.3	15.2
		Total	8.2	42		11	11.6	0	34.2
	SWB	Left 2	16.3	24		16.3	11.5	0	39.6
		Left 1	13	45		13	9.9	0	32.9
		Right 2	8	37		8	7.1	0	26
		Total	12	106		19.1	21.4	0	39.6
	NWB	Left 3	11.8	24		11.8	10.4	0	30.7
		Through	9.7	52		9.7	10.8	0	31.5
		Right 2	6.4	42		6.4	8.1	0.2	36.8
		Total	9	118		25.9	26	0	36.8
	Total		9.9	324	A	9.9	9.9	0	39.6
Duval at Southard	SEB	Through	5.7	117		5.7	8.5	0	31.1
		Right 2	6.9	36		6.9	7.9	0	29.4
		Total	6	153		10.8	11.7	0	31.1
	SWB	Left 2	15	23		15	9.6	1.9	37.4
		Through	15.6	89		15.6	9.8	0	49.9
		Right 2	10.9	29		10.9	8.6	1.1	32.1
		Total	14.5	141		18.8	13.8	0	49.9
	NWB	Left 2	8.7	28		8.7	10.8	0.1	43.9
		Through	5.6	164		5.6	7.1	0	29
		Total	6.1	192		22.3	21.8	0	43.9
	Total		8.5	486	A	8.5	9.4	0	49.9

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	12.4	12		12.4	9.5	0.1	27.7
		Through	10.5	32		10.5	9.3	0	30
		Right 2	6.5	13		6.5	5	0.2	18.2
		Total	10	57		18.6	16.9	0	30
	SEB	Left 2	9.5	5		9.5	10.5	0	23.9
		Through	4.6	121		4.6	6.3	0	22.5
		Right 2	2.3	13		2.3	2.4	0.3	7.7
		Total	4.6	139		12.8	14.8	0	23.9
	SWB	Left 2	15.8	1		15.8	0	15.8	15.8
		Through	12.3	22		12.3	9.2	0	28.2
		Right 2	7	10		7	5.3	3.5	18.8
		Total	10.8	33		13.6	11.3	0	28.2
	NWB	Left 2	7.5	8		7.5	8	0.2	19.6
		Through	6.1	152		6.1	8	0	34.2
		Right 2	0.8	9		0.8	1.3	0	4.3
		Total	5.9	169		16.7	19.6	0	34.2
	Total		6.4	398	A	6.4	7.8	0	34.2
Duval at Truman	NEB	Left 2	13.5	1		13.5	0	13.5	13.5
		Through	13.3	74		13.3	14.3	0	77.6
		Right 2	6.2	2		6.2	8.2	0.4	11.9
		Total	13.1	77		22.2	23.3	0	77.6
	SEB	Left 2	7.7	35		7.7	8.3	0	29.7
		Through	10.5	81		10.5	9.9	0	31
		Right 2	3.3	21		3.3	2.6	0.1	8.7
		Total	8.7	137		18.4	16.4	0	31
	SWB	Left 2	16.4	17		16.4	12	0.2	38.3
		Through	11.8	95		11.8	10.7	0	42.1
		Right 2	8.3	80		8.3	9.6	0	41.1
		Total	10.7	192		13.9	12.2	0	42.1
	NWB	Through	11.2	90		11.2	9.8	0	32.5
		Right 2	8.2	22		8.2	10.7	0.3	37.5
		Total	10.6	112		15.8	15.2	0	37.5
	Total		10.5	518	B	10.5	10.8	0	77.6
Duval at South	NEB	Left 2	6.9	4		6.9	5.7	2.9	15
		Through	7.7	48		7.7	3.2	3	16.5
		Right 2	5.8	21		5.8	2.1	3.2	13.2
		Total	7.1	73		10.8	7.9	2.9	16.5
	SEB	Left 2	8.1	38		8.1	4.3	3.5	26.5
		Through	7	34		7	2.6	3.6	15.3
		Right 2	6.6	13		6.6	2.2	4.8	10.6
		Total	7.4	85		13	9.7	3.5	26.5
	SWB	Left 2	12.5	18		12.5	9	3.9	31.5
		Through	12.7	89		12.7	10.1	3.2	45.4
		Right 2	11.3	91		11.3	8.1	3.6	37.7
		Total	12	198		16.3	12.8	3.2	45.4
	NWB	Left 2	6.6	11		6.6	2.5	3.6	12.5
		Through	5.2	8		5.2	1.1	3.4	6.7
		Right 2	5.4	20		5.4	1.5	3.5	9.5
		Total	5.7	39		8.5	5.5	3.4	12.5
	Total		9.5	395	A	9.5	7.3	2.9	45.4

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	2.2	3		2.2	2.1	0.3	4.5
		Through	6	224		6	8.9	0	44.4
		Right 2	4.2	59		4.2	6.8	0	41.6
		Total	5.6	286		10.5	13	0	44.4
	SEB	Left 2	21.5	18		21.5	19.9	0.2	60.2
		Through	18.4	9		18.4	14	0	38.5
		Right 2	6.5	6		6.5	6.5	0.1	17.4
		Total	17.9	33		25	20.5	0	60.2
	SWB	Left 2	12.1	92		12.1	11.6	0.1	59.5
		Through	9.1	718		9.1	9.3	0	40.6
		Right 2	8.5	44		8.5	10.1	0.2	38.5
		Total	9.4	854		8.6	10.6	0	59.5
	NWB	Left 2	32.6	95		32.6	24.9	0	114.6
		Through	30	34		30	21.4	0	77.4
		Right 2	19.4	89		19.4	19.8	0.2	75.8
		Total	26.8	218		27.7	22.8	0	114.6
	Total		11.5	1391	B	11.5	14.5	0	114.6
Whitehead at Fleming	NEB	Left 2	14.2	50		14.2	12.8	0	41.1
		Through	10.2	64		10.2	10.6	0	36
		Right 2	4.2	6		4.2	2.9	0.5	8.5
		Total	11.6	120		13.9	12.6	0	41.1
	SEB	Left 2	10.9	15		10.9	10.1	0.2	29.2
		Through	7.5	96		7.5	9.7	0	42.7
		Right 2	4.9	47		4.9	5.8	0	23.8
		Total	7	158		11.6	13.6	0	42.7
	NWB	Left 2	10.7	27		10.7	12.3	0	48.2
		Through	11.3	167		11.3	13.2	0	59
		Right 2	11.1	63		11.1	14.1	0.1	61.8
		Total	11.2	257		15.3	16	0	61.8
	Total		10	535	B	10.1	11.9	0	61.8
Simonton at Fleming	NEB	Left 2	13.2	10		13.2	9.6	0.5	27.6
		Through	12.9	118		12.9	10	0	37.7
		Right 2	8.8	36		8.8	11.5	0	54.3
		Total	12	164		14.4	12.6	0	54.3
	SEB	Left 2	5.3	14		5.3	7.8	0.2	28.8
		Through	7.2	94		7.2	8.8	0	27.5
		Total	7	108		9.4	10.1	0	28.8
	NWB	Through	8.3	146		8.3	7.9	0	28.7
		Right 2	6.7	34		6.7	7.4	0.2	34.1
		Total	8	180		13.1	16.2	0	34.1
	Total		9.2	452	A	9.2	9.3	0	54.3

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	3.1	28		3.1	5.7	0	18.3
		Through	5.6	141		5.6	7.5	0	24.2
		Right 2	2.3	15		2.3	5.6	0	22
		Total	5	184		7.9	9	0	24.2
	SEB	Left 2	12.7	14		12.7	11.7	0	36.2
		Through	12.6	25		12.6	12.8	0	38.5
		Total	12.6	39		13.9	11.5	0	38.5
	NWB	Through	8.5	23		8.5	9.1	0	34.3
		Right 2	5.1	36		5.1	5.7	0	31
		Total	6.4	59		9.1	10	0	34.3
	Total		6.3	282	A	6.3	8.5	0	38.5
White at Southard	SEB	Left 2	0.3	11		0.3	0.6	0	1.8
		Through	1	160		1	2.3	0	11.3
		Right 2	0.9	59		0.9	1.5	0	5.4
		Total	0.9	230		2	4.5	0	11.3
	SWB	Left 2	5.6	3		5.6	0.6	5.1	6.2
		Through	6.5	4		6.5	0.7	5.9	7.3
		Right 2	4.2	5		4.2	0.5	3.4	4.5
		Total	5.3	12		4.9	1.7	3.4	7.3
	NWB	Left 2	3.4	90		3.4	4.8	0	22.8
		Through	1.4	128		1.4	2.7	0	17.5
		Right 2	3.6	4		3.6	6.4	0.1	13.1
		Total	2.3	222		3.2	5.2	0	22.8
	Total		1.7	464	A	1.7	3.2	0	22.8
Whitehead at Southard	NEB	Left 2	30.9	43		30.9	22.1	0	69.1
		Right 2	4.8	28		4.8	3.8	0	19.5
		Total	20.6	71		23.3	25.5	0	69.1
	SEB	Through	19.5	44		19.5	19.7	0	66.6
		Right 2	8.3	52		8.3	11.5	0.2	60.1
		Total	13.4	96		26.2	23.2	0	66.6
	SWB	Left 2	24.3	13		24.3	17.2	0	48.1
		Through	26.6	91		26.6	19.6	0	63.3
		Right 2	12.6	47		12.6	12.9	0.1	56.9
		Total	22	151		32.2	27.2	0	63.3
	NWB	Left 2	15.7	67		15.7	18.1	0	84.6
		Through	14	112		14	15	0	72.1
		Total	14.6	179		26	27.2	0	84.6
	Total		17.5	497	B	17.5	18.2	0	84.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	6.8	6		6.8	1.5	4.5	8.9
		Through	6.7	23		6.7	2.1	3.4	12.9
		Right 2	5.1	15		5.1	1.8	3.3	10.3
		Total	6.2	44		7.7	4.2	3.3	12.9
	SEB	Left 2	9.7	6		9.7	4.8	5.5	17.3
		Through	10.4	65		10.4	7.3	3.5	45.1
		Right 2	6.6	17		6.6	3.6	3	16.4
		Total	9.6	88		12.1	10.7	3	45.1
	SWB	Left 2	6.4	11		6.4	1.2	5.3	9.6
		Through	5.4	22		5.4	1.5	3.2	8.3
		Right 2	5.9	4		5.9	1.3	4.9	7.7
		Total	5.8	37		7.6	3.8	3.2	9.6
	NWB	Left 2	6.9	45		6.9	2.2	3.6	14.8
		Through	8.3	46		8.3	4.4	3	23.4
		Right 2	5.3	4		5.3	0.9	4.8	6.7
		Total	7.5	95		14.5	15.2	3	23.4
	Total		7.7	264	A	7.7	4.7	3	45.1
Whitehead at Truman	SEB	Left 2	6	20		6	5.5	0	17.1
		Through	6.2	58		6.2	7.6	0	27.8
		Right 2	3.2	7		3.2	2.1	0.3	6.4
		Total	5.9	85		17.9	18.8	0	27.8
	SWB	Left 2	11.8	32		11.8	11.3	0.1	40
		Through	11.9	64		11.9	9.2	0	38.2
		Right 2	8.1	21		8.1	8.1	0	30
		Total	11.2	117		16.9	14.4	0	40
	NWB	Left 2	10.9	14		10.9	11.5	0.2	31.4
		Through	11.6	160		11.6	12.2	0	54.1
		Right 2	5.1	49		5.1	7.1	0	43.2
		Total	10.1	223		26.8	29.5	0	54.1
	Total		9.6	425	A	9.6	10.4	0	54.1
Simonton at Caroline	NEB	Left 2	4.7	9		4.7	6.3	0	19.4
		Through	10.7	44		10.7	9	0	29.4
		Right 2	4.9	16		4.9	5.2	0	17.9
		Total	8.6	69		9.9	10.6	0	29.4
	SEB	Left 2	9.2	8		9.2	12.4	0.7	31.3
		Through	5.9	34		5.9	8.5	0	26.6
		Right 2	3.9	1		3.9	0	3.9	3.9
		Total	6.5	43		8.5	10.3	0	31.3
	SWB	Left 2	9.8	10		9.8	9.7	0	27.3
		Through	10.5	60		10.5	9.2	0	28.4
		Right 2	5.5	68		5.5	3.9	0.2	21.1
		Total	8	138		10.3	10.2	0	28.4
	NWB	Left 2	7.5	12		7.5	10.8	0	27.6
		Through	7.4	214		7.4	8.5	0	31.8
		Right 2	4.6	36		4.6	4	0	14.9
		Total	7	262		10.6	12	0	31.8
	Total		7.4	512	A	7.4	8.1	0	31.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	7.5	17		7.5	8.6	0.1	23.6
		Through	8.7	96		8.7	10.3	0	30
		Right 2	4.7	18		4.7	7	0	23.1
		Total	8	131		10.1	11.6	0	30
	SEB	Left 2	21.6	34		21.6	22.9	0.2	94.1
		Through	19.3	86		19.3	22.8	0	119.3
		Right 2	16.9	7		16.9	17.1	0.3	41
		Total	19.8	127		28.2	30.5	0	119.3
	SWB	Left 2	10.4	37		10.4	8.1	0	29.5
		Through	10.3	182		10.3	9.3	0	34.6
		Right 2	12.2	41		12.2	9.8	0.1	30.4
		Total	10.6	260		12.1	11.7	0	34.6
	NWB	Left 2	12	11		12	15.2	0.1	39.2
		Through	8.3	108		8.3	8.3	0	41.2
		Right 2	5.4	14		5.4	5.4	0.3	20.3
		Total	8.3	133		15.3	13.7	0	41.2
	Total		11.4	651	B	11.4	13.6	0	119.3
Simonton at United	NEB	Left 2	3.8	6		3.8	4.5	0	10.2
		Through	8.5	69		8.5	6.9	0	23.7
		Right 2	8.4	1		8.4	0	8.4	8.4
		Total	8.1	76		9.8	9	0	23.7
	SEB	Left 2	8	33		8	6	0.1	21.3
		Through	4.8	92		4.8	6.9	0	29.3
		Right 2	6.2	10		6.2	5.5	0.2	14
		Total	5.7	135		8.4	9.2	0	29.3
	SWB	Left 2	10.4	7		10.4	8.7	0.4	25.8
		Through	10.9	73		10.9	7.6	0	32.5
		Right 2	6.3	56		6.3	5	0	25.7
		Total	9	136		9.1	8.2	0	32.5
	NWB	Left 2	4.9	3		4.9	4.6	0.3	9.5
		Through	4.6	70		4.6	5.9	0	24.2
		Right 2	4.5	11		4.5	3.8	0.2	14
		Total	4.6	84		7.6	8.5	0	24.2
	Total		7	431	A	6.9	6.8	0	32.5
Thomas at Petronia	SEB	Through	7.8	36		7.8	10.3	0	27.2
		Right 2	2.5	12		2.5	2.2	0	5.1
		Total	6.5	48		7.4	8.8	0	27.2
	SWB	Left 2	4.7	11		4.7	7.9	0	25.4
		Through	6.8	47		6.8	8.9	0	25.9
		Right 2	4.4	24		4.4	6.2	0	23.5
		Total	5.8	82		7.6	8.8	0	25.9
	NWB	Left 2	7.7	16		7.7	11.3	0	29.6
		Through	8	44		8	9.5	0	28.4
		Total	7.9	60		8.3	9.6	0	29.6
	Total		6.6	190	A	6.7	9	0	29.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7	19		7	3.2	3.5	15.4
		Through	6.1	70		6.1	2.2	3.1	14.8
		Right 2	4.6	12		4.6	1.2	3.3	6.9
		Total	6.1	101		7	3.4	3.1	15.4
	SEB	Left 2	0.1	9		0.1	0.3	0	0.4
		Through	0	33		0	0	0	0
		Total	0	42		0.1	0.6	0	0.4
	NWB	Through	0	47		0	0	0	0.1
		Right 2	0.1	4		0.1	0.5	0	0.4
		Total	0	51		0.1	0.7	0	0.4
	Total		3.2	194	A	3.2	3.5	0	15.4
Truman at White	NEB	Left 2	24.1	16		24.1	20.2	0.4	73.1
		Through	13.2	340		13.2	14.4	0	78.3
		Right 2	10.5	51		10.5	10.5	0	40.1
		Total	13.3	407		19.2	20.3	0	78.3
	SEB	Left 2	20.3	57		20.3	19.8	0	71.7
		Through	16.4	113		16.4	16.1	0	72.6
		Right 2	12.2	13		12.2	15.8	0	59.7
		Total	17.3	183		29	30	0	72.6
	SWB	Left 2	16.9	36		16.9	12.7	0.3	50.5
		Through	12.3	361		12.3	11.7	0	58.1
		Right 2	9.5	45		9.5	8.5	0.2	33.3
		Total	12.4	442		23.5	23.8	0	58.1
	NWB	Left 2	29.7	53		29.7	16.5	0	68.8
		Through	25.6	160		25.6	19.8	0	119.3
		Right 2	20.2	71		20.2	18.8	0.1	76.6
		Total	25	284		29.5	22.6	0	119.3
	Total		16.1	1316	B	16.1	15.9	0	119.3
White at Catherine	NEB	Left 2	10.4	9		10.4	5.3	4.8	21.3
		Through	8.4	18		8.4	3.4	5.4	17.7
		Right 2	6.8	15		6.8	2.2	4.8	11.7
		Total	8.3	42		8.6	5.3	4.8	21.3
	SEB	Left 2	1.9	10		1.9	2.4	0	5.9
		Through	0.6	206		0.6	1.5	0	8.3
		Right 2	1.8	18		1.8	2.9	0	10.4
		Total	0.7	234		2.2	4.6	0	10.4
	SWB	Left 2	7.8	1		7.8	0	7.8	7.8
		Through	6.6	4		6.6	1.5	5.5	8.6
		Right 2	7.9	13		7.9	4.4	4.2	19.6
		Total	7.6	18		7.9	4.3	4.2	19.6
	NWB	Left 2	1	16		1	1.5	0	3.8
		Through	0.9	238		0.9	1.9	0	8.6
		Right 2	0.9	22		0.9	1.6	0	6.2
		Total	0.9	276		1	2.2	0	8.6
	Total		1.6	570	A	1.6	3	0	21.3

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	11.7	9		11.7	11.3	0.1	30.3
		Through	8.8	60		8.8	9.8	0	33.4
		Right 2	7.4	4		7.4	9.4	0.2	21.1
		Total	9.1	73		11.7	10.5	0	33.4
	SEB	Left 2	8.7	88		8.7	9.5	0	41.4
		Through	5.4	106		5.4	6.5	0	29.5
		Right 2	17	6		17	10.1	1.1	28.9
		Total	7.2	200		8.2	9.4	0	41.4
	SWB	Left 2	12.2	23		12.2	8.2	0	27.5
		Through	12	145		12	9.1	0	36.1
		Right 2	15.3	151		15.3	9.8	0.7	40.2
		Total	13.6	319		14	10.4	0	40.2
	NWB	Left 2	4.5	7		4.5	4.8	0	10.9
		Through	5.7	108		5.7	8.6	0	39.3
		Right 2	4.2	12		4.2	8.3	0	28.4
		Total	5.5	127		5.2	7.4	0	39.3
	Total		9.9	719	A	9.9	9.6	0	41.4
Truman at 1st	EB	Through	17.6	337		17.6	19.5	0	84.7
		Right 1	8.5	9		8.5	13.9	0	37.6
		Total	17.4	346		26.7	26.5	0	84.7
	SEB	Left 1	21.4	249		21.4	19.3	0	72.4
		Through	15.3	75		15.3	17	0	52.2
		Right 3	8	11		8	6.9	0	23.4
		Total	19.6	335		31	28.8	0	72.4
	WB	Through	19.8	557		19.8	18	0	75.2
		Right 1	11.4	639		11.4	10.9	0	50.8
		Total	15.3	1196		25.7	25	0	75.2
	NWB	Left 1	19.9	59		19.9	17.4	0	67.8
		Through	38.6	146		38.6	25.5	0	104.4
		Right 3	25.7	67		25.7	24	0	91.1
		Total	31.4	272		44.7	36.6	0	104.4
	Total		18.3	2149	B	18.3	18.7	0	104.4
1st at Flagler	NEB	Left 2	24.7	13		24.7	17.5	0.1	60.1
		Through	20.6	311		20.6	19	0	99.1
		Right 2	17.7	24		17.7	16.6	0.1	70.2
		Total	20.6	348		20.3	18	0	99.1
	SEB	Left 2	32	135		32	20.1	0	79.3
		Through	31.6	100		31.6	17.9	0.1	71.8
		Right 2	20.7	15		20.7	17	0.3	55.5
		Total	31.2	250		29.2	19.7	0	79.3
	SWB	Left 2	12.4	48		12.4	14	0	43.4
		Through	17.5	426		17.5	14.3	0	62.7
		Right 2	16.8	93		16.8	14	0	44.8
		Total	17	567		15.9	14.2	0	62.7
	NWB	Left 2	29.1	65		29.1	19.2	0	74.7
		Through	28.7	128		28.7	17.6	0	71.5
		Right 2	11	60		11	9.9	0	45.7
		Total	24.6	253		26.8	21.4	0	74.7
	Total		21.7	1418	C	21.7	17.8	0	99.1

AM Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	8.1	43		8.1	13.4	0	47.5
		Through	15.6	552		15.6	19.4	0	72
		Right 2	10.2	67		10.2	15.7	0	63.3
		Total	14.6	662		21.4	22.7	0	72
	SEB	Left 2	26.5	53		26.5	25.8	0	84.4
		Through	38.6	36		38.6	33.4	0	95.9
		Right 2	19.7	67		19.7	24.6	0.2	88.6
		Total	26.4	156		25.1	26.6	0	95.9
	SWB	Left 2	13.4	68		13.4	17.4	0	59.9
		Through	18.1	896		18.1	18.6	0	70.4
		Right 2	15.1	42		15.1	16.6	0	47.7
		Total	17.7	1006		22.5	21.3	0	70.4
	NWB	Left 2	23.4	239		23.4	23.9	0	91.2
		Through	36.1	37		36.1	26.2	0	86.9
		Right 2	7.3	31		7.3	12.9	0	68.3
		Total	23.3	307		26.9	25.1	0	91.2
	Total		18.2	2131	B	18.1	20.6	0	95.9
Roosevelt at US-1	NB	Through	27.5	117		27.5	21.2	0	76.5
		Right 2	1.9	388		1.9	2.8	0	14.6
		Total	7.8	505		18.4	29.6	0	76.5
	SEB	Left 1	19.9	516		19.9	16.8	0	75.7
		Right 1	9.2	116		9.2	11.7	0	53.7
		Total	17.9	632		27	24.6	0	75.7
	WB	Left 2	18.1	564		18.1	16.3	0	60.9
		Right 2	5.2	901		5.2	6	0	30.6
		Total	10.2	1465		14.8	20.7	0	60.9
	Total		11.6	2602	B	11.6	14.7	0	76.5
Flagler at Roosevelt	NB	Left 2	18.5	69		18.5	22.4	0	66
		Through	11.5	303		11.5	13.9	0	44.9
		Total	12.8	372		13.2	15.1	0	66
	EB	Left 2	20.5	239		20.5	19.5	0	61.7
		Right 2	3.7	62		3.7	3.1	0	13.3
		Total	17	301		24.5	23.6	0	61.7
	SB	Through	10.8	338		10.8	12.8	0	43.5
		Right 2	16.7	520		16.7	15.1	0	50.4
		Total	14.4	858		12.3	14.7	0	50.4
	Total		14.5	1531	B	14.5	15.8	0	66
NETWORK TOTAL			12.8	21385		12.8	15.4	0	119.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	13.1	20		13.1	14.1	0	49.6
		Through	16.6	127		16.6	12.2	0	47.7
		Right 2	9.5	19		9.5	8.5	0.4	28.9
		Total	15.4	166		15.7	12.7	0	49.6
	SEB	Left 2	25.5	16		25.5	19.6	1.4	65.9
		Through	15	222		15	15.1	0	68.4
		Right 2	19	18		19	19.5	0	56.2
		Total	15.9	256		24.3	28.9	0	68.4
	SWB	Left 2	26.6	54		26.6	16.9	0	68.8
		Through	22.4	121		22.4	18.1	0	75.7
		Right 2	19.8	63		19.8	17.4	0.1	66.4
		Total	22.7	238		19.9	16.1	0	75.7
	NWB	Left 2	20.2	15		20.2	14.1	0.1	42.1
		Through	20.7	302		20.7	13.5	0	73.2
		Right 2	19.9	17		19.9	12.3	0.3	42.7
		Total	20.6	334		22.3	21.9	0	73.2
	Total		19	994	B	19	15.3	0	75.7
Front at Duval	NB	Left 1	21.9	42		21.9	16.2	0	52.9
		Right 1	13.7	80		13.7	13.3	0	47.6
		Right 3	11.3	46		11.3	10.1	0	34.3
		Total	15.1	168		15.4	14.6	0	52.9
	SEB	Left 2	19	13		19	15.8	0.3	43.3
		Through	12.2	46		12.2	10.3	0	32.5
		Right 1	7.5	21		7.5	6.7	0.3	29.3
		Total	12.1	80		11	11.6	0	43.3
	SWB	Left 2	17	55		17	14.6	0	61.8
		Left 1	16.7	92		16.7	13.9	0	44.5
		Right 2	11	28		11	9.9	0.1	42.5
		Total	15.9	175		19.1	21.4	0	61.8
	NWB	Left 3	22.9	84		22.9	19.2	0	88.5
		Through	25.6	115		25.6	19.6	0	95.2
		Right 2	20.2	97		20.2	19.8	0	76.1
		Total	23.1	296		25.9	26	0	95.2
	Total		18.3	719	B	18.2	16.7	0	95.2
Duval at Southard	SEB	Through	10.5	241		10.5	10.5	0	47.5
		Right 2	9.5	36		9.5	8.7	0	40.4
		Total	10.4	277		10.8	11.7	0	47.5
	SWB	Left 2	23.9	59		23.9	16	0	77.1
		Through	23.4	170		23.4	16.1	0	77.5
		Right 2	16.9	59		16.9	15.2	0	56.6
		Total	22.2	288		18.8	13.8	0	77.5
	NWB	Left 2	34.1	26		34.1	24.6	0.1	83.8
		Through	25.3	314		25.3	18.3	0	94.8
		Total	26	340		22.3	21.8	0	94.8
	Total		20	905	B	20	17.1	0	94.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	13.7	23		13.7	12.1	0	34.6
		Through	20.1	72		20.1	14.6	0	52
		Right 2	9.2	20		9.2	8.2	0.3	30.3
		Total	16.9	115		18.6	16.9	0	52
	SEB	Left 2	14.9	14		14.9	12.4	0	35.8
		Through	12.1	268		12.1	13	0	59.3
		Right 2	10.9	24		10.9	14.1	0.1	49.7
		Total	12.1	306		12.8	14.8	0	59.3
	SWB	Left 2	18.7	8		18.7	12.7	2.3	32.1
		Through	9.9	22		9.9	10.6	0	33.4
		Right 2	4.7	7		4.7	2.2	3.3	9.6
		Total	10.8	37		13.6	11.3	0	33.4
	NWB	Left 2	32.3	22		32.3	25.3	0.3	90.3
		Through	22.8	314		22.8	22.8	0	104.1
		Right 2	24.1	33		24.1	23.5	0	101.1
		Total	23.5	369		16.7	19.6	0	104.1
	Total		17.8	827	B	17.8	19	0	104.1
Duval at Truman	NEB	Left 2	32.6	16		32.6	24.4	0.2	90.2
		Through	30.2	173		30.2	28.5	0	149.3
		Right 2	15.2	28		15.2	16	0	55.4
		Total	28.4	217		22.2	23.3	0	149.3
	SEB	Left 2	23.5	79		23.5	18.4	0.1	95.9
		Through	18.8	178		18.8	16.7	0	84.7
		Right 2	13.9	17		13.9	11.6	1.5	41.2
		Total	19.9	274		18.4	16.4	0	95.9
	SWB	Left 2	19.2	69		19.2	15.9	0	61.8
		Through	17.6	175		17.6	13.9	0	66
		Right 2	16.8	130		16.8	11.5	0	59.1
		Total	17.6	374		13.9	12.2	0	66
	NWB	Left 2	18.5	6		18.5	18.2	0	48
		Through	17.6	222		17.6	14.8	0	62.1
		Right 2	14	62		14	12.8	0	46.5
		Total	16.8	290		15.9	15.2	0	62.1
	Total		20	1155	B	20	18.4	0	149.3
Duval at South	NEB	Left 2	15.8	56		15.8	10.6	3.7	51.9
		Through	13.1	123		13.1	9	3.1	51.9
		Right 2	11	46		11	8.1	3.6	34.5
		Total	13.3	225		10.8	7.9	3.1	51.9
	SEB	Left 2	18	109		18	10.3	3.4	51.6
		Through	18.3	68		18.3	12.8	4.2	55.1
		Right 2	17.7	41		17.7	11.5	3.8	41.1
		Total	18	218		13	9.7	3.4	55.1
	SWB	Left 2	22	9		22	14	8.5	48.3
		Through	21.1	160		21.1	14.9	2.1	63.1
		Right 2	21.4	116		21.4	15.3	3.7	63.8
		Total	21.3	285		16.3	12.8	2.1	63.8
	NWB	Left 2	11	32		11	6.1	5.2	25.5
		Through	9.5	27		9.5	4.1	5.2	20
		Right 2	7.9	25		7.9	3	4.3	16.9
		Total	9.6	84		8.5	5.5	4.3	25.5
	Total		17	812	B	17	12.5	2.1	63.8

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	5.8	3		5.8	5.2	2.6	11.8
		Through	13.5	424		13.5	14.8	0	74.4
		Right 2	11.2	91		11.2	14	0	48.6
		Total	13.1	518		10.5	13	0	74.4
	SEB	Left 2	29.1	16		29.1	17.9	0	53.7
		Through	24.2	13		24.2	20.5	0	57
		Right 2	6.3	3		6.3	2.9	4.6	9.6
		Total	25	32		25	20.5	0	57
	SWB	Left 2	21.2	91		21.2	22.7	0.2	99.7
		Through	9.1	638		9.1	10.5	0	38.8
		Right 2	5.6	17		5.6	6.8	0.2	19.2
		Total	10.5	746		8.6	10.6	0	99.7
	NWB	Left 2	32.5	134		32.5	21	0.1	90.6
		Through	27	29		27	17.3	0.1	60.7
		Right 2	21.1	108		21.1	19.7	0.3	84.7
		Total	27.4	271		27.7	22.8	0.1	90.6
	Total		14.6	1567	B	14.5	16.6	0	99.7
Whitehead at Fleming	NEB	Left 2	17.5	87		17.5	13.4	0	43.3
		Through	14.3	127		14.3	13.3	0	42
		Right 2	9.3	46		9.3	9.9	0	34.6
		Total	14.5	260		13.9	12.6	0	43.3
	SEB	Left 2	9.9	24		9.9	11.6	0.1	36.5
		Through	11.5	177		11.5	11.8	0	45
		Right 2	8.5	32		8.5	9.8	0.1	41.5
		Total	10.9	233		11.6	13.6	0	45
	NWB	Left 2	19.5	21		19.5	14.5	0	53.8
		Through	23.2	221		23.2	20.2	0	89.2
		Right 2	20	126		20	17.3	0	69.3
		Total	21.9	368		15.3	16	0	89.2
	Total		16.7	861	B	16.7	16.2	0	89.2
Simonton at Fleming	NEB	Left 2	20.5	27		20.5	12.7	0.1	51
		Through	16.3	229		16.3	13.2	0	59.6
		Right 2	12.1	81		12.1	11.3	0.1	39.4
		Total	15.6	337		14.4	12.6	0	59.6
	SEB	Left 2	10.4	24		10.4	8.3	0	26.3
		Through	8.7	160		8.7	9.5	0	33.6
		Total	8.9	184		9.4	10.1	0	33.6
	NWB	Through	17.3	258		17.3	18.2	0	104.7
		Right 2	16.6	49		16.6	18.6	0	75.3
		Total	17.2	307		13.1	16.2	0	104.7
	Total		14.7	828	B	14.7	14.8	0	104.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	8.3	37		8.3	8.2	0	39.4
		Through	8.2	260		8.2	8.7	0	27.7
		Right 2	7.9	50		7.9	8.5	0	38.5
		Total	8.2	347		7.9	9	0	39.4
	SEB	Left 2	16.3	30		16.3	11.6	0.1	39.3
		Through	16.4	48		16.4	10.4	0	39
		Total	16.4	78		13.9	11.5	0	39.3
	NWB	Through	13.8	31		13.8	10.7	0	37.1
		Right 2	6.3	18		6.3	5.2	0	19.5
		Total	11	49		9.1	10	0	37.1
	Total		9.8	474	A	9.8	9.6	0	39.4
White at Southard	SEB	Left 2	2.2	17		2.2	3.5	0	11
		Through	1.8	265		1.8	3.9	0	25.3
		Right 2	1.5	67		1.5	2.4	0	11.2
		Total	1.8	349		2	4.5	0	25.3
	SWB	Left 2	5.9	4		5.9	1.2	5.1	7.7
		Through	5.6	6		5.6	0.6	4.9	6.5
		Right 2	3.9	4		3.9	0.7	3	4.4
		Total	5.2	14		4.9	1.7	3	7.7
	NWB	Left 2	3.9	104		3.9	6.1	0	38.4
		Through	2.6	144		2.6	4.9	0	33.4
		Right 2	5.3	6		5.3	9	0	23.6
		Total	3.2	254		3.2	5.2	0	38.4
	Total		2.5	617	A	2.4	4.6	0	38.4
Whitehead at Southard	NEB	Left 2	43.6	44		43.6	24.6	0.2	83.8
		Right 2	17.6	101		17.6	19	0	76.4
		Total	25.5	145		23.3	25.5	0	83.8
	SEB	Through	29.3	147		29.3	22.8	0	77.6
		Right 2	17.3	77		17.3	17.7	0.1	66.7
		Total	25.2	224		26.2	23.2	0	77.6
	SWB	Left 2	47.1	30		47.1	27.6	0.1	105.2
		Through	40.9	152		40.9	27.4	0	117.5
		Right 2	25.2	59		25.2	25.1	0.1	99.9
		Total	37.8	241		32.2	27.2	0	117.5
	NWB	Left 2	32.4	73		32.4	28.3	0	128.8
		Through	30.7	266		30.7	27.1	0	132.5
		Total	31.1	339		26	27.2	0	132.5
	Total		30.6	949	C	30.5	26.2	0	132.5

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	14.1	3		14.1	7.6	6.1	21.2
		Through	10.3	33		10.3	5.6	3.9	25.9
		Right 2	6.8	56		6.8	3.4	3.2	19.2
		Total	8.3	92		7.7	4.2	3.2	25.9
	SEB	Left 2	12.9	47		12.9	9.3	3.6	40.1
		Through	13.9	118		13.9	14.5	3.6	120.7
		Right 2	13	47		13	10.4	3.4	46.3
		Total	13.5	212		12.1	10.7	3.4	120.7
	SWB	Left 2	9.1	39		9.1	5.3	4.2	29
		Through	7.8	24		7.8	2.9	4.2	15.3
		Right 2	7.3	31		7.3	4	3.5	20.2
		Total	8.2	94		7.6	3.8	3.5	29
	NWB	Left 2	13	67		13	9.2	3.2	44.6
		Through	13.3	132		13.3	9.8	2.8	42.6
		Right 2	12.4	33		12.4	8.3	3.3	39.8
		Total	13.1	232		14.5	15.2	2.8	44.6
	Total		11.8	630	B	11.8	9.9	2.8	120.7
Whitehead at Truman	SEB	Left 2	16.2	54		16.2	13.3	0	52.6
		Through	12.7	198		12.7	11.7	0	54.8
		Right 2	12.7	28		12.7	10.5	0	40
		Total	13.4	280		17.9	18.8	0	54.8
	SWB	Left 2	21.7	57		21.7	14.1	0.1	60.3
		Through	23.1	85		23.1	12.8	0	47.8
		Right 2	16	52		16	12.6	0.1	44.9
		Total	20.8	194		16.9	14.4	0	60.3
	NWB	Left 2	28.3	35		28.3	30.3	0	143.5
		Through	37.6	197		37.6	35.3	0	156.1
		Right 2	34.7	156		34.7	33.7	0	157.1
		Total	35.6	388		26.8	29.5	0	157.1
	Total		25.1	862	C	25.1	26.7	0	157.1
Simonton at Caroline	NEB	Left 2	20.8	18		20.8	16.7	0	48.6
		Through	12.8	80		12.8	12	0	47.4
		Right 2	5.3	43		5.3	4.9	0	24.1
		Total	11.5	141		9.9	10.6	0	48.6
	SEB	Left 2	18.9	20		18.9	15.4	0.2	55.5
		Through	8.5	96		8.5	9.8	0	35.8
		Right 2	2.4	6		2.4	2.1	0.1	4.7
		Total	9.9	122		8.5	10.3	0	55.5
	SWB	Left 2	11.5	42		11.5	12.3	0	41.2
		Through	11.4	76		11.4	11.1	0	33.9
		Right 2	8.8	68		8.8	8.1	0	28.5
		Total	10.5	186		10.3	10.2	0	41.2
	NWB	Left 2	15.3	20		15.3	18.3	0.1	62.7
		Through	13.2	241		13.2	13.2	0	64.5
		Right 2	12.2	42		12.2	13.2	0.1	45.8
		Total	13.2	303		10.6	12	0	64.5
	Total		11.7	752	B	11.7	12.3	0	64.5

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	13	43		13	12.7	0	60.7
		Through	10.3	214		10.3	10.6	0	60.5
		Right 2	6.9	56		6.9	7.3	0	29.9
		Total	10.1	313		10.1	11.6	0	60.7
	SEB	Left 2	32.2	55		32.2	24.6	0	115.8
		Through	34.5	115		34.5	36	0	151.1
		Right 2	30	32		30	32	0.3	118.8
		Total	33.2	202		28.2	30.5	0	151.1
	SWB	Left 2	18.3	24		18.3	12.7	0.1	46.4
		Through	14	317		14	13.1	0	68.9
		Right 2	11.5	128		11.5	10.2	0.1	48.3
		Total	13.5	469		12.1	11.7	0	68.9
	NWB	Left 2	18	22		18	13.5	0	43.7
		Through	20.3	184		20.3	16.5	0	77.8
		Right 2	14.7	38		14.7	14.1	0.3	68.4
		Total	19.2	244		15.3	13.7	0	77.8
	Total		17	1228	B	17	19.3	0	151.1
Simonton at United	NEB	Left 2	10.9	21		10.9	11.8	0.2	37.3
		Through	9.5	146		9.5	9.8	0	34.3
		Right 2	5.5	16		5.5	6.5	0.2	17.6
		Total	9.3	183		9.8	9	0	37.3
	SEB	Left 2	9.5	73		9.5	8.7	0	27.7
		Through	8.3	119		8.3	8.2	0	28.7
		Right 2	8.4	10		8.4	7.4	0.2	25.9
		Total	8.7	202		8.4	9.2	0	28.7
	SWB	Left 2	18.3	8		18.3	13	1.3	35.6
		Through	9.9	98		9.9	9.6	0	31.1
		Right 2	6.8	61		6.8	6.2	0.2	25.8
		Total	9.2	167		9.1	8.2	0	35.6
	NWB	Left 2	11.2	17		11.2	12.3	0	37.8
		Through	9.2	155		9.2	9.2	0	34.2
		Right 2	3.4	6		3.4	5.5	0	13.8
		Total	9.2	178		7.6	8.5	0	37.8
	Total		9.1	730	A	9.1	9.2	0	37.8
Thomas at Petronia	SEB	Through	8.2	83		8.2	9.2	0	26.9
		Right 2	4.3	12		4.3	3.9	0	13
		Total	7.7	95		7.4	8.8	0	26.9
	SWB	Left 2	10.1	10		10.1	11.8	0	33.1
		Through	7.9	53		7.9	9.3	0	25.6
		Right 2	3.6	27		3.6	3.6	0	11.8
		Total	6.9	90		7.6	8.8	0	33.1
	NWB	Left 2	8.9	8		8.9	7.2	0.1	21.1
		Through	8.2	66		8.2	9.7	0	27.8
		Total	8.3	74		8.3	9.6	0	27.8
	Total		7.6	259	A	7.6	8.9	0	33.1

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7.7	54		7.7	3.9	2.8	20.3
		Through	7.4	95		7.4	3.4	3	19.1
		Right 2	8	23		8	4.4	3.2	16.9
		Total	7.6	172		7	3.4	2.8	20.3
	SEB	Left 2	0.9	9		0.9	1.6	0	4
		Through	0	48		0	0.1	0	0.7
		Total	0.1	57		0.1	0.6	0	4
	NWB	Through	0	49		0	0.1	0	0.5
		Right 2	0.2	9		0.2	0.2	0	0.4
		Total	0	58		0.1	0.7	0	0.5
	Total		4.6	287	A	4.6	4.6	0	20.3
Truman at White	NEB	Left 2	36.4	27		36.4	39	0	174.2
		Through	27.7	570		27.7	24.3	0	167.6
		Right 2	28.4	70		28.4	24	0.3	117
		Total	28.1	667		19.2	20.3	0	174.2
	SEB	Left 2	56.5	110		56.5	49.6	0	211
		Through	37.5	196		37.5	35.2	0	171.6
		Right 2	30.9	29		30.9	38.1	0	170.6
		Total	43.2	335		29	30	0	211
	SWB	Left 2	48.8	55		48.8	31.8	0.4	134.7
		Through	36.4	505		36.4	30.7	0	133.4
		Right 2	39.4	39		39.4	30.6	0.4	109.2
		Total	37.7	599		23.5	23.8	0	134.7
	NWB	Left 2	46.1	63		46.1	28.6	1.4	113.7
		Through	36.3	163		36.3	26	0	105.9
		Right 2	31.8	127		31.8	21.7	0.1	96.8
		Total	36.4	353		29.5	22.6	0	113.7
	Total		35.1	1954	D	35.2	30.9	0	211
White at Catherine	NEB	Left 2	10.3	25		10.3	7.5	5.5	34.1
		Through	10.7	14		10.7	8.4	6	37.8
		Right 2	7.2	37		7.2	3.9	4.2	20.1
		Total	8.9	76		8.6	5.3	4.2	37.8
	SEB	Left 2	2.6	5		2.6	3.3	0.1	8.1
		Through	1.4	267		1.4	3.6	0	21
		Right 2	2.8	22		2.8	4	0	15
		Total	1.5	294		2.2	4.6	0	21
	SWB	Left 2	8.9	6		8.9	4.7	5.6	17.3
		Through	9.3	24		9.3	4.9	4.5	21.4
		Right 2	8.3	11		8.3	7.4	3.3	29.8
		Total	9	41		7.9	4.3	3.3	29.8
	NWB	Left 2	1.9	20		1.9	2.8	0.1	9.4
		Through	1.3	247		1.3	2.6	0	12.1
		Right 2	1	37		1	1.4	0	4.3
		Total	1.3	304		1	2.2	0	12.1
	Total		2.6	715	A	2.7	4.7	0	37.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	13.6	5		13.6	5.7	9.3	23.4
		Through	10.7	51		10.7	8.8	0	31.4
		Right 2	16.4	9		16.4	13.1	0.2	41.9
		Total	11.7	65		11.7	10.5	0	41.9
	SEB	Left 2	7.5	60		7.5	9.5	0	47.2
		Through	6.2	150		6.2	9.1	0	49.7
		Right 2	7.6	7		7.6	8	0.3	19.9
		Total	6.6	217		8.2	9.4	0	49.7
	SWB	Left 2	15	10		15	9.3	0.2	26.2
		Through	11.7	120		11.7	8.4	0	30.4
		Right 2	14.5	84		14.5	9.3	0.8	33.2
		Total	13	214		14	10.4	0	33.2
	NWB	Left 2	2.5	4		2.5	4.7	0	9.5
		Through	4.1	88		4.1	5.5	0	21.6
		Right 2	5.2	6		5.2	7.9	0	16.1
		Total	4.1	98		5.2	7.4	0	21.6
	Total		9.1	594	A	9.1	9.3	0	49.7
Truman at 1st	EB	Through	29.3	745		29.3	28.1	0	95.9
		Right 1	31.3	52		31.3	26.2	0	83.5
		Total	29.4	797		26.7	26.5	0	95.9
	SEB	Left 1	43.3	519		43.3	34.3	0	165.5
		Through	26.4	161		26.4	27.7	0	91.7
		Right 3	9.2	15		9.2	10.7	0	39.8
		Total	38.6	695		31	28.8	0	165.5
	WB	Through	39.5	845		39.5	29.1	0	122.7
		Right 1	21.2	593		21.2	18.1	0	88.5
		Total	32	1438		25.7	25	0	122.7
	NWB	Left 1	33.2	112		33.2	23.3	0.1	89.8
		Through	59.5	168		59.5	35.6	0	165.5
		Right 3	45.1	72		45.1	35.7	0.2	156.6
		Total	48.2	352		44.7	36.6	0	165.5
	Total		34.5	3282	C	34.5	30	0	165.5
1st at Flagler	NEB	Left 2	23.5	19		23.5	19.9	0.2	54.4
		Through	19.8	353		19.8	16.1	0	74.5
		Right 2	21	34		21	19.8	0.1	67.1
		Total	20.1	406		20.3	18	0	74.5
	SEB	Left 2	27.9	118		27.9	19.6	0.1	74.7
		Through	32.5	114		32.5	19.7	0	75.3
		Right 2	24.4	33		24.4	20.2	0	73.2
		Total	29.4	265		29.2	19.7	0	75.3
	SWB	Left 2	13.4	111		13.4	14.3	0	51.5
		Through	18.4	463		18.4	14.8	0	64.2
		Right 2	17.2	83		17.2	13.9	0	51.3
		Total	17.4	657		15.9	14.2	0	64.2
	NWB	Left 2	33.8	101		33.8	25.7	0.1	106.1
		Through	32.3	171		32.3	20.4	0.1	96.7
		Right 2	22	91		22	21	0.2	98.1
		Total	30.1	363		26.8	21.4	0.1	106.1
	Total		22.7	1691	C	22.7	18.8	0	106.1

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	20.1	85		20.1	20.7	0	74.5
		Through	23.1	1040		23.1	24.6	0	91.8
		Right 2	21.1	96		21.1	24.1	0	91.6
		Total	22.7	1221		21.4	22.7	0	91.8
	SEB	Left 2	24.6	94		24.6	23.5	0	80.5
		Through	47.2	51		47.2	33.9	0	104.5
		Right 2	23.7	79		23.7	27.7	0	96.4
		Total	29.4	224		25.1	26.6	0	104.5
	SWB	Left 2	16.6	76		16.6	21.2	0	91.8
		Through	24.7	1102		24.7	22.2	0	92.8
		Right 2	25.5	55		25.5	21.4	0	75.9
		Total	24.2	1233		22.5	21.3	0	92.8
	NWB	Left 2	30.8	355		30.8	24.9	0	84.3
		Through	39.1	66		39.1	27.9	0	98
		Right 2	14.1	56		14.1	17.8	0	77.1
		Total	30	477		26.9	25.1	0	98
	Total		24.9	3155	C	24.9	24.2	0	104.5
Roosevelt at US-1	NB	Through	44.8	256		44.8	30.3	0	120.2
		Right 2	3.7	669		3.7	4.7	0	28.9
		Total	15.1	925		18.4	29.6	0	120.2
	SEB	Left 1	24.4	983		24.4	22.2	0	108.2
		Right 1	11.2	259		11.2	14.7	0	57.9
		Total	21.6	1242		27	24.6	0	108.2
	WB	Left 2	32.8	642		32.8	23.8	0	91.5
		Right 2	4.1	854		4.1	4.9	0	35.4
		Total	16.4	1496		14.8	20.7	0	91.5
	Total		17.8	3663	B	17.9	22.5	0	120.2
Flagler at Roosevelt	NB	Left 2	15.1	68		15.1	17.4	0	58.7
		Through	11.3	369		11.3	14.2	0	47.3
		Total	11.9	437		13.2	15.1	0	58.7
	EB	Left 2	23.5	258		23.5	20.2	0	76.8
		Right 2	5.8	72		5.8	8.1	0	48.2
		Total	19.6	330		24.5	23.6	0	76.8
	SB	Through	9.5	467		9.5	13.4	0	75.1
		Right 2	12.2	305		12.2	15.5	0	76.3
		Total	10.6	772		12.3	14.7	0	76.3
	Total		12.9	1539	B	12.9	16.1	0	76.8
NETWORK TOTAL			20.2	32049		20.2	22.6	0	211

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	14.3	22		14.3	11.9	0	44.9
		Through	20.3	168		20.3	13.7	0	60.2
		Right 2	14.9	19		14.9	15.1	0.3	51.3
		Total	19.2	209		15.7	12.7	0	60.2
	SEB	Left 2	49.2	39		49.2	35.9	0	125.7
		Through	41.5	350		41.5	35.4	0	149.3
		Right 2	51.2	32		51.2	40.2	1.8	130.1
		Total	43	421		24.3	28.9	0	149.3
	SWB	Left 2	21.7	30		21.7	13.1	0.7	46.8
		Through	19.9	130		19.9	13.9	0	73.4
		Right 2	16.9	31		16.9	15.7	0.6	72.9
		Total	19.7	191		19.9	16.1	0	73.4
	NWB	Left 2	45.1	18		45.1	14.2	22.2	75
		Through	33.4	362		33.4	27.6	0	126.1
		Right 2	35.2	32		35.2	27	0	96.9
		Total	34.1	412		22.3	21.9	0	126.1
	Total		32.4	1233	C	32.3	29	0	149.3
Front at Duval	NB	Left 1	19.2	34		19.2	17.8	0	71
		Right 1	18.1	105		18.1	15.5	0	66
		Right 3	9.8	52		9.8	10	0	35.9
		Total	16	191		15.4	14.6	0	71
	SEB	Left 2	19.7	20		19.7	15.8	0.7	48.6
		Through	12	36		12	10.9	0	33.2
		Right 1	6.6	12		6.6	5.4	0	16.4
		Total	13.3	68		11	11.6	0	48.6
	SWB	Left 2	22.8	70		22.8	18.1	0	73.2
		Left 1	21.2	102		21.2	16.4	0	67.6
		Right 2	17.6	60		17.6	13.3	0.2	64.7
		Total	20.8	232		19.1	21.4	0	73.2
	NWB	Left 3	46.2	78		46.2	34.6	0	125.8
		Through	40.6	123		40.6	31.4	0	130
		Right 2	33.4	118		33.4	27.7	0	120.9
		Total	39.3	319		25.9	26	0	130
	Total		26.3	810	C	26.3	25.3	0	130
Duval at Southard	SEB	Through	13.7	302		13.7	13.6	0	62.4
		Right 2	14.3	33		14.3	9.9	1.8	48.4
		Total	13.8	335		10.8	11.7	0	62.4
	SWB	Left 2	21.5	68		21.5	16	0	67.6
		Through	20	160		20	12.8	0	49.5
		Right 2	16.5	58		16.5	12.1	0	43.2
		Total	19.6	286		18.8	13.8	0	67.6
	NWB	Left 2	35.7	27		35.7	24.3	0.8	136.4
		Through	26.6	373		26.6	20.5	0	169.2
		Total	27.2	400		22.3	21.8	0	169.2
	Total		20.7	1021	C	20.7	17.7	0	169.2

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	24.6	17		24.6	16.7	0	50.2
		Through	23	93		23	18.3	0	119.8
		Right 2	17.3	26		17.3	20.8	0	89
		Total	22.1	136		18.6	16.9	0	119.8
	SEB	Left 2	21.8	22		21.8	12.9	0.1	45.4
		Through	16	299		16	16.1	0	87.8
		Right 2	19.4	50		19.4	16.9	0.1	86.9
		Total	16.8	371		12.8	14.8	0	87.8
	SWB	Left 2	20.8	12		20.8	12.8	6.7	44.8
		Through	16	24		16	11.7	0	37
		Right 2	11.2	4		11.2	7.4	4.5	18.4
		Total	17	40		13.6	11.3	0	44.8
	NWB	Left 2	21	24		21	17.3	0	61.7
		Through	13.8	299		13.8	14	0	64.7
		Right 2	13	13		13	12.3	0	43.5
		Total	14.3	336		16.7	19.6	0	64.7
	Total		16.7	883	B	16.7	15.9	0	119.8
Duval at Truman	NEB	Left 2	20.8	6		20.8	16.3	0	37.6
		Through	20.2	106		20.2	16.2	0	69.1
		Right 2	5	5		5	5.3	0.3	11.2
		Total	19.6	117		22.2	23.3	0	69.1
	SEB	Left 2	21.5	108		21.5	20.2	0	106.1
		Through	22.6	223		22.6	17.5	0	111.2
		Right 2	20.7	10		20.7	20	1.3	65.3
		Total	22.2	341		18.4	16.4	0	111.2
	SWB	Left 2	14.2	49		14.2	12.6	0	45.3
		Through	14.3	184		14.3	11.6	0	52.1
		Right 2	11.4	130		11.4	10.3	0	57.2
		Total	13.2	363		13.9	12.2	0	57.2
	NWB	Left 2	21.6	19		21.6	15.7	0.1	64.3
		Through	17.8	191		17.8	15.4	0	68.6
		Right 2	18.3	60		18.3	16.6	0.1	76
		Total	18.2	270		15.9	15.2	0	76
	Total		17.9	1091	B	17.9	15.8	0	111.2
Duval at South	NEB	Left 2	14.1	19		14.1	9.9	4.4	45.2
		Through	10.7	128		10.7	6.9	3.1	50.2
		Right 2	9.6	28		9.6	9.6	2.7	51.5
		Total	10.9	175		10.8	7.9	2.7	51.5
	SEB	Left 2	13.5	81		13.5	8.7	3.5	35
		Through	10.7	55		10.7	8	3.2	39.1
		Right 2	8.9	21		8.9	6.3	4.8	32.9
		Total	11.9	157		13	9.7	3.2	39.1
	SWB	Left 2	15.9	9		15.9	13.7	4.9	39
		Through	16.4	123		16.4	11.9	3.2	54.8
		Right 2	11.7	93		11.7	8.5	3.6	45.6
		Total	14.4	225		16.3	12.8	3.2	54.8
	NWB	Left 2	12.2	21		12.2	9.5	4.4	44.4
		Through	10.2	30		10.2	7.8	3.6	45
		Right 2	8.6	51		8.6	6.3	3.8	38.7
		Total	9.8	102		8.5	5.5	3.6	45
	Total		12.2	659	B	12.2	9.2	2.7	54.8

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	15.4	3		15.4	13	2	27.9
		Through	12.2	554		12.2	13.7	0	59.7
		Right 2	8.9	101		8.9	10.7	0	39.7
		Total	11.7	658		10.5	13	0	59.7
	SEB	Left 2	27.7	40		27.7	20.5	0	67.2
		Through	32.1	32		32.1	21.5	0	82.7
		Right 2	10.7	5		10.7	8.8	0	21.8
		Total	28.4	77		25	20.5	0	82.7
	SWB	Left 2	15.7	57		15.7	16	0.1	60.9
		Through	8	588		8	10	0	42.1
		Right 2	7.1	54		7.1	8.7	0.3	37.5
		Total	8.6	699		8.6	10.6	0	60.9
	NWB	Left 2	35.6	110		35.6	26.6	0	117.8
		Through	31.2	38		31.2	24.4	0	110
		Right 2	24.3	129		24.3	23.2	0.1	97
		Total	29.7	277		27.7	22.8	0	117.8
	Total		14.1	1711	B	14.1	17.3	0	117.8
Whitehead at Fleming	NEB	Left 2	16.1	87		16.1	14.2	0	59.1
		Through	17.6	130		17.6	14.6	0	70.6
		Right 2	11.9	64		11.9	10.8	0.1	42.7
		Total	15.8	281		13.9	12.6	0	70.6
	SEB	Left 2	13.3	37		13.3	13.8	0.1	44.2
		Through	13.5	246		13.5	12.7	0	53.8
		Right 2	6.3	26		6.3	6.9	0.1	25.8
		Total	12.9	309		11.6	13.6	0	53.8
	NWB	Left 2	23.2	12		23.2	22	1.9	75.8
		Through	18.1	247		18.1	15.3	0	90.3
		Right 2	13	114		13	13.3	0	65.2
		Total	16.7	373		15.3	16	0	90.3
	Total		15.2	963	B	15.2	14.1	0	90.3
Simonton at Fleming	NEB	Left 2	15	25		15	12.5	0	48.1
		Through	16.6	282		16.6	13.7	0	66.5
		Right 2	12.8	93		12.8	12.7	0	51
		Total	15.6	400		14.4	12.6	0	66.5
	SEB	Left 2	18.1	30		18.1	10.9	0.5	43.1
		Through	10.4	191		10.4	10.3	0	44.1
		Total	11.4	221		9.4	10.1	0	44.1
	NWB	Through	11.2	185		11.2	9.6	0	40
		Right 2	12.4	59		12.4	11	0	44.5
		Total	11.5	244		13.1	16.2	0	44.5
	Total		13.4	865	B	13.4	12.1	0	66.5

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	7.9	42		7.9	9.7	0	33.8
		Through	9.9	341		9.9	9.8	0	41.1
		Right 2	7.2	27		7.2	7.5	0.2	28.6
		Total	9.5	410		7.9	9	0	41.1
	SEB	Left 2	8.2	26		8.2	7.5	0.1	31.9
		Through	15.2	43		15.2	13.7	0	60.3
		Total	12.6	69		13.9	11.5	0	60.3
	NWB	Through	11.2	22		11.2	8.4	0	26.7
		Right 2	5	17		5	4.3	0	12.6
		Total	8.5	39		9.1	10	0	26.7
	Total		9.8	518	A	9.8	10	0	60.3
White at Southard	SEB	Left 2	3.3	20		3.3	4.6	0	13.8
		Through	2.2	219		2.2	4.1	0	19.9
		Right 2	2	65		2	3	0	11.9
		Total	2.2	304		2	4.5	0	19.9
	SWB	Left 2	4.1	4		4.1	2.9	0	5.8
		Through	7	6		7	0.5	6.1	7.6
		Right 2	3.1	6		3.1	2.6	0	5.5
		Total	4.8	16		4.9	1.7	0	7.6
	NWB	Left 2	4.9	112		4.9	5.7	0	22.9
		Through	3.1	150		3.1	5	0	24.4
		Right 2	2.7	8		2.7	4.1	0	12
		Total	3.8	270		3.2	5.2	0	24.4
	Total		3	590	A	3	4.7	0	24.4
Whitehead at Southard	NEB	Left 2	51.1	63		51.1	34.9	0.2	148.2
		Right 2	20.6	132		20.6	25.6	0	135.2
		Total	30.5	195		23.3	25.5	0	148.2
	SEB	Through	36	273		36	23.1	0	87.3
		Right 2	27.9	38		27.9	24.6	0.1	78.4
		Total	35	311		26.2	23.2	0	87.3
	SWB	Left 2	52.5	62		52.5	29.8	0.2	105.1
		Through	42.7	115		42.7	28.3	0	136.8
		Right 2	33.3	40		33.3	29.9	0.2	93.6
		Total	43.8	217		32.2	27.2	0	136.8
	NWB	Left 2	35.9	58		35.9	28.3	0	163.8
		Through	32.4	196		32.4	34.6	0	168.9
		Total	33.2	254		26	27.2	0	168.9
	Total		35.6	977	D	35.6	29.7	0	168.9

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	9.2	12		9.2	3.3	5.1	14.2
		Through	9.1	41		9.1	4.3	3.2	21.7
		Right 2	6.8	56		6.8	3	3.3	16.6
		Total	7.9	109		7.7	4.2	3.2	21.7
	SEB	Left 2	13.7	30		13.7	8.9	3.7	37.4
		Through	12.8	143		12.8	10.1	3.2	60
		Right 2	10.7	30		10.7	6.7	3.5	30.1
		Total	12.6	203		12.1	10.7	3.2	60
	SWB	Left 2	8.6	30		8.6	4.8	3.3	21.4
		Through	8.4	28		8.4	3.1	3.5	16.5
		Right 2	6.3	21		6.3	2.8	3.1	13.9
		Total	7.9	79		7.6	3.8	3.1	21.4
	NWB	Left 2	26.8	77		26.8	22.8	3.1	99
		Through	18.7	167		18.7	19.5	2.8	100
		Right 2	24.9	34		24.9	27.6	3.5	88.4
		Total	21.7	278		14.5	15.2	2.8	100
	Total		15.1	669	B	15.1	16.2	2.8	100
Whitehead at Truman	SEB	Left 2	26.8	104		26.8	21.1	0	125.7
		Through	26.1	311		26.1	22.9	0	115.2
		Right 2	21.9	73		21.9	18.9	0	74.9
		Total	25.6	488		17.9	18.8	0	125.7
	SWB	Left 2	22.8	66		22.8	17.4	0	78.4
		Through	21.4	88		21.4	15.2	0	56.9
		Right 2	15.9	58		15.9	13.9	0.2	49.6
		Total	20.3	212		16.9	14.4	0	78.4
	NWB	Left 2	41.1	63		41.1	31.2	0	118
		Through	34.6	175		34.6	29.8	0	135.9
		Right 2	45.9	3		45.9	24.6	23.8	72.4
		Total	36.4	241		26.8	29.5	0	135.9
	Total		27.2	941	C	27.2	23.9	0	135.9
Simonton at Caroline	NEB	Left 2	9.9	12		9.9	9.3	0	26.1
		Through	11.6	73		11.6	11.8	0	45.3
		Right 2	4.6	42		4.6	4.5	0	24.6
		Total	9.1	127		9.9	10.6	0	45.3
	SEB	Left 2	11.5	19		11.5	10.3	0.9	32.1
		Through	8.3	132		8.3	10	0	36.8
		Right 2	11.3	9		11.3	12.3	0	28.4
		Total	8.8	160		8.5	10.3	0	36.8
	SWB	Left 2	10.3	32		10.3	10.9	0	33.7
		Through	13.3	103		13.3	13	0	50.8
		Right 2	7.7	57		7.7	8.4	0	42.7
		Total	11.1	192		10.3	10.2	0	50.8
	NWB	Left 2	8.7	19		8.7	10.2	0.1	31.7
		Through	11.4	204		11.4	11.2	0	53.1
		Right 2	9.6	28		9.6	9.9	0.2	32.6
		Total	11	251		10.6	12	0	53.1
	Total		10.2	730	B	10.2	10.9	0	53.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	19.4	25		19.4	19.6	0	65.9
		Through	13.2	200		13.2	13.2	0	76.3
		Right 2	10.1	50		10.1	13.9	0	74.4
		Total	13.2	275		10.1	11.6	0	76.3
	SEB	Left 2	34.2	35		34.2	32	0	149.6
		Through	27.6	190		27.6	28.5	0	189.4
		Right 2	50.5	13		50.5	61.6	0.2	187.5
		Total	29.8	238		28.2	30.5	0	189.4
	SWB	Left 2	16.6	69		16.6	12.3	0.1	52.6
		Through	13.8	318		13.8	12.5	0	56.4
		Right 2	12.9	91		12.9	11.4	0	41.5
		Total	14	478		12.1	11.7	0	56.4
	NWB	Left 2	20.3	25		20.3	15.8	0	61.8
		Through	18.2	213		18.2	13.6	0	47.6
		Right 2	10.5	7		10.5	7.2	0.4	19.8
		Total	18.2	245		15.3	13.7	0	61.8
	Total		17.7	1236	B	17.7	19.3	0	189.4
Simonton at United	NEB	Left 2	14.1	19		14.1	8.7	0.2	27
		Through	10.9	152		10.9	9.3	0	36.1
		Right 2	12.4	26		12.4	8.5	0.2	34.4
		Total	11.4	197		9.8	9	0	36.1
	SEB	Left 2	9.7	45		9.7	10.5	0	37.4
		Through	10.9	118		10.9	11	0	58.7
		Right 2	7	8		7	5.8	0.2	17.6
		Total	10.4	171		8.4	9.2	0	58.7
	SWB	Left 2	8.6	8		8.6	9.7	0.1	24
		Through	11.5	160		11.5	8.9	0	35.3
		Right 2	7.3	69		7.3	7.6	0	30
		Total	10.2	237		9.1	8.2	0	35.3
	NWB	Left 2	10.3	27		10.3	9.6	0.1	35.9
		Through	8.3	162		8.3	9.2	0	32.9
		Right 2	7.2	5		7.2	5.9	2.9	17.5
		Total	8.6	194		7.6	8.5	0	35.9
	Total		10.2	799	B	10.1	9.4	0	58.7
Thomas at Petronia	SEB	Through	8.3	84		8.3	9.5	0	27.5
		Right 2	3.5	29		3.5	5.2	0	24.6
		Total	7.1	113		7.4	8.8	0	27.5
	SWB	Left 2	11.3	32		11.3	10.3	0	28
		Through	9.3	75		9.3	9.7	0	28.2
		Right 2	4.3	35		4.3	4.3	0	17.8
		Total	8.5	142		7.6	8.8	0	28.2
	NWB	Left 2	15	16		15	11.6	0	36.2
		Through	6.2	49		6.2	7.8	0	26.2
		Total	8.4	65		8.3	9.6	0	36.2
	Total		8	320	A	8	9.1	0	36.2

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7.9	27		7.9	3.7	3	18.5
		Through	7.7	125		7.7	4	2.4	26.2
		Right 2	6.8	40		6.8	3.3	3.1	16.6
		Total	7.5	192		7	3.4	2.4	26.2
	SEB	Left 2	0.5	28		0.5	1.3	0	5.6
		Through	0.1	46		0.1	0.5	0	2.9
		Total	0.3	74		0.1	0.6	0	5.6
	NWB	Through	0.1	58		0.1	0.3	0	2.5
		Right 2	0.1	11		0.1	0.2	0	0.3
		Total	0.1	69		0.1	0.7	0	2.5
	Total		4.4	335	A	4.4	4.7	0	26.2
Truman at White	NEB	Left 2	23.5	16		23.5	20.4	1.5	78.8
		Through	19.4	469		19.4	18.6	0	79.3
		Right 2	15.6	40		15.6	17.3	0	76.1
		Total	19.2	525		19.2	20.3	0	79.3
	SEB	Left 2	30.9	73		30.9	23.1	0	76.5
		Through	26.4	239		26.4	21.5	0	76.5
		Right 2	24.9	17		24.9	22.3	0	71.8
		Total	27.3	329		29	30	0	76.5
	SWB	Left 2	35.2	39		35.2	25.5	0	89.6
		Through	24.3	516		24.3	21.8	0	88.1
		Right 2	22.7	47		22.7	18.7	0.1	76.4
		Total	24.9	602		23.5	23.8	0	89.6
	NWB	Left 2	41.7	86		41.7	23.4	0	105.2
		Through	28.6	153		28.6	22	0	94.4
		Right 2	22	109		22	19.2	0.3	88.4
		Total	29.8	348		29.5	22.6	0	105.2
	Total		24.6	1804	C	24.6	21.5	0	105.2
White at Catherine	NEB	Left 2	11.7	13		11.7	7.3	5.7	30.2
		Through	7.5	19		7.5	2.7	5.7	15.7
		Right 2	8	16		8	3	4.8	16.6
		Total	8.8	48		8.6	5.3	4.8	30.2
	SEB	Left 2	4.6	34		4.6	6.8	0	27.3
		Through	3.8	162		3.8	6	0	27.4
		Right 2	5.5	104		5.5	7.1	0	30.6
		Total	4.5	300		2.2	4.6	0	30.6
	SWB	Left 2	9.3	4		9.3	4.1	5.8	14.9
		Through	7.8	11		7.8	3.5	5.3	17.5
		Right 2	7.8	10		7.8	3.6	4.1	14.5
		Total	8	25		7.9	4.3	4.1	17.5
	NWB	Left 2	1.7	23		1.7	2.3	0	7.9
		Through	0.8	273		0.8	1.9	0	10.3
		Right 2	0.6	11		0.6	1.4	0	4.9
		Total	0.9	307		1	2.2	0	10.3
	Total		3.3	680	A	3.3	5.4	0	30.6

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	24.5	8		24.5	10.9	9.8	47.1
		Through	11.9	139		11.9	10.7	0	42
		Right 2	13.3	11		13.3	13	0	33.4
		Total	12.6	158		11.7	10.5	0	47.1
	SEB	Left 2	11	217		11	10.6	0	46
		Through	10.2	211		10.2	10.5	0	52.6
		Total	10.6	428		8.1	9.4	0	52.6
	SWB	Left 2	13	19		13	9.6	0.1	27.4
		Through	14.1	205		14.1	11.3	0	45.3
		Right 2	15.1	137		15.1	11.8	0	45.6
		Total	14.4	361		14	10.4	0	45.6
	NWB	Left 2	6.5	13		6.5	7.8	0	26.8
		Through	6.3	122		6.3	8.3	0	30
		Right 2	7	12		7	7.5	0	22.4
		Total	6.4	147		5.2	7.4	0	30
	Total		11.6	1094	B	11.6	11	0	52.6
Truman at 1st	EB	Through	32.5	790		32.5	28.8	0	101.9
		Right 1	29.6	60		29.6	24.6	0	83.6
		Total	32.3	850		26.7	26.5	0	101.9
	SEB	Left 1	39.5	574		39.5	28.7	0.1	118.8
		Through	23.4	181		23.4	25.1	0	81
		Right 3	16	19		16	23.8	0	72.7
		Total	35.2	774		31	28.8	0	118.8
	WB	Through	42.8	934		42.8	29.1	0	133.5
		Right 1	24.5	447		24.5	23.4	0	101.5
		Total	36.9	1381		25.7	25	0	133.5
	NWB	Left 1	38.6	92		38.6	30.1	0	118.2
		Through	69.5	126		69.5	39.1	0	141.2
		Right 3	58.4	69		58.4	34.9	2.4	129.4
		Total	56.9	287		44.7	36.6	0	141.2
	Total		37.1	3292	D	37	30.2	0	141.2
1st at Flagler	NEB	Left 2	40.9	8		40.9	29	6.5	79.1
		Through	25.5	502		25.5	19.7	0	91.7
		Right 2	20.1	28		20.1	17.1	0.2	61.8
		Total	25.4	538		20.3	18	0	91.7
	SEB	Left 2	33.3	152		33.3	19.2	0.1	79.4
		Through	30	112		30	19.6	0.1	77.1
		Right 2	11	4		11	7.1	4.8	21
		Total	31.6	268		29.2	19.7	0.1	79.4
	SWB	Left 2	14.1	106		14.1	14.2	0	47
		Through	17.7	422		17.7	14.7	0	54.2
		Right 2	16.4	101		16.4	13.6	0	49.2
		Total	16.9	629		15.9	14.2	0	54.2
	NWB	Left 2	36.9	70		36.9	27.6	0.8	119.4
		Through	32.8	131		32.8	23.6	0	115.8
		Right 2	18.6	81		18.6	18	0	73.2
		Total	29.7	282		26.8	21.4	0	119.4
	Total		24	1717	C	24	19.7	0	119.4

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	24.5	114		24.5	21.4	0	80.2
		Through	27.9	1118		27.9	23.8	0	84.1
		Right 2	26.3	83		26.3	23.5	0	79.9
		Total	27.5	1315		21.4	22.7	0	84.1
	SEB	Left 2	22.9	86		22.9	22.1	0	72.6
		Through	37.9	59		37.9	25.9	0	87
		Right 2	15	133		15	19.8	0.1	78.1
		Total	22.3	278		25.1	26.6	0	87
	SWB	Left 2	18.3	63		18.3	18.2	0	65.8
		Through	28	1058		28	22.1	0	86.4
		Right 2	23.8	74		23.8	18	0	60.7
		Total	27.2	1195		22.5	21.3	0	86.4
	NWB	Left 2	26.5	314		26.5	24.9	0	83.1
		Through	35.6	96		35.6	29.9	0	91.9
		Right 2	18.9	57		18.9	19.6	0	83.4
		Total	27.4	467		26.9	25.1	0	91.9
	Total		26.9	3255	C	26.9	23.3	0	91.9
Roosevelt at US-1	NB	Through	72.3	308		72.3	50.6	0	223.4
		Right 2	14.9	957		14.9	17.2	0	120.1
		Total	28.9	1265		18.4	29.6	0	223.4
	SEB	Left 1	41.1	1194		41.1	28.2	0	163.6
		Right 1	26.7	230		26.7	25.6	0	115.8
		Total	38.8	1424		27	24.6	0	163.6
	WB	Left 2	40.5	677		40.5	29.4	0	100.8
		Right 2	3.7	808		3.7	4.5	0	31.5
		Total	20.5	1485		14.8	20.7	0	100.8
	Total		29.3	4174	C	29.3	32.2	0	223.4
Flagler at Roosevelt	NB	Left 2	18.7	136		18.7	17.3	0	65.7
		Through	14.2	572		14.2	14.6	0	48.7
		Total	15.1	708		13.2	15.1	0	65.7
	EB	Left 2	39.5	530		39.5	25.4	0	129.4
		Right 2	12.7	119		12.7	21.7	0	98.7
		Total	34.6	649		24.5	23.6	0	129.4
	SB	Through	13.5	410		13.5	16.8	0	96.2
		Right 2	16.1	269		16.1	16.7	0	56.7
		Total	14.5	679		12.3	14.7	0	96.2
	Total		21.1	2036	C	21.1	22.1	0	129.4
NETWORK TOTAL			22.4	34403		22.4	24.2	0	223.4

OPTIMIZED CONDITIONS
SEED 50

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Optimized Network - 3 Peak Hours	**Input File Name:**	c:\bk\key west\vissim files\optimized signal timing\coordinated plan\key west final existing conditions optimized signal timing 3.inp
Analysis Date:	10/05/2011		
Analysis Time:	14:35:42		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	50

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	234.8	35.7	173	289.9	16.2	21.9
Duval WB/NB	2	5592.3	222.2	32.4	166.9	257.1	17.2	22.8
Fleming EB/NB	3	3782.3	191.4	34.4	149.3	238.1	13.5	17.3
Southard WB/SB	4	3851.9	161.2	26.2	126.6	205.6	16.3	20.7
Eaton EB/NB	5	3544.5	128	20.7	107.2	174.6	18.9	22.5
Eaton WB/SB	6	3607.2	159.5	44.5	117.9	246.8	15.4	20.9
Whitehead St NB/WB	7	5306.8	241.9	35.4	205.1	335.8	15	17.6
Whitehead SB/EB	8	5306.4	227.8	20.7	209.4	274.2	15.9	17.3
Simonton St NB/WB	9	5569.6	241.1	35.1	205.6	299.4	15.8	18.5
Simonton EB/SB	10	5607.1	267.6	33.5	217.2	312.1	14.3	17.6
Palm/1st EB/SB	11	8217	303	54.3	228.3	383	18.5	24.5
Palm/1st NB/WB	12	8138.1	352	61	273.4	486.6	15.8	20.3
United SB/WB	13	5659.8	236.6	30.5	195.1	288.3	16.3	19.8
United EB/NB	14	6045.3	251.3	33.8	209.2	312.2	16.4	19.7
South NB/EB	15	5593.5	243.5	37.9	185.5	301.7	15.7	20.6
South SB/WB	16	5656.7	250.9	34	216.1	328.7	15.4	17.8
Flagler NB/EB	17	14089.4	411.2	46.1	356.9	474.2	23.4	26.9
Flagler WB/SB	18	13787.8	416.1	55.2	342.6	528.5	22.6	27.4
Truman NB/EB	19	4599.6	190.4	35.6	139.6	273.3	16.5	22.5
US-1 SB/WB	20	14301.4	439.9	55.2	375.1	545	22.2	26
White St SB/EB Travel Time	21	5952	247	39.9	193.6	303.4	16.4	21
White St NB/WB Travel Time	22	5953.3	245.3	37.7	199.4	305.5	16.5	20.4
US-1 NB/EB Travel Time	23	14249	381.7	64.3	298.7	518.9	25.5	32.5
Truman SB/WB Travel Time	24	4812.4	214.2	17	197.9	255.1	15.3	16.6

MD Travel Times

Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	436.5	28	374.9	467.4	8.7	10.1
Duval WB/NB	2	5592.3	421.5	51.1	337.9	482.5	9	11.3
Fleming EB/NB	3	3782.3	242.5	33.7	188.3	292.2	10.6	13.7
Southard WB/SB	4	3851.9	207.7	25	177.2	245.1	12.6	14.8
Eaton EB/NB	5	3544.5	204.7	60.5	125.5	336.2	11.8	19.3
Eaton WB/SB	6	3607.2	181.6	41.5	130.8	262.2	13.5	18.8
Whitehead St NB/WB	7	5306.8	357.7	68.1	298.7	515.4	10.1	12.1
Whitehead SB/EB	8	5306.4	340	51.4	275.3	448.8	10.6	13.1
Simonton St NB/WB	9	5569.6	382.6	93.9	269.5	585.7	9.9	14.1
Simonton EB/SB	10	5607.1	302	31.8	250.7	354.7	12.7	15.3
Palm/1st EB/SB	11	8217	315.5	38.4	251.5	371.6	17.8	22.3
Palm/1st NB/WB	12	8138.1	365.3	51.1	330.9	494.3	15.2	16.8
United SB/WB	13	5659.8	234.2	30.2	189.9	272.6	16.5	20.3
United EB/NB	14	6045.3	273.2	34.2	217	315.8	15.1	19
South NB/EB	15	5593.5	274.6	33.2	230.8	344.7	13.9	16.5
South SB/WB	16	5656.7	271	28	227.3	307.5	14.2	17
Flagler NB/EB	17	14089.4	403	36.9	340.2	446.1	23.8	28.2
Flagler WB/SB	18	13787.8	438.2	46.9	356.8	498.7	21.5	26.3
Truman NB/EB	19	4599.6	240.4	24.6	200.5	297.9	13	15.6
US-1 SB/WB	20	14301.4	486.7	48	412.5	534.6	20	23.6
White St SB/EB Travel Time	21	5952	263.5	46	197.5	332.4	15.4	20.5
White St NB/WB Travel Time	22	5953.3	268.1	30.3	209.8	305.5	15.1	19.3
US-1 NB/EB Travel Time	23	14249	464.5	50.5	395.6	571.4	20.9	24.6
Truman SB/WB Travel Time	24	4812.4	265.1	27.2	219.1	293.9	12.4	15

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	445.5	58.9	343.7	545.2	8.5	11
Duval WB/NB	2	5592.3	455.9	52	392.5	549.7	8.4	9.7
Fleming EB/NB	3	3782.3	254.4	30.8	204.9	300.1	10.1	12.6
Southard WB/SB	4	3851.9	218.4	42.8	167.7	291.4	12	15.7
Eaton EB/NB	5	3544.5	190.2	40.8	96.5	246.4	12.7	25
Eaton WB/SB	6	3607.2	207.5	45	143.5	278	11.9	17.1
Whitehead St NB/WB	7	5306.8	345.8	43.4	284.2	444.4	10.5	12.7
Whitehead SB/EB	8	5306.4	345.6	87.9	280.4	529.2	10.5	12.9
Simonton St NB/WB	9	5569.6	421.9	172	253.8	756.4	9	15
Simonton EB/SB	10	5607.1	336.1	24.4	302.2	375.9	11.4	12.7
Palm/1st EB/SB	11	8217	336.4	45.7	260.6	388.2	16.7	21.5
Palm/1st NB/WB	12	8138.1	361.9	51.5	285.9	451.4	15.3	19.4
United SB/WB	13	5659.8	253.7	52.8	205.7	352.3	15.2	18.8
United EB/NB	14	6045.3	272.8	33.9	227.8	332.4	15.1	18.1
South NB/EB	15	5593.5	242.4	31	199.9	281.1	15.7	19.1
South SB/WB	16	5656.7	272.2	21.2	231.9	300.6	14.2	16.6
Flagler NB/EB	17	14089.4	460.2	26.2	416.4	498.6	20.9	23.1
Flagler WB/SB	18	13787.8	432.6	38.9	362.2	479.8	21.7	26
Truman NB/EB	19	4599.6	196.7	31.2	161.3	229.2	15.9	19.4
US-1 SB/WB	20	14301.4	542.4	48	468.6	636.1	18	20.8
White St SB/EB Travel Time	21	5952	276.3	44.2	206.8	315	14.7	19.6
White St NB/WB Travel Time	22	5953.3	257.7	40.8	186.9	323.2	15.8	21.7
US-1 NB/EB Travel Time	23	14249	484	47.6	425.7	559.7	20.1	22.8
Truman SB/WB Travel Time	24	4812.4	247.8	29.9	203.1	288	13.2	16.2

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	52.2	11	52.2	37.1	5.6	121.5
Palm/1st EB/SB	11	99.4	10	99.4	52.3	28.6	182.4
Whitehead SB/EB	8	56	10	56	19.5	23.3	85.4
Palm/1st NB/WB	12	133.7	10	133.7	77	15.6	280.9
Whitehead St NB/WB	7	75.4	10	75.4	23.9	43.5	122.6
United EB/NB	14	54.7	12	54.7	22.5	24	103.8
Truman SB/WB Travel Time	24	59.7	10	59.7	14.7	38.6	85.2
Eaton WB/SB	6	61.7	8	61.7	50.5	8.8	151
United SB/WB	13	36	10	36	15.1	22.2	63.8
Simonton St NB/WB	9	53.4	9	53.4	20.8	27.5	95.2
Eaton EB/NB	5	39.3	10	39.3	19.5	12.1	65.6
US-1 SB/WB	20	91.8	11	91.8	38.4	44.3	189.6
Duval WB/NB	2	44	8	44	17.6	11.6	70.5
Duval EB/SB	1	47.8	12	47.8	26.4	8	84.9
Simonton EB/SB	10	75.3	7	75.3	34.6	28.6	115.3
White St SB/EB Travel Time	21	52.8	8	52.8	36.8	12.6	112.6
White St NB/WB Travel Time	22	49	8	49	36.2	23.5	133.9
Fleming EB/NB	3	59.5	10	59.5	31.3	15.6	117.3
Southard WB/SB	4	51.1	12	51.1	20.4	13.4	82.7
Truman NB/EB	19	51.7	11	51.7	18.7	27	79
South SB/WB	16	49.4	10	49.4	22.8	31.7	102.1
South NB/EB	15	60.3	12	60.3	21.8	38.6	104
Flagler NB/EB	17	42.8	10	42.8	27.9	8	106.7
Flagler WB/SB	18	68.4	8	68.4	35.4	28.5	113.3

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	116	11	116	60.4	36.8	194.6
Palm/1st EB/SB	11	80.7	10	80.7	40.5	13.1	148.8
Whitehead SB/EB	8	130	11	130	59.9	76.2	253.7
Palm/1st NB/WB	12	147.7	9	147.7	46	107.3	257.4
Whitehead St NB/WB	7	144.1	8	144.1	86.8	49.5	308.3
United EB/NB	14	87.5	11	87.5	35.2	33.9	144.3
Truman SB/WB Travel Time	24	118.1	9	118.1	30.9	57.2	158
Eaton WB/SB	6	85.2	8	85.2	44.3	35.6	172.4
United SB/WB	13	57.5	10	57.5	23	18.3	87.6
Simonton St NB/WB	9	142.5	10	142.5	82.7	62.9	327.1
Eaton EB/NB	5	106.1	9	106.1	57.4	33.7	233.3
US-1 SB/WB	20	151.2	10	151.2	51.9	68.5	200.3
Duval WB/NB	2	139	9	139	70.4	52.2	243.6
Duval EB/SB	1	161.9	8	161.9	70.7	77.2	284.9
Simonton EB/SB	10	104.2	9	104.2	42.5	31.9	181.6
White St SB/EB Travel Time	21	73.7	11	73.7	44	21.3	151
White St NB/WB Travel Time	22	97.7	8	97.7	27.8	47.3	123.2
Fleming EB/NB	3	101.9	11	101.9	26.3	70.2	158.3
Southard WB/SB	4	95.5	9	95.5	30.3	38.4	137.5
Truman NB/EB	19	87.5	11	87.5	35	34.8	163
South SB/WB	16	76.9	10	76.9	30.6	31.4	119.4
South NB/EB	15	102.2	10	102.2	48.9	45.5	210.8
Flagler NB/EB	17	51.8	7	51.8	25.5	21.8	96.5
Flagler WB/SB	18	71.4	10	71.4	31.6	23.6	117.6

PM Travel Time Delay							
Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	152.7	11	152.7	50.9	66.1	209.8
Palm/1st EB/SB	11	132.8	10	132.8	47.4	70.8	224.3
Whitehead SB/EB	8	128.9	7	128.9	107.4	57.3	359.2
Palm/1st NB/WB	12	135.7	10	135.7	46	50.7	198.5
Whitehead St NB/WB	7	124.7	10	124.7	57.9	56.4	269.2
United EB/NB	14	70.8	10	70.8	17.2	45.5	104.2
Truman SB/WB Travel Time	24	90.4	11	90.4	36.1	52.2	165.1
Eaton WB/SB	6	107.1	10	107.1	45.3	36.2	171.3
United SB/WB	13	84.9	7	84.9	62.4	36.4	211.2
Simonton St NB/WB	9	207.4	10	207.4	161.3	75	497.9
Eaton EB/NB	5	100.2	10	100.2	42.3	17	155.6
US-1 SB/WB	20	192.8	10	192.8	44.7	98	244.7
Duval WB/NB	2	211.9	10	211.9	124.6	55.1	403.1
Duval EB/SB	1	177.4	12	177.4	58.1	108.2	293.2
Simonton EB/SB	10	115.2	9	115.2	36.2	53.6	158.6
White St SB/EB Travel Time	21	81.8	9	81.8	50.7	12	165.5
White St NB/WB Travel Time	22	67.5	11	67.5	34.6	23.3	148.1
Fleming EB/NB	3	131.7	7	131.7	30.7	81.2	164.9
Southard WB/SB	4	101.7	10	101.7	39.4	52.7	170.3
Truman NB/EB	19	55.1	5	55.1	31.4	5.5	86
South SB/WB	16	89.4	12	89.4	23.2	49.3	115.3
South NB/EB	15	93.1	6	93.1	26.5	64.1	136.9
Flagler NB/EB	17	107.3	11	107.3	31.4	68.8	171.5
Flagler WB/SB	18	81.8	8	81.8	45.5	15.9	140

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Through	13.5	73		13.5	10.7	0	43.6
		Right 2	4.3	12		4.3	3.7	0	11.3
		Total	12.2	85		20.6	20.3	0	43.6
	SEB	Left 2	6.4	9		6.4	9.4	0.1	25.6
		Through	7.8	96		7.8	9.2	0	29
		Right 2	7.5	5		7.5	9.1	0.3	22.1
		Total	7.7	110		17	17.1	0	29
	SWB	Left 2	19.7	35		19.7	11.2	0	43.9
		Through	13.1	97		13.1	10.8	0	51.3
		Right 2	12.4	18		12.4	13.1	0.9	41.5
		Total	14.6	150		21.7	21.2	0	51.3
	NWB	Left 2	11.6	16		11.6	8.6	0.1	22.5
		Through	7	142		7	8.6	0	33
		Right 2	9.7	3		9.7	5.7	3.5	14.7
		Total	7.5	161		19.6	18.4	0	33
	Total		10.4	506	B	10.4	10.4	0	51.3
Front at Duval	NB	Left 1	13.4	27		13.4	9.8	0	31.6
		Right 1	9.3	30		9.3	10.7	0	31.1
		Right 3	7.8	8		7.8	8.9	0.3	28.1
		Total	10.8	65		15.5	14.8	0	31.6
	SEB	Left 2	13.9	8		13.9	8.6	0.2	25.8
		Through	10.1	24		10.1	11.7	0	32.6
		Right 1	3.1	10		3.1	2.2	0	5.8
		Total	9.2	42		11.6	13.4	0	32.6
	SWB	Left 2	18.4	21		18.4	12.9	0	45.4
		Left 1	10.8	48		10.8	12.7	0	53
		Right 2	5.5	35		5.5	6.4	0	26.1
		Total	10.6	104		16.4	16.3	0	53
	NWB	Left 3	9.8	22		9.8	10.9	0	31.8
		Through	9.3	47		9.3	9.2	0	35.4
		Right 2	7.9	44		7.9	11.1	0.2	49.7
		Total	8.9	113		22.1	21.4	0	49.7
	Total		9.9	324	A	9.8	10.8	0	53
Duval at Southard	SEB	Through	6.1	113		6.1	8.1	0	27.3
		Right 2	6.9	32		6.9	5.9	0.1	19.4
		Total	6.3	145		11.2	13.4	0	27.3
	SWB	Left 2	16.8	28		16.8	10.5	0	33.4
		Through	15.5	97		15.5	13.6	0	52.9
		Right 2	11.5	31		11.5	10.9	0.3	39.3
		Total	14.9	156		18.3	13.7	0	52.9
	NWB	Left 2	10.3	27		10.3	10.3	0	38.6
		Through	7.5	152		7.5	8.8	0	35.8
		Total	7.9	179		21.4	19.5	0	38.6
	Total		9.7	480	A	9.7	10.7	0	52.9

AM Delay									
Intersection	**Approach**	**Movement**	**Run 1**		**LOS**	**Average(s)**	**Standard Deviation(s)**	**Min(s)**	**Max(s)**
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	14.5	15		14.5	9	0.1	23.7
		Through	10.7	30		10.7	7.5	0	23.9
		Right 2	5	17		5	3.2	0.1	12.9
		Total	10.1	62		15.2	13	0	23.9
	SEB	Left 2	4.8	13		4.8	6.8	0.1	19.2
		Through	4.1	118		4.1	6.5	0	22.4
		Right 2	5.3	9		5.3	3.9	0.3	12.7
		Total	4.2	140		12.2	13.9	0	22.4
	SWB	Left 2	0.3	1		0.3	0	0.3	0.3
		Through	13.6	16		13.6	11.2	0	36.2
		Right 2	4	14		4	2	0.1	7.5
		Total	8.8	31		12.6	12.8	0	36.2
	NWB	Left 2	6	5		6	8.1	0.1	17.5
		Through	5	134		5	8	0	33.4
		Right 2	8.6	9		8.6	12.9	0.2	31.5
		Total	5.3	148		12.5	14.1	0	33.4
	Total		6	381	A	5.9	7.9	0	36.2
Duval at Truman	NEB	Left 2	20.7	1		20.7	0	20.7	20.7
		Through	11	66		11	11.9	0	46
		Right 2	1.8	2		1.8	2	0.3	3.2
		Total	10.9	69		23.7	27.5	0	46
	SEB	Left 2	17.3	32		17.3	13.4	0	45
		Through	10	78		10	12.7	0	62
		Right 2	8.6	27		8.6	7.6	0.2	28.5
		Total	11.4	137		23.6	21.2	0	62
	SWB	Left 2	13.3	18		13.3	8.6	0.2	27
		Through	11.4	116		11.4	11	0	52.1
		Right 2	8	68		8	9.2	0	40.8
		Total	10.4	202		15.3	13.7	0	52.1
	NWB	Through	9.3	79		9.3	9.8	0	30
		Right 2	4.9	21		4.9	5.1	0.1	19.5
		Total	8.4	100		19.2	22.2	0	30
	Total		10.3	508	B	10.4	11	0	62
Duval at South	NEB	Left 2	6.8	6		6.8	3.4	3.2	13.1
		Through	8.3	63		8.3	3.2	3.5	17.5
		Right 2	7.4	23		7.4	3.7	3.6	16.9
		Total	8	92		11	8	3.2	17.5
	SEB	Left 2	7.2	39		7.2	3.6	3.5	23.2
		Through	7	39		7	2.8	3	17.1
		Right 2	5.9	11		5.9	1.7	3.3	8.9
		Total	7	89		11.7	8.7	3	23.2
	SWB	Left 2	10.3	18		10.3	6.2	3.6	25.5
		Through	10.5	87		10.5	7.1	3.2	33.3
		Right 2	8.9	72		8.9	5.7	3	25.2
		Total	9.8	177		15.2	11.8	3	33.3
	NWB	Left 2	10	6		10	3.4	5.4	15.6
		Through	6	12		6	1.2	4.1	8.7
		Right 2	5.6	17		5.6	1.6	3.1	10.5
		Total	6.5	35		7.7	4.5	3.1	15.6
	Total		8.5	393	A	8.4	5.1	3	33.3

AM Delay									
Intersection	**Approach**	**Movement**	**Run 1**		**LOS**	**Average(s)**	**Standard Deviation(s)**	**Min(s)**	**Max(s)**
			Delay(s)	Volume					
White at Eaton	NEB	Through	5.4	215		5.4	7.3	0	33.6
		Right 2	3.6	46		3.6	4	0	19.8
		Total	5.1	261		10.1	12.4	0	33.6
	SEB	Left 2	17.3	15		17.3	15.8	0.2	56.3
		Through	27	11		27	23.8	0	55.9
		Right 2	6.3	7		6.3	5.4	0	14.1
		Total	18.2	33		24.9	20.5	0	56.3
	SWB	Left 2	10.3	98		10.3	11.5	0	43.2
		Through	8.4	700		8.4	9.4	0	34.9
		Right 2	7	46		7	6.9	0.3	33.6
		Total	8.5	844		8.6	10.6	0	43.2
	NWB	Left 2	30.3	82		30.3	19.3	0	67.9
		Through	28.2	29		28.2	20.2	0	66
		Right 2	17.9	100		17.9	15.2	0.2	52.8
		Total	24.1	211		26.8	21.6	0	67.9
	Total		10.5	1349	B	10.5	12.9	0	67.9
Whitehead at Fleming	NEB	Left 2	12	40		12	11.9	0	36.6
		Through	13.6	67		13.6	11.1	0	38
		Right 2	6.2	12		6.2	3.3	3.6	12
		Total	12.3	119		14.8	14	0	38
	SEB	Left 2	11.5	15		11.5	11.8	0.2	46.4
		Through	7.8	83		7.8	10.4	0	36.4
		Right 2	3.6	41		3.6	3.6	0.1	17.6
		Total	7	139		12.7	15.8	0	46.4
	NWB	Left 2	12.6	18		12.6	12.7	0	35.8
		Through	10.4	178		10.4	11.4	0	48.7
		Right 2	7.7	69		7.7	8.7	0	40.5
		Total	9.8	265		21.1	27.6	0	48.7
	Total		9.6	523	A	9.6	10.7	0	48.7
Simonton at Fleming	NEB	Left 2	18.5	13		18.5	13.1	0	33.4
		Through	10.8	121		10.8	10.1	0	37.8
		Right 2	5.3	32		5.3	7.4	0.1	34.3
		Total	10.3	166		15	14.2	0	37.8
	SEB	Left 2	5.5	7		5.5	9.9	0.1	27.6
		Through	3.7	74		3.7	6.2	0	26.3
		Total	3.9	81		8.7	10.2	0	27.6
	NWB	Through	8	115		8	8.8	0	28.2
		Right 2	10.7	19		10.7	10.4	0.3	34.6
		Total	8.4	134		16.6	23	0	34.6
	Total		8.3	381	A	8.3	9.5	0	37.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	3.8	26		3.8	6.8	0	25.4
		Through	4.7	126		4.7	7.6	0	30.7
		Right 2	2.6	15		2.6	4	0	11.7
		Total	4.4	167		7.7	8.8	0	30.7
	SEB	Left 2	18.2	4		18.2	13.2	6.2	32.8
		Through	11.8	30		11.8	10.2	0	35.9
		Total	12.6	34		15.1	12.3	0	35.9
	NWB	Through	13.5	20		13.5	13.7	0	39.7
		Right 2	6.4	37		6.4	8.6	0	35.9
		Total	8.9	57		10.7	11.7	0	39.7
	Total		6.5	258	A	6.4	9.1	0	39.7
White at Southard	SEB	Left 2	5	13		5	6	0	15.8
		Through	1.5	165		1.5	3.5	0	19.1
		Right 2	1.2	56		1.2	2.4	0	13.6
		Total	1.6	234		1.8	3.7	0	19.1
	SWB	Left 2	6.2	6		6.2	2.2	4.2	10.6
		Through	7	3		7	0.9	6.2	8
		Right 2	4.1	3		4.1	0.5	3.5	4.4
		Total	5.9	12		5.3	1.5	3.5	10.6
	NWB	Left 2	3.8	113		3.8	5.5	0	33.2
		Through	2.1	138		2.1	4	0	28.3
		Right 2	0.3	4		0.3	0.2	0	0.5
		Total	2.8	255		3.6	5.8	0	33.2
	Total		2.3	501	A	2.3	4.3	0	33.2
Whitehead at Southard	NEB	Left 2	27.5	39		27.5	17.3	0.3	61.5
		Right 2	6.2	32		6.2	6.2	0	30.6
		Total	17.9	71		25.4	27.1	0	61.5
	SEB	Through	19.7	52		19.7	17.5	0	61
		Right 2	8.3	43		8.3	10.8	0.1	60.3
		Total	14.5	95		26.7	24.9	0	61
	SWB	Left 2	29.2	15		29.2	23.5	0	69.3
		Through	27.2	91		27.2	20.5	0	79
		Right 2	14.2	49		14.2	16.9	0.2	58.8
		Total	23.3	155		31.8	25.3	0	79
	NWB	Left 2	12.3	74		12.3	13.2	0	58.8
		Through	14	119		14	15.1	0	58.8
		Total	13.3	193		23.1	23	0	58.8
	Total		17.2	514	B	17.2	17.6	0	79

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	8.2	7		8.2	4	3.3	15.6
		Through	6.4	17		6.4	1.5	3.5	9.1
		Right 2	5.2	22		5.2	1	3.6	8.4
		Total	6.1	46		7.6	4.2	3.3	15.6
	SEB	Left 2	8.5	12		8.5	4.1	3.3	15.7
		Through	8.3	58		8.3	3.5	3.5	19.4
		Right 2	6.5	21		6.5	4.7	3.5	22.8
		Total	7.9	91		11.9	8	3.3	22.8
	SWB	Left 2	6.5	7		6.5	2.3	3.3	10.3
		Through	5.8	23		5.8	1.3	3.4	9.5
		Right 2	5.1	7		5.1	0.5	4.4	5.7
		Total	5.8	37		7.6	3.7	3.3	10.3
	NWB	Left 2	7.5	45		7.5	4	3.2	20.1
		Through	7.8	51		7.8	3.9	2.9	20.7
		Right 2	6.2	12		6.2	3.1	3.5	15.1
		Total	7.5	108		19.2	21	2.9	20.7
	Total		7.2	282	A	7.2	3.5	2.9	22.8
Whitehead at Truman	SEB	Left 2	5.7	11		5.7	4.5	0.2	12.5
		Through	6.2	82		6.2	8.4	0	33
		Right 2	6.8	8		6.8	4.3	0.3	15.2
		Total	6.2	101		15	15.1	0	33
	SWB	Left 2	11.8	33		11.8	9.2	0	30.7
		Through	12.3	64		12.3	9.8	0	32.5
		Right 2	7.1	48		7.1	5.7	0.2	24.5
		Total	10.5	145		14.7	11.5	0	32.5
	NWB	Left 2	10.6	16		10.6	11.8	0	38.1
		Through	8.9	148		8.9	9.9	0	42.8
		Right 2	5.8	48		5.8	6	0	24.5
		Total	8.3	212		18	18.4	0	42.8
	Total		8.5	458	A	8.5	9	0	42.8
Simonton at Caroline	NEB	Left 2	16.2	11		16.2	14.1	0	48
		Through	9.9	34		9.9	9.4	0	26.1
		Right 2	5.2	21		5.2	3.7	0	13.2
		Total	9.5	66		10.1	10.2	0	48
	SEB	Left 2	14.2	8		14.2	7.2	3	21.5
		Through	4.9	35		4.9	6.9	0	23.8
		Total	6.6	43		8.5	9.5	0	23.8
	SWB	Left 2	13.9	13		13.9	12.4	0.2	38.8
		Through	11.7	56		11.7	9.3	0	37.2
		Right 2	8	66		8	7.7	0.2	39.5
		Total	10.1	135		11.7	10.8	0	39.5
	NWB	Left 2	9.9	15		9.9	15.5	0.3	60.4
		Through	8.7	206		8.7	12.4	0	77.6
		Right 2	3	21		3	3.4	0.2	12.8
		Total	8.3	242		10.9	13.7	0	77.6
	Total		8.8	486	A	8.8	10.7	0	77.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	8.9	11		8.9	11	0.2	27.9
		Through	8.5	87		8.5	9.3	0	31.7
		Right 2	3.5	21		3.5	5.1	0.2	23
		Total	7.7	119		13.5	17	0	31.7
	SEB	Left 2	15.9	24		15.9	18.1	0.2	68.1
		Through	17.7	82		17.7	16	0	60.1
		Right 2	5.4	10		5.4	6	0.3	16.2
		Total	16.3	116		21.7	19.3	0	68.1
	SWB	Left 2	7.4	30		7.4	8.9	0.1	26
		Through	9	183		9	9.5	0	42.4
		Right 2	7.9	17		7.9	8.1	0.3	24.8
		Total	8.7	230		12.4	11.6	0	42.4
	NWB	Left 2	6.6	13		6.6	6.7	0.1	21.3
		Through	7.6	96		7.6	6.5	0	26.7
		Right 2	8.4	17		8.4	7.3	0.2	24.1
		Total	7.6	126		17.2	18.4	0	26.7
	Total		9.8	591	A	9.7	11	0	68.1
Simonton at United	NEB	Left 2	1.9	4		1.9	2.5	0	5.5
		Through	9.2	68		9.2	7.5	0	31
		Right 2	7.6	10		7.6	8.4	0.4	22.8
		Total	8.6	82		10.1	9.5	0	31
	SEB	Left 2	6	26		6	7.8	0	31.1
		Through	6	99		6	7.1	0	25.5
		Right 2	1.3	8		1.3	1.8	0.1	4.3
		Total	5.7	133		8.3	10.6	0	31.1
	SWB	Left 2	13.2	7		13.2	9.4	0.8	26.8
		Through	7.9	74		7.9	7.9	0	27.8
		Right 2	4.9	52		4.9	3.7	0	17.7
		Total	7	133		10	9.5	0	27.8
	NWB	Left 2	4.8	12		4.8	7.3	0.1	25.2
		Through	4.4	71		4.4	7.2	0	31.3
		Right 2	4.1	5		4.1	6.5	0	15.2
		Total	4.4	88		8.5	9.3	0	31.3
	Total		6.4	436	A	6.4	7.3	0	31.3
Thomas at Petronia	SEB	Through	11.1	41		11.1	9.8	0	26.8
		Right 2	3	10		3	2.3	0.3	6.3
		Total	9.5	51		8.5	10.1	0	26.8
	SWB	Left 2	7.6	5		7.6	8.4	0.3	19.1
		Through	8.1	44		8.1	8.4	0	24.3
		Right 2	3.4	29		3.4	3.1	0	14.2
		Total	6.3	78		7.7	8.8	0	24.3
	NWB	Left 2	8.7	16		8.7	7.8	0	22.6
		Through	6.7	48		6.7	9.4	0	26.8
		Total	7.2	64		8.6	9.9	0	26.8
	Total		7.4	193	A	7.5	8.5	0	26.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	6.1	24		6.1	2.5	3.3	12.8
		Through	6	60		6	2.1	3.1	13.8
		Right 2	6	18		6	2.2	3.1	11
		Total	6	102		7.1	3.4	3.1	13.8
	SEB	Left 2	0.1	10		0.1	0.3	0	0.4
		Through	0.1	31		0.1	0.3	0	1.8
		Total	0.1	41		0.1	0.5	0	1.8
	NWB	Through	0.1	46		0.1	0.5	0	2.5
		Right 2	0.2	3		0.2	0.1	0.1	0.3
		Total	0.1	49		0.1	0.5	0	2.5
	Total		3.2	192	A	3.3	3.4	0	13.8
Truman at White	NEB	Left 2	15.9	18		15.9	15.3	0.2	54.3
		Through	10.9	299		10.9	10.6	0	43.5
		Right 2	10.4	53		10.4	10.7	0.1	38.6
		Total	11.1	370		19.4	19.7	0	54.3
	SEB	Left 2	20.7	56		20.7	16.6	0.1	63.5
		Through	17.9	132		17.9	15.7	0	68
		Right 2	13.3	10		13.3	18	0.2	53.9
		Total	18.5	198		27.1	25.9	0	68
	SWB	Left 2	16.4	47		16.4	15	0	46.9
		Through	13.2	348		13.2	12	0	53.8
		Right 2	11.8	55		11.8	13.8	0.1	52.5
		Total	13.4	450		24.2	25.2	0	53.8
	NWB	Left 2	25.8	61		25.8	18.2	0	62.3
		Through	24.9	182		24.9	18.6	0	74.4
		Right 2	16.5	81		16.5	15.8	0	69.6
		Total	23	324		29.8	24.1	0	74.4
	Total		15.8	1342	B	15.8	15	0	74.4
White at Catherine	NEB	Left 2	10.8	13		10.8	4.5	4.7	20.6
		Through	9.7	18		9.7	6.2	3	29.3
		Right 2	6.5	15		6.5	4.2	3.9	20.8
		Total	9	46		9.3	5.8	3	29.3
	SEB	Left 2	1.6	14		1.6	2.4	0	8.6
		Through	1.2	222		1.2	3	0	17.5
		Right 2	1.3	16		1.3	2.2	0	8.2
		Total	1.2	252		2.1	3.7	0	17.5
	SWB	Left 2	10.3	3		10.3	4.8	5.8	15.3
		Through	8.5	4		8.5	3.1	5.7	12.4
		Right 2	8.7	14		8.7	5.4	3.6	20.7
		Total	8.9	21		7.8	4	3.6	20.7
	NWB	Left 2	2.2	29		2.2	2.8	0	8.6
		Through	1.4	274		1.4	2.4	0	12.1
		Right 2	1.2	19		1.2	1.4	0	4.1
		Total	1.5	322		1.2	2.3	0	12.1
	Total		2.2	641	A	2.2	3.8	0	29.3

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	13.4	10		13.4	14.7	0	43.3
		Through	13	71		13	10.6	0	38.6
		Right 2	8	1		8	0	8	8
		Total	13	82		12.4	11.5	0	43.3
	SEB	Left 2	9.8	88		9.8	11.3	0	40
		Through	7.3	126		7.3	9.8	0	42.1
		Right 2	10.4	10		10.4	11.6	0	27.1
		Total	8.4	224		10.2	12.1	0	42.1
	SWB	Left 2	16.8	20		16.8	10.5	0.2	43.5
		Through	14.1	163		14.1	10.7	0	53.1
		Right 2	16.2	169		16.2	10.4	0.4	52.1
		Total	15.3	352		15.3	11.5	0	53.1
	NWB	Left 2	5.3	2		5.3	7.3	0.1	10.5
		Through	5.4	122		5.4	7.7	0	37.3
		Right 2	9.7	9		9.7	8.1	0.5	24.3
		Total	5.7	133		5.4	8.2	0	37.3
	Total		11.5	791	B	11.5	10.9	0	53.1
Truman at 1st	EB	Through	15	301		15	19	0	67.9
		Right 1	14.2	8		14.2	15.4	0.1	39.6
		Total	15	309		28.7	27.4	0	67.9
	SEB	Left 1	23.7	252		23.7	19.1	0	81.4
		Through	21.1	68		21.1	23.5	0	84.2
		Right 3	4.7	15		4.7	7.5	0	30.4
		Total	22.3	335		32.3	28	0	84.2
	WB	Through	15.9	545		15.9	17.8	0	64.9
		Right 1	12.2	618		12.2	12	0	62.7
		Total	13.9	1163		25.9	25.2	0	64.9
	NWB	Left 1	26.7	58		26.7	24.9	0	79.4
		Through	42.8	148		42.8	30.4	0	122.8
		Right 3	30	43		30	26.5	0	110.1
		Total	36.8	249		43.7	36.1	0	122.8
	Total		18.2	2056	B	18.2	20.2	0	122.8
1st at Flagler	NEB	Left 2	15.8	7		15.8	17.3	0.4	40.6
		Through	14.3	325		14.3	14.6	0	68.2
		Right 2	12.9	23		12.9	15.4	0	53
		Total	14.2	355		18.5	16.3	0	68.2
	SEB	Left 2	29.3	115		29.3	19.4	0	69.7
		Through	25.7	108		25.7	17.4	0	72.6
		Right 2	13.3	27		13.3	10.7	0	33.3
		Total	26	250		28.4	19.8	0	72.6
	SWB	Left 2	8.3	56		8.3	12	0	51.4
		Through	15.6	461		15.6	14.1	0	66.6
		Right 2	17.7	97		17.7	15.9	0	53.6
		Total	15.3	614		16.5	15.5	0	66.6
	NWB	Left 2	29.1	58		29.1	17.1	0.1	69.8
		Through	27.5	105		27.5	18.2	0	64.9
		Right 2	11.4	64		11.4	10.7	0.2	55.1
		Total	23.4	227		29.6	23.4	0	69.8
	Total		18.2	1446	B	18.1	16.4	0	72.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	9.2	37		9.2	15.2	0	47.3
		Through	14.9	539		14.9	18.8	0	74.6
		Right 2	10.2	62		10.2	15.8	0	61.6
		Total	14.1	638		21.2	21.8	0	74.6
	SEB	Left 2	20.6	59		20.6	20.5	0	66.2
		Through	41.7	38		41.7	35.4	0	97.2
		Right 2	11	70		11	16.4	0	77.7
		Total	21.4	167		23.5	25.6	0	97.2
	SWB	Left 2	10.6	63		10.6	16.8	0	77.9
		Through	17.5	902		17.5	18.9	0	68.6
		Right 2	16.1	56		16.1	18	0	54.1
		Total	17	1021		22.7	22.6	0	77.9
	NWB	Left 2	25.6	272		25.6	22.4	0	80.3
		Through	23.6	21		23.6	22.6	0	73.4
		Right 2	8.7	31		8.7	9.5	0	34.5
		Total	23.9	324		26.7	24.6	0	80.3
	Total		17.5	2150	B	17.5	20.1	0	97.2
Roosevelt at US-1	NB	Through	33.4	112		33.4	21.6	0	89.2
		Right 2	2.1	407		2.1	3.5	0	22
		Total	8.9	519		20.4	30.8	0	89.2
	SEB	Left 1	16.7	499		16.7	18	0	79.9
		Right 1	6.6	117		6.6	9	0	36.2
		Total	14.8	616		32.7	28.3	0	79.9
	WB	Left 2	21	590		21	17.1	0	81.3
		Right 2	5.3	909		5.3	6	0	34.7
		Total	11.5	1499		15.6	20.7	0	81.3
	Total		11.8	2634	B	11.7	15.4	0	89.2
Flagler at Roosevelt	NB	Left 2	24.2	91		24.2	20.8	0	88.9
		Through	12.2	294		12.2	14.4	0	53.8
		Total	15	385		13.8	15.7	0	88.9
	EB	Left 2	21.4	257		21.4	19.4	0	59.1
		Right 2	2.8	50		2.8	3.3	0	10.7
		Total	18.4	307		22	22.8	0	59.1
	SB	Through	17.7	313		17.7	20.5	0	136.1
		Right 2	21.2	591		21.2	21.8	0	164.8
		Total	20	904		14.9	17.2	0	164.8
	Total		18.5	1596	B	18.5	20.1	0	164.8
NETWORK TOTAL			12.7	21412		12.7	15.6	0	164.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	22.8	19		22.8	22.1	0	81.9
		Through	18.4	115		18.4	16.6	0	73.2
		Right 2	12.1	25		12.1	10.7	0.4	35.8
		Total	17.9	159		21.3	21.2	0	81.9
	SEB	Left 2	12.7	18		12.7	10.4	0.3	40.6
		Through	11.3	232		11.3	10.3	0	42.7
		Right 2	11.6	16		11.6	9.8	0.3	32.6
		Total	11.4	266		17	17.1	0	42.7
	SWB	Left 2	25.3	38		25.3	27	0.1	120.9
		Through	23	101		23	22.3	0	126.1
		Right 2	18.6	62		18.6	23.1	0	128.5
		Total	22.1	201		21.7	21.2	0	128.5
	NWB	Left 2	32.2	27		32.2	20.8	0.2	83.9
		Through	22.5	332		22.5	16.6	0	88
		Right 2	21.5	14		21.5	14.4	0.4	53.5
		Total	23.2	373		19.6	18.4	0	88
	Total		19	999	B	19	17.8	0	128.5
Front at Duval	NB	Left 1	18.5	40		18.5	17.1	0	61.2
		Right 1	15.2	102		15.2	14.9	0	69.5
		Right 3	13.6	40		13.6	11.4	0	35.7
		Total	15.6	182		15.5	14.8	0	69.5
	SEB	Left 2	22.5	20		22.5	15.1	0.1	54.7
		Through	12.9	35		12.9	16.4	0	61.4
		Right 1	7	22		7	8.8	0	33.4
		Total	13.7	77		11.6	13.4	0	61.4
	SWB	Left 2	18.7	49		18.7	14.9	0	48.2
		Left 1	16.2	106		16.2	14	0	80.1
		Right 2	14.8	29		14.8	13.6	0.6	50.5
		Total	16.6	184		16.4	16.3	0	80.1
	NWB	Left 3	25.9	83		25.9	15.1	0	80.9
		Through	19.2	116		19.2	17.1	0	82.2
		Right 2	17.8	99		17.8	13.8	0	67.3
		Total	20.6	298		22.1	21.4	0	82.2
	Total		17.7	741	B	17.6	15.3	0	82.2
Duval at Southard	SEB	Through	10.5	208		10.5	11.6	0	61.8
		Right 2	11.4	39		11.4	7.8	0	30.5
		Total	10.6	247		11.2	13.4	0	61.8
	SWB	Left 2	22.7	63		22.7	14.3	0.1	49.3
		Through	21.4	170		21.4	14.3	0	73.6
		Right 2	15.3	66		15.3	11.8	0.1	56.2
		Total	20.3	299		18.3	13.7	0	73.6
	NWB	Left 2	36.6	45		36.6	25.8	0.4	97
		Through	29.8	352		29.8	20.5	0	110.6
		Total	30.6	397		21.4	19.5	0	110.6
	Total		22.1	943	C	22.1	18.7	0	110.6

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	16.5	25		16.5	14.1	0.1	43.7
		Through	16.5	75		16.5	13.1	0	49.2
		Right 2	9.9	14		9.9	7.7	3.7	32
		Total	15.7	114		15.2	13	0	49.2
	SEB	Left 2	7.9	9		7.9	9.8	0	31.9
		Through	11.2	246		11.2	11.7	0	44.1
		Right 2	12.4	18		12.4	9.3	0.2	29.3
		Total	11.2	273		12.2	13.9	0	44.1
	SWB	Left 2	16.2	8		16.2	13.6	0.9	41.1
		Through	13.5	25		13.5	12.3	0	38.4
		Right 2	6.1	12		6.1	3.6	2.2	14.7
		Total	12	45		12.6	12.8	0	41.1
	NWB	Left 2	20.8	21		20.8	20.3	0.2	81.8
		Through	16.6	367		16.6	16.4	0	78.2
		Right 2	11.5	25		11.5	14.7	0	46.7
		Total	16.5	413		12.5	14.1	0	81.8
	Total		14.4	845	B	14.4	14.5	0	81.8
Duval at Truman	NEB	Left 2	31.6	23		31.6	24.3	9.8	116.4
		Through	25.4	181		25.4	22	0	143.7
		Right 2	21.4	19		21.4	16.2	0	53.5
		Total	25.7	223		23.7	27.5	0	143.7
	SEB	Left 2	26.9	81		26.9	21.9	0.1	98.8
		Through	23.5	168		23.5	19.9	0	99.6
		Right 2	22.5	11		22.5	21.4	0.1	63.7
		Total	24.5	260		23.6	21.2	0	99.6
	SWB	Left 2	23.1	63		23.1	16.8	0	64.1
		Through	21.1	191		21.1	17.3	0	77.3
		Right 2	20.4	162		20.4	16.5	0	78.7
		Total	21.1	416		15.3	13.7	0	78.7
	NWB	Left 2	26.1	6		26.1	15.4	11.4	47.8
		Through	17.5	229		17.5	14.6	0	72.6
		Right 2	18	51		18	17.9	0	69.8
		Total	17.8	286		19.4	22.4	0	72.6
	Total		21.9	1185	C	21.9	18.6	0	143.7
Duval at South	NEB	Left 2	18.3	41		18.3	10.3	5.5	41.6
		Through	15	114		15	11.6	3.5	54
		Right 2	10.5	55		10.5	8.2	3.9	39.6
		Total	14.5	210		11	8	3.5	54
	SEB	Left 2	16.8	91		16.8	10.6	3.9	42.2
		Through	16.2	56		16.2	11.1	3.4	42.3
		Right 2	10.7	41		10.7	7.2	3.8	35.6
		Total	15.3	188		11.7	8.7	3.4	42.3
	SWB	Left 2	15.8	16		15.8	10.8	5.1	40.2
		Through	19.4	163		19.4	12.9	3.3	59.3
		Right 2	15.6	114		15.6	11.5	3.3	48.8
		Total	17.7	293		15.2	11.8	3.3	59.3
	NWB	Left 2	9.7	29		9.7	6.5	3.2	36
		Through	9.8	21		9.8	6.8	3.3	31.6
		Right 2	6.8	37		6.8	3.1	3.2	18
		Total	8.5	87		7.7	4.5	3.2	36
	Total		15.2	778	B	15.2	11.2	3.2	59.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	7.4	6		7.4	12.8	0.2	33.3
		Through	9.4	456		9.4	11.1	0	46.5
		Right 2	7.9	71		7.9	9.9	0	43.3
		Total	9.2	533		10.1	12.4	0	46.5
	SEB	Left 2	27.6	17		27.6	21.7	0	58.3
		Through	23.7	11		23.7	21.2	0	56
		Right 2	13.1	3		13.1	7.2	4.9	18.6
		Total	24.8	31		24.9	20.5	0	58.3
	SWB	Left 2	18.2	107		18.2	18.2	0	59.9
		Through	9.4	597		9.4	11.9	0	44.3
		Right 2	3.1	20		3.1	3.7	0.3	12.8
		Total	10.5	724		8.6	10.6	0	59.9
	NWB	Left 2	37.9	117		37.9	26.2	0	122.8
		Through	38.2	24		38.2	29	0	87.7
		Right 2	22.1	133		22.1	20	0.2	77.5
		Total	30.3	274		26.8	21.6	0	122.8
	Total		13.8	1562	B	13.8	17.4	0	122.8
Whitehead at Fleming	NEB	Left 2	18.5	78		18.5	14.7	0	50.2
		Through	14.5	130		14.5	13.1	0	52
		Right 2	10.6	45		10.6	9.6	0.2	43.1
		Total	15	253		14.8	14	0	52
	SEB	Left 2	19.2	24		19.2	22.7	0.2	89.3
		Through	17.3	178		17.3	22.7	0	107.6
		Right 2	10.3	47		10.3	12.7	0.2	67.2
		Total	16.2	249		12.7	15.8	0	107.6
	NWB	Left 2	15.7	13		15.7	15.1	0	36.4
		Through	29.5	236		29.5	32	0	130.5
		Right 2	22.3	109		22.3	27.4	0.1	129
		Total	26.8	358		21.1	27.6	0	130.5
	Total		20.3	860	C	20.3	24.5	0	130.5
Simonton at Fleming	NEB	Left 2	13.8	33		13.8	12.8	0	50.6
		Through	15.5	211		15.5	13.1	0	56
		Right 2	9.9	86		9.9	11.5	0.1	56.7
		Total	13.9	330		15	14.2	0	56.7
	SEB	Left 2	11.8	9		11.8	8.2	3	26.3
		Through	10	141		10	9.8	0	31.6
		Total	10.1	150		8.7	10.2	0	31.6
	NWB	Through	13.1	245		13.1	13.3	0	47.8
		Right 2	15	37		15	15	0	49.1
		Total	13.3	282		16.6	23	0	49.1
	Total		12.9	762	B	13	12.6	0	56.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	7.5	27		7.5	8.8	0	27.9
		Through	9.1	235		9.1	8.7	0	33.2
		Right 2	8.5	41		8.5	9.3	0	29.4
		Total	8.9	303		7.7	8.8	0	33.2
	SEB	Left 2	15	29		15	11.9	0	38.9
		Through	15.4	45		15.4	11.9	0	38.3
		Total	15.2	74		15.1	12.3	0	38.9
	NWB	Through	19.6	27		19.6	14.1	0	39.3
		Right 2	8.4	23		8.4	7.1	0.4	30.2
		Total	14.4	50		10.7	11.7	0	39.3
	Total		10.6	427	B	10.6	10.2	0	39.3
White at Southard	SEB	Left 2	3.8	18		3.8	7.6	0	28.9
		Through	2.1	248		2.1	3.7	0	15.2
		Right 2	2.1	63		2.1	3.6	0	14.7
		Total	2.2	329		1.8	3.7	0	28.9
	SWB	Left 2	5.9	4		5.9	0.3	5.6	6.1
		Through	6	8		6	2	1.2	7.3
		Right 2	4.3	7		4.3	0.5	3.4	5.1
		Total	5.4	19		5.3	1.5	1.2	7.3
	NWB	Left 2	5.2	109		5.2	6.1	0	24.7
		Through	3.7	149		3.7	5.8	0	25.5
		Right 2	2.3	6		2.3	4.4	0.1	11.3
		Total	4.3	264		3.6	5.8	0	25.5
	Total		3.2	612	A	3.2	5	0	28.9
Whitehead at Southard	NEB	Left 2	34.7	46		34.7	27.3	0	89.8
		Right 2	13.6	88		13.6	17	0	80
		Total	20.8	134		25.4	27.1	0	89.8
	SEB	Through	28.5	136		28.5	21.1	0	89.1
		Right 2	21.7	89		21.7	18.7	0.1	60.1
		Total	25.8	225		26.7	24.9	0	89.1
	SWB	Left 2	42.6	38		42.6	25.7	0.1	88.9
		Through	37.2	147		37.2	24.2	0	88.5
		Right 2	31.7	67		31.7	24.1	0	90.2
		Total	36.6	252		31.8	25.3	0	90.2
	NWB	Left 2	23.6	82		23.6	19	0.1	63.4
		Through	23	256		23	19.1	0	78.2
		Total	23.1	338		23.1	23	0	78.2
	Total		27	949	C	27	22.3	0	90.2

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	8.8	6		8.8	5	4.4	15.9
		Through	9	31		9	4	4.7	21
		Right 2	7.1	61		7.1	3.8	3.3	22.2
		Total	7.8	98		7.6	4.2	3.3	22.2
	SEB	Left 2	15.6	42		15.6	9.4	3.5	36.7
		Through	13.6	123		13.6	9.4	3.5	46.9
		Right 2	11.7	62		11.7	7.3	3.3	35.5
		Total	13.5	227		11.9	8	3.3	46.9
	SWB	Left 2	10.4	27		10.4	5.8	3.4	28.4
		Through	8.6	28		8.6	3.5	4.2	17.5
		Right 2	7.5	34		7.5	3.5	3.4	16.4
		Total	8.7	89		7.6	3.7	3.4	28.4
	NWB	Left 2	18.4	61		18.4	14.4	3.6	56.8
		Through	14.5	144		14.5	13.5	3	63
		Right 2	11.6	30		11.6	11.5	3.5	51.7
		Total	15.1	235		19.2	21	3	63
	Total		12.6	649	B	12.6	10.4	3	63
Whitehead at Truman	SEB	Left 2	11.5	54		11.5	10.5	0	36.5
		Through	11.3	194		11.3	11.5	0	46.3
		Right 2	10.3	30		10.3	9.7	0	41.8
		Total	11.2	278		15	15.1	0	46.3
	SWB	Left 2	18.7	55		18.7	11.7	0.1	39.9
		Through	18.6	91		18.6	11.7	0	45.4
		Right 2	13.4	62		13.4	10.5	0	41
		Total	17.1	208		14.7	11.5	0	45.4
	NWB	Left 2	33.9	47		33.9	25.9	0	96.9
		Through	29.1	175		29.1	22.3	0	107.8
		Right 2	23.1	161		23.1	19.8	0	75.5
		Total	27.2	383		18	18.4	0	107.8
	Total		19.7	869	B	19.7	18.3	0	107.8
Simonton at Caroline	NEB	Left 2	9.9	20		9.9	12.3	0	40.3
		Through	12.5	83		12.5	12.2	0	45.5
		Right 2	5.5	42		5.5	5.6	0	26.2
		Total	10.1	145		10.1	10.2	0	45.5
	SEB	Left 2	8.4	20		8.4	9.2	0	30.1
		Through	8.3	83		8.3	9.6	0	34.7
		Right 2	9.7	8		9.7	11.1	1.4	30.7
		Total	8.4	111		8.4	9.4	0	34.7
	SWB	Left 2	19.6	43		19.6	13.6	0	47
		Through	12.8	92		12.8	12.2	0	38.2
		Right 2	10.7	53		10.7	11.1	0.2	51.7
		Total	13.8	188		11.7	10.8	0	51.7
	NWB	Left 2	11.8	11		11.8	15.1	0.1	51
		Through	11.9	238		11.9	11	0	55
		Right 2	7.1	42		7.1	6.6	0	25
		Total	11.2	291		10.9	13.7	0	55
	Total		11.2	735	B	11.2	11.3	0	55

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	19.2	44		19.2	15.2	0	54.4
		Through	12.7	207		12.7	12.4	0	79.9
		Right 2	9.3	61		9.3	11.5	0	61.9
		Total	13	312		13.5	17	0	79.9
	SEB	Left 2	23.5	33		23.5	17.2	1.2	59.5
		Through	24.3	102		24.3	19.8	0	81.3
		Right 2	19.2	42		19.2	18.1	0.1	70
		Total	22.9	177		21.7	19.3	0	81.3
	SWB	Left 2	16.8	29		16.8	11.8	0.2	37.6
		Through	13.9	356		13.9	11.2	0	54.1
		Right 2	10.4	112		10.4	9.3	0	39.9
		Total	13.3	497		12.4	11.6	0	54.1
	NWB	Left 2	27	18		27	22.3	0.1	93.4
		Through	19.4	171		19.4	14.8	0	61.1
		Right 2	14.1	36		14.1	10.7	0.2	34.1
		Total	19.2	225		17.2	18.4	0	93.4
	Total		15.7	1211	B	15.7	14.2	0	93.4
Simonton at United	NEB	Left 2	12.1	33		12.1	9	0.1	33.3
		Through	11.1	144		11.1	10.4	0	54.1
		Right 2	8.9	24		8.9	9	0.1	24.9
		Total	11	201		10.1	9.5	0	54.1
	SEB	Left 2	11.9	44		11.9	15.4	0	80.9
		Through	11	133		11	14.9	0	75.9
		Right 2	5	11		5	4.2	0	12.7
		Total	10.9	188		8.3	10.6	0	80.9
	SWB	Left 2	7.6	6		7.6	6.5	0.1	15.9
		Through	12.3	107		12.3	9.7	0	34.1
		Right 2	7.1	65		7.1	6.6	0	32.4
		Total	10.2	178		10	9.5	0	34.1
	NWB	Left 2	11.3	15		11.3	9.8	0	25.8
		Through	8.3	129		8.3	8.5	0	36
		Right 2	4.9	10		4.9	8.1	0.1	26.8
		Total	8.4	154		8.5	9.3	0	36
	Total		10.2	721	B	10.2	11	0	80.9
Thomas at Petronia	SEB	Through	9.3	81		9.3	10.8	0	57.1
		Right 2	5	18		5	8.7	0	32.2
		Total	8.5	99		8.5	10.1	0	57.1
	SWB	Left 2	12.4	12		12.4	11.7	0	26.2
		Through	10.4	46		10.4	10.4	0	27.5
		Right 2	4.5	23		4.5	4.8	0	18.6
		Total	9	81		7.7	8.8	0	27.5
	NWB	Left 2	9.5	9		9.5	10.5	0	27.8
		Through	7.7	66		7.7	9.7	0	26.5
		Total	7.9	75		8.6	9.9	0	27.8
	Total		8.5	255	A	8.5	10	0	57.1

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7.9	63		7.9	4.7	2.8	24.9
		Through	8	82		8	3.9	3.4	27.1
		Right 2	6.8	32		6.8	3.2	3.2	14.3
		Total	7.7	177		7.1	3.4	2.8	27.1
	SEB	Left 2	0.2	14		0.2	0.9	0	3.3
		Through	0.1	43		0.1	0.5	0	2.4
		Total	0.1	57		0.1	0.5	0	3.3
	NWB	Through	0.2	53		0.2	0.7	0	3
		Right 2	0	9		0	0.2	0	0.3
		Total	0.2	62		0.1	0.5	0	3
	Total		4.7	296	A	4.7	4.9	0	27.1
Truman at White	NEB	Left 2	34.8	17		34.8	30.9	0.3	115.9
		Through	27.3	503		27.3	22.8	0	117.1
		Right 2	27.2	81		27.2	25.3	0.2	116.9
		Total	27.5	601		19.4	19.7	0	117.1
	SEB	Left 2	51.7	107		51.7	37	0.1	170
		Through	28.8	184		28.8	22	0	73
		Right 2	18.3	22		18.3	16.4	0	47.4
		Total	35.9	313		27.1	25.9	0	170
	SWB	Left 2	41.9	56		41.9	39.6	0.2	156
		Through	34.9	531		34.9	31.8	0	164.4
		Right 2	32.3	52		32.3	30.7	0.2	123
		Total	35.3	639		24.2	25.2	0	164.4
	NWB	Left 2	44	65		44	32.5	0	115.6
		Through	42.1	171		42.1	27	0	104.7
		Right 2	31.3	151		31.3	24.4	0	116
		Total	38.2	387		29.8	24.1	0	116
	Total		33.6	1940	C	33.6	28.8	0	170
White at Catherine	NEB	Left 2	13.2	26		13.2	8.7	5.6	40.4
		Through	8.6	21		8.6	3	4.3	14.4
		Right 2	8.3	37		8.3	4.4	3.9	23.3
		Total	9.9	84		9.3	5.8	3.9	40.4
	SEB	Left 2	2.1	9		2.1	2.6	0	7.3
		Through	1.7	260		1.7	3.2	0	18.3
		Right 2	3.5	33		3.5	4.5	0	14.6
		Total	1.9	302		2.1	3.7	0	18.3
	SWB	Left 2	8.8	5		8.8	4.6	4.4	14.5
		Through	9	22		9	4.1	5.5	20.8
		Right 2	6.4	13		6.4	3.1	3.8	13.9
		Total	8.1	40		7.8	4	3.8	20.8
	NWB	Left 2	1.7	23		1.7	2.2	0	5.9
		Through	1	259		1	1.9	0	9.1
		Right 2	0.8	31		0.8	1.3	0	5
		Total	1	313		1.2	2.3	0	9.1
	Total		2.8	739	A	2.8	4.5	0	40.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	17.9	2		17.9	17.4	5.6	30.2
		Through	10.9	52		10.9	9.4	0	28.8
		Right 2	14.4	9		14.4	11.2	1	26.5
		Total	11.6	63		12.4	11.5	0	30.2
	SEB	Left 2	7.6	61		7.6	7.3	0	25.4
		Through	6.6	164		6.6	7.1	0	27.1
		Right 2	7.9	1		7.9	0	7.9	7.9
		Total	6.9	226		10.2	12.1	0	27.1
	SWB	Left 2	13.9	13		13.9	11.5	0	33.2
		Through	12.6	131		12.6	9.7	0	34.5
		Right 2	12.7	96		12.7	8.7	0	32.4
		Total	12.7	240		15.3	11.5	0	34.5
	NWB	Left 2	5	5		5	8.3	0.1	19.5
		Through	4.7	89		4.7	7.4	0	32.5
		Right 2	3.4	5		3.4	3.8	0	8.9
		Total	4.6	99		5.4	8.2	0	32.5
	Total		9.2	628	A	9.2	9	0	34.5
Truman at 1st	EB	Through	31	743		31	27.7	0	99
		Right 1	24.9	52		24.9	22.4	0	77.5
		Total	30.6	795		28.7	27.4	0	99
	SEB	Left 1	38.4	551		38.4	27.6	0.1	121.5
		Through	27.2	182		27.2	26.9	0	87
		Right 3	13.6	20		13.6	19.3	0	51.7
		Total	35	753		32.3	28	0	121.5
	WB	Through	34.9	854		34.9	28.9	0	145.1
		Right 1	19.4	623		19.4	18.9	0	73.8
		Total	28.4	1477		25.9	25.2	0	145.1
	NWB	Left 1	30.4	105		30.4	22.1	0.1	77.4
		Through	52.5	152		52.5	34.2	0	128.2
		Right 3	42	66		42	28.2	0.1	115.1
		Total	43.2	323		43.7	36.1	0	128.2
	Total		31.8	3348	C	31.8	27.7	0	145.1
1st at Flagler	NEB	Left 2	24	21		24	22.6	0	72.5
		Through	19.6	375		19.6	15.9	0	63.9
		Right 2	19.8	19		19.8	17.3	0.3	63.5
		Total	19.8	415		18.5	16.3	0	72.5
	SEB	Left 2	34.3	130		34.3	22.5	0	87.9
		Through	32.8	113		32.8	21.4	0	92.9
		Right 2	22.3	33		22.3	22	0.3	87.5
		Total	32.3	276		28.4	19.8	0	92.9
	SWB	Left 2	15.5	85		15.5	15.8	0	67.6
		Through	21	475		21	16.1	0	60.1
		Right 2	18.3	71		18.3	15.8	0	56.1
		Total	20	631		16.5	15.5	0	67.6
	NWB	Left 2	36.3	114		36.3	24.7	0.6	121.2
		Through	44.2	150		44.2	30	0	126.9
		Right 2	24.8	102		24.8	22.9	0.2	115.1
		Total	36.3	366		29.6	23.4	0	126.9
	Total		25.5	1688	C	25.5	21.5	0	126.9

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	45.1	17		45.1	36.1	1.6	129.5
		Through	29.6	193		29.6	26	0	121.5
		Right 2	17.4	20		17.4	16.3	0.1	74.7
		Total	29.7	230		21.3	21.2	0	129.5
	SEB	Left 2	33.3	36		33.3	15.9	5.4	72.4
		Through	24.3	346		24.3	19.2	0	90.9
		Right 2	25.3	29		25.3	22.8	0.1	83.1
		Total	25.2	411		17	17.1	0	90.9
	SWB	Left 2	30.1	33		30.1	21.2	1.1	86.3
		Through	26.4	131		26.4	22.7	0	100.7
		Right 2	27	33		27	28.3	0.9	108.5
		Total	27.1	197		21.7	21.2	0	108.5
	NWB	Left 2	23.3	8		23.3	20.8	1.7	69.7
		Through	26.6	334		26.6	22.3	0	95.8
		Right 2	24.2	29		24.2	19.2	1.1	83.5
		Total	26.3	371		19.6	18.4	0	95.8
	Total		26.7	1209	C	26.7	22.4	0	129.5
Front at Duval	NB	Left 1	22.2	38		22.2	20.8	0	62.3
		Right 1	19.5	93		19.5	17.5	0	78.9
		Right 3	14.3	65		14.3	13.4	0	58
		Total	18.3	196		15.5	14.8	0	78.9
	SEB	Left 2	21.9	24		21.9	19.3	0.3	64.6
		Through	8.2	38		8.2	9.7	0	30.3
		Right 1	2.9	4		2.9	2.3	0.6	5.2
		Total	12.9	66		11.6	13.4	0	64.6
	SWB	Left 2	23	58		23	18.7	0	64.2
		Left 1	16.5	73		16.5	13.4	0	41.7
		Right 2	13.3	58		13.3	12.8	0	64.5
		Total	17.5	189		16.4	16.3	0	64.5
	NWB	Left 3	38.2	90		38.2	27.1	0	98.8
		Through	33.7	114		33.7	26.4	0	110.3
		Right 2	32.1	86		32.1	29.2	0	106
		Total	34.6	290		22.1	21.4	0	110.3
	Total		24	741	C	24	23	0	110.3
Duval at Southard	SEB	Through	13.2	344		13.2	12.9	0	66.1
		Right 2	15.3	22		15.3	13.9	0.1	49
		Total	13.3	366		11.2	13.4	0	66.1
	SWB	Left 2	17.7	66		17.7	14.5	0	58.5
		Through	21	158		21	14.2	0	64.2
		Right 2	18.6	74		18.6	13	0	55
		Total	19.7	298		18.3	13.7	0	64.2
	NWB	Left 2	29.6	29		29.6	17.5	6.2	90.1
		Through	24.2	354		24.2	19.1	0	124
		Total	24.6	383		21.4	19.5	0	124
	Total		19.3	1047	B	19.2	16.4	0	124

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	20.6	19		20.6	14.6	0	44
		Through	18.4	97		18.4	14.2	0	50.7
		Right 2	10.3	27		10.3	9.1	0	33.5
		Total	17.2	143		15.2	13	0	50.7
	SEB	Left 2	16.8	19		16.8	14.3	0	44.6
		Through	15.5	345		15.5	13	0	60.5
		Right 2	11	42		11	11.1	0	43.3
		Total	15.1	406		12.2	13.9	0	60.5
	SWB	Left 2	15.7	8		15.7	15.5	0	47.6
		Through	15.4	24		15.4	13.9	0	40.4
		Right 2	6.2	5		6.2	7.9	0.1	20
		Total	14.2	37		12.6	12.8	0	47.6
	NWB	Left 2	19.3	20		19.3	17.1	0	64.7
		Through	13.2	287		13.2	11.9	0	62.7
		Right 2	10.2	22		10.2	9.7	0	37.9
		Total	13.4	329		12.5	14.1	0	64.7
	Total		14.8	915	B	14.8	12.9	0	64.7
Duval at Truman	NEB	Left 2	14.8	7		14.8	6.4	3.7	22.8
		Through	20	104		20	16.8	0	80.7
		Right 2	8.7	4		8.7	8.2	0.4	19.7
		Total	19.3	115		23.7	27.5	0	80.7
	SEB	Left 2	33	135		33	23.8	0.1	127.8
		Through	32.6	225		32.6	23.1	0	128.3
		Right 2	27.6	20		27.6	19.8	0.1	88.3
		Total	32.5	380		23.6	21.2	0	128.3
	SWB	Left 2	17.3	50		17.3	12.9	0	44.9
		Through	14.2	188		14.2	12.3	0	55
		Right 2	13.5	93		13.5	10.4	0	42.3
		Total	14.5	331		15.3	13.7	0	55
	NWB	Left 2	26.6	22		26.6	27.7	0.8	116.8
		Through	28.2	222		28.2	30	0	140.8
		Right 2	29.4	78		29.4	30.3	0.1	128.7
		Total	28.4	322		19.4	22.4	0	140.8
	Total		24.8	1148	C	24.8	23.5	0	140.8
Duval at South	NEB	Left 2	10.2	28		10.2	5.9	3.4	26.7
		Through	9.9	118		9.9	5.8	3.3	27.7
		Right 2	8.5	30		8.5	5.3	3	23.6
		Total	9.7	176		11	8	3	27.7
	SEB	Left 2	12.7	84		12.7	8.9	3.7	47.5
		Through	9.5	53		9.5	6.1	3.2	24.7
		Right 2	10.3	23		10.3	6.9	3	30.6
		Total	11.3	160		11.7	8.7	3	47.5
	SWB	Left 2	22.9	7		22.9	15.7	5	38.4
		Through	17.9	101		17.9	14.5	3.2	57.5
		Right 2	18	116		18	14.7	3.4	63.5
		Total	18.1	224		15.2	11.8	3.2	63.5
	NWB	Left 2	10.3	22		10.3	8	3.6	38
		Through	7.3	37		7.3	2.1	4	13.6
		Right 2	7.5	44		7.5	4.1	3.9	22.2
		Total	8	103		7.7	4.5	3.6	38
	Total		12.7	663	B	12.7	10.7	3	63.5
		Left 2	9	4		9	5.1	1.4	12

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Through	15.3	599		15.3	14.8	0	63.2
		Right 2	14.1	91		14.1	15.2	0	61.3
		Total	15.1	694		10.1	12.4	0	63.2
	SEB	Left 2	28.2	44		28.2	20	0	67.1
		Through	22.5	29		22.5	19.2	0	54.9
		Right 2	14.7	8		14.7	17.4	0	47.9
		Total	24.8	81		24.9	20.5	0	67.1
	SWB	Left 2	17.5	81		17.5	15.5	0	76.8
		Through	9.1	598		9.1	9.7	0	36.5
		Right 2	5.4	50		5.4	6	0	24.4
		Total	9.8	729		8.6	10.6	0	76.8
	NWB	Left 2	28.7	99		28.7	20.3	0	74
		Through	24.9	44		24.9	20.5	0	69.6
		Right 2	21	130		21	17.1	0	61.4
		Total	24.4	273		26.8	21.6	0	74
	Total		14.8	1777	B	14.8	15.3	0	76.8
Whitehead at Fleming	NEB	Left 2	18.4	87		18.4	17.1	0	68.3
		Through	18.9	126		18.9	15.2	0	83.5
		Right 2	9.6	60		9.6	9	0	44.2
		Total	16.7	273		14.8	14	0	83.5
	SEB	Left 2	19	40		19	14.5	0.4	60.6
		Through	13.6	218		13.6	14.4	0	65.2
		Right 2	12.1	25		12.1	12.3	0	42.8
		Total	14.2	283		12.7	15.8	0	65.2
	NWB	Left 2	26.2	14		26.2	29.7	0.2	83.7
		Through	23.3	253		23.3	25.6	0	135.5
		Right 2	20.4	116		20.4	22.7	0	104.7
		Total	22.5	383		21.1	27.6	0	135.5
	Total		18.3	939	B	18.3	19.9	0	135.5
Simonton at Fleming	NEB	Left 2	23.6	35		23.6	20	0	88.4
		Through	20.5	261		20.5	16.1	0	77.7
		Right 2	15.9	87		15.9	17.2	0.1	59
		Total	19.7	383		15	14.2	0	88.4
	SEB	Left 2	13.6	40		13.6	13.4	0	50.1
		Through	9.6	213		9.6	11.3	0	71.3
		Total	10.2	253		8.7	10.2	0	71.3
	NWB	Through	26	206		26	32.4	0	138.8
		Right 2	23.9	52		23.9	28.1	0	105.4
		Total	25.6	258		16.6	23	0	138.8
	Total		18.7	894	B	18.7	21.9	0	138.8

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	8	45		8	9.1	0	29
		Through	9.1	338		9.1	9.6	0	37.3
		Right 2	8.1	11		8.1	9.9	0	27.2
		Total	8.9	394		7.7	8.8	0	37.3
	SEB	Left 2	18.1	30		18.1	14.9	0	46.8
		Through	12.6	39		12.6	12	0	40.1
		Total	15	69		15.1	12.3	0	46.8
	NWB	Through	19.4	17		19.4	16.1	0	42.7
		Right 2	6.9	20		6.9	5.8	0.3	26
		Total	12.6	37		10.7	11.7	0	42.7
	Total		10	500	B	10.1	10.7	0	46.8
White at Southard	SEB	Left 2	3.1	25		3.1	5.7	0	23.9
		Through	2	223		2	4.1	0	20.6
		Right 2	2.3	75		2.3	3.8	0	20.7
		Total	2.2	323		1.8	3.7	0	23.9
	SWB	Left 2	5.6	8		5.6	0.6	4.7	6.6
		Through	5.7	1		5.7	0	5.7	5.7
		Right 2	4.2	10		4.2	0.9	2	5.2
		Total	4.9	19		5.3	1.5	2	6.6
	NWB	Left 2	5.8	101		5.8	8	0	48.1
		Through	2.8	152		2.8	5.5	0	31.7
		Right 2	7.5	2		7.5	10.6	0	15
		Total	4	255		3.6	5.8	0	48.1
	Total		3.1	597	A	3	5.5	0	48.1
Whitehead at Southard	NEB	Left 2	49.1	71		49.1	34	0.1	165.1
		Right 2	29.2	141		29.2	28.4	0.1	142.6
		Total	35.9	212		25.4	27.1	0.1	165.1
	SEB	Through	35.6	254		35.6	30.2	0	155.6
		Right 2	23.6	29		23.6	24.2	0.2	90
		Total	34.4	283		26.7	24.9	0	155.6
	SWB	Left 2	46.4	52		46.4	29.1	0.1	123.3
		Through	41.3	113		41.3	26.6	0	109.9
		Right 2	20.9	43		20.9	22.7	0	83
		Total	38.4	208		31.8	25.3	0	123.3
	NWB	Left 2	32.2	49		32.2	24.2	1.7	130
		Through	29.1	199		29.1	25.6	0	114.8
		Total	29.7	248		23.1	23	0	130
	Total		34.4	951	C	34.4	28.9	0	165.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	8.2	11		8.2	3.3	4	15.3
		Through	9.9	39		9.9	6.6	3.3	26.3
		Right 2	7.3	57		7.3	4	2.8	20.9
		Total	8.3	107		7.6	4.2	2.8	26.3
	SEB	Left 2	11.7	26		11.7	6.5	3.3	23.2
		Through	12.8	132		12.8	7.9	3.5	35.4
		Right 2	11.7	23		11.7	7.3	2.9	25.8
		Total	12.5	181		11.9	8	2.9	35.4
	SWB	Left 2	7.9	26		7.9	3.9	4.9	20.8
		Through	8.4	35		8.4	3.4	3.4	18.7
		Right 2	7.9	17		7.9	3.5	4.1	16.3
		Total	8.1	78		7.6	3.7	3.4	20.8
	NWB	Left 2	30.9	57		30.9	25.4	5.1	104.8
		Through	32.9	172		32.9	29.6	2.7	106.2
		Right 2	36.4	35		36.4	32	3.9	107.2
		Total	32.9	264		19.2	21	2.7	107.2
	Total		19.8	630	B	19.8	22.4	2.7	107.2
Whitehead at Truman	SEB	Left 2	21.9	109		21.9	16	0	72.1
		Through	20.8	302		20.8	15.5	0	69.9
		Right 2	16.6	61		16.6	13.2	0.2	58.9
		Total	20.5	472		15	15.1	0	72.1
	SWB	Left 2	21.1	71		21.1	13.6	0.1	47.3
		Through	16.4	96		16.4	13	0	47.9
		Right 2	11.9	61		11.9	10.8	0	45.2
		Total	16.7	228		14.7	11.5	0	47.9
	NWB	Left 2	18.3	45		18.3	13	0.1	43.6
		Through	17.4	144		17.4	14.1	0	64.4
		Right 2	10	3		10	3.3	6.8	13.5
		Total	17.5	192		18	18.4	0	64.4
	Total		18.9	892	B	18.9	14.6	0	72.1
Simonton at Caroline	NEB	Left 2	12.9	10		12.9	8.8	0.2	25.2
		Through	14.1	67		14.1	11.8	0	40.1
		Right 2	6.3	50		6.3	5.9	0	20.9
		Total	10.9	127		10.1	10.2	0	40.1
	SEB	Left 2	13.3	25		13.3	11.2	0	33.8
		Through	8.7	130		8.7	9.8	0	37.4
		Right 2	4.2	7		4.2	3	0.2	7.8
		Total	9.2	162		8.4	9.4	0	37.4
	SWB	Left 2	17.1	27		17.1	9.3	0.1	37.6
		Through	14.2	111		14.2	11.5	0	42.1
		Right 2	7.3	57		7.3	8.3	0	40.9
		Total	12.6	195		11.7	10.8	0	42.1
	NWB	Left 2	14	26		14	13.3	0.1	49.9
		Through	11.8	197		11.8	14.1	0	83.6
		Right 2	11.3	31		11.3	15.8	0.1	77.7
		Total	12	254		10.9	13.7	0	83.6
	Total		11.4	738	B	11.3	11.9	0	83.6

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	28.1	45		28.1	21.6	0	71.9
		Through	18.7	220		18.7	22.7	0	105.3
		Right 2	14.3	50		14.3	19	0	65.6
		Total	19.3	315		13.5	17	0	105.3
	SEB	Left 2	26.7	29		26.7	22.2	2.5	88.8
		Through	24.3	208		24.3	19.9	0	91.5
		Right 2	19.2	8		19.2	20.5	0.2	57.6
		Total	24.4	245		21.7	19.3	0	91.5
	SWB	Left 2	15.7	61		15.7	13.6	0	63.6
		Through	15.2	307		15.2	13.7	0	74.9
		Right 2	12.3	93		12.3	11.1	0	51.4
		Total	14.7	461		12.4	11.6	0	74.9
	NWB	Left 2	27.8	15		27.8	21.4	0.8	69.2
		Through	23.7	225		23.7	25.4	0	107.3
		Right 2	13.7	8		13.7	9.9	7	31
		Total	23.6	248		17.2	18.4	0	107.3
	Total		19.5	1269	B	19.5	20	0	107.3
Simonton at United	NEB	Left 2	14.4	17		14.4	9.1	0	29.5
		Through	10.8	158		10.8	10.2	0	37.6
		Right 2	12.3	31		12.3	10.6	0	32.3
		Total	11.3	206		10.1	9.5	0	37.6
	SEB	Left 2	11.3	54		11.3	10.4	0	39.8
		Through	8.1	126		8.1	9.5	0	36.4
		Right 2	10.7	12		10.7	8.3	0.3	29.6
		Total	9.2	192		8.3	10.6	0	39.8
	SWB	Left 2	21.5	13		21.5	15.5	0.2	43.9
		Through	13.2	133		13.2	10.8	0	44.3
		Right 2	10.9	76		10.9	11.2	0	40.2
		Total	12.9	222		10	9.5	0	44.3
	NWB	Left 2	14.5	9		14.5	13.9	0.1	38.7
		Through	10.9	156		10.9	10.4	0	46.1
		Right 2	4.3	6		4.3	5.9	0.3	15.5
		Total	10.9	171		8.5	9.3	0	46.1
	Total		11.2	791	B	11.2	10.6	0	46.1
Thomas at Petronia	SEB	Through	10.5	87		10.5	10.3	0	32.4
		Right 2	4.9	26		4.9	5.3	0	22.5
		Total	9.2	113		8.5	10.1	0	32.4
	SWB	Left 2	10.6	46		10.6	9.3	0	28.1
		Through	9.2	61		9.2	9.5	0	28
		Right 2	3.2	21		3.2	3.7	0	16.2
		Total	8.7	128		7.7	8.8	0	28.1
	NWB	Left 2	10	15		10	11.6	0	28.6
		Through	10.7	51		10.7	10.9	0	42.8
		Total	10.5	66		8.6	9.9	0	42.8
	Total		9.3	307	A	9.3	9.7	0	42.8

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	5.8	20		5.8	1.7	3.6	10.5
		Through	7.2	143		7.2	3.4	3.2	20
		Right 2	6.4	22		6.4	4	3.2	20.7
		Total	7	185		7.1	3.4	3.2	20.7
	SEB	Left 2	0.1	25		0.1	0.7	0	3
		Through	0.1	50		0.1	0.3	0	1.9
		Total	0.1	75		0.1	0.5	0	3
	NWB	Through	0.1	67		0.1	0.7	0	5.7
		Right 2	0.2	10		0.2	0.1	0	0.3
		Total	0.1	77		0.1	0.5	0	5.7
	Total		3.9	337	A	3.9	4.3	0	20.7
Truman at White	NEB	Left 2	22.2	11		22.2	17.3	1.8	53
		Through	18.1	485		18.1	16.7	0	76.2
		Right 2	20.8	42		20.8	15.1	0.1	52.9
		Total	18.4	538		19.4	19.7	0	76.2
	SEB	Left 2	30.9	102		30.9	21.6	0	78.5
		Through	22.5	231		22.5	19.2	0	72.9
		Right 2	18.5	10		18.5	15.3	0	46.4
		Total	24.9	343		27.1	25.9	0	78.5
	SWB	Left 2	38.5	42		38.5	27.1	0	101.2
		Through	28.8	490		28.8	24.8	0	115.6
		Right 2	25.8	33		25.8	24.2	0.9	93
		Total	29.3	565		24.2	25.2	0	115.6
	NWB	Left 2	40.7	90		40.7	35.8	0	160.2
		Through	35.1	164		35.1	23.2	0	84.9
		Right 2	27.7	118		27.7	20.7	0.3	77.1
		Total	34.1	372		29.8	24.1	0	160.2
	Total		26.2	1818	C	26.2	23	0	160.2
White at Catherine	NEB	Left 2	10.2	13		10.2	6.4	5.5	24.1
		Through	11.1	16		11.1	7.6	5.4	33.1
		Right 2	7.4	19		7.4	3.3	4.9	18
		Total	9.4	48		9.3	5.8	4.9	33.1
	SEB	Left 2	4.2	31		4.2	4.5	0	15.3
		Through	3.1	160		3.1	4.5	0	21.4
		Right 2	4.4	95		4.4	4.9	0	20.3
		Total	3.7	286		2.1	3.7	0	21.4
	SWB	Left 2	7.1	3		7.1	1.5	5.5	8.6
		Through	9.1	8		9.1	7.4	5.4	27.4
		Right 2	7	16		7	3.4	4.1	16.7
		Total	7.6	27		7.8	4	4.1	27.4
	NWB	Left 2	3.7	24		3.7	4.7	0	16.2
		Through	1.1	287		1.1	2.3	0	17.5
		Right 2	1.3	13		1.3	2.5	0	9
		Total	1.3	324		1.2	2.3	0	17.5
	Total		3.1	685	A	3.1	4.6	0	33.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	15.3	4		15.3	14.9	1.6	30.2
		Through	12.6	145		12.6	12.4	0	41.6
		Right 2	17.2	11		17.2	18	0	48.4
		Total	13	160		12.4	11.5	0	48.4
	SEB	Left 2	15.9	204		15.9	14.8	0	70.3
		Through	14.1	216		14.1	14.3	0	80.2
		Right 2	35.2	4		35.2	29.5	10.9	77.4
		Total	15.2	424		10.2	12.1	0	80.2
	SWB	Left 2	26.8	18		26.8	16.6	0.5	67.5
		Through	18.2	199		18.2	12.4	0	52.8
		Right 2	17.7	193		17.7	13.3	0.6	85.2
		Total	18.3	410		15.3	11.5	0	85.2
	NWB	Left 2	5.2	11		5.2	8.8	0.2	27.5
		Through	6.8	131		6.8	9.7	0	38.7
		Right 2	5.7	9		5.7	12.5	0	36.3
		Total	6.6	151		5.4	8.2	0	38.7
	Total		14.9	1145	B	14.9	13.9	0	85.2
Truman at 1st	EB	Through	35.2	799		35.2	30.2	0	98.5
		Right 1	31.3	57		31.3	27.4	0	86.6
		Total	34.9	856		28.7	27.4	0	98.5
	SEB	Left 1	45.5	620		45.5	31.3	0	136.9
		Through	23.4	211		23.4	24.8	0	82.4
		Right 3	12.5	15		12.5	20.2	0	69.1
		Total	39.4	846		32.3	28	0	136.9
	WB	Through	47	880		47	28.1	0	150.8
		Right 1	27.5	440		27.5	22.6	0	97.1
		Total	40.5	1320		25.9	25.2	0	150.8
	NWB	Left 1	35.4	72		35.4	27.9	0	141.5
		Through	70.5	156		70.5	47.3	0	243.5
		Right 3	64.4	59		64.4	47.2	0	172.1
		Total	60.4	287		43.7	36.1	0	243.5
	Total		40.5	3309	D	40.5	31.9	0	243.5
1st at Flagler	NEB	Left 2	25.2	10		25.2	15.8	2	45.6
		Through	22.7	495		22.7	17.7	0	84.9
		Right 2	14.7	23		14.7	14.2	0.2	58.5
		Total	22.4	528		18.5	16.3	0	84.9
	SEB	Left 2	31.1	152		31.1	19.7	0.1	77.9
		Through	30.1	134		30.1	19.1	0.1	77.2
		Right 2	30.1	12		30.1	17.2	5.1	64.9
		Total	30.6	298		28.4	19.8	0.1	77.9
	SWB	Left 2	12.9	78		12.9	15.5	0	51.1
		Through	19.7	471		19.7	17.3	0	66.4
		Right 2	16	94		16	14.9	0	49
		Total	18.3	643		16.5	15.5	0	66.4
	NWB	Left 2	37.3	68		37.3	21.4	0.1	78.8
		Through	36.4	120		36.4	23.5	0.1	114.7
		Right 2	17.5	70		17.5	17.1	0	60.5
		Total	31.5	258		29.6	23.4	0	114.7
	Total		23.6	1727	C	23.7	19.3	0	114.7

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	21.9	112		21.9	19.5	0	69
		Through	23.4	1210		23.4	21.2	0	77.1
		Right 2	20.3	73		20.3	19.2	0	72.4
		Total	23.1	1395		21.2	21.8	0	77.1
	SEB	Left 2	22.7	77		22.7	22.8	0	86.1
		Through	45.4	55		45.4	30.1	0	99
		Right 2	22.2	141		22.2	24.9	0	85.2
		Total	27	273		23.5	25.6	0	99
	SWB	Left 2	15	56		15	16.9	0	59.2
		Through	26.2	1072		26.2	23.8	0	100.2
		Right 2	21.7	67		21.7	20.6	0	89.6
		Total	25.4	1195		22.7	22.6	0	100.2
	NWB	Left 2	23.2	289		23.2	22	0	74.9
		Through	33.2	92		33.2	27.7	0	90.6
		Right 2	23.4	60		23.4	21.1	0	82.9
		Total	25.3	441		26.7	24.6	0	90.6
	Total		24.5	3304	C	24.6	22.8	0	100.2
Roosevelt at US-1	NB	Through	79	308		79	45.1	0	237.2
		Right 2	15.5	938		15.5	16.2	0	84.9
		Total	31.2	1246		20.4	30.8	0	237.2
	SEB	Left 1	54.8	1280		54.8	28.8	0	177.3
		Right 1	44	240		44	31.1	0	132.3
		Total	53.1	1520		32.7	28.3	0	177.3
	WB	Left 2	40.1	665		40.1	27.4	0	99.2
		Right 2	4.6	824		4.6	4.9	0	22.5
		Total	20.5	1489		15.6	20.7	0	99.2
	Total		35.3	4255	D	35.2	34.1	0	237.2
Flagler at Roosevelt	NB	Left 2	21.8	130		21.8	18.9	0	80.3
		Through	13	545		13	13.9	0	54.2
		Total	14.7	675		13.8	15.7	0	80.3
	EB	Left 2	32	504		32	26.5	0	122.3
		Right 2	6.4	113		6.4	9.8	0	65.2
		Total	27.3	617		22	22.8	0	122.3
	SB	Through	11.8	394		11.8	14.6	0	52.8
		Right 2	16.4	306		16.4	16.3	0	53.5
		Total	13.8	700		14.9	17.2	0	53.5
	Total		18.3	1992	B	18.3	20.4	0	122.3
NETWORK TOTAL			23.3	34580		23.3	24.9	0	243.5

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	20.3	89		20.3	21.4	0	95.7
		Through	25.3	1074		25.3	23.8	0	112.7
		Right 2	23.9	104		23.9	22.5	0	75.4
		Total	24.8	1267		21.2	21.8	0	112.7
	SEB	Left 2	26.3	84		26.3	24.6	0	76.2
		Through	35.4	61		35.4	29.4	0	100.6
		Right 2	14.1	74		14.1	18.4	0	75.6
		Total	24.7	219		23.5	25.6	0	100.6
	SWB	Left 2	16.4	55		16.4	19.5	0	59.3
		Through	26.5	1158		26.5	23.8	0	116.6
		Right 2	24.6	51		24.6	22.7	0	76.7
		Total	26	1264		22.7	22.6	0	116.6
	NWB	Left 2	29.5	341		29.5	26.3	0	122
		Through	40	71		40	29.9	0	94.1
		Right 2	25.3	62		25.3	23.7	0	85.9
		Total	30.5	474		26.7	24.6	0	122
	Total		26.1	3224	C	26.1	24.3	0	122
Roosevelt at US-1	NB	Through	48.2	303		48.2	31.1	0	124.3
		Right 2	4.5	602		4.5	10.2	0	77.1
		Total	19.1	905		20.4	30.8	0	124.3
	SEB	Left 1	31.1	995		31.1	22.7	0	146.5
		Right 1	15.6	238		15.6	19.2	0	78.1
		Total	28.1	1233		32.7	28.3	0	146.5
	WB	Left 2	34.7	663		34.7	25.7	0	105.7
		Right 2	4.3	821		4.3	5.2	0	32.6
		Total	17.9	1484		15.6	20.7	0	105.7
	Total		21.7	3622	C	21.7	25	0	146.5
Flagler at Roosevelt	NB	Left 2	19.2	69		19.2	18.7	0	57.7
		Through	10.8	349		10.8	13.1	0	50.7
		Total	12.2	418		13.8	15.7	0	57.7
	EB	Left 2	21.3	253		21.3	18.5	0	57.1
		Right 2	4.3	78		4.3	4.9	0	21.9
		Total	17.3	331		22	22.8	0	57.1
	SB	Through	11.1	429		11.1	13.8	0	47.8
		Right 2	14.5	304		14.5	15.2	0	49.5
		Total	12.5	733		14.9	17.2	0	49.5
	Total		13.5	1482	B	13.5	15.5	0	57.7
NETWORK TOTAL			20.3	32070		20.3	22	0	170

OPTIMIZED CONDITIONS
SEED 64

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Optimized Network - 3 Peak Hours	**Input File Name:**	c:\bk\key west\vissim files\optimized signal timing\coordinated plan\key west final existing conditions optimized signal timing 3.inp
Analysis Date:	10/05/2011		
Analysis Time:	13:13:18		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	64

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	249.2	40.2	189.2	336.6	15.2	20.1
Duval WB/NB	2	5592.3	255.8	34.3	200.7	304.5	14.9	19
Fleming EB/NB	3	3782.3	168.9	25.2	133	205.3	15.3	19.4
Southard WB/SB	4	3851.9	171.8	23.6	131.4	223.5	15.3	20
Eaton EB/NB	5	3544.5	132.7	32.8	92	188	18.2	26.3
Eaton WB/SB	6	3607.2	170.1	18.5	138.5	194.6	14.5	17.8
Whitehead St NB/WB	7	5306.8	243.4	39.8	200.6	344.1	14.9	18
Whitehead SB/EB	8	5306.4	232.7	44.8	196.4	333	15.5	18.4
Simonton St NB/WB	9	5569.6	222.4	15.6	201	251.9	17.1	18.9
Simonton EB/SB	10	5607.1	243.6	33.3	194.3	281	15.7	19.7
Palm/1st EB/SB	11	8217	283.9	38.2	228.1	361.5	19.7	24.6
Palm/1st NB/WB	12	8138.1	344.5	57.8	238.7	418	16.1	23.2
United SB/WB	13	5659.8	218.6	26.9	177.8	271.3	17.7	21.7
United EB/NB	14	6045.3	268.8	30.9	199.4	307.6	15.3	20.7
South NB/EB	15	5593.5	221.8	26.7	195.3	283.1	17.2	19.5
South SB/WB	16	5656.7	234.6	22.8	202	265.7	16.4	19.1
Flagler NB/EB	17	14089.4	398.8	34	334.8	458	24.1	28.7
Flagler WB/SB	18	13787.8	410.9	24.7	367.4	439.3	22.9	25.6
Truman NB/EB	19	4599.6	192.3	25.5	154.3	229.9	16.3	20.3
US-1 SB/WB	20	14301.4	446.5	40.1	377.4	523.1	21.8	25.8
White St SB/EB Travel Time	21	5952	255.1	26.4	221.5	307	15.9	18.3
White St NB/WB Travel Time	22	5953.3	230.4	24.9	204.6	271.1	17.6	19.8
US-1 NB/EB Travel Time	23	14249	383.1	50.8	320.1	463.4	25.4	30.3
Truman SB/WB Travel Time	24	4812.4	213	22.3	174.5	246.1	15.4	18.8

MD Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	416.4	53.9	318.4	484.4	9.1	11.9
Duval WB/NB	2	5592.3	493.3	73.1	399.6	611.5	7.7	9.5
Fleming EB/NB	3	3782.3	204.1	7.7	193.4	214.1	12.6	13.3
Southard WB/SB	4	3851.9	230	48.8	136.3	297.2	11.4	19.3
Eaton EB/NB	5	3544.5	162.4	45.9	101	222.3	14.9	23.9
Eaton WB/SB	6	3607.2	201.9	39.8	141.9	263.9	12.2	17.3
Whitehead St NB/WB	7	5306.8	399.8	80.8	302.8	512.7	9.1	11.9
Whitehead SB/EB	8	5306.4	375	75.6	302	481	9.6	12
Simonton St NB/WB	9	5569.6	384.2	156.4	273.6	749.8	9.9	13.9
Simonton EB/SB	10	5607.1	318.8	26.2	282.2	355.3	12	13.5
Palm/1st EB/SB	11	8217	297.4	40.3	223.1	340.5	18.8	25.1
Palm/1st NB/WB	12	8138.1	325.7	38	276.6	387.8	17	20.1
United SB/WB	13	5659.8	215.6	24.5	190.1	262.3	17.9	20.3
United EB/NB	14	6045.3	255.3	21.4	231.7	297.1	16.1	17.8
South NB/EB	15	5593.5	249	27.2	208.7	298.5	15.3	18.3
South SB/WB	16	5656.7	249	19.4	223.6	277.5	15.5	17.2
Flagler NB/EB	17	14089.4	435.8	46	376.1	512.7	22	25.5
Flagler WB/SB	18	13787.8	421.3	34.6	370.1	472.8	22.3	25.4
Truman NB/EB	19	4599.6	278.7	43.8	226.8	329.6	11.3	13.8
US-1 SB/WB	20	14301.4	489.2	58.1	370.5	557.2	19.9	26.3
White St SB/EB Travel Time	21	5952	269.7	42.1	215.9	339.7	15	18.8
White St NB/WB Travel Time	22	5953.3	247.1	33.3	206.6	297.2	16.4	19.6
US-1 NB/EB Travel Time	23	14249	408.2	35.9	344.9	444.3	23.8	28.2
Truman SB/WB Travel Time	24	4812.4	248.8	37.8	181.4	322.6	13.2	18.1

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	539.3	134.1	308.1	719.7	7	12.3
Duval WB/NB	2	5592.3	592	137	452.4	778.1	6.4	8.4
Fleming EB/NB	3	3782.3	260	44.6	162.2	302.6	9.9	15.9
Southard WB/SB	4	3851.9	201.4	28.5	136.5	228.3	13	19.2
Eaton EB/NB	5	3544.5	219.6	49.1	143.4	290.2	11	16.9
Eaton WB/SB	6	3607.2	180.7	31.1	153.4	254.6	13.6	16
Whitehead St NB/WB	7	5306.8	448.3	100.1	349.2	643.2	8.1	10.4
Whitehead SB/EB	8	5306.4	323.5	28.3	266.8	369.7	11.2	13.6
Simonton St NB/WB	9	5569.6	316.7	31.8	260	358.9	12	14.6
Simonton EB/SB	10	5607.1	370.4	85.8	285.5	526.1	10.3	13.4
Palm/1st EB/SB	11	8217	336	47.1	258.3	429.9	16.7	21.7
Palm/1st NB/WB	12	8138.1	336.9	30.8	288.1	389.7	16.5	19.3
United SB/WB	13	5659.8	237.2	25.5	201.9	283.1	16.3	19.1
United EB/NB	14	6045.3	319.8	47.2	249.2	392.2	12.9	16.5
South NB/EB	15	5593.5	275.9	44.4	224.8	333.5	13.8	17
South SB/WB	16	5656.7	274.4	38.5	206	348.4	14.1	18.7
Flagler NB/EB	17	14089.4	476.6	48.9	370.2	525.2	20.2	25.9
Flagler WB/SB	18	13787.8	408.9	30.8	367.6	457.7	23	25.6
Truman NB/EB	19	4599.6	241.7	28.4	199.3	299.3	13	15.7
US-1 SB/WB	20	14301.4	484.9	36.7	444.3	551.7	20.1	21.9
White St SB/EB Travel Time	21	5952	279.6	47.3	203.6	353.8	14.5	19.9
White St NB/WB Travel Time	22	5953.3	264.5	12.6	250.4	285	15.3	16.2
US-1 NB/EB Travel Time	23	14249	445	37.1	404.4	513.4	21.8	24
Truman SB/WB Travel Time	24	4812.4	260.8	42.4	215.6	321.2	12.6	15.2

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	57.1	10	57.1	33.9	1.3	106.1
Palm/1st EB/SB	11	71.4	9	71.4	26.8	19.1	104.9
Whitehead SB/EB	8	75.2	9	75.2	31.5	39.3	127
Palm/1st NB/WB	12	110.2	11	110.2	52.7	18.3	177.8
Whitehead St NB/WB	7	72.7	11	72.7	23.9	35.7	108.6
United EB/NB	14	57.6	11	57.6	29.6	24.4	121.3
Truman SB/WB Travel Time	24	62.1	10	62.1	30.8	24.5	108.5
Eaton WB/SB	6	66.2	11	66.2	24.3	27.3	92.6
United SB/WB	13	46.4	10	46.4	14.1	32.5	76.5
Simonton St NB/WB	9	62.1	8	62.1	19.3	37.5	98.4
Eaton EB/NB	5	40.2	10	40.2	37.5	1.5	110.4
US-1 SB/WB	20	113	10	113	52.4	44.9	206
Duval WB/NB	2	60.9	9	60.9	28.8	30.1	111.3
Duval EB/SB	1	51.1	10	51.1	21.3	21.5	84.5
Simonton EB/SB	10	64.7	9	64.7	25.9	33.5	114.6
White St SB/EB Travel Time	21	78	9	78	30.6	38.5	142.8
White St NB/WB Travel Time	22	45.7	11	45.7	19.9	30.2	83.6
Fleming EB/NB	3	45.3	12	45.3	21.7	16.7	87.1
Southard WB/SB	4	51	10	51	20.7	28.8	92.6
Truman NB/EB	19	50.3	11	50.3	20.1	18.3	78.2
South SB/WB	16	68	10	68	28.5	31.7	116.1
South NB/EB	15	66.2	10	66.2	25.9	39	123.3
Flagler NB/EB	17	55.6	11	55.6	30.6	5.7	99.8
Flagler WB/SB	18	51.8	9	51.8	35	3.8	102.4

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	91	8	91	52.4	2.9	150.1
Palm/1st EB/SB	11	81.7	8	81.7	33.5	25.8	120.8
Whitehead SB/EB	8	145.1	4	145.1	94.4	64.7	281.7
Palm/1st NB/WB	12	91.1	10	91.1	35	40.4	159.2
Whitehead St NB/WB	7	197.6	11	197.6	82.1	93.4	319.6
United EB/NB	14	70	9	70	24.2	37.8	114.2
Truman SB/WB Travel Time	24	100.1	9	100.1	29.9	47.7	146.4
Eaton WB/SB	6	98.7	10	98.7	45.4	36.5	169.7
United SB/WB	13	46.3	10	46.3	16.9	23.2	79.5
Simonton St NB/WB	9	203.6	10	203.6	166.1	74.3	577.1
Eaton EB/NB	5	67.5	5	67.5	35.9	20.1	120.5
US-1 SB/WB	20	152.1	9	152.1	42.9	76.5	208.4
Duval WB/NB	2	236.8	10	236.8	71.6	143.5	340.4
Duval EB/SB	1	178	9	178	84.6	62	345.1
Simonton EB/SB	10	105.8	10	105.8	30	56.3	147.5
White St SB/EB Travel Time	21	102.7	8	102.7	37.2	61	164.5
White St NB/WB Travel Time	22	67.5	10	67.5	34.7	30.2	124.2
Fleming EB/NB	3	69.8	7	69.8	38.1	6.5	110.6
Southard WB/SB	4	101.9	10	101.9	56.8	13	162.4
Truman NB/EB	19	155.7	6	155.7	50.8	87.3	211.2
South SB/WB	16	69.4	9	69.4	22.2	41.8	107.2
South NB/EB	15	74.3	9	74.3	22.1	49	106.9
Flagler NB/EB	17	56.6	10	56.6	33	9.7	109.6
Flagler WB/SB	18	49.6	9	49.6	26	7.6	83.9

PM Travel Time Delay							
Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	110.8	10	110.8	39.5	62	185.9
Palm/1st EB/SB	11	100.8	12	100.8	37.5	45.2	166.4
Whitehead SB/EB	8	133.7	10	133.7	43	62.8	181.9
Palm/1st NB/WB	12	108.2	12	108.2	38.2	39.1	162.6
Whitehead St NB/WB	7	242.5	10	242.5	116.9	75.3	480.7
United EB/NB	14	101.8	9	101.8	45.8	33	159.9
Truman SB/WB Travel Time	24	110.4	7	110.4	39.4	74.6	186.1
Eaton WB/SB	6	81.4	11	81.4	32.7	34.7	133.4
United SB/WB	13	64	10	64	17.4	38.3	92.1
Simonton St NB/WB	9	129.8	12	129.8	29.7	53.5	166.2
Eaton EB/NB	5	118.1	12	118.1	51.9	50.1	191.6
US-1 SB/WB	20	151.5	6	151.5	34.8	97.6	191.5
Duval WB/NB	2	337.4	7	337.4	173.6	96.2	578.7
Duval EB/SB	1	336.7	10	336.7	116.8	165.4	558.9
Simonton EB/SB	10	167.3	10	167.3	62.1	94.7	288.5
White St SB/EB Travel Time	21	78	10	78	48.9	3.7	173.6
White St NB/WB Travel Time	22	52.8	10	52.8	28.5	8.5	88.1
Fleming EB/NB	3	109.5	9	109.5	48.2	42.8	181.7
Southard WB/SB	4	77.3	9	77.3	35.6	20.8	112.6
Truman NB/EB	19	102.4	12	102.4	34.6	46.7	159.1
South SB/WB	16	90.9	10	90.9	30	53.9	135.8
South NB/EB	15	89.8	10	89.8	40.3	50.3	152.4
Flagler NB/EB	17	88.5	10	88.5	32.7	54	156.9
Flagler WB/SB	18	53.9	10	53.9	26.9	2	93.5

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	21.7	4		21.7	8.8	9.9	31.1
		Through	12	76		12	11.5	0	37.2
		Right 2	5.8	14		5.8	6.3	0	21.8
		Total	11.5	94		21.3	21.8	0	37.2
	SEB	Left 2	6.7	15		6.7	8.9	0.1	27.7
		Through	6	95		6	8.4	0	28.6
		Right 2	5.2	5		5.2	7.3	0	17.3
		Total	6.1	115		17.5	19	0	28.6
	SWB	Left 2	17.4	32		17.4	12	0.1	32.1
		Through	14.8	97		14.8	11.7	0	54
		Right 2	14	20		14	12	0.2	40
		Total	15.3	149		26.7	25.4	0	54
	NWB	Left 2	5.4	11		5.4	8.1	0.1	26
		Through	7.1	151		7.1	7	0	23.1
		Right 2	6.5	7		6.5	5.2	0.4	14.2
		Total	7	169		23.3	21.8	0	26
	Total		10	527	A	9.9	10.3	0	54
Front at Duval	NB	Left 1	11.7	25		11.7	11.7	0	33.8
		Right 1	12.9	32		12.9	10.4	0	33.9
		Right 3	4.2	18		4.2	3.9	0.2	12.2
		Total	10.4	75		15.8	15.1	0	33.9
	SEB	Left 2	14.6	12		14.6	11.1	3.1	38.2
		Through	8.8	17		8.8	11.3	0	31.2
		Right 1	2.7	16		2.7	3.2	0	9
		Total	8.2	45		10.9	13.1	0	38.2
	SWB	Left 2	10.3	27		10.3	10.7	0	35.7
		Left 1	9	48		9	9.4	0	34.2
		Right 2	7.2	44		7.2	7.9	0	39.9
		Total	8.6	119		19.2	19.2	0	39.9
	NWB	Left 3	10.1	24		10.1	10	0.2	31.9
		Through	12.9	55		12.9	12	0	38.5
		Right 2	5.9	54		5.9	6.2	0	25.9
		Total	9.6	133		21.5	23	0	38.5
	Total		9.3	372	A	9.3	9.9	0	39.9
Duval at Southard	SEB	Through	5.8	98		5.8	8.5	0	39
		Right 2	5.9	31		5.9	9.5	0.2	34.6
		Total	5.8	129		13.5	15.3	0	39
	SWB	Left 2	14.4	22		14.4	10.2	0.1	30.4
		Through	14.7	86		14.7	9.8	0	33.5
		Right 2	7.3	32		7.3	6.9	0.1	30.2
		Total	13	140		19.4	15.1	0	33.5
	NWB	Left 2	8.6	17		8.6	9.1	0	26.3
		Through	6.3	163		6.3	7.6	0	36.2
		Total	6.5	180		28.3	35.3	0	36.2
	Total		8.3	449	A	8.3	9.3	0	39

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	7.4	12		7.4	4.6	0	13.8
		Through	14.1	28		14.1	10.1	0	30.6
		Right 2	4.7	17		4.7	3.3	0.2	11.4
		Total	9.9	57		14.3	12.7	0	30.6
	SEB	Left 2	6.1	6		6.1	6.8	0	14.7
		Through	3.3	108		3.3	5.6	0	26.3
		Right 2	0.8	6		0.8	0.7	0.3	2
		Total	3.3	120		16.1	18.6	0	26.3
	SWB	Left 2	8	2		8	2.4	6.3	9.6
		Through	15	21		15	7.5	4.7	32.9
		Right 2	3.4	7		3.4	1.5	0.1	4.4
		Total	11.8	30		14.9	13.6	0.1	32.9
	NWB	Left 2	8.1	13		8.1	8.4	0.2	28.5
		Through	4.8	141		4.8	6.6	0	26.5
		Right 2	5	11		5	6.6	0.2	22
		Total	5.1	165		15.4	17.9	0	28.5
	Total		5.8	372	A	5.8	7.4	0	32.9
Duval at Truman	NEB	Left 2	11.2	2		11.2	15.7	0.1	22.3
		Through	12	63		12	11.5	0	42.5
		Right 2	4.8	4		4.8	1.4	3.5	6.6
		Total	11.6	69		28.9	34.5	0	42.5
	SEB	Left 2	14.9	38		14.9	11.8	0.1	33.3
		Through	10.8	72		10.8	10.5	0	36.1
		Right 2	5.4	16		5.4	6.2	0	25.4
		Total	11.4	126		32.8	33.7	0	36.1
	SWB	Left 2	11.6	26		11.6	11	0	33.5
		Through	12.1	102		12.1	11	0	44.8
		Right 2	8.8	71		8.8	8.4	0	31
		Total	10.9	199		14.8	13.1	0	44.8
	NWB	Through	10.4	91		10.4	10.9	0	38.4
		Right 2	6.5	26		6.5	5.9	0.1	22.9
		Total	9.5	117		23	26.6	0	38.4
	Total		10.8	511	B	10.8	10.5	0	44.8
Duval at South	NEB	Left 2	4.6	2		4.6	1.1	3.8	5.4
		Through	8.6	47		8.6	3.6	3	16.3
		Right 2	6	24		6	2.2	2.9	13.5
		Total	7.6	73		10.7	7.8	2.9	16.3
	SEB	Left 2	7.9	37		7.9	3.9	3.5	20.1
		Through	7.5	41		7.5	4.5	3.3	27.8
		Right 2	6.1	9		6.1	1.4	4.7	8.7
		Total	7.5	87		14	14.1	3.3	27.8
	SWB	Left 2	12	24		12	10.9	4.1	51.8
		Through	10.6	87		10.6	7.2	3.3	37.6
		Right 2	12.2	83		12.2	10.4	3.2	55
		Total	11.5	194		15.3	12.2	3.2	55
	NWB	Left 2	5.8	13		5.8	2.1	3.6	9.6
		Through	6.5	14		6.5	1.5	5.1	9.4
		Right 2	6.4	8		6.4	2.8	4	12.2
		Total	6.2	35		8.2	4.6	3.6	12.2
	Total		9.4	389	A	9.4	7.2	2.9	55

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	2.7	3		2.7	3.8	0	7
		Through	4.4	231		4.4	7.1	0	30.3
		Right 2	2.4	42		2.4	3.9	0	16.9
		Total	4.1	276		11.2	12.5	0	30.3
	SEB	Left 2	29.6	16		29.6	22.9	0.2	68.1
		Through	20.2	16		20.2	19.3	0	54.8
		Right 2	7.5	6		7.5	6.7	0	15
		Total	22.2	38		26	19.9	0	68.1
	SWB	Left 2	11.2	100		11.2	10.9	0.1	36.5
		Through	8.7	653		8.7	9.5	0	35.2
		Right 2	7.2	50		7.2	8.7	0	29.2
		Total	8.9	803		8.6	10.2	0	36.5
	NWB	Left 2	32	86		32	19.7	0	69.1
		Through	33.1	36		33.1	21.1	0	70.5
		Right 2	16.6	91		16.6	13.8	0.6	49.6
		Total	25.6	213		30.7	23.5	0	70.5
	Total		11	1330	B	11	13.7	0	70.5
Whitehead at Fleming	NEB	Left 2	13.7	51		13.7	11.5	0	32.9
		Through	12.3	68		12.3	10.8	0	39.3
		Right 2	3.5	6		3.5	1.8	0	5.1
		Total	12.4	125		14.3	13.9	0	39.3
	SEB	Left 2	6.4	14		6.4	10.4	0.2	38.9
		Through	6.6	87		6.6	10	0	47.8
		Right 2	2.9	45		2.9	2.3	0	8
		Total	5.4	146		12.8	14.1	0	47.8
	NWB	Left 2	7	20		7	8.5	0.1	36.1
		Through	10.3	183		10.3	12.3	0	47
		Right 2	7	49		7	8	0	40.2
		Total	9.4	252		18.1	21.4	0	47
	Total		9	523	A	9	10.9	0	47.8
Simonton at Fleming	NEB	Left 2	13.9	17		13.9	10.5	0.1	32.5
		Through	9.7	120		9.7	8.7	0	40.7
		Right 2	4.4	29		4.4	6.3	0	25.4
		Total	9.2	166		14.3	12.4	0	40.7
	SEB	Left 2	7.9	13		7.9	8.5	0.2	26.1
		Through	4.3	88		4.3	6.5	0	25
		Total	4.8	101		7.3	8.4	0	26.1
	NWB	Through	8.7	147		8.7	9.7	0	33.1
		Right 2	6.9	20		6.9	6.6	0.1	25.4
		Total	8.5	167		13.4	19.3	0	33.1
	Total		7.9	434	A	7.9	8.8	0	40.7

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	5	19		5	7.2	0	18.2
		Through	3.6	137		3.6	6.4	0	27.5
		Right 2	1.3	9		1.3	2.2	0	5.6
		Total	3.6	165		6.9	8	0	27.5
	SEB	Left 2	7.4	10		7.4	8	0	21.4
		Through	10.7	28		10.7	10.6	0	36
		Total	9.8	38		13.4	11.9	0	36
	NWB	Through	11.4	22		11.4	12.2	0	39.1
		Right 2	6.6	37		6.6	6.3	0	25.6
		Total	8.4	59		8.8	9.9	0	39.1
	Total		5.6	262	A	5.6	8.1	0	39.1
White at Southard	SEB	Left 2	1.6	15		1.6	2.6	0	7.4
		Through	1	152		1	2.6	0	13.1
		Right 2	1.1	65		1.1	2.3	0	9.7
		Total	1.1	232		1.8	3.6	0	13.1
	SWB	Left 2	5.5	2		5.5	0.5	5.1	5.9
		Through	7.6	4		7.6	2.4	5.9	11.2
		Right 2	4.2	7		4.2	0.4	3.3	4.5
		Total	5.4	13		5	1.7	3.3	11.2
	NWB	Left 2	6	91		6	7.2	0	28.6
		Through	2.4	124		2.4	4.2	0	17.8
		Right 2	3	5		3	6.2	0.2	14.2
		Total	3.9	220		3.4	5.5	0	28.6
	Total		2.5	465	A	2.6	4.7	0	28.6
Whitehead at Southard	NEB	Left 2	27.4	43		27.4	19.2	0	71
		Right 2	6.2	22		6.2	8.3	0	41.5
		Total	20.2	65		24.8	31.2	0	71
	SEB	Through	17.1	49		17.1	18.1	0	62.3
		Right 2	6.2	47		6.2	10.5	0	59.4
		Total	11.8	96		25.8	23.4	0	62.3
	SWB	Left 2	28.1	11		28.1	14.3	2.4	54.6
		Through	25.9	88		25.9	21.3	0	68.8
		Right 2	20	31		20	20.5	0.1	65.7
		Total	24.7	130		32.1	25.5	0	68.8
	NWB	Left 2	15	52		15	16.8	0	53.2
		Through	14.8	120		14.8	16.1	0	51.4
		Total	14.9	172		24.1	24.2	0	53.2
	Total		17.8	463	B	17.7	18.5	0	71

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	7.1	4		7.1	3.8	3.9	12.5
		Through	6.2	18		6.2	1.5	3.1	9.1
		Right 2	5.1	24		5.1	1.4	3.3	9.8
		Total	5.7	46		7.5	4.4	3.1	12.5
	SEB	Left 2	6.3	12		6.3	1.4	5.2	9.6
		Through	9.4	64		9.4	5.2	3.3	27
		Right 2	7.3	22		7.3	4.4	3.3	20.8
		Total	8.5	98		13.5	13.2	3.3	27
	SWB	Left 2	4.8	5		4.8	1.3	3.3	6.9
		Through	6.5	20		6.5	1.8	3.9	10.8
		Right 2	5.1	12		5.1	0.7	4.3	7
		Total	5.8	37		7.9	4.6	3.3	10.8
	NWB	Left 2	6.9	55		6.9	3	3.2	21.5
		Through	7.4	58		7.4	4.5	3	23.7
		Right 2	6.7	5		6.7	1.4	5.2	8.9
		Total	7.1	118		23.1	29.3	3	23.7
	Total		7.2	299	A	7.2	3.9	3	27
Whitehead at Truman	SEB	Left 2	7.5	14		7.5	11.2	0.1	39.7
		Through	5.8	62		5.8	9.9	0	50.9
		Right 2	3.5	10		3.5	2.1	0.3	6.4
		Total	5.8	86		15.3	15.4	0	50.9
	SWB	Left 2	7.6	34		7.6	6.2	0.3	21.9
		Through	8.7	49		8.7	7	0	37.6
		Right 2	7	35		7	5.3	0.1	21.4
		Total	7.9	118		14.6	13.3	0	37.6
	NWB	Left 2	9.4	19		9.4	9.6	0.2	34
		Through	10	139		10	11.2	0	48
		Right 2	8.3	44		8.3	10.1	0.2	40.6
		Total	9.6	202		18.3	18.6	0	48
	Total		8.3	406	A	8.3	9.5	0	50.9
Simonton at Caroline	NEB	Left 2	15.2	5		15.2	11	0.1	27.6
		Through	11.7	35		11.7	10.3	0	30.9
		Right 2	5.2	17		5.2	6.9	0	31
		Total	10.1	57		9.2	9.8	0	31
	SEB	Left 2	6.1	5		6.1	3.2	1.5	9.1
		Through	4.3	37		4.3	6.9	0	24.5
		Right 2	5.6	1		5.6	0	5.6	5.6
		Total	4.5	43		7.8	8.8	0	24.5
	SWB	Left 2	11.8	15		11.8	10.8	0.2	33.2
		Through	12.5	65		12.5	9.5	0	33.4
		Right 2	6.9	67		6.9	5.9	0	24.9
		Total	9.9	147		10.6	9.9	0	33.4
	NWB	Left 2	7	17		7	8.3	0	25.5
		Through	7.8	205		7.8	9.4	0	41.5
		Right 2	4.7	38		4.7	5.8	0	28.5
		Total	7.3	260		9.4	11.2	0	41.5
	Total		8.1	507	A	8.1	8.9	0	41.5

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	12.9	22		12.9	10.5	0	31.5
		Through	6.7	92		6.7	8	0	26.9
		Right 2	4.4	13		4.4	3.3	0.3	11
		Total	7.5	127		10.8	12.5	0	31.5
	SEB	Left 2	11.7	24		11.7	16.2	0.1	74.7
		Through	17	94		17	17.3	0	73.9
		Right 2	10.1	11		10.1	7.9	3.1	25.4
		Total	15.4	129		23.6	32.8	0	74.7
	SWB	Left 2	11.8	32		11.8	11.4	0.1	38.1
		Through	10.1	174		10.1	10.4	0	46.3
		Right 2	11.5	32		11.5	13	0	43.8
		Total	10.5	238		13.2	11.8	0	46.3
	NWB	Left 2	9.6	14		9.6	12	0.1	46
		Through	7.4	100		7.4	7	0	32.1
		Right 2	5.2	14		5.2	4.5	0.4	18.3
		Total	7.4	128		14.9	16.8	0	46
	Total		10.3	622	B	10.3	11.7	0	74.7
Simonton at United	NEB	Left 2	8.4	3		8.4	4.7	5.6	13.8
		Through	9.2	85		9.2	7.8	0	33.1
		Right 2	12.6	9		12.6	8.9	0.4	26.9
		Total	9.5	97		10.1	9.7	0	33.1
	SEB	Left 2	6.3	37		6.3	7.8	0	24.9
		Through	5.6	88		5.6	6.3	0	24.8
		Right 2	5.7	12		5.7	5.3	0.1	17.9
		Total	5.8	137		9.3	11.9	0	24.9
	SWB	Left 2	9.6	6		9.6	10.7	1.8	30.7
		Through	8.7	69		8.7	7.1	0	29.3
		Right 2	5.3	60		5.3	4.1	0	22.8
		Total	7.2	135		8.7	8.1	0	30.7
	NWB	Left 2	6.8	15		6.8	6.6	0.1	19
		Through	4.9	66		4.9	5.8	0	21.7
		Right 2	3.3	7		3.3	5.3	0.4	15
		Total	5.1	88		7	8.6	0	21.7
	Total		6.9	457	A	6.9	6.8	0	33.1
Thomas at Petronia	SEB	Through	7.9	38		7.9	8.8	0	26.3
		Right 2	3.1	13		3.1	3.3	0	9.3
		Total	6.7	51		6.6	8.2	0	26.3
	SWB	Left 2	9	10		9	10.1	0.1	25.3
		Through	9.4	50		9.4	9.1	0	26.4
		Right 2	2.6	18		2.6	3.2	0	11
		Total	7.8	78		7.8	8.8	0	26.4
	NWB	Left 2	11.2	20		11.2	9.6	0	24.5
		Through	9.6	35		9.6	8.9	0	26.3
		Total	10.2	55		9.9	9.6	0	26.3
	Total		8.2	184	A	8.2	8.7	0	26.4

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	5.9	21		5.9	1.8	3.6	10
		Through	6.2	60		6.2	2.2	3.2	13.4
		Right 2	5.5	19		5.5	1.9	3.1	10
		Total	6	100		6.8	3.3	3.1	13.4
	SEB	Left 2	0.1	16		0.1	0.3	0	0.5
		Through	0	28		0	0	0	0
		Total	0	44		0.1	0.4	0	0.5
	NWB	Through	0	42		0	0.1	0	0.5
		Right 2	0.2	6		0.2	0.1	0.1	0.3
		Total	0	48		0.2	0.6	0	0.5
	Total		3.1	192	A	3.1	3.3	0	13.4
Truman at White	NEB	Left 2	12.9	20		12.9	14.2	0.2	52.7
		Through	12.9	316		12.9	12.7	0	60.1
		Right 2	9.5	53		9.5	11.9	0	53.8
		Total	12.4	389		17.8	17.1	0	60.1
	SEB	Left 2	21.5	53		21.5	17.2	0	60.7
		Through	17	116		17	15.8	0	66.8
		Right 2	7.6	11		7.6	9	0	26.6
		Total	17.8	180		26.2	23	0	66.8
	SWB	Left 2	17.5	33		17.5	15.7	0.1	59
		Through	13	366		13	13.1	0	63.4
		Right 2	13.2	38		13.2	14.5	0.2	58.9
		Total	13.4	437		21.3	20.2	0	63.4
	NWB	Left 2	27	55		27	17.6	0	62.5
		Through	26	161		26	19.6	0	97.8
		Right 2	20.9	77		20.9	16.8	0.3	75.9
		Total	24.8	293		29.3	21.9	0	97.8
	Total		16.3	1299	B	16.3	15.7	0	97.8
White at Catherine	NEB	Left 2	11.8	15		11.8	7.6	5.7	34.3
		Through	8.5	16		8.5	3.1	3.6	16.7
		Right 2	5.8	17		5.8	1.2	3.9	8.3
		Total	8.6	48		8	4.6	3.6	34.3
	SEB	Left 2	2	14		2	2.5	0	8.9
		Through	1	213		1	2.7	0	17.8
		Right 2	2.9	17		2.9	3.4	0	12.8
		Total	1.2	244		1.9	3.6	0	17.8
	SWB	Left 2	11	2		11	7.9	5.4	16.6
		Through	8.9	9		8.9	4	5.5	17.1
		Right 2	7.2	7		7.2	4.7	4	17.7
		Total	8.5	18		7.5	3.5	4	17.7
	NWB	Left 2	1.8	25		1.8	3.1	0.1	11.7
		Through	1.2	249		1.2	2.1	0	9.6
		Right 2	1.1	14		1.1	1.6	0	4.6
		Total	1.2	288		1.1	2.3	0	11.7
	Total		2	598	A	2	3.7	0	34.3

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	12.8	8		12.8	13.5	0.2	36.5
		Through	10.9	64		10.9	11.4	0	37.1
		Right 2	0	2		0	0.7	0	0
		Total	10.8	74		12.2	11.4	0	37.1
	SEB	Left 2	9.3	84		9.3	9.8	0	43.3
		Through	7.4	120		7.4	8	0	32.6
		Right 2	7.7	6		7.7	9.7	0	23.7
		Total	8.2	210		9	9.3	0	43.3
	SWB	Left 2	17.1	15		17.1	11.2	3.6	35
		Through	12.8	173		12.8	10.1	0	38.5
		Right 2	15.3	165		15.3	10.6	0.9	41.9
		Total	14.2	353		15.8	11.4	0	41.9
	NWB	Left 2	11.6	4		11.6	11.8	4.7	29.2
		Through	6.5	110		6.5	8.7	0	32.8
		Right 2	6.9	16		6.9	8.5	0	21.2
		Total	6.7	130		6.1	8.6	0	32.8
	Total		11	767	B	10.9	10.3	0	43.3
Truman at 1st	EB	Through	15.7	320		15.7	18.2	0	86.2
		Right 1	10.4	10		10.4	12.4	0	31.9
		Total	15.5	330		27.7	26.9	0	86.2
	SEB	Left 1	22.1	244		22.1	21.2	0	80.4
		Through	19.1	67		19.1	22.6	0	73.2
		Right 3	7.1	14		7.1	9.3	0.1	34.2
		Total	20.8	325		33.4	29.9	0	80.4
	WB	Through	18.5	580		18.5	18.6	0	81.9
		Right 1	11	590		11	10.1	0	52.9
		Total	14.7	1170		22.3	22.4	0	81.9
	NWB	Left 1	24.4	57		24.4	20.6	0	70.2
		Through	35.8	141		35.8	27.3	0	90.6
		Right 3	23.3	58		23.3	24.5	0.1	75.5
		Total	30.4	256		38.6	30.7	0	90.6
	Total		17.7	2081	B	17.7	19.1	0	90.6
1st at Flagler	NEB	Left 2	17.5	11		17.5	18.2	0.1	62.5
		Through	16.2	313		16.2	13.3	0	55.1
		Right 2	10.3	31		10.3	12.2	0	39.2
		Total	15.7	355		19.9	17.1	0	62.5
	SEB	Left 2	24.1	133		24.1	16.8	0.1	65.6
		Through	26.1	92		26.1	16.1	0	59.9
		Right 2	13.3	20		13.3	11.6	0	37.2
		Total	24	245		30.3	19.4	0	65.6
	SWB	Left 2	10.7	57		10.7	11.4	0	47.5
		Through	18.4	456		18.4	14.7	0	56.6
		Right 2	18.8	71		18.8	16.8	0	49.2
		Total	17.7	584		17.1	15.4	0	56.6
	NWB	Left 2	30.9	64		30.9	20.5	0	66.3
		Through	26.5	123		26.5	17.8	0.1	63.2
		Right 2	13.1	71		13.1	10.2	2.5	39.8
		Total	23.9	258		28.4	22.7	0	66.3
	Total		19.4	1442	B	19.4	15.8	0	66.3

AM Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	9.6	35		9.6	17.5	0	70.5
		Through	16.6	523		16.6	20.1	0	68.8
		Right 2	13.9	63		13.9	16.9	0	62.7
		Total	15.9	621		21.2	21.7	0	70.5
	SEB	Left 2	23.7	64		23.7	25.1	0	98.8
		Through	38.1	32		38.1	32.1	0	100.8
		Right 2	9.9	73		9.9	13.6	0	74.5
		Total	20.5	169		24.4	26.4	0	100.8
	SWB	Left 2	10.1	58		10.1	14.7	0	64.9
		Through	18.9	858		18.9	21	0	73.6
		Right 2	14.8	47		14.8	18.5	0	57.1
		Total	18.2	963		22.8	22.2	0	73.6
	NWB	Left 2	27.4	254		27.4	23.8	0	88.2
		Through	39.9	22		39.9	27.8	0	89.1
		Right 2	18	34		18	20.1	0	64.3
		Total	27.3	310		27.9	25.1	0	89.1
	Total		19.1	2063	B	19	21.6	0	100.8
Roosevelt at US-1	NB	Through	32.8	123		32.8	20.6	0	75.6
		Right 2	1.9	400		1.9	3	0	16.6
		Total	9.2	523		29.5	47.6	0	75.6
	SEB	Left 1	16.4	521		16.4	15.9	0	66
		Right 1	6	96		6	9.2	0	35.8
		Total	14.8	617		35.8	29.9	0	66
	WB	Left 2	20.4	588		20.4	17.2	0	74.5
		Right 2	4.4	874		4.4	4.9	0	29.4
		Total	10.8	1462		15.4	21.3	0	74.5
	Total		11.4	2602	B	11.4	15	0	75.6
Flagler at Roosevelt	NB	Left 2	20.9	72		20.9	21.4	0	90.1
		Through	9.7	299		9.7	12.9	0	44.6
		Total	11.9	371		12.8	15.4	0	90.1
	EB	Left 2	19.9	262		19.9	18.8	0	62.7
		Right 2	5.3	61		5.3	6.4	0	43.1
		Total	17.1	323		22.7	23	0	62.7
	SB	Through	14.6	320		14.6	15.8	0	79.4
		Right 2	18.3	540		18.3	16	0	79.4
		Total	16.9	860		12.7	15	0	79.4
	Total		15.7	1554	B	15.7	16.5	0	90.1
NETWORK TOTAL			12.6	21170		12.6	15.3	0	100.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	25	15		25	29.6	1.8	103.4
		Through	18.7	117		18.7	17.4	0	123.9
		Right 2	15.7	16		15.7	18.4	0	72.8
		Total	19	148		21.3	21.8	0	123.9
	SEB	Left 2	14.4	20		14.4	11.7	0	42.6
		Through	13.3	213		13.3	11.8	0	48.7
		Right 2	9	23		9	5.8	0	20.2
		Total	13	256		17.5	19	0	48.7
	SWB	Left 2	37.8	61		37.8	33.1	0	116.9
		Through	31.6	122		31.6	30	0	144.6
		Right 2	36	79		36	32.1	0.1	121.1
		Total	34.4	262		26.7	25.4	0	144.6
	NWB	Left 2	42.8	25		42.8	32.3	0	116.8
		Through	29.1	335		29.1	21.9	0	109.1
		Right 2	28.6	19		28.6	22.7	0.4	82.6
		Total	30	379		23.3	21.8	0	116.8
	Total		25.4	1045	C	25.4	24.3	0	144.6
Front at Duval	NB	Left 1	17.4	45		17.4	15.8	0	54.5
		Right 1	17.4	98		17.4	15.1	0	70.3
		Right 3	12.9	54		12.9	12.9	0	63.9
		Total	16.2	197		15.8	15.1	0	70.3
	SEB	Left 2	13.5	12		13.5	16.5	0.8	49.9
		Through	8.1	39		8.1	10.3	0	31.2
		Right 1	9.5	24		9.5	10.4	0	39.2
		Total	9.4	75		10.9	13.1	0	49.9
	SWB	Left 2	26.1	37		26.1	19.4	0	91.5
		Left 1	19.7	99		19.7	18.6	0	85.9
		Right 2	15.4	45		15.4	12.5	0.1	48.1
		Total	19.9	181		19.2	19.2	0	91.5
	NWB	Left 3	25	88		25	19.3	0	91.8
		Through	27.9	106		27.9	21.6	0	104.7
		Right 2	22.9	103		22.9	18.6	0	83.9
		Total	25.3	297		21.5	23	0	104.7
	Total		20	750	B	20	18.1	0	104.7
Duval at Southard	SEB	Through	13.4	241		13.4	13.2	0	58.2
		Right 2	13.2	46		13.2	9.1	0.1	41.5
		Total	13.4	287		13.5	15.3	0	58.2
	SWB	Left 2	23.4	65		23.4	17.2	0	72.1
		Through	23.2	178		23.2	16.6	0	73.3
		Right 2	21.4	77		21.4	17.9	0	73.9
		Total	22.8	320		19.4	15.1	0	73.9
	NWB	Left 2	25.7	26		25.7	14	6.8	53.3
		Through	28.8	385		28.8	21.7	0	146
		Total	28.6	411		28.3	35.3	0	146
	Total		22.5	1018	C	22.5	18.9	0	146

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	22	31		22	13.8	0	52.3
		Through	17.1	65		17.1	13.7	0	46.7
		Right 2	8.3	26		8.3	7.5	0	26.6
		Total	16.5	122		14.3	12.7	0	52.3
	SEB	Left 2	9.5	17		9.5	9.2	0	26.6
		Through	12.8	271		12.8	12.1	0	52.3
		Right 2	7.8	19		7.8	6.6	0.1	26.5
		Total	12.3	307		16.1	18.6	0	52.3
	SWB	Left 2	13	9		13	10.8	0	31.4
		Through	24.3	16		24.3	13.5	0	50.7
		Right 2	6.8	15		6.8	6.9	0.9	29.6
		Total	15.2	40		14.9	13.6	0	50.7
	NWB	Left 2	14.4	30		14.4	14.4	0.1	51.7
		Through	15.4	364		15.4	14.8	0	82.4
		Right 2	15.3	35		15.3	14.2	0	58.4
		Total	15.3	429		15.4	17.9	0	82.4
	Total		14.4	898	B	14.5	13.6	0	82.4
Duval at Truman	NEB	Left 2	47.6	26		47.6	47.6	0	170.9
		Through	43.8	164		43.8	41	0	188.2
		Right 2	45.9	27		45.9	51.9	0	183.8
		Total	44.5	217		28.9	34.5	0	188.2
	SEB	Left 2	28.6	82		28.6	21.3	0	88.9
		Through	24.2	182		24.2	22.6	0	125
		Right 2	21.5	13		21.5	24	0.4	84.1
		Total	25.4	277		32.8	33.7	0	125
	SWB	Left 2	21.3	69		21.3	15.9	0	56.9
		Through	16.5	162		16.5	14	0	55.2
		Right 2	16.2	149		16.2	13.2	0	56.7
		Total	17.3	380		14.8	13.1	0	56.9
	NWB	Left 2	11	7		11	7.2	3.3	25.9
		Through	22.8	259		22.8	22.8	0	112.6
		Right 2	23.9	41		23.9	24.2	0.1	115.1
		Total	22.7	307		23.4	27.2	0	115.1
	Total		25.6	1181	C	25.6	27.3	0	188.2
Duval at South	NEB	Left 2	16.8	46		16.8	10.5	3.9	50.2
		Through	14.8	131		14.8	10.9	3.3	57
		Right 2	10.8	40		10.8	6.9	2.9	27.5
		Total	14.5	217		10.7	7.8	2.9	57
	SEB	Left 2	20.5	100		20.5	18.9	3.2	89.7
		Through	22.7	56		22.7	20.7	3.9	74.5
		Right 2	14.4	44		14.4	12.4	4.3	54
		Total	19.8	200		14	14.1	3.2	89.7
	SWB	Left 2	26.9	15		26.9	20.4	4.8	63.5
		Through	21.9	166		21.9	14.5	2.8	66
		Right 2	20.7	116		20.7	14.6	3.2	65.9
		Total	21.7	297		15.3	12.2	2.8	66
	NWB	Left 2	10.4	29		10.4	5.2	4.7	23.4
		Through	9.5	26		9.5	3.4	3.9	15.9
		Right 2	8.5	26		8.5	4.1	4.4	22.8
		Total	9.5	81		8.2	4.6	3.9	23.4
	Total		18	795	B	18	14.6	2.8	89.7

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	22.8	3		22.8	17.1	12.5	42.5
		Through	14.5	419		14.5	13.8	0	62.5
		Right 2	11.4	93		11.4	12.5	0	46.3
		Total	14	515		11.2	12.5	0	62.5
	SEB	Left 2	31	20		31	18.2	0.3	60.3
		Through	16.2	8		16.2	18.6	0	51.4
		Right 2	12.6	4		12.6	14.8	4.5	34.7
		Total	25	32		26	19.9	0	60.3
	SWB	Left 2	14.2	84		14.2	14.5	0	62.4
		Through	9.5	638		9.5	11	0	38.8
		Right 2	9	23		9	10	0.1	33
		Total	10	745		8.6	10.2	0	62.4
	NWB	Left 2	41.6	146		41.6	28.1	0	128
		Through	41.9	26		41.9	26.1	0.5	121.2
		Right 2	30.6	125		30.6	28.6	0	126.7
		Total	37	297		30.7	23.5	0	128
	Total		16.6	1589	B	16.6	19.6	0	128
Whitehead at Fleming	NEB	Left 2	23	70		23	18.2	0	72.4
		Through	16.9	144		16.9	19	0	97.7
		Right 2	13.6	49		13.6	13.6	0	53.1
		Total	17.9	263		14.3	13.9	0	97.7
	SEB	Left 2	14.8	30		14.8	11.5	0.1	34.6
		Through	14.1	184		14.1	14.6	0	76.3
		Right 2	6.5	27		6.5	6.9	0.2	28.9
		Total	13.3	241		12.8	14.1	0	76.3
	NWB	Left 2	17.1	14		17.1	16.9	0	51.1
		Through	26.8	244		26.8	25.2	0	104.3
		Right 2	26.5	114		26.5	27.4	0.1	108.4
		Total	26.3	372		18.1	21.4	0	108.4
	Total		20.2	876	C	20.2	21.4	0	108.4
Simonton at Fleming	NEB	Left 2	17.7	43		17.7	13.8	0	48.2
		Through	18.7	226		18.7	14.5	0	77
		Right 2	12.4	85		12.4	11.5	0	50.7
		Total	17.1	354		14.3	12.4	0	77
	SEB	Left 2	11	12		11	8.6	0	22.5
		Through	7.3	166		7.3	8.1	0	28.6
		Total	7.5	178		7.3	8.4	0	28.6
	NWB	Through	23	271		23	29	0	117.4
		Right 2	19.8	54		19.8	25.2	0.2	96.8
		Total	22.5	325		13.4	19.3	0	117.4
	Total		17.2	857	B	17.1	20.7	0	117.4

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	7.7	28		7.7	8.3	0	26.9
		Through	7.7	276		7.7	7.8	0	33.7
		Right 2	5.5	39		5.5	6.3	0	19.3
		Total	7.4	343		6.9	8	0	33.7
	SEB	Left 2	20.7	28		20.7	12.6	0.1	40.2
		Through	14	45		14	11.8	0	36.4
		Total	16.6	73		13.4	11.9	0	40.2
	NWB	Through	14	30		14	13.3	0	38.1
		Right 2	7.1	18		7.1	5.5	0	20.3
		Total	11.4	48		8.8	9.9	0	38.1
	Total		9.3	464	A	9.3	9.6	0	40.2
White at Southard	SEB	Left 2	6.1	14		6.1	6.4	0.1	20.9
		Through	2.2	250		2.2	4.5	0	24.7
		Right 2	1.9	77		1.9	3.6	0	19.9
		Total	2.3	341		1.8	3.6	0	24.7
	SWB	Left 2	5.2	5		5.2	1.1	3.2	5.9
		Through	6.6	4		6.6	1	5.9	8
		Right 2	4	7		4	1.9	0.2	6.1
		Total	5	16		5	1.7	0.2	8
	NWB	Left 2	5.1	119		5.1	6.8	0	36.2
		Through	3.3	143		3.3	5.8	0	34.3
		Right 2	1.6	8		1.6	2.2	0.2	5.2
		Total	4	270		3.4	5.5	0	36.2
	Total		3.1	627	A	3.1	5.3	0	36.2
Whitehead at Southard	NEB	Left 2	44.6	59		44.6	27.7	0.1	116.4
		Right 2	14.1	93		14.1	14.9	0	69.8
		Total	25.9	152		24.8	31.2	0	116.4
	SEB	Through	34.4	144		34.4	25.6	0	129.2
		Right 2	25.2	86		25.2	22.6	0.1	83.7
		Total	31	230		25.8	23.4	0	129.2
	SWB	Left 2	39.2	44		39.2	22.4	0.1	78.1
		Through	42.3	158		42.3	26.7	0	125.9
		Right 2	31.7	53		31.7	27.5	0.2	120
		Total	39.6	255		32.1	25.5	0	125.9
	NWB	Left 2	33.2	80		33.2	26.1	0	128.5
		Through	29.9	260		29.9	27.7	0	134.8
		Total	30.7	340		24.1	24.2	0	134.8
	Total		32.3	977	C	32.3	26.6	0	134.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	11.3	7		11.3	6.5	4.2	20.7
		Through	8	36		8	4.3	3.1	22.5
		Right 2	6.3	52		6.3	2.5	3.4	15.3
		Total	7.3	95		7.5	4.4	3.1	22.5
	SEB	Left 2	19.5	47		19.5	19.7	3.5	77.2
		Through	19.4	122		19.4	21	3.3	114.8
		Right 2	14.8	54		14.8	15.6	3.7	63.6
		Total	18.3	223		13.5	13.2	3.3	114.8
	SWB	Left 2	8.8	27		8.8	3.9	4.8	18.3
		Through	8.1	26		8.1	3.6	3.8	16.9
		Right 2	6.4	32		6.4	2.8	3	17.3
		Total	7.7	85		7.9	4.6	3	18.3
	NWB	Left 2	13.2	63		13.2	8	3.3	37.1
		Through	11.6	157		11.6	7.1	2.8	34.2
		Right 2	15.9	32		15.9	10	4.7	42.9
		Total	12.5	252		23.1	29.3	2.8	42.9
	Total		13.1	655	B	13.1	13.2	2.8	114.8
Whitehead at Truman	SEB	Left 2	15	63		15	12.4	0.1	68.2
		Through	15.3	201		15.3	15.5	0	81.5
		Right 2	12.2	24		12.2	13.9	0	56.1
		Total	15	288		15.3	15.4	0	81.5
	SWB	Left 2	21.5	48		21.5	13.8	0.1	48.2
		Through	18.8	78		18.8	14.1	0	46.5
		Right 2	12.6	55		12.6	11.9	0	38.7
		Total	17.6	181		14.6	13.3	0	48.2
	NWB	Left 2	25.2	37		25.2	17.3	0	75.9
		Through	25.3	189		25.3	20.1	0	102.8
		Right 2	22.3	152		22.3	20.2	0.3	103.7
		Total	24.1	378		18.3	18.6	0	103.7
	Total		19.6	847	B	19.6	17.5	0	103.7
Simonton at Caroline	NEB	Left 2	13.8	15		13.8	13.3	0	40
		Through	11.3	74		11.3	11.2	0	46.3
		Right 2	5.9	58		5.9	6	0.1	33.2
		Total	9.4	147		9.2	9.8	0	46.3
	SEB	Left 2	10.3	18		10.3	8.7	1.3	28.9
		Through	8.8	83		8.8	10	0	36.3
		Right 2	3.5	13		3.5	2.7	0.2	7.2
		Total	8.4	114		7.8	8.8	0	36.3
	SWB	Left 2	14.8	40		14.8	13.8	0	48.1
		Through	13.8	76		13.8	11.1	0	42.6
		Right 2	9.5	80		9.5	9	0.1	44.5
		Total	12.2	196		10.6	9.9	0	48.1
	NWB	Left 2	15.6	18		15.6	19	0	76.5
		Through	12.5	256		12.5	14.1	0	84
		Right 2	10.7	41		10.7	12	0.2	51.5
		Total	12.4	315		9.4	11.2	0	84
	Total		11.2	772	B	11.2	12.2	0	84

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	19.8	48		19.8	15	0	66.7
		Through	14.4	198		14.4	13.7	0	65.4
		Right 2	8.3	39		8.3	10	0	36.9
		Total	14.5	285		10.8	12.5	0	66.7
	SEB	Left 2	18.4	34		18.4	14.3	0.3	57.4
		Through	18.1	112		18.1	14.6	0	58
		Right 2	12.3	38		12.3	13.6	0.1	51.3
		Total	17	184		23.6	32.8	0	58
	SWB	Left 2	20.4	32		20.4	12.6	0.2	42.2
		Through	14.3	323		14.3	12.9	0	70.4
		Right 2	13.5	123		13.5	11.9	0	46
		Total	14.5	478		13.2	11.8	0	70.4
	NWB	Left 2	29.6	19		29.6	28	0	89.2
		Through	21.2	181		21.2	24.5	0	119.8
		Right 2	19.1	29		19.1	20.3	0.2	85.7
		Total	21.6	229		14.9	16.8	0	119.8
	Total		16.3	1176	B	16.3	16.3	0	119.8
Simonton at United	NEB	Left 2	18.7	21		18.7	15.9	0.3	67.4
		Through	10	147		10	11.5	0	67.5
		Right 2	11	18		11	8.2	0.2	26.2
		Total	11.1	186		10.1	9.7	0	67.5
	SEB	Left 2	11.8	54		11.8	9.1	0	34.6
		Through	8.2	121		8.2	8.9	0	32.9
		Right 2	4.4	14		4.4	3.5	0	12.3
		Total	8.9	189		9.3	11.9	0	34.6
	SWB	Left 2	13.4	10		13.4	14	0.1	43.2
		Through	7.5	103		7.5	7.3	0	26.2
		Right 2	6.5	75		6.5	7.1	0	33.3
		Total	7.4	188		8.7	8.1	0	43.2
	NWB	Left 2	11.2	23		11.2	9.4	0.1	29.2
		Through	7.8	132		7.8	9.5	0	38.5
		Right 2	6.5	11		6.5	7.2	0.3	26.1
		Total	8.2	166		7	8.6	0	38.5
	Total		8.9	729	A	8.9	9.8	0	67.5
Thomas at Petronia	SEB	Through	7.4	93		7.4	8.5	0	29.3
		Right 2	3	10		3	3.5	0	10.2
		Total	7	103		6.6	8.2	0	29.3
	SWB	Left 2	13.7	9		13.7	9.7	0	27.7
		Through	8.4	46		8.4	8.6	0	26.7
		Right 2	2.6	20		2.6	2.6	0	8
		Total	7.5	75		7.8	8.8	0	27.7
	NWB	Left 2	11.9	13		11.9	10.8	0	27.5
		Through	9.7	64		9.7	9.8	0	28.1
		Total	10.1	77		9.9	9.6	0	28.1
	Total		8.1	255	A	8.1	8.9	0	29.3

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7.1	53		7.1	3.6	3	20
		Through	6.9	97		6.9	2.4	3.1	15
		Right 2	5.4	23		5.4	2	2.9	11.1
		Total	6.8	173		6.8	3.3	2.9	20
	SEB	Left 2	0.2	11		0.2	0.1	0	0.4
		Through	0.1	41		0.1	0.4	0	2.2
		Total	0.1	52		0.1	0.4	0	2.2
	NWB	Through	0.1	61		0.1	0.5	0	3.2
		Right 2	1	4		1	1.6	0	3.4
		Total	0.2	65		0.2	0.6	0	3.4
	Total		4.1	290	A	4.1	3.9	0	20
Truman at White	NEB	Left 2	30.4	27		30.4	19	4	74.6
		Through	27.4	535		27.4	21.9	0	93.4
		Right 2	22.8	74		22.8	19.3	0.2	71.8
		Total	27	636		17.8	17.1	0	93.4
	SEB	Left 2	37.4	99		37.4	30.7	0	128.1
		Through	29.7	195		29.7	22.8	0	82.1
		Right 2	20.5	23		20.5	21.4	0.1	64.5
		Total	31.4	317		26.2	23	0	128.1
	SWB	Left 2	26.6	47		26.6	19.4	0.4	83.8
		Through	23.7	503		23.7	20.8	0	112.7
		Right 2	23.6	31		23.6	24.4	0.1	91.9
		Total	23.9	581		21.3	20.2	0	112.7
	NWB	Left 2	38.7	64		38.7	26.1	0	99
		Through	35.6	192		35.6	24.2	0	92.5
		Right 2	35.2	133		35.2	24.2	0.2	95.5
		Total	36	389		29.3	21.9	0	99
	Total		28.6	1923	C	28.6	23.1	0	128.1
White at Catherine	NEB	Left 2	8.7	19		8.7	3.4	3.1	15.5
		Through	8.9	15		8.9	4.7	5.1	20.3
		Right 2	6.4	43		6.4	2.4	3.5	13.1
		Total	7.5	77		8	4.6	3.1	20.3
	SEB	Left 2	0.2	2		0.2	0	0.2	0.3
		Through	1.1	247		1.1	2.5	0	13.1
		Right 2	1.4	24		1.4	1.8	0	6.1
		Total	1.1	273		1.9	3.6	0	13.1
	SWB	Left 2	6.5	5		6.5	2	5.2	10
		Through	8.5	20		8.5	3.2	3.7	15.1
		Right 2	6.6	14		6.6	4.5	3.3	20.8
		Total	7.6	39		7.5	3.5	3.3	20.8
	NWB	Left 2	2.1	16		2.1	2.8	0	8.5
		Through	0.9	239		0.9	2.2	0	12.8
		Right 2	0.7	29		0.7	1.2	0	5.5
		Total	0.9	284		1.1	2.3	0	12.8
	Total		2.1	673	A	2.2	3.5	0	20.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	12.7	2		12.7	9.6	5.9	19.5
		Through	10.7	43		10.7	9.9	0	31.7
		Right 2	11.8	15		11.8	7.2	0.3	26.6
		Total	11	60		12.2	11.4	0	31.7
	SEB	Left 2	5.8	49		5.8	7.2	0	30
		Through	5.7	169		5.7	6.9	0	27.5
		Right 2	2.3	4		2.3	1.5	0.4	4
		Total	5.7	222		9	9.3	0	30
	SWB	Left 2	15.6	12		15.6	11	0.2	31.9
		Through	10.7	121		10.7	9.5	0	34.5
		Right 2	14.3	83		14.3	9.6	1	37.3
		Total	12.4	216		15.8	11.4	0	37.3
	NWB	Left 2	12.1	6		12.1	9.8	0.3	22.4
		Through	3.3	89		3.3	5.5	0	21.6
		Right 2	4.4	6		4.4	6.7	0	16.3
		Total	3.9	101		6.1	8.6	0	22.4
	Total		8.3	599	A	8.3	8.9	0	37.3
Truman at 1st	EB	Through	29.7	748		29.7	26.8	0	95.1
		Right 1	30.3	53		30.3	25.3	0.1	88.1
		Total	29.7	801		27.7	26.9	0	95.1
	SEB	Left 1	39.7	523		39.7	28.6	0	106.1
		Through	29.9	159		29.9	27.9	0	92.3
		Right 3	27.9	18		27.9	23.3	0.1	80.2
		Total	37.2	700		33.4	29.9	0	106.1
	WB	Through	32	845		32	25	0	98
		Right 1	16.8	629		16.8	15.2	0	79
		Total	25.5	1474		22.3	22.4	0	98
	NWB	Left 1	35.1	115		35.1	21.6	0.1	103.3
		Through	56.3	150		56.3	31.8	0	132.1
		Right 3	42.5	92		42.5	33.1	0.1	115.9
		Total	45.9	357		38.6	30.7	0	132.1
	Total		31.2	3332	C	31.2	26.8	0	132.1
1st at Flagler	NEB	Left 2	23	20		23	16.9	0.1	52.2
		Through	22.2	354		22.2	17	0	66.9
		Right 2	20.9	26		20.9	16.4	0	49.8
		Total	22.2	400		19.9	17.1	0	66.9
	SEB	Left 2	29.8	130		29.8	21.4	0	89.7
		Through	27.8	93		27.8	18	0.2	95.7
		Right 2	23.3	30		23.3	16	4.2	65.4
		Total	28.3	253		30.3	19.4	0	95.7
	SWB	Left 2	13	99		13	14.2	0	54.2
		Through	21.5	474		21.5	16.6	0	73.7
		Right 2	21.9	76		21.9	15.2	0	58.4
		Total	20.3	649		17.1	15.4	0	73.7
	NWB	Left 2	41.7	115		41.7	28.6	0.3	118.2
		Through	39.4	166		39.4	25.1	0	118.3
		Right 2	21.2	121		21.2	22	0.2	106.2
		Total	34.6	402		28.4	22.7	0	118.3
	Total		25.3	1704	C	25.3	20.7	0	118.3

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	15.7	83		15.7	17.7	0	60.1
		Through	25.2	1080		25.2	22.4	0	82.9
		Right 2	24.2	112		24.2	21.1	0	74.6
		Total	24.5	1275		21.2	21.7	0	82.9
	SEB	Left 2	19.4	95		19.4	22.2	0	70.9
		Through	39.9	51		39.9	31.3	0	110.4
		Right 2	19.4	82		19.4	22.5	0.1	82.7
		Total	24	228		24.4	26.4	0	110.4
	SWB	Left 2	16.1	74		16.1	16.5	0	64.5
		Through	26.1	1156		26.1	21.6	0	89.1
		Right 2	25.2	53		25.2	20.1	0	66.5
		Total	25.5	1283		22.8	22.2	0	89.1
	NWB	Left 2	28	347		28	24.9	0	118.6
		Through	37.9	64		37.9	27.8	0	91.9
		Right 2	18.4	67		18.4	19.5	0	72.2
		Total	28	478		27.9	25.1	0	118.6
	Total		25.4	3264	C	25.4	22.6	0	118.6
Roosevelt at US-1	NB	Through	59.1	311		59.1	33.5	0	162.9
		Right 2	4.3	627		4.3	6.5	0	38.3
		Total	22.5	938		29.5	47.6	0	162.9
	SEB	Left 1	31.7	1047		31.7	24.2	0	158.5
		Right 1	18.3	228		18.3	19.9	0	89.6
		Total	29.3	1275		35.8	29.9	0	158.5
	WB	Left 2	36.7	679		36.7	27.7	0	98.2
		Right 2	3.4	804		3.4	3.9	0	25.1
		Total	18.6	1483		15.4	21.3	0	98.2
	Total		23.3	3696	C	23.3	27.3	0	162.9
Flagler at Roosevelt	NB	Left 2	15.7	59		15.7	20.1	0	63.7
		Through	12.1	371		12.1	14.2	0	45.9
		Total	12.6	430		12.8	15.4	0	63.7
	EB	Left 2	22.1	269		22.1	19	0	58.4
		Right 2	3.8	93		3.8	3.5	0	14.8
		Total	17.4	362		22.7	23	0	58.4
	SB	Through	10	446		10	15.1	0	83.6
		Right 2	12.7	301		12.7	16.1	0	76.3
		Total	11.1	747		12.7	15	0	83.6
	Total		13	1539	B	13	16.3	0	83.6
NETWORK TOTAL			20.9	32531		20.9	22.5	0	188.2

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	35.9	19		35.9	26.2	0.1	85.8
		Through	29.6	176		29.6	26.4	0	115.2
		Right 2	23.5	29		23.5	26.6	1.3	109.2
		Total	29.3	224		21.3	21.8	0	115.2
	SEB	Left 2	29.7	30		29.7	20.9	0.7	99.3
		Through	25.7	357		25.7	21.3	0	96.1
		Right 2	32.7	23		32.7	26.1	0.1	98.3
		Total	26.4	410		17.5	19	0	99.3
	SWB	Left 2	34.2	46		34.2	29.9	0.1	195.9
		Through	29.1	125		29.1	22.3	0	95.5
		Right 2	16.4	27		16.4	14.4	0	71.8
		Total	28.6	198		26.7	25.4	0	195.9
	NWB	Left 2	32.7	17		32.7	12.4	0.7	51.9
		Through	28.1	330		28.1	23.8	0	135.7
		Right 2	24.4	35		24.4	18.6	0.1	74
		Total	28	382		23.3	21.8	0	135.7
	Total		27.8	1214	C	27.8	23.4	0	195.9
Front at Duval	NB	Left 1	26.1	33		26.1	17.8	2.3	80.1
		Right 1	20.5	111		20.5	18.7	0	85.9
		Right 3	14.2	60		14.2	12.7	0	49.8
		Total	19.6	204		15.8	15.1	0	85.9
	SEB	Left 2	19.7	22		19.7	18.1	0.1	60
		Through	17.3	34		17.3	18	0	64
		Right 1	10.6	13		10.6	11.3	0	43.5
		Total	16.8	69		10.9	13.1	0	64
	SWB	Left 2	30	58		30	21.9	0.2	80.6
		Left 1	24.5	100		24.5	22.9	0	84.5
		Right 2	17.3	71		17.3	16.6	0	57.9
		Total	23.7	229		19.2	19.2	0	84.5
	NWB	Left 3	39.9	78		39.9	31.2	0	125
		Through	32.9	98		32.9	30.7	0	110.2
		Right 2	24	107		24	27.6	0	114.1
		Total	31.5	283		21.5	23	0	125
	Total		24.8	785	C	24.8	24.4	0	125
Duval at Southard	SEB	Through	19.6	363		19.6	18.6	0	93.6
		Right 2	18.2	35		18.2	16.1	0	52.3
		Total	19.5	398		13.5	15.3	0	93.6
	SWB	Left 2	24.3	70		24.3	17.1	0	91.7
		Through	20.8	162		20.8	13.7	0	56.1
		Right 2	16.6	60		16.6	14.9	0.1	60.3
		Total	20.8	292		19.4	15.1	0	91.7
	NWB	Left 2	58.7	28		58.7	49	7.8	194.6
		Through	48.5	357		48.5	50.9	0	318
		Total	49.2	385		28.3	35.3	0	318
	Total		30.5	1075	C	30.5	36.1	0	318

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	18.3	21		18.3	10.8	2.6	43
		Through	15.7	97		15.7	13.2	0	48.6
		Right 2	9.8	26		9.8	8.5	0.3	34
		Total	15	144		14.3	12.7	0	48.6
	SEB	Left 2	28.8	29		28.8	21.7	0.2	82.7
		Through	25.7	355		25.7	23.3	0	103.7
		Right 2	28.1	48		28.1	22.6	0	83.1
		Total	26.2	432		16.1	18.6	0	103.7
	SWB	Left 2	21.8	13		21.8	13.8	0.1	39.5
		Through	14.2	20		14.2	11.7	0	40.5
		Right 2	3.8	6		3.8	1	2.2	5.2
		Total	15.1	39		14.9	13.6	0	40.5
	NWB	Left 2	27.5	20		27.5	22.4	0.1	78.1
		Through	25.8	284		25.8	23.8	0	89.7
		Right 2	33	16		33	27.1	0	81.3
		Total	26.3	320		15.4	17.9	0	89.7
	Total		24	935	C	24	22.1	0	103.7
Duval at Truman	NEB	Left 2	6.5	6		6.5	8.8	0.3	22.6
		Through	21.8	106		21.8	25.7	0	133.7
		Right 2	3.4	4		3.4	4.4	0	9.5
		Total	20.4	116		28.9	34.5	0	133.7
	SEB	Left 2	56.9	122		56.9	41.8	0	150.4
		Through	51.5	246		51.5	39.2	0	151.7
		Right 2	53.5	15		53.5	39.3	2.2	144.1
		Total	53.3	383		32.8	33.7	0	151.7
	SWB	Left 2	18.6	61		18.6	14.5	0	52.7
		Through	16.4	168		16.4	14.2	0	67.6
		Right 2	13.8	99		13.8	13.8	0	53.9
		Total	16	328		14.8	13.1	0	67.6
	NWB	Left 2	53.5	16		53.5	43.1	3.1	151
		Through	37.3	220		37.3	35.1	0	163.5
		Right 2	30.8	73		30.8	30	0.1	139.8
		Total	36.6	309		23.4	27.2	0	163.5
	Total		34.6	1136	C	34.6	35	0	163.5
Duval at South	NEB	Left 2	8.6	16		8.6	3.6	2.9	18.6
		Through	9.6	104		9.6	5.4	3.2	24
		Right 2	6.6	28		6.6	3.9	3.3	20
		Total	8.9	148		10.7	7.8	2.9	24
	SEB	Left 2	14.7	101		14.7	11.2	3.2	60.4
		Through	13.6	57		13.6	15.3	3.2	67.2
		Right 2	9.9	24		9.9	5.1	3	22.2
		Total	13.7	182		14	14.1	3	67.2
	SWB	Left 2	11.3	13		11.3	6.8	5.1	24.7
		Through	14.6	102		14.6	10.6	4.6	51
		Right 2	12.2	95		12.2	8.5	2.6	42.1
		Total	13.3	210		15.3	12.2	2.6	51
	NWB	Left 2	6.9	22		6.9	3.2	3.2	15.6
		Through	8.8	40		8.8	5.1	3.5	30.5
		Right 2	7.7	36		7.7	5.7	3.7	36.6
		Total	8	98		8.2	4.6	3.2	36.6
	Total		11.6	638	B	11.6	9.4	2.6	67.2

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	30.5	3		30.5	11.4	20	42.6
		Through	14.7	565		14.7	12.9	0	57.4
		Right 2	11.4	87		11.4	11.2	0	38.7
		Total	14.3	655		11.2	12.5	0	57.4
	SEB	Left 2	25.5	40		25.5	19	0	54
		Through	23.8	25		23.8	20.3	0	60.7
		Right 2	12.5	10		12.5	13.5	0.2	44
		Total	23.2	75		26	19.9	0	60.7
	SWB	Left 2	16.2	76		16.2	17.7	0.1	69.5
		Through	9.2	631		9.2	10.2	0	37.8
		Right 2	7	58		7	8.3	0	34.9
		Total	9.7	765		8.6	10.2	0	69.5
	NWB	Left 2	36.9	109		36.9	23.6	0.3	104.7
		Through	38.1	42		38.1	17.3	0.7	75.8
		Right 2	27.4	105		27.4	19.2	0.4	72.8
		Total	33.2	256		30.7	23.5	0.3	104.7
	Total		15.4	1751	B	15.5	16.2	0	104.7
Whitehead at Fleming	NEB	Left 2	14.3	75		14.3	12.4	0	40.5
		Through	15.8	140		15.8	13	0	42.6
		Right 2	11.3	57		11.3	9.4	0	34.1
		Total	14.4	272		14.3	13.9	0	42.6
	SEB	Left 2	21.6	45		21.6	15.4	0.2	64.2
		Through	17.6	212		17.6	16.3	0	82
		Right 2	18.9	35		18.9	15.3	0.3	58.3
		Total	18.4	292		12.8	14.1	0	82
	NWB	Left 2	28.5	10		28.5	13.8	9.9	54.2
		Through	22.3	262		22.3	24.3	0	114
		Right 2	19.4	90		19.4	22	0.1	96.2
		Total	21.8	362		18.1	21.4	0	114
	Total		18.6	926	B	18.5	18.7	0	114
Simonton at Fleming	NEB	Left 2	14.5	27		14.5	11.6	0	37.7
		Through	16.7	246		16.7	12.1	0	56.1
		Right 2	11.4	104		11.4	11.7	0	48.8
		Total	15.1	377		14.3	12.4	0	56.1
	SEB	Left 2	12.6	28		12.6	10.5	0.1	31.4
		Through	7.9	207		7.9	8.9	0	43
		Total	8.5	235		7.3	8.4	0	43
	NWB	Through	9.9	191		9.9	9.6	0	39.2
		Right 2	10	60		10	9.9	0	42.2
		Total	9.9	251		13.4	19.3	0	42.2
	Total		11.8	863	B	11.8	11.1	0	56.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	8.7	26		8.7	10.9	0	32.4
		Through	8.5	323		8.5	8.5	0	33.1
		Right 2	6.8	26		6.8	8.3	0.1	26.5
		Total	8.4	375		6.9	8	0	33.1
	SEB	Left 2	14.4	29		14.4	12.6	0	43.4
		Through	14	43		14	12	0	38.7
		Total	14.2	72		13.4	11.9	0	43.4
	NWB	Through	7.5	15		7.5	11.9	0	40
		Right 2	5.9	22		5.9	5.4	0	25.2
		Total	6.5	37		8.8	9.9	0	40
	Total		9.1	484	A	9.1	9.5	0	43.4
White at Southard	SEB	Left 2	4.6	24		4.6	4.7	0	15.1
		Through	1.8	225		1.8	3.4	0	15.7
		Right 2	1.7	55		1.7	3	0	15
		Total	2	304		1.8	3.6	0	15.7
	SWB	Left 2	5.3	7		5.3	0.6	4	5.9
		Through	6.5	2		6.5	0.8	5.9	7.1
		Right 2	3.9	8		3.9	1.2	1	4.7
		Total	4.8	17		5	1.7	1	7.1
	NWB	Left 2	4.5	131		4.5	6.2	0	28.5
		Through	1.9	138		1.9	3.5	0	18.8
		Right 2	0.7	5		0.7	1.6	0	3.3
		Total	3.1	274		3.4	5.5	0	28.5
	Total		2.6	595	A	2.6	4.3	0	28.5
Whitehead at Southard	NEB	Left 2	46.9	56		46.9	44.4	0.1	226.2
		Right 2	27.2	150		27.2	39.8	0	205.2
		Total	32.6	206		24.8	31.2	0	226.2
	SEB	Through	31	245		31	22.8	0	94
		Right 2	16.8	20		16.8	19.5	2.8	80
		Total	29.9	265		25.8	23.4	0	94
	SWB	Left 2	35.7	51		35.7	24.6	0.1	95.2
		Through	37.5	123		37.5	26.6	0	103.2
		Right 2	20.1	47		20.1	20.6	0.3	73
		Total	33.4	221		32.1	25.5	0	103.2
	NWB	Left 2	29.7	48		29.7	26.9	0	121
		Through	27	190		27	26	0	115.2
		Total	27.5	238		24.1	24.2	0	121
	Total		30.7	930	C	30.7	29.6	0	226.2

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	11.6	11		11.6	7.7	4.1	29.9
		Through	9	42		9	4.7	3.1	23.4
		Right 2	6.4	50		6.4	2.5	3.2	14.2
		Total	8	103		7.5	4.4	3.1	29.9
	SEB	Left 2	11.9	20		11.9	6.1	4.3	24.9
		Through	13.2	166		13.2	8.4	3.2	45.6
		Right 2	10.7	27		10.7	10.8	3	56.3
		Total	12.8	213		13.5	13.2	3	56.3
	SWB	Left 2	12.4	24		12.4	9.4	5	37.1
		Through	9.2	38		9.2	4	3.6	18.7
		Right 2	8.7	22		8.7	4.9	2.9	21.9
		Total	10	84		7.9	4.6	2.9	37.1
	NWB	Left 2	54.4	72		54.4	42.3	3.3	144.2
		Through	42.5	174		42.5	38.3	2.7	147.1
		Right 2	51.3	34		51.3	41.5	2.9	148.7
		Total	46.6	280		23.1	29.3	2.7	148.7
	Total		25.6	680	C	25.7	31.6	2.7	148.7
Whitehead at Truman	SEB	Left 2	21.1	103		21.1	16.7	0	83.3
		Through	20.7	283		20.7	17	0	75.9
		Right 2	19.6	76		19.6	13.7	0	57.5
		Total	20.6	462		15.3	15.4	0	83.3
	SWB	Left 2	21.1	56		21.1	16.3	0	55.2
		Through	18	87		18	15.8	0	55.4
		Right 2	13.3	57		13.3	14.3	0	53.9
		Total	17.5	200		14.6	13.3	0	55.4
	NWB	Left 2	19.5	37		19.5	16.2	0	62
		Through	17.4	145		17.4	15.2	0	50.5
		Right 2	10.8	2		10.8	9.8	3.8	17.7
		Total	17.8	184		18.3	18.6	0	62
	Total		19.3	846	B	19.3	16.1	0	83.3
Simonton at Caroline	NEB	Left 2	13.9	11		13.9	10.1	0	31.5
		Through	13	58		13	12.1	0	50.6
		Right 2	4.6	49		4.6	3.8	0	13.8
		Total	9.6	118		9.2	9.8	0	50.6
	SEB	Left 2	7.8	22		7.8	9.2	0	34
		Through	9	130		9	9	0	30.2
		Right 2	2.2	4		2.2	3.8	0.1	7.9
		Total	8.7	156		7.8	8.8	0	34
	SWB	Left 2	13.8	38		13.8	11.3	0	37.5
		Through	12	98		12	10.6	0	39.2
		Right 2	8.1	62		8.1	8.9	0	38.1
		Total	11.1	198		10.6	9.9	0	39.2
	NWB	Left 2	14.8	27		14.8	11.1	0	35.5
		Through	10	217		10	10.4	0	42.9
		Right 2	9.4	19		9.4	7.8	0.2	23.8
		Total	10.4	263		9.4	11.2	0	42.9
	Total		10.1	735	B	10.1	10.1	0	50.6

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	14	32		14	14.2	0.1	60.9
		Through	11.7	215		11.7	13.6	0	86.9
		Right 2	10.1	57		10.1	15.4	0	73.8
		Total	11.6	304		10.8	12.5	0	86.9
	SEB	Left 2	21.1	42		21.1	20.2	0.2	85.2
		Through	23.3	209		23.3	22.6	0	103.1
		Right 2	31.7	6		31.7	27.6	4.7	80.3
		Total	23.1	257		23.6	32.8	0	103.1
	SWB	Left 2	20.1	55		20.1	14	0.1	60.2
		Through	15.4	313		15.4	11.2	0	60.5
		Right 2	14.1	88		14.1	11.1	0	57.2
		Total	15.7	456		13.2	11.8	0	60.5
	NWB	Left 2	10.6	15		10.6	10.3	0	33.3
		Through	14.2	223		14.2	12.2	0	42.2
		Right 2	6.3	7		6.3	9.5	0.2	26.9
		Total	13.8	245		14.9	16.8	0	42.2
	Total		15.9	1262	B	15.8	15.5	0	103.1
Simonton at United	NEB	Left 2	10.2	14		10.2	9.3	0.2	23.5
		Through	10.8	160		10.8	9.2	0	34.8
		Right 2	12	13		12	8.5	0.2	26.9
		Total	10.8	187		10.1	9.7	0	34.8
	SEB	Left 2	18.3	47		18.3	20.4	0	78.5
		Through	12.9	118		12.9	16.5	0	81.3
		Right 2	4.4	10		4.4	2.8	0.1	9.6
		Total	13.9	175		9.3	11.9	0	81.3
	SWB	Left 2	13.8	9		13.8	12.9	0	31.3
		Through	12.7	138		12.7	9.7	0	36.7
		Right 2	8.3	71		8.3	7.4	0	34.5
		Total	11.3	218		8.7	8.1	0	36.7
	NWB	Left 2	11.2	17		11.2	10.7	0.2	35
		Through	6.8	161		6.8	8.6	0	35.6
		Right 2	2.7	4		2.7	2.1	0.2	4.5
		Total	7.1	182		7	8.6	0	35.6
	Total		10.8	762	B	10.8	11.8	0	81.3
Thomas at Petronia	SEB	Through	6.8	88		6.8	8.7	0	28.7
		Right 2	5.3	28		5.3	5.2	0	19.8
		Total	6.4	116		6.6	8.2	0	28.7
	SWB	Left 2	7.6	33		7.6	9.9	0	29.5
		Through	9.7	71		9.7	9.6	0	31.3
		Right 2	5.1	29		5.1	5.7	0	23.8
		Total	8.2	133		7.8	8.8	0	31.3
	NWB	Left 2	11	16		11	9.9	0	30.6
		Through	9.6	46		9.6	10.2	0	29.9
		Total	10	62		9.9	9.6	0	30.6
	Total		7.9	311	A	7.9	9	0	31.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	6.5	26		6.5	3.5	2.8	20.8
		Through	7.5	112		7.5	4	3.1	25.6
		Right 2	7	36		7	3.8	2.5	17.9
		Total	7.2	174		6.8	3.3	2.5	25.6
	SEB	Left 2	0.6	16		0.6	0.9	0	2.4
		Through	0	60		0	0.2	0	1.1
		Total	0.1	76		0.1	0.4	0	2.4
	NWB	Through	0.2	64		0.2	0.7	0	4.5
		Right 2	0.7	8		0.7	1.4	0	4
		Total	0.3	72		0.2	0.6	0	4.5
	Total		4	322	A	4	4.6	0	25.6
Truman at White	NEB	Left 2	12.7	14		12.7	10	0.2	37.1
		Through	15.6	481		15.6	13.5	0	55.3
		Right 2	16.6	45		16.6	12.7	0	51.8
		Total	15.6	540		17.8	17.1	0	55.3
	SEB	Left 2	39.5	88		39.5	27.5	0.1	132.7
		Through	24.4	235		24.4	19.5	0	72
		Right 2	17.3	14		17.3	13.7	0.4	36.1
		Total	28	337		26.2	23	0	132.7
	SWB	Left 2	36.2	62		36.2	21.3	0.2	86.5
		Through	25.4	468		25.4	20.8	0	89.1
		Right 2	27.6	30		27.6	19.8	0.1	71.9
		Total	26.7	560		21.3	20.2	0	89.1
	NWB	Left 2	35.4	72		35.4	28	0	93.3
		Through	31.2	169		31.2	19.9	0	86.9
		Right 2	24.6	124		24.6	16.2	0.2	70.3
		Total	29.8	365		29.3	21.9	0	93.3
	Total		24.2	1802	C	24.3	20.2	0	132.7
White at Catherine	NEB	Left 2	9.9	11		9.9	4.5	5.3	17.8
		Through	10.5	23		10.5	6.3	5.3	28.9
		Right 2	6.7	16		6.7	3	3.5	13.8
		Total	9.2	50		8	4.6	3.5	28.9
	SEB	Left 2	3.5	31		3.5	2.8	0	10.2
		Through	2.5	174		2.5	4	0	21.7
		Right 2	3.4	107		3.4	4.8	0	25.1
		Total	2.9	312		1.9	3.6	0	25.1
	SWB	Left 2	6.8	5		6.8	1.7	5.6	9.5
		Through	8.4	9		8.4	4.1	5.4	17.2
		Right 2	6.2	11		6.2	2.1	4.1	9.8
		Total	7.1	25		7.5	3.5	4.1	17.2
	NWB	Left 2	2.2	28		2.2	3.3	0	10.6
		Through	1	294		1	2.2	0	13
		Right 2	0.9	16		0.9	1.5	0	5.4
		Total	1.1	338		1.1	2.3	0	13
	Total		2.6	725	A	2.6	4.1	0	28.9

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	15	14		15	15.8	0	44.2
		Through	14.5	144		14.5	11.9	0	42.1
		Right 2	13	8		13	12.9	0	41.1
		Total	14.5	166		12.2	11.4	0	44.2
	SEB	Left 2	13.3	223		13.3	10.5	0	51.7
		Through	10.3	249		10.3	9.8	0	46.1
		Right 2	9.5	2		9.5	8.1	3.8	15.2
		Total	11.7	474		9	9.3	0	51.7
	SWB	Left 2	17.4	25		17.4	11.6	0.1	39.2
		Through	18.9	185		18.9	13.1	0	75
		Right 2	20.2	176		20.2	12.8	0.5	61.8
		Total	19.4	386		15.8	11.4	0	75
	NWB	Left 2	6.5	7		6.5	11	0	24.5
		Through	8.3	141		8.3	10.6	0	43
		Right 2	5.1	6		5.1	8.8	0	20.4
		Total	8.1	154		6.1	8.6	0	43
	Total		14.1	1180	B	14.1	12.1	0	75
Truman at 1st	EB	Through	34.7	792		34.7	29.6	0	109.5
		Right 1	30.4	61		30.4	27.2	0	92.7
		Total	34.4	853		27.7	26.9	0	109.5
	SEB	Left 1	46.2	560		46.2	35.2	0	166.7
		Through	26.1	218		26.1	28.4	0	91
		Right 3	22.2	17		22.2	28.7	0	86.5
		Total	40.2	795		33.4	29.9	0	166.7
	WB	Through	36.1	887		36.1	28.6	0	129.6
		Right 1	18.8	466		18.8	18.6	0	89.9
		Total	30.1	1353		22.3	22.4	0	129.6
	NWB	Left 1	27.4	78		27.4	21.6	0.1	76.8
		Through	56	157		56	34.4	0	128.5
		Right 3	41.1	48		41.1	35	0.1	121.9
		Total	45.6	283		38.6	30.7	0	128.5
	Total		35	3284	C	35	30.6	0	166.7
1st at Flagler	NEB	Left 2	30.4	13		30.4	17.5	3.4	61
		Through	24.2	504		24.2	17.7	0	81.3
		Right 2	22.3	28		22.3	16.9	0.1	61.7
		Total	24.3	545		19.9	17.1	0	81.3
	SEB	Left 2	38.4	166		38.4	19.5	0.2	97.2
		Through	38.6	142		38.6	21.1	0.1	106.3
		Right 2	42	8		42	22.5	1.5	65.4
		Total	38.6	316		30.3	19.4	0.1	106.3
	SWB	Left 2	12.3	93		12.3	14.9	0	50.7
		Through	19.2	426		19.2	15.6	0	55.8
		Right 2	17.6	104		17.6	13.9	0	46.8
		Total	17.9	623		17.1	15.4	0	55.8
	NWB	Left 2	39.4	63		39.4	24.5	1.6	97.4
		Through	35.5	109		35.5	21	0	86.3
		Right 2	15.3	66		15.3	14.5	0	72.5
		Total	30.9	238		28.4	22.7	0	97.4
	Total		25.5	1722	C	25.5	19.7	0	106.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	18.8	112		18.8	17.5	0	73.2
		Through	22.2	1092		22.2	21.8	0	95.2
		Right 2	23.2	76		23.2	21.6	0	76.2
		Total	22	1280		21.2	21.7	0	95.2
	SEB	Left 2	25.1	90		25.1	24.5	0	79.4
		Through	39.2	65		39.2	32.5	0	106.1
		Right 2	19.5	138		19.5	22.4	0	103.1
		Total	25.6	293		24.4	26.4	0	106.1
	SWB	Left 2	17.9	58		17.9	19.9	0	57.5
		Through	26	1020		26	24	0	113
		Right 2	23.5	76		23.5	22.7	0	78.5
		Total	25.4	1154		22.8	22.2	0	113
	NWB	Left 2	26.5	302		26.5	25	0	91.8
		Through	43	85		43	28.1	0	92.6
		Right 2	28.7	69		28.7	27.5	0	85
		Total	29.9	456		27.9	25.1	0	92.6
	Total		24.7	3183	C	24.7	23.7	0	113
Roosevelt at US-1	NB	Through	125.1	311		125.1	72.1	0	319.4
		Right 2	29.4	912		29.4	39.2	0	242.7
		Total	53.7	1223		29.5	47.6	0	319.4
	SEB	Left 1	60.6	1260		60.6	28.1	0	207.2
		Right 1	41.5	207		41.5	33.1	0	157.8
		Total	57.9	1467		35.8	29.9	0	207.2
	WB	Left 2	38	677		38	28.9	0	98.5
		Right 2	3.8	797		3.8	4.6	0	40.5
		Total	19.5	1474		15.4	21.3	0	98.5
	Total		43.1	4164	D	43.1	45.7	0	319.4
Flagler at Roosevelt	NB	Left 2	17.8	120		17.8	17.4	0	61.5
		Through	13	566		13	15	0	75.9
		Total	13.8	686		12.8	15.4	0	75.9
	EB	Left 2	36.9	541		36.9	26.1	0	153.7
		Right 2	7.3	112		7.3	11.9	0	71.7
		Total	31.8	653		22.7	23	0	153.7
	SB	Through	9.2	386		9.2	13.1	0	43.1
		Right 2	15.5	269		15.5	16.7	0	59.2
		Total	11.8	655		12.7	15	0	59.2
	Total		19	1994	B	19.1	21.7	0	153.7
NETWORK TOTAL			24.3	34304		24.3	28.4	0	319.4

OPTIMIZED CONDITIONS
SEED 76

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Optimized Network - 3 Peak Hours	**Input File Name:**	C:\BK\Key West\Vissim Files\Optimized Signal Timing\Coordinated Plan\Key West Final Existing Conditions Optimized Signal Timing 3.inp
Analysis Date:	10/05/2011		
Analysis Time:	10:13:53		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	76

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	238.7	36.8	189.5	285.9	15.9	20
Duval WB/NB	2	5592.3	257.8	39.1	208.6	313	14.8	18.3
Fleming EB/NB	3	3782.3	177	28.6	137.1	220.7	14.6	18.8
Southard WB/SB	4	3851.9	195.4	25.2	151.5	232	13.4	17.3
Eaton EB/NB	5	3544.5	121.9	18	94.7	153.5	19.8	25.5
Eaton WB/SB	6	3607.2	175.2	17.1	148.3	204.3	14	16.6
Whitehead St NB/WB	7	5306.8	239.5	32	202.2	298	15.1	17.9
Whitehead SB/EB	8	5306.4	224.8	42.9	178.2	307.6	16.1	20.3
Simonton St NB/WB	9	5569.6	258.9	30.7	217.4	304.8	14.7	17.5
Simonton EB/SB	10	5607.1	242.7	36.7	168	281.9	15.8	22.8
Palm/1st EB/SB	11	8217	299.9	52.2	229.8	378.4	18.7	24.4
Palm/1st NB/WB	12	8138.1	310.1	45.9	248.6	376.2	17.9	22.3
United SB/WB	13	5659.8	226.9	32.9	180.9	285.1	17	21.3
United EB/NB	14	6045.3	251.2	24.3	219.6	287.7	16.4	18.8
South NB/EB	15	5593.5	236	23.7	199.6	262.2	16.2	19.1
South SB/WB	16	5656.7	263.6	38.1	194.7	320	14.6	19.8
Flagler NB/EB	17	14089.4	431.5	55.3	338.9	534.1	22.3	28.3
Flagler WB/SB	18	13787.8	431	22.4	396.3	464.8	21.8	23.7
Truman NB/EB	19	4599.6	175.3	22.4	135.7	210	17.9	23.1
US-1 SB/WB	20	14301.4	427.5	25.4	394.1	462.6	22.8	24.7
White St SB/EB Travel Time	21	5952	231.1	28.7	184.5	273	17.6	22
White St NB/WB Travel Time	22	5953.3	247.7	33	211.6	311.3	16.4	19.2
US-1 NB/EB Travel Time	23	14249	370.3	41.2	327.2	447.7	26.2	29.7
Truman SB/WB Travel Time	24	4812.4	211	33	164.8	265.8	15.6	19.9

MD Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	417.3	57	333.5	506	9.1	11.4
Duval WB/NB	2	5592.3	427.8	22	394.9	460.5	8.9	9.7
Fleming EB/NB	3	3782.3	239.9	34.1	181.4	292.3	10.7	14.2
Southard WB/SB	4	3851.9	208.9	36.5	159.7	261.1	12.6	16.4
Eaton EB/NB	5	3544.5	141.2	23.4	105.1	172.7	17.1	23
Eaton WB/SB	6	3607.2	180.3	32.4	146.8	238.4	13.6	16.7
Whitehead St NB/WB	7	5306.8	431.2	67.8	330.3	532.8	8.4	11
Whitehead SB/EB	8	5306.4	296.7	36.5	244.7	358.8	12.2	14.8
Simonton St NB/WB	9	5569.6	323.7	26.8	273.4	348.1	11.7	13.9
Simonton EB/SB	10	5607.1	344.7	35.4	299.9	405.2	11.1	12.7
Palm/1st EB/SB	11	8217	340.8	20.7	308.3	366.4	16.4	18.2
Palm/1st NB/WB	12	8138.1	377.3	60.9	285.1	492.3	14.7	19.5
United SB/WB	13	5659.8	255.1	44.5	207.5	339.7	15.1	18.6
United EB/NB	14	6045.3	275.2	30.8	214.1	314.7	15	19.3
South NB/EB	15	5593.5	275.4	37.2	216.6	329.2	13.8	17.6
South SB/WB	16	5656.7	275.6	28.2	231.4	324.4	14	16.7
Flagler NB/EB	17	14089.4	455.5	53.6	389.1	553.4	21.1	24.7
Flagler WB/SB	18	13787.8	424.6	44.3	368.5	491.1	22.1	25.5
Truman NB/EB	19	4599.6	254.6	37.3	173.1	284.6	12.3	18.1
US-1 SB/WB	20	14301.4	526.3	47.7	445.3	611.5	18.5	21.9
White St SB/EB Travel Time	21	5952	259.3	59.6	205	381.8	15.7	19.8
White St NB/WB Travel Time	22	5953.3	264.2	48.5	177.5	321.8	15.4	22.9
US-1 NB/EB Travel Time	23	14249	438.1	44.7	360	504.5	22.2	27
Truman SB/WB Travel Time	24	4812.4	297.6	47.4	227.4	355.1	11	14.4

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	509.1	124.2	401.3	809.6	7.5	9.5
Duval WB/NB	2	5592.3	471.2	102.5	342.9	662.7	8.1	11.1
Fleming EB/NB	3	3782.3	236.2	35.9	188.7	285.1	10.9	13.7
Southard WB/SB	4	3851.9	241.9	23.6	200.8	275.8	10.9	13.1
Eaton EB/NB	5	3544.5	219	48.1	124.6	300.2	11	19.4
Eaton WB/SB	6	3607.2	189.1	28.2	154.7	233.5	13	15.9
Whitehead St NB/WB	7	5306.8	355.7	49	280.1	421.3	10.2	12.9
Whitehead SB/EB	8	5306.4	362.6	81.4	272.3	542.8	10	13.3
Simonton St NB/WB	9	5569.6	342.5	56.5	276.1	420.7	11.1	13.8
Simonton EB/SB	10	5607.1	358.8	39.7	287.9	410.5	10.7	13.3
Palm/1st EB/SB	11	8217	320.7	50.1	245.1	386.5	17.5	22.9
Palm/1st NB/WB	12	8138.1	348.3	50.7	286.7	441.5	15.9	19.4
United SB/WB	13	5659.8	251.2	19.5	233.6	291.3	15.4	16.5
United EB/NB	14	6045.3	270.1	38.4	197.9	330.8	15.3	20.8
South NB/EB	15	5593.5	260.1	31.7	225.5	314	14.7	16.9
South SB/WB	16	5656.7	276.8	44.5	224.7	345.3	13.9	17.2
Flagler NB/EB	17	14089.4	428.7	23.9	382.8	455.1	22.4	25.1
Flagler WB/SB	18	13787.8	433.1	43.8	371.6	510.3	21.7	25.3
Truman NB/EB	19	4599.6	226.7	28.1	185.9	267.6	13.8	16.9
US-1 SB/WB	20	14301.4	515.3	54.7	448.7	639.2	18.9	21.7
White St SB/EB Travel Time	21	5952	269.1	38.7	218.8	323.6	15.1	18.5
White St NB/WB Travel Time	22	5953.3	266.9	40	218.1	327.5	15.2	18.6
US-1 NB/EB Travel Time	23	14249	488	62.7	394.4	556.8	19.9	24.6
Truman SB/WB Travel Time	24	4812.4	294.2	23.7	266.3	333	11.2	12.3

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	56.2	10	56.2	37.7	14.3	118.5
Palm/1st EB/SB	11	85	10	85	39.4	20.9	167.1
Whitehead SB/EB	8	65.8	9	65.8	33.6	25.5	131.2
Palm/1st NB/WB	12	90.1	10	90.1	38.7	32.8	145.9
Whitehead St NB/WB	7	74.3	11	74.3	28.1	34.1	119.5
United EB/NB	14	49.8	8	49.8	28.8	24.7	105.9
Truman SB/WB Travel Time	24	70.4	10	70.4	29	21.5	113.9
Eaton WB/SB	6	77.3	10	77.3	30.7	37.5	123.2
United SB/WB	13	43.2	9	43.2	15.4	18.6	63.9
Simonton St NB/WB	9	95.3	9	95.3	41.6	53.8	170.9
Eaton EB/NB	5	25.8	11	25.8	16.2	3.5	62.2
US-1 SB/WB	20	104.7	10	104.7	26.4	46	135.6
Duval WB/NB	2	96.7	8	96.7	39.7	42	142.4
Duval EB/SB	1	61.1	9	61.1	33.4	19.1	125.2
Simonton EB/SB	10	56.5	11	56.5	25.7	6.1	89.2
White St SB/EB Travel Time	21	51.2	12	51.2	26.1	13.8	89.5
White St NB/WB Travel Time	22	61.1	10	61.1	26.9	16.2	107
Fleming EB/NB	3	51.8	10	51.8	25.1	9.9	93.9
Southard WB/SB	4	60.9	11	60.9	21	31.6	96.7
Truman NB/EB	19	47.1	10	47.1	26	2.6	83.1
South SB/WB	16	83.2	10	83.2	42.9	45.9	181.4
South NB/EB	15	58.2	10	58.2	19.7	37.2	88.4
Flagler NB/EB	17	60.5	9	60.5	35.3	14.7	130
Flagler WB/SB	18	67.7	8	67.7	34.5	15.4	117.2

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	106.1	9	106.1	40.8	43	161.3
Palm/1st EB/SB	11	138.4	9	138.4	38.6	83.3	181
Whitehead SB/EB	8	114.6	8	114.6	45.4	66.3	216.1
Palm/1st NB/WB	12	156	12	156	73.1	70.5	307.5
Whitehead St NB/WB	7	240.2	9	240.2	74.1	141.7	359.4
United EB/NB	14	67.6	10	67.6	19.5	32.2	95
Truman SB/WB Travel Time	24	132.4	11	132.4	37.4	67.6	198.6
Eaton WB/SB	6	81.1	10	81.1	37.6	41.6	152.7
United SB/WB	13	62.8	8	62.8	27.3	33.2	113.5
Simonton St NB/WB	9	124.6	7	124.6	41.8	76.8	183.6
Eaton EB/NB	5	56.9	6	56.9	24.4	29.9	96.2
US-1 SB/WB	20	168.2	10	168.2	22.7	130.5	196.6
Duval WB/NB	2	225	10	225	56.3	135.4	304
Duval EB/SB	1	169.2	10	169.2	64.3	92.7	283.2
Simonton EB/SB	10	123.5	10	123.5	35.8	71.5	188.4
White St SB/EB Travel Time	21	81.6	7	81.6	69.8	35.1	233.3
White St NB/WB Travel Time	22	66	10	66	35.2	13.1	118.1
Fleming EB/NB	3	106.8	8	106.8	58.1	13.3	192.4
Southard WB/SB	4	91.3	9	91.3	43.7	42.9	170.2
Truman NB/EB	19	113.5	10	113.5	45.1	31.5	168.5
South SB/WB	16	88.8	8	88.8	35.1	34.9	137.1
South NB/EB	15	99.7	11	99.7	36	51.1	157.3
Flagler NB/EB	17	88.7	8	88.7	54.2	8.6	162.7
Flagler WB/SB	18	59.3	10	59.3	21.2	9.3	87

PM Travel Time Delay							
Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	131.3	8	131.3	43.9	60.5	175.3
Palm/1st EB/SB	11	101.3	11	101.3	47.6	40.9	177.6
Whitehead SB/EB	8	151.3	11	151.3	73.3	82.2	285.1
Palm/1st NB/WB	12	124.4	7	124.4	65	53.7	218.7
Whitehead St NB/WB	7	131	10	131	51.9	60.9	202.9
United EB/NB	14	75	11	75	29.7	38.7	128.1
Truman SB/WB Travel Time	24	124.2	10	124.2	32.3	89.9	185.2
Eaton WB/SB	6	89.6	8	89.6	37.8	38.7	155.2
United SB/WB	13	69.7	11	69.7	25.7	41.8	131.7
Simonton St NB/WB	9	126.3	12	126.3	57.7	35.5	196.5
Eaton EB/NB	5	124.8	12	124.8	48	29.5	206.7
US-1 SB/WB	20	147.9	10	147.9	55.3	82.7	223.4
Duval WB/NB	2	262.2	12	262.2	110.8	82.9	442.1
Duval EB/SB	1	274.3	11	274.3	148.8	144.7	654.7
Simonton EB/SB	10	143.8	12	143.8	54.8	41.5	230.1
White St SB/EB Travel Time	21	78.5	10	78.5	49.5	0.1	158.1
White St NB/WB Travel Time	22	80.5	8	80.5	32.4	39.4	148.3
Fleming EB/NB	3	96	10	96	27.6	53.1	136.1
Southard WB/SB	4	102.9	9	102.9	26.1	53.6	130.3
Truman NB/EB	19	72.6	9	72.6	32.3	16.8	121.6
South SB/WB	16	100.6	9	100.6	40.7	52.4	158
South NB/EB	15	64.8	10	64.8	22.8	33.4	110.6
Flagler NB/EB	17	78.6	9	78.6	31.1	27	124.8
Flagler WB/SB	18	84.3	10	84.3	35.1	46.1	147.5

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	12.7	4		12.7	9.2	0.4	21.7
		Through	13.1	87		13.1	11.5	0	42.6
		Right 2	5.3	11		5.3	3.5	0	13
		Total	12.2	102		18.6	18.2	0	42.6
	SEB	Left 2	8.9	11		8.9	8.7	0	24.3
		Through	5.6	72		5.6	8.7	0	27
		Right 2	2.7	6		2.7	2.6	0.2	5.8
		Total	5.8	89		19.5	25	0	27
	SWB	Left 2	17	22		17	12.9	0	39.6
		Through	16	90		16	10.8	0	45.7
		Right 2	10.2	33		10.2	8.3	0.2	29.1
		Total	14.8	145		21	17.7	0	45.7
	NWB	Left 2	11.4	7		11.4	13.7	0.2	38.4
		Through	7.7	161		7.7	10.1	0	37.7
		Right 2	6.2	8		6.2	4.8	0.3	14
		Total	7.8	176		19.5	19.2	0	38.4
	Total		10.3	512	B	10.3	10.8	0	45.7
Front at Duval	NB	Left 1	13.9	27		13.9	10.8	0	33.9
		Right 1	10.3	28		10.3	11.3	0	39.2
		Right 3	7.7	9		7.7	10.6	0.1	33.2
		Total	11.5	64		19.5	21.4	0	39.2
	SEB	Left 2	17.5	17		17.5	11.5	0.2	36.7
		Through	15	12		15	12.8	0	34.8
		Right 1	5.4	12		5.4	5.1	0.1	15.9
		Total	13.2	41		12.6	13.8	0	36.7
	SWB	Left 2	9.6	29		9.6	8.1	0	25.6
		Left 1	8.9	46		8.9	9.4	0	29.8
		Right 2	5.6	42		5.6	5.7	0	28.7
		Total	7.9	117		16.9	16.2	0	29.8
	NWB	Left 3	9.1	34		9.1	7.8	0.1	28.4
		Through	8.4	54		8.4	10.6	0	31.5
		Right 2	6.7	59		6.7	5.9	0.2	23.1
		Total	7.9	147		16.4	14.6	0	31.5
	Total		9.1	369	A	9.1	9.3	0	39.2
Duval at Southard	SEB	Through	7.4	95		7.4	10.2	0	45.4
		Right 2	5.6	22		5.6	9.5	0	41.2
		Total	7.1	117		14.1	18.2	0	45.4
	SWB	Left 2	15	21		15	11.7	0	37.1
		Through	13.3	97		13.3	9.2	0	38.4
		Right 2	8.2	27		8.2	7.7	0.3	31.6
		Total	12.6	145		18.7	15.2	0	38.4
	NWB	Left 2	9.5	21		9.5	10.1	0	32.8
		Through	7.8	163		7.8	8.6	0	39.4
		Total	8	184		23.5	24.3	0	39.4
	Total		9.3	446	A	9.2	9.6	0	45.4

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	7	9		7	6.8	0	16.6
		Through	15.7	34		15.7	13.3	0	42.3
		Right 2	5.3	17		5.3	7	0	31.1
		Total	11.4	60		16.4	13.4	0	42.3
	SEB	Left 2	8.2	6		8.2	9.8	0.1	24.7
		Through	6.3	98		6.3	9.1	0	34.9
		Right 2	5.2	13		5.2	8.7	0.2	31.5
		Total	6.3	117		16.6	19.9	0	34.9
	SWB	Left 2	31.6	2		31.6	17.4	19.3	43.8
		Through	13.7	20		13.7	10.1	0	31.7
		Right 2	3.2	7		3.2	1.7	0.4	5
		Total	12.4	29		16.7	15.5	0	43.8
	NWB	Left 2	3.9	8		3.9	6	0.2	17.3
		Through	5.7	147		5.7	8.7	0	43.3
		Right 2	2.1	2		2.1	2.5	0.4	3.9
		Total	5.6	157		13.8	16.4	0	43.3
	Total		7.3	363	A	7.3	9.9	0	43.8
Duval at Truman	NEB	Through	10.3	95		10.3	11.6	0	51
		Right 2	1.7	5		1.7	3.9	0	8.6
		Total	9.9	100		19.3	18.7	0	51
	SEB	Left 2	7.5	35		7.5	10.1	0	33.8
		Through	11.3	63		11.3	11.3	0	36.7
		Right 2	5.7	15		5.7	7.2	0.3	26.1
		Total	9.4	113		27.8	26.3	0	36.7
	SWB	Left 2	14.2	23		14.2	14.7	0	50.8
		Through	16.5	89		16.5	14	0	59.6
		Right 2	12.1	73		12.1	11.8	0	49.1
		Total	14.5	185		16	13.5	0	59.6
	NWB	Through	10	84		10	9.5	0	37.8
		Right 2	5.6	21		5.6	5.9	0.2	24.6
		Total	9.1	105		16.7	15.1	0	37.8
	Total		11.3	503	B	11.3	11.8	0	59.6
Duval at South	NEB	Left 2	5.4	6		5.4	1.9	3.4	8.6
		Through	7.7	44		7.7	3.6	2.9	18.6
		Right 2	6	27		6	1.8	3.8	10.9
		Total	6.9	77		9.7	8	2.9	18.6
	SEB	Left 2	7.1	35		7.1	2.4	3.3	13
		Through	7.6	35		7.6	2.9	5.2	17.5
		Right 2	5.8	8		5.8	0.8	4.9	7.3
		Total	7.2	78		14.9	13.5	3.3	17.5
	SWB	Left 2	13	16		13	10.4	3.4	38.8
		Through	11.2	104		11.2	8.3	3.9	41.1
		Right 2	12.5	74		12.5	11.9	3.3	59.7
		Total	11.8	194		15.9	14.8	3.3	59.7
	NWB	Left 2	6	9		6	1.8	3.8	9.9
		Through	6.7	7		6.7	2.1	3.8	10.1
		Right 2	6	18		6	2.5	2.9	13.8
		Total	6.1	34		7.9	4.2	2.9	13.8
	Total		9.4	383	A	9.4	7.7	2.9	59.7

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	4.6	4		4.6	4.2	0.9	8.9
		Through	5	232		5	8	0	51.7
		Right 2	4.4	48		4.4	6.8	0	23.1
		Total	4.9	284		10.1	12.3	0	51.7
	SEB	Left 2	34.9	19		34.9	20.7	0.2	60.1
		Through	35.3	8		35.3	18.1	7	63.2
		Right 2	9.6	6		9.6	6.8	0.2	17.2
		Total	30.4	33		25.8	19.5	0.2	63.2
	SWB	Left 2	10.7	84		10.7	11.1	0	42.7
		Through	8.4	716		8.4	9.5	0	39.1
		Right 2	7.2	49		7.2	9	0	35.4
		Total	8.6	849		8.5	10.7	0	42.7
	NWB	Left 2	31.4	88		31.4	19.5	0.1	65.8
		Through	29.1	33		29.1	18.8	0	58.1
		Right 2	19.4	76		19.4	16.8	0.1	59
		Total	26.4	197		26.2	19.7	0	65.8
	Total		10.9	1363	B	10.9	13.7	0	65.8
Whitehead at Fleming	NEB	Left 2	14.1	50		14.1	11.7	0	36.1
		Through	11.5	62		11.5	10.1	0	36.3
		Right 2	7.7	12		7.7	6.2	2.7	22.8
		Total	12.2	124		14.9	13.6	0	36.3
	SEB	Left 2	9.4	16		9.4	12.1	0	46.3
		Through	8.6	101		8.6	9.8	0	46
		Right 2	5.2	46		5.2	7.2	0	33.7
		Total	7.7	163		12.2	13	0	46.3
	NWB	Left 2	10.6	31		10.6	10.4	0	35.4
		Through	8	166		8	9.9	0	50.4
		Right 2	7.8	41		7.8	9.2	0.2	47.1
		Total	8.3	238		16.6	19	0	50.4
	Total		9	525	A	9	10	0	50.4
Simonton at Fleming	NEB	Left 2	9	6		9	8	0	20.3
		Through	10.8	88		10.8	10.3	0	40
		Right 2	7	22		7	5.6	0.1	25.6
		Total	10	116		13.5	12.2	0	40
	SEB	Left 2	18.1	12		18.1	8.1	5.4	28.7
		Through	6.7	99		6.7	9	0	28.7
		Total	7.9	111		10	10.2	0	28.7
	NWB	Through	7.1	136		7.1	8.5	0	28.5
		Right 2	3.7	26		3.7	5.9	0	28.1
		Total	6.6	162		8.7	9.8	0	28.5
	Total		8	389	A	8	9.1	0	40

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	2.5	14		2.5	5.9	0	17
		Through	4.1	116		4.1	6.5	0	25.3
		Right 2	3.7	7		3.7	7.5	0	20.3
		Total	3.9	137		7.6	9.3	0	25.3
	SEB	Left 2	16.2	11		16.2	13.3	0	41.6
		Through	12.3	28		12.3	10.7	0	33.9
		Total	13.4	39		14.3	12.1	0	41.6
	NWB	Through	12.1	21		12.1	13.1	0	37.1
		Right 2	5.4	42		5.4	4.3	0	22.1
		Total	7.6	63		9.5	9.9	0	37.1
	Total		6.4	239	A	6.5	8.8	0	41.6
White at Southard	SEB	Left 2	0.7	14		0.7	1.6	0	6.2
		Through	1.1	165		1.1	2.7	0	16.2
		Right 2	1.2	43		1.2	1.9	0	6
		Total	1.1	222		1.9	4.2	0	16.2
	SWB	Left 2	9.5	2		9.5	5.6	5.5	13.4
		Through	8.3	8		8.3	3.3	6	14.9
		Right 2	4.4	4		4.4	0.2	4.1	4.6
		Total	7.4	14		5.9	2.4	4.1	14.9
	NWB	Left 2	4.4	105		4.4	5.9	0	33.4
		Through	2.4	131		2.4	5.4	0	38.1
		Right 2	2.6	3		2.6	3.1	0.1	6.1
		Total	3.3	239		3.4	5.5	0	38.1
	Total		2.4	475	A	2.4	4.6	0	38.1
Whitehead at Southard	NEB	Left 2	30.2	39		30.2	24.2	0.2	109.2
		Right 2	12.9	33		12.9	22.6	0	82.7
		Total	22.3	72		23.1	25.2	0	109.2
	SEB	Through	11.8	56		11.8	13	0	42.3
		Right 2	6.1	54		6.1	5.9	0	28
		Total	9	110		24	22.1	0	42.3
	SWB	Left 2	22.8	14		22.8	17.5	0.2	54.9
		Through	27.6	84		27.6	19.9	0	68.4
		Right 2	13.7	38		13.7	13.6	0.2	45.2
		Total	23.2	136		32	24.6	0	68.4
	NWB	Left 2	15	54		15	14.6	0	55.5
		Through	16.4	103		16.4	16.7	0	57.2
		Total	15.9	157		26	25.6	0	57.2
	Total		17.4	475	B	17.4	18.3	0	109.2

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	5.2	5		5.2	1.1	3.6	6.4
		Through	5.9	17		5.9	1.6	3.6	10.4
		Right 2	5.4	22		5.4	1.9	3.1	9.9
		Total	5.6	44		7.8	4.5	3.1	10.4
	SEB	Left 2	6.9	17		6.9	3.8	3.3	16.3
		Through	8.6	69		8.6	4.5	3.2	20.1
		Right 2	7.8	20		7.8	5	3.4	20.2
		Total	8.2	106		10.5	7.3	3.2	20.2
	SWB	Left 2	7.1	5		7.1	4.7	3.1	15.2
		Through	6.6	21		6.6	2.7	3.2	12.7
		Right 2	6	10		6	2.6	3.1	11.8
		Total	6.5	36		7.8	4.4	3.1	15.2
	NWB	Left 2	6.6	42		6.6	2.6	3.2	17.3
		Through	8	48		8	4.1	3.3	21.7
		Right 2	4.8	4		4.8	1	3.3	5.8
		Total	7.2	94		16.7	18.9	3.2	21.7
	Total		7.2	280	A	7.2	3.8	3.1	21.7
Whitehead at Truman	SEB	Left 2	5.3	23		5.3	6.6	0	22.6
		Through	5.4	67		5.4	7.6	0	32.3
		Right 2	1.9	8		1.9	2.4	0.1	4.9
		Total	5.1	98		14.9	16.2	0	32.3
	SWB	Left 2	12.5	32		12.5	9.2	0.1	33.2
		Through	11.5	48		11.5	10.7	0	41.9
		Right 2	7	24		7	6.4	0	28.8
		Total	10.8	104		14.4	13.2	0	41.9
	NWB	Left 2	11.9	21		11.9	14.5	0.1	44.3
		Through	9.1	138		9.1	13	0	61.9
		Right 2	5.9	66		5.9	6.9	0.1	35.2
		Total	8.4	225		24.6	26.5	0	61.9
	Total		8.2	427	A	8.2	10.5	0	61.9
Simonton at Caroline	NEB	Left 2	10.5	5		10.5	11.6	0	26
		Through	10.3	33		10.3	8.9	0	27.4
		Right 2	3.2	25		3.2	1.9	0	7.5
		Total	7.5	63		10.2	10.6	0	27.4
	SEB	Left 2	3.6	4		3.6	5.2	0.3	11.4
		Through	4.2	40		4.2	7.5	0	28.1
		Right 2	6.8	2		6.8	2.5	5	8.6
		Total	4.3	46		7.8	9.4	0	28.1
	SWB	Left 2	8.9	18		8.9	9.7	0.2	35.9
		Through	13.2	46		13.2	10	0	35.4
		Right 2	5.5	77		5.5	4.5	0	26.5
		Total	8.4	141		10.8	10.2	0	35.9
	NWB	Left 2	9.1	19		9.1	7	0	20.2
		Through	7.3	193		7.3	8.9	0	51
		Right 2	4	34		4	4.3	0.1	16
		Total	7	246		9.7	10.4	0	51
	Total		7.2	496	A	7.2	8.2	0	51

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	7.3	29		7.3	8.5	0	31.7
		Through	9.1	96		9.1	9	0	34.7
		Right 2	6.7	26		6.7	7.8	0	29.6
		Total	8.3	151		9.7	11.1	0	34.7
	SEB	Left 2	12.5	19		12.5	12.2	0.1	47.5
		Through	13.6	92		13.6	14	0	57.6
		Right 2	10.1	13		10.1	9.3	0.6	29.9
		Total	13.1	124		22.2	22.6	0	57.6
	SWB	Left 2	11.4	31		11.4	9.4	0.2	31.6
		Through	9.9	166		9.9	8.1	0	36.2
		Right 2	7.4	25		7.4	7	0	21.9
		Total	9.8	222		13	12.3	0	36.2
	NWB	Left 2	10.1	7		10.1	8.2	0.2	25
		Through	9.1	106		9.1	9.5	0	37.3
		Right 2	5.8	15		5.8	6.1	0.5	19.9
		Total	8.8	128		14.7	13	0	37.3
	Total		9.9	625	A	9.9	9.8	0	57.6
Simonton at United	NEB	Left 2	9.8	5		9.8	5.9	0.1	15.5
		Through	7.3	76		7.3	5.9	0	27.1
		Right 2	1.9	4		1.9	2.5	0	4.7
		Total	7.2	85		10.8	11.8	0	27.1
	SEB	Left 2	6.1	36		6.1	6.1	0.1	22
		Through	5.8	80		5.8	6.5	0	25.4
		Right 2	4.4	24		4.4	4.1	0.2	14.8
		Total	5.6	140		8	9	0	25.4
	SWB	Left 2	8.8	7		8.8	5.4	3.6	19.7
		Through	9.5	59		9.5	6.8	0	26.5
		Right 2	6.6	60		6.6	4.6	0	19.9
		Total	8.1	126		9.9	8.7	0	26.5
	NWB	Left 2	5.9	8		5.9	6.2	0	16.3
		Through	4.8	63		4.8	6	0	21.7
		Right 2	1.7	9		1.7	2.2	0.3	6.3
		Total	4.6	80		8.4	9	0	21.7
	Total		6.5	431	A	6.5	6	0	27.1
Thomas at Petronia	SEB	Through	4.9	44		4.9	7.2	0	25.1
		Right 2	2.5	5		2.5	3.2	0.2	6.4
		Total	4.7	49		8.8	10.9	0	25.1
	SWB	Left 2	10.3	12		10.3	10.2	0	25.8
		Through	11.5	53		11.5	9.8	0	28.1
		Right 2	4.9	21		4.9	6	0	21.4
		Total	9.7	86		7.9	9	0	28.1
	NWB	Left 2	13.3	20		13.3	10.4	0	31.6
		Through	5.3	41		5.3	8	0	25.6
		Total	7.9	61		9.5	10	0	31.6
	Total		7.9	196	A	7.9	9.1	0	31.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	5.7	18		5.7	1.5	3.6	9.6
		Through	6.6	62		6.6	2.1	3.2	15.2
		Right 2	4.9	13		4.9	0.6	3.8	5.9
		Total	6.2	93		7	3.7	3.2	15.2
	SEB	Left 2	0.2	13		0.2	0.2	0	0.5
		Through	0	26		0	0.1	0	0.8
		Total	0.1	39		0.1	0.5	0	0.8
	NWB	Through	0	50		0	0	0	0.3
		Right 2	0.3	3		0.3	0.2	0.1	0.4
		Total	0	53		0.2	1	0	0.4
	Total		3.1	185	A	3.1	3.4	0	15.2
Truman at White	NEB	Left 2	14.6	15		14.6	14	0.2	43.7
		Through	11.5	322		11.5	11.3	0	43.7
		Right 2	8.6	43		8.6	8.9	0.2	36
		Total	11.3	380		17.3	15.7	0	43.7
	SEB	Left 2	23.2	62		23.2	14.4	0	66
		Through	18.2	123		18.2	18.4	0	65.5
		Right 2	7.7	9		7.7	5.8	0.4	19.2
		Total	19.3	194		27	23	0	66
	SWB	Left 2	16	28		16	10.4	1.7	37
		Through	14.8	340		14.8	13.4	0	61.2
		Right 2	11	63		11	12.3	0	55
		Total	14.3	431		28.7	27.1	0	61.2
	NWB	Left 2	23.6	64		23.6	16	0	60.8
		Through	25.9	167		25.9	24.3	0	187.3
		Right 2	21.6	84		21.6	16.2	0	59.8
		Total	24.3	315		31	23.8	0	187.3
	Total		16.6	1320	B	16.5	16.2	0	187.3
White at Catherine	NEB	Left 2	7.8	10		7.8	2.7	4.9	13.8
		Through	7.8	16		7.8	2.5	3.4	13.5
		Right 2	6.9	20		6.9	3	4.6	17.1
		Total	7.4	46		8.7	5.8	3.4	17.1
	SEB	Left 2	2.3	9		2.3	3.5	0	9.7
		Through	1.1	212		1.1	2.7	0	19.8
		Right 2	2	19		2	3.2	0	11.5
		Total	1.2	240		2.1	4	0	19.8
	SWB	Left 2	6	1		6	0	6	6
		Through	6.8	8		6.8	1.4	5.6	10.1
		Right 2	5.8	13		5.8	2.4	3.6	12.6
		Total	6.2	22		8	5.2	3.6	12.6
	NWB	Left 2	2.7	27		2.7	3.9	0	16.6
		Through	1.1	268		1.1	2.5	0	18.9
		Right 2	1.7	20		1.7	2.5	0	7.8
		Total	1.3	315		1.2	2.5	0	18.9
	Total		1.9	623	A	1.9	3.2	0	19.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	20.3	5		20.3	11.5	0.4	28.3
		Through	9.4	74		9.4	9.1	0	31.9
		Right 2	23.5	1		23.5	0	23.5	23.5
		Total	10.3	80		10.6	10.6	0	31.9
	SEB	Left 2	7.4	89		7.4	8.5	0	37.9
		Through	8.7	99		8.7	9.6	0	35.1
		Right 2	8.6	4		8.6	9.5	0.2	18.6
		Total	8.1	192		8.5	9.6	0	37.9
	SWB	Left 2	12	25		12	10.8	0.1	31
		Through	13.4	148		13.4	9.6	0	31.7
		Right 2	15	168		15	9.3	0.5	37
		Total	14.1	341		14.8	10.5	0	37
	NWB	Left 2	9.3	6		9.3	8.9	0	21.4
		Through	6.1	118		6.1	8.2	0	39.7
		Right 2	3.9	9		3.9	5.5	0.1	14.1
		Total	6.1	133		6.4	8.8	0	39.7
	Total		10.7	746	B	10.7	9.8	0	39.7
Truman at 1st	EB	Through	15.1	334		15.1	16.6	0	71.5
		Right 1	10.9	13		10.9	17.4	0.1	64.1
		Total	14.9	347		26.8	26	0	71.5
	SEB	Left 1	22.4	248		22.4	19.5	0	87.5
		Through	26.1	65		26.1	22.6	0	75.5
		Right 3	13.1	11		13.1	18.3	0	53.4
		Total	22.8	324		31.8	27.6	0	87.5
	WB	Through	20.1	561		20.1	18.2	0	99.2
		Right 1	11.4	606		11.4	10.8	0	61.6
		Total	15.6	1167		23.6	24.3	0	99.2
	NWB	Left 1	18.1	59		18.1	17.5	0.1	66.9
		Through	30.9	151		30.9	24.3	0	99.1
		Right 3	22.4	52		22.4	22.1	0	92.5
		Total	26.3	262		43.5	37.2	0	99.1
	Total		17.9	2100	B	18	18	0	99.2
1st at Flagler	NEB	Left 2	23.2	16		23.2	13.9	0.1	42.5
		Through	19.9	322		19.9	16.2	0	68.4
		Right 2	22	22		22	18.1	0.1	51.6
		Total	20.2	360		18.9	16.2	0	68.4
	SEB	Left 2	27.4	118		27.4	18.5	0.2	65.7
		Through	28.8	98		28.8	18.1	0.1	67.2
		Right 2	18.7	21		18.7	17.9	0.1	52.4
		Total	27.2	237		28.9	19.6	0.1	67.2
	SWB	Left 2	11	56		11	14.4	0	47.9
		Through	20.2	440		20.2	15.7	0	67.7
		Right 2	17.9	86		17.9	17.4	0	59.5
		Total	19	582		17	15.6	0	67.7
	NWB	Left 2	32.6	65		32.6	25.5	0	94.9
		Through	29	102		29	19.8	0	81.1
		Right 2	12.8	75		12.8	13.9	0	80.4
		Total	24.9	242		28.2	22.5	0	94.9
	Total		21.7	1421	C	21.7	17.8	0	94.9

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	7.5	31		7.5	13.6	0	50.6
		Through	16.4	542		16.4	20.6	0	84
		Right 2	11.8	82		11.8	18.4	0	103.5
		Total	15.4	655		22.3	23.1	0	103.5
	SEB	Left 2	26.9	58		26.9	23.2	0	78.9
		Through	31.1	19		31.1	23.7	4.8	87.7
		Right 2	7.4	75		7.4	8.5	0	58.5
		Total	17.8	152		23.5	25.1	0	87.7
	SWB	Left 2	10	70		10	13.6	0	46.9
		Through	17.7	882		17.7	20.1	0	71.3
		Right 2	16.8	46		16.8	19.7	0	63.9
		Total	17.1	998		22.7	22.5	0	71.3
	NWB	Left 2	26.2	250		26.2	22.9	0	90.7
		Through	30.3	17		30.3	32.3	0	93.2
		Right 2	6.2	48		6.2	5.5	0	29.3
		Total	23.4	315		25.8	24.6	0	93.2
	Total		17.6	2120	B	17.6	20.6	0	103.5
Roosevelt at US-1	NB	Through	33.2	101		33.2	21.5	0	82.7
		Right 2	1.9	378		1.9	3.2	0	16.7
		Total	8.5	479		23.4	33.9	0	82.7
	SEB	Left 1	20.3	532		20.3	18.3	0	81.6
		Right 1	7.4	99		7.4	11.1	0	49.5
		Total	18.3	631		32.7	26	0	81.6
	WB	Left 2	18.8	606		18.8	16.5	0	76.5
		Right 2	5	887		5	5.9	0	50.9
		Total	10.6	1493		14.8	20.6	0	76.5
	Total		12.1	2603	B	12	15.6	0	82.7
Flagler at Roosevelt	NB	Left 2	14	81		14	16.1	0	65.6
		Through	9	295		9	12.5	0	45.4
		Total	10.1	376		11.5	14	0	65.6
	EB	Left 2	22.5	222		22.5	18.2	0	57.5
		Right 2	3.8	62		3.8	2.8	0	12.4
		Total	18.4	284		23.6	22.3	0	57.5
	SB	Through	12.5	326		12.5	15.1	0	64.8
		Right 2	17.1	573		17.1	16.3	0	66.5
		Total	15.4	899		12.5	15	0	66.5
	Total		14.7	1559	B	14.7	16.1	0	66.5
NETWORK TOTAL			12.7	21174		12.7	15.3	0	187.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	9.8	11		9.8	11.5	0	39.1
		Through	15.3	107		15.3	11.8	0	46.2
		Right 2	8.3	23		8.3	9.6	0.2	44.1
		Total	13.7	141		18.6	18.2	0	46.2
	SEB	Left 2	13.8	21		13.8	11.1	0	34.4
		Through	11.8	233		11.8	12.2	0	68.4
		Right 2	14.2	18		14.2	15	0.8	63.6
		Total	12.1	272		19.5	25	0	68.4
	SWB	Left 2	22.9	42		22.9	16.3	0.2	83.8
		Through	21.8	119		21.8	16.4	0	88.1
		Right 2	16	71		16	13.8	0.1	51.3
		Total	20.2	232		21	17.7	0	88.1
	NWB	Left 2	37.2	16		37.2	18.8	6.3	70.6
		Through	23.5	329		23.5	16.9	0	78.1
		Right 2	27.1	20		27.1	22	0.1	74
		Total	24.3	365		19.5	19.2	0	78.1
	Total		18.6	1010	B	18.6	15.9	0	88.1
Front at Duval	NB	Left 1	26	49		26	25.5	0	123.3
		Right 1	27	113		27	30.2	0	131.1
		Right 3	21	67		21	25.8	0	109
		Total	25	229		19.5	21.4	0	131.1
	SEB	Left 2	13.9	18		13.9	9.7	3.1	34.9
		Through	10.3	45		10.3	12.3	0	41.5
		Right 1	8.7	20		8.7	6	0.4	18.7
		Total	10.7	83		12.6	13.8	0	41.5
	SWB	Left 2	19.1	44		19.1	15.2	0	45.1
		Left 1	16.2	99		16.2	14.2	0	75.8
		Right 2	13.6	42		13.6	11.7	0.1	38.9
		Total	16.3	185		16.9	16.2	0	75.8
	NWB	Left 3	20.8	86		20.8	15.2	0	62.7
		Through	18.2	108		18.2	14.9	0	66.7
		Right 2	16.9	96		16.9	13.5	0	50.2
		Total	18.5	290		16.4	14.6	0	66.7
	Total		19.1	787	B	19.1	19.6	0	131.1
Duval at Southard	SEB	Through	10.6	249		10.6	11.2	0	58.8
		Right 2	12.6	34		12.6	9.9	0	42.5
		Total	10.8	283		14.1	18.2	0	58.8
	SWB	Left 2	17.5	65		17.5	14	0	67.2
		Through	21.3	175		21.3	15.9	0	68.7
		Right 2	13.8	54		13.8	12.9	0	53.7
		Total	19.1	294		18.7	15.2	0	68.7
	NWB	Left 2	19.7	24		19.7	12.8	0.6	48.2
		Through	20.8	364		20.8	14.6	0	78.2
		Total	20.7	388		23.5	24.3	0	78.2
	Total		17.3	965	B	17.3	14.5	0	78.2

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	22	27		22	14.8	0.1	47.6
		Through	17.8	69		17.8	14.8	0	48.8
		Right 2	12.7	27		12.7	12.4	0.1	41.6
		Total	17.6	123		16.4	13.4	0	48.8
	SEB	Left 2	17.3	22		17.3	16.6	0	65.9
		Through	12.1	273		12.1	13.7	0	67.8
		Right 2	15	20		15	14.6	0.1	45.3
		Total	12.6	315		16.6	19.9	0	67.8
	SWB	Left 2	14	8		14	16.7	0	42
		Through	16	21		16	13.6	0	46.3
		Right 2	8.2	10		8.2	10.6	0	32.1
		Total	13.6	39		16.7	15.5	0	46.3
	NWB	Left 2	18.6	14		18.6	17.6	0	47.4
		Through	11.1	353		11.1	11.5	0	61
		Right 2	10.1	18		10.1	9.4	0	27.1
		Total	11.3	385		13.8	16.4	0	61
	Total		12.8	862	B	12.8	13.3	0	67.8
Duval at Truman	NEB	Left 2	24.5	17		24.5	27.6	0.9	102.8
		Through	25	178		25	21.4	0	103.7
		Right 2	17.3	23		17.3	23.7	0	102
		Total	24.1	218		19.8	19.2	0	103.7
	SEB	Left 2	25.6	82		25.6	23.7	0	105.8
		Through	25.5	207		25.5	21.3	0	97.4
		Right 2	26.8	9		26.8	26.5	0.2	62.9
		Total	25.6	298		27.8	26.3	0	105.8
	SWB	Left 2	22.4	65		22.4	14.8	0.1	71.4
		Through	21.9	171		21.9	14.6	0	72.6
		Right 2	19.2	130		19.2	16.6	0	84.1
		Total	21	366		16	13.5	0	84.1
	NWB	Left 2	15.3	6		15.3	9.8	1.1	24.3
		Through	18.4	241		18.4	14.1	0	74.7
		Right 2	18.9	51		18.9	15.3	0.1	59.6
		Total	18.4	298		16.8	15.2	0	74.7
	Total		22.1	1180	C	22.1	18.6	0	105.8
Duval at South	NEB	Left 2	14.1	48		14.1	12.6	3.2	61.7
		Through	13	111		13	11.9	3	67.9
		Right 2	11.9	31		11.9	11.1	3.5	53.9
		Total	13.1	190		9.7	8	3	67.9
	SEB	Left 2	22.6	95		22.6	16.9	3.6	80.6
		Through	17.9	72		17.9	13.7	2.9	73.1
		Right 2	21.1	41		21.1	19.1	3.5	80.8
		Total	20.7	208		14.9	13.5	2.9	80.8
	SWB	Left 2	20.5	15		20.5	13.2	4.9	40.1
		Through	17.7	166		17.7	14	3	72
		Right 2	17.8	109		17.8	12.7	4.2	60.6
		Total	17.9	290		15.9	14.8	3	72
	NWB	Left 2	9.4	25		9.4	4.3	3.4	17.3
		Through	8	24		8	3.8	4.1	18.5
		Right 2	6.8	32		6.8	2.9	3.7	16.5
		Total	8	81		7.9	4.2	3.4	18.5
	Total		16.4	769	B	16.4	13.9	2.9	80.8

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	0	3		0	0.2	0	0.2
		Through	10	404		10	11.4	0	45
		Right 2	8.7	75		8.7	10.6	0	43.2
		Total	9.7	482		10.1	12.3	0	45
	SEB	Left 2	22.6	22		22.6	19.2	0.1	68.7
		Through	31.7	10		31.7	17.6	10	66.9
		Right 2	20.8	2		20.8	19.3	7.1	34.5
		Total	25.2	34		25.8	19.5	0.1	68.7
	SWB	Left 2	16.9	92		16.9	16.7	0.2	64.3
		Through	8.8	620		8.8	10.1	0	36.8
		Right 2	7.9	33		7.9	9.3	0.2	28.4
		Total	9.8	745		8.5	10.7	0	64.3
	NWB	Left 2	29.9	133		29.9	19.8	0	74.2
		Through	28.4	30		28.4	18.7	0	61.7
		Right 2	17.7	110		17.7	16.2	0	65.4
		Total	24.8	273		26.2	19.7	0	74.2
	Total		12.8	1534	B	12.8	14.6	0	74.2
Whitehead at Fleming	NEB	Left 2	18.4	87		18.4	15.7	0	66.5
		Through	17.1	131		17.1	14.5	0	69.7
		Right 2	13.1	51		13.1	12.9	0.1	65.9
		Total	16.8	269		14.9	13.6	0	69.7
	SEB	Left 2	18.5	25		18.5	19.5	0.1	67
		Through	15.4	166		15.4	15.6	0	83.2
		Right 2	10.1	34		10.1	12.2	0	40.2
		Total	14.9	225		12.2	13	0	83.2
	NWB	Left 2	27.7	23		27.7	25.7	0	104.3
		Through	22.7	242		22.7	23.8	0	119.9
		Right 2	26.9	128		26.9	30.1	0	116.2
		Total	24.4	393		16.6	19	0	119.9
	Total		19.7	887	B	19.7	21.2	0	119.9
Simonton at Fleming	NEB	Left 2	15	34		15	13.5	0	51
		Through	14.3	232		14.3	11.7	0	45.5
		Right 2	12.1	68		12.1	12	0	46.9
		Total	13.9	334		13.5	12.2	0	51
	SEB	Left 2	17.4	14		17.4	12.9	0.6	39.4
		Through	9	164		9	10.1	0	47.4
		Total	9.7	178		10	10.2	0	47.4
	NWB	Through	9.1	249		9.1	10.2	0	46.2
		Right 2	5.8	47		5.8	7.1	0	39.8
		Total	8.6	296		8.7	9.8	0	46.2
	Total		11	808	B	11	11.2	0	51

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	8	33		8	10	0	42.9
		Through	9.1	267		9.1	10.2	0	42.7
		Right 2	7.2	34		7.2	10.7	0	40.6
		Total	8.8	334		7.6	9.3	0	42.9
	SEB	Left 2	17.9	26		17.9	12.9	0.3	43
		Through	15.9	48		15.9	13.5	0	43.8
		Total	16.6	74		14.3	12.1	0	43.8
	NWB	Through	15.1	33		15.1	11.3	0	34.8
		Right 2	4.7	16		4.7	4.2	0	17.2
		Total	11.7	49		9.5	9.9	0	34.8
	Total		10.4	457	B	10.3	11.2	0	43.8
White at Southard	SEB	Left 2	5.2	14		5.2	7.5	0	25.3
		Through	3.5	241		3.5	5.8	0	27.8
		Right 2	2.4	67		2.4	4.5	0	27.8
		Total	3.3	322		1.9	4.2	0	27.8
	SWB	Left 2	4.7	4		4.7	1.1	3.4	5.8
		Through	8.2	5		8.2	2.4	6.1	11.3
		Right 2	4.7	7		4.7	1	3.9	6.7
		Total	5.8	16		5.9	2.4	3.4	11.3
	NWB	Left 2	5	119		5	6.9	0	33.7
		Through	3	134		3	5.6	0	31.6
		Right 2	2.4	6		2.4	3.1	0	7.9
		Total	3.9	259		3.4	5.5	0	33.7
	Total		3.6	597	A	3.6	5.9	0	33.7
Whitehead at Southard	NEB	Left 2	38.7	64		38.7	26.3	0	89.6
		Right 2	17.1	85		17.1	17.3	0	69.8
		Total	26.4	149		23.1	25.2	0	89.6
	SEB	Through	31.3	139		31.3	23.1	0	73.8
		Right 2	18.9	82		18.9	19.8	0.1	70.5
		Total	26.7	221		24	22.1	0	73.8
	SWB	Left 2	38.3	33		38.3	24.5	0.1	93.8
		Through	35.5	135		35.5	24.7	0	87.8
		Right 2	28.3	60		28.3	25.4	0.1	97
		Total	34	228		32	24.6	0	97
	NWB	Left 2	35.8	90		35.8	29.9	0.1	136.6
		Through	35.9	269		35.9	31.2	0	145.3
		Total	35.9	359		26	25.6	0	145.3
	Total		31.8	957	C	31.8	27	0	145.3

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	9.5	4		9.5	6.9	5	19.8
		Through	9.4	37		9.4	4.5	3.8	21.8
		Right 2	7	58		7	5	3.2	26.6
		Total	8	99		7.8	4.5	3.2	26.6
	SEB	Left 2	14.6	64		14.6	9.2	3.5	42.8
		Through	11.9	113		11.9	8.1	3.2	37.3
		Right 2	10.6	42		10.6	9.1	3.4	47.7
		Total	12.4	219		10.5	7.3	3.2	47.7
	SWB	Left 2	8.8	32		8.8	4.2	4.3	18.8
		Through	8.2	20		8.2	3	4.1	14.6
		Right 2	7.5	34		7.5	5	3.1	25.2
		Total	8.1	86		7.8	4.4	3.1	25.2
	NWB	Left 2	17.5	65		17.5	18.6	3.2	96.1
		Through	16.8	194		16.8	18.9	3	92.4
		Right 2	13	28		13	6.9	4.9	28.6
		Total	16.6	287		16.7	18.9	3	96.1
	Total		13	691	B	13	13.3	3	96.1
Whitehead at Truman	SEB	Left 2	12.3	60		12.3	17.4	0	103.5
		Through	10.8	186		10.8	12.7	0	76.9
		Right 2	8.9	20		8.9	9.7	0	33.8
		Total	11	266		14.9	16.2	0	103.5
	SWB	Left 2	17.4	46		17.4	14.4	0.1	57.3
		Through	17.3	86		17.3	14.1	0	55.4
		Right 2	10	58		10	9.8	0	38.5
		Total	15.1	190		14.4	13.2	0	57.3
	NWB	Left 2	37.7	36		37.7	31.5	0	104.3
		Through	39.4	199		39.4	32.4	0	132.1
		Right 2	39.2	151		39.2	32.8	0.2	118
		Total	39.2	386		24.6	26.5	0	132.1
	Total		24.9	842	C	24.8	27.5	0	132.1
Simonton at Caroline	NEB	Left 2	18.7	12		18.7	13.4	0.2	35.9
		Through	12.3	83		12.3	12.3	0	38.7
		Right 2	5.6	39		5.6	6.1	0.1	33.5
		Total	10.9	134		10.2	10.6	0	38.7
	SEB	Left 2	16.3	13		16.3	10.9	0	31.2
		Through	7.6	85		7.6	9.7	0	31
		Right 2	9.4	7		9.4	10.6	2.2	32.6
		Total	8.8	105		7.8	9.4	0	32.6
	SWB	Left 2	13.7	37		13.7	11.6	0	35.3
		Through	13.6	82		13.6	10.8	0	34.6
		Right 2	7.1	63		7.1	7.1	0	30.1
		Total	11.4	182		10.8	10.2	0	35.3
	NWB	Left 2	15.3	16		15.3	14.4	0.1	35.9
		Through	11.4	244		11.4	10.5	0	38.5
		Right 2	9.5	33		9.5	9.3	0.2	32.2
		Total	11.4	293		9.7	10.4	0	38.5
	Total		10.9	714	B	10.9	10.7	0	38.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	17.3	47		17.3	18	0	63.5
		Through	10.2	220		10.2	11.8	0	62
		Right 2	8.7	43		8.7	8.7	0	29.5
		Total	11.1	310		9.7	11.1	0	63.5
	SEB	Left 2	23.4	30		23.4	17.4	0	56.4
		Through	19.1	106		19.1	17.4	0	81
		Right 2	10.2	34		10.2	12.3	0	61.2
		Total	18.1	170		22.2	22.6	0	81
	SWB	Left 2	12	24		12	10.3	0.2	37.3
		Through	15.2	324		15.2	13.7	0	73.5
		Right 2	11.3	107		11.3	11.2	0	49.1
		Total	14.1	455		13	12.3	0	73.5
	NWB	Left 2	19	9		19	13.5	0	36.4
		Through	14.7	172		14.7	12.8	0	48.9
		Right 2	9.8	26		9.8	9.5	0.1	29.8
		Total	14.3	207		14.7	13	0	48.9
	Total		13.9	1142	B	13.9	13.7	0	81
Simonton at United	NEB	Left 2	11.2	22		11.2	12	0	40.5
		Through	13.5	172		13.5	16.1	0	92.5
		Right 2	7.5	24		7.5	6.3	0	18.4
		Total	12.6	218		10.8	11.8	0	92.5
	SEB	Left 2	10	60		10	9.9	0	34.1
		Through	9.4	106		9.4	9.9	0	42.5
		Right 2	6.7	12		6.7	7.5	0.2	27.3
		Total	9.4	178		8	9	0	42.5
	SWB	Left 2	13.9	6		13.9	12.4	0.2	33.9
		Through	11.4	110		11.4	9.5	0	32.8
		Right 2	8	68		8	8.1	0	30.7
		Total	10.2	184		9.9	8.7	0	33.9
	NWB	Left 2	11.7	22		11.7	11.8	0.1	34.6
		Through	10.2	124		10.2	9.4	0	33.2
		Right 2	5.1	6		5.1	6	0	16.9
		Total	10.2	152		8.4	9	0	34.6
	Total		10.7	732	B	10.7	11.5	0	92.5
Thomas at Petronia	SEB	Through	8.7	88		8.7	9.7	0	38.5
		Right 2	3.2	9		3.2	3.9	0	12.7
		Total	8.2	97		8.8	10.9	0	38.5
	SWB	Left 2	10.5	15		10.5	11.6	0.1	28.2
		Through	10.7	48		10.7	11.1	0	36.1
		Right 2	4.2	19		4.2	4.2	0	14.9
		Total	9.2	82		7.9	9	0	36.1
	NWB	Left 2	12.7	16		12.7	9.4	0	28.8
		Through	10.6	61		10.6	11.2	0	42.3
		Total	11	77		9.5	10	0	42.3
	Total		9.4	256	A	9.4	10.2	0	42.3

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	6.8	64		6.8	3.3	3	19.8
		Through	7.5	84		7.5	4.2	3.1	20.5
		Right 2	6.9	26		6.9	4.8	3.1	26
		Total	7.2	174		7	3.7	3	26
	SEB	Left 2	0.3	19		0.3	0.6	0	2.6
		Through	0	42		0	0.1	0	0.8
		Total	0.1	61		0.1	0.5	0	2.6
	NWB	Through	0.2	56		0.2	0.8	0	5.8
		Right 2	0.5	5		0.5	1	0	2.3
		Total	0.2	61		0.2	1	0	5.8
	Total		4.3	296	A	4.3	4.6	0	26
Truman at White	NEB	Left 2	27.1	26		27.1	18.4	3.6	64
		Through	21.8	523		21.8	16	0	64
		Right 2	18.2	86		18.2	16.1	0.2	57.2
		Total	21.5	635		17.3	15.7	0	64
	SEB	Left 2	40	116		40	26.8	0	141.2
		Through	27.2	179		27.2	20.7	0	75.6
		Right 2	19.9	24		19.9	18.8	0.3	69.7
		Total	31.3	319		27	23	0	141.2
	SWB	Left 2	56.1	49		56.1	35.8	1.2	129.4
		Through	38.9	484		38.9	32.5	0	135
		Right 2	35	26		35	26.9	0	102.5
		Total	40.2	559		28.7	27.1	0	135
	NWB	Left 2	39.6	50		39.6	30.7	0	119.4
		Through	40.5	183		40.5	26.2	0	97.2
		Right 2	32	148		32	23.8	0	99.2
		Total	37.1	381		31	23.8	0	119.4
	Total		31.8	1894	C	31.8	26.5	0	141.2
White at Catherine	NEB	Left 2	8.2	21		8.2	3.3	4.7	15.8
		Through	10.9	15		10.9	5.3	5.4	26.2
		Right 2	6.9	38		6.9	2.9	3.9	15.7
		Total	8.1	74		8.7	5.8	3.9	26.2
	SEB	Left 2	1.1	13		1.1	1.1	0.1	2.9
		Through	1.5	268		1.5	3.4	0	20.1
		Right 2	2.8	21		2.8	3.9	0	12.2
		Total	1.6	302		2.1	4	0	20.1
	SWB	Left 2	8.6	8		8.6	4.4	5.5	18.5
		Through	8.6	16		8.6	4.1	3.8	16.6
		Right 2	9.1	12		9.1	8	3.6	29.1
		Total	8.8	36		8	5.2	3.6	29.1
	NWB	Left 2	1.8	21		1.8	2.9	0	13.1
		Through	1	255		1	2.7	0	19.3
		Right 2	0.8	24		0.8	2	0	8.1
		Total	1	300		1.2	2.5	0	19.3
	Total		2.4	712	A	2.4	4.2	0	29.1

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	20.1	3		20.1	15.5	2.5	31.6
		Through	9.2	50		9.2	8.7	0	29.5
		Right 2	11.8	10		11.8	11	0.3	29.6
		Total	10.1	63		10.6	10.6	0	31.6
	SEB	Left 2	8.9	67		8.9	10.4	0	45.7
		Through	7	188		7	8.7	0	48
		Right 2	3.1	4		3.1	4.5	0.4	9.8
		Total	7.4	259		8.5	9.6	0	48
	SWB	Left 2	13.9	15		13.9	8.2	0.2	24.6
		Through	15.4	143		15.4	10.6	0	39.7
		Right 2	15.9	88		15.9	9.6	1.3	34.7
		Total	15.5	246		14.8	10.5	0	39.7
	NWB	Left 2	14.3	2		14.3	18.2	1.4	27.2
		Through	4.6	90		4.6	6	0	21
		Right 2	6.4	8		6.4	9.5	0	27.8
		Total	4.9	100		6.4	8.8	0	27.8
	Total		10.3	668	B	10.3	10.1	0	48
Truman at 1st	EB	Through	30	763		30	28.4	0	96.1
		Right 1	26.4	45		26.4	28.3	0	93.2
		Total	29.8	808		26.8	26	0	96.1
	SEB	Left 1	44.3	519		44.3	30	0.1	124.3
		Through	27.8	154		27.8	27.4	0	84.9
		Right 3	19.7	23		19.7	25.5	0	83.1
		Total	39.8	696		31.8	27.6	0	124.3
	WB	Through	35.1	864		35.1	30.3	0	140.6
		Right 1	17.2	580		17.2	17.1	0	90
		Total	27.9	1444		23.6	24.3	0	140.6
	NWB	Left 1	39.4	95		39.4	27.6	0	125.7
		Through	77.3	165		77.3	42.8	0	209.4
		Right 3	58.3	93		58.3	42.2	3.1	198.5
		Total	62.1	353		43.5	37.2	0	209.4
	Total		34.5	3301	C	34.5	31.9	0	209.4
1st at Flagler	NEB	Left 2	28.2	19		28.2	25.1	0.1	69.7
		Through	19.8	368		19.8	16.8	0	64.5
		Right 2	18.7	18		18.7	14.1	0.7	46.6
		Total	20.1	405		18.9	16.2	0	69.7
	SEB	Left 2	35.3	116		35.3	19.7	0.2	84.6
		Through	33.4	97		33.4	21.9	0.3	74.6
		Right 2	21.5	29		21.5	17.4	0.1	66.6
		Total	32.9	242		28.9	19.6	0.1	84.6
	SWB	Left 2	13.2	109		13.2	14.4	0	52.4
		Through	19.2	486		19.2	15.6	0	65.4
		Right 2	15.6	70		15.6	15.4	0	60.5
		Total	17.8	665		17	15.6	0	65.4
	NWB	Left 2	41.5	109		41.5	25.8	0.1	108.7
		Through	38.9	171		38.9	23	0.1	107.1
		Right 2	21	104		21	19.7	0.1	78.2
		Total	34.8	384		28.2	22.5	0.1	108.7
	Total		24.4	1696	C	24.4	20.4	0	108.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	22	84		22	22.3	0	84.8
		Through	25.1	1060		25.1	24.3	0	118.9
		Right 2	25.7	124		25.7	26.6	0	116.5
		Total	25	1268		22.3	23.1	0	118.9
	SEB	Left 2	23.8	109		23.8	21.7	0	74.7
		Through	48.1	64		48.1	30.1	0	97
		Right 2	19.6	51		19.6	24.1	0.2	87.6
		Total	29.8	224		23.5	25.1	0	97
	SWB	Left 2	20.3	59		20.3	19	0	70
		Through	30.3	1122		30.3	23.5	0	98.7
		Right 2	30	61		30	24.3	0	109.4
		Total	29.8	1242		22.7	22.5	0	109.4
	NWB	Left 2	27.6	347		27.6	24	0	80.4
		Through	30.8	73		30.8	25.7	0	92
		Right 2	14	55		14	16.3	0	56.1
		Total	26.5	475		25.8	24.6	0	92
	Total		27.4	3209	C	27.4	24.3	0	118.9
Roosevelt at US-1	NB	Through	51.8	272		51.8	33.7	0	165.7
		Right 2	5.4	611		5.4	11.5	0	89.5
		Total	19.7	883		23.4	33.9	0	165.7
	SEB	Left 1	32	1027		32	22.4	0	111.1
		Right 1	15.3	264		15.3	17	0	78.3
		Total	28.6	1291		32.7	26	0	111.1
	WB	Left 2	31.4	675		31.4	25.6	0	91.8
		Right 2	4	825		4	4.4	0	23.6
		Total	16.3	1500		14.8	20.6	0	91.8
	Total		21.4	3674	C	21.5	25	0	165.7
Flagler at Roosevelt	NB	Left 2	16.3	68		16.3	17	0	61.1
		Through	10.5	350		10.5	13.7	0	45.7
		Total	11.4	418		11.5	14	0	61.1
	EB	Left 2	25.2	246		25.2	19.4	0	60.8
		Right 2	5.1	86		5.1	7.7	0	58.3
		Total	20	332		23.6	22.3	0	60.8
	SB	Through	8.9	488		8.9	12.7	0	45.9
		Right 2	13	313		13	15.1	0	49.3
		Total	10.5	801		12.5	15	0	49.3
	Total		12.8	1551	B	12.8	15.8	0	61.1
NETWORK TOTAL			20.5	32191		20.5	22.8	0	209.4

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	27	20		27	28.3	0.1	111.4
		Through	27	177		27	23.6	0	114.7
		Right 2	13.2	15		13.2	17	0	51.2
		Total	26	212		18.6	18.2	0	114.7
	SEB	Left 2	37.9	42		37.9	29.5	0	96.6
		Through	32.9	335		32.9	33.4	0	172.8
		Right 2	26.8	26		26.8	30.6	0.2	112.5
		Total	33	403		19.5	25	0	172.8
	SWB	Left 2	32.8	40		32.8	20.5	1.1	87.4
		Through	26.8	130		26.8	21.2	0	86.6
		Right 2	19.2	27		19.2	13.3	0.3	46.6
		Total	27	197		21	17.7	0	87.4
	NWB	Left 2	31.7	9		31.7	28.6	2.5	92
		Through	24.8	319		24.8	23.1	0	117.3
		Right 2	25.7	33		25.7	28.7	0.1	94.8
		Total	25.1	361		19.5	19.2	0	117.3
	Total		28.3	1173	C	28.3	27	0	172.8
Front at Duval	NB	Left 1	23.6	38		23.6	17.6	0	54.5
		Right 1	18.7	84		18.7	15.4	0	65.8
		Right 3	12.8	63		12.8	13.9	0	54.6
		Total	17.7	185		19.5	21.4	0	65.8
	SEB	Left 2	24.1	20		24.1	17.8	0.1	54.3
		Through	17.3	42		17.3	17.3	0	79.3
		Right 1	23.7	5		23.7	32.1	3	79.9
		Total	19.8	67		12.6	13.8	0	79.9
	SWB	Left 2	26.2	64		26.2	20.4	0	68.4
		Left 1	23.8	105		23.8	20.2	0	86.1
		Right 2	21.3	56		21.3	16.2	0	53.3
		Total	23.9	225		16.9	16.2	0	86.1
	NWB	Left 3	23.9	58		23.9	17.2	0	70.5
		Through	23.2	118		23.2	16.8	0	72
		Right 2	15.6	114		15.6	12.9	0	57.5
		Total	20.4	290		16.4	14.6	0	72
	Total		20.7	767	C	20.7	17.3	0	86.1
Duval at Southard	SEB	Through	23.1	336		23.1	24.1	0	115.3
		Right 2	21.2	29		21.2	29.6	0.3	113.8
		Total	22.9	365		14.1	18.2	0	115.3
	SWB	Left 2	22.7	78		22.7	18.2	0	86.3
		Through	23.8	172		23.8	16.4	0	79
		Right 2	17.1	56		17.1	16.8	0.1	70.4
		Total	22.3	306		18.7	15.2	0	86.3
	NWB	Left 2	51.6	43		51.6	40.7	0.2	247.1
		Through	38.1	346		38.1	30.4	0	226.1
		Total	39.6	389		23.5	24.3	0	247.1
	Total		28.9	1060	C	28.9	27.1	0	247.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	21.2	13		21.2	14.2	0.1	40.5
		Through	18.6	106		18.6	13.1	0	49.7
		Right 2	10.4	31		10.4	9.7	0.3	37.4
		Total	17.1	150		16.4	13.4	0	49.7
	SEB	Left 2	35	30		35	31.6	0	90.2
		Through	26.6	348		26.6	25.2	0	107.7
		Right 2	21.4	39		21.4	19.4	0.7	81.9
		Total	26.7	417		16.6	19.9	0	107.7
	SWB	Left 2	18.1	12		18.1	20.3	0	61
		Through	22.2	20		22.2	20	0	77.6
		Right 2	5.4	3		5.4	2.5	3.7	8.2
		Total	19.4	35		16.7	15.5	0	77.6
	NWB	Left 2	26.4	25		26.4	22.5	0	80.3
		Through	22.9	298		22.9	21.6	0	84.6
		Right 2	22.8	17		22.8	19.9	0.2	74.2
		Total	23.2	340		13.8	16.4	0	84.6
	Total		23.6	942	C	23.6	22.4	0	107.7
Duval at Truman	NEB	Left 2	40.8	8		40.8	19.2	13.7	77.7
		Through	23.3	110		23.3	17.9	0	70.9
		Right 2	11.1	8		11.1	11.3	0.2	34.6
		Total	23.6	126		19.8	19.2	0	77.7
	SEB	Left 2	44.2	134		44.2	30.2	0	129.8
		Through	36.5	227		36.5	30.1	0	151.1
		Right 2	49.8	20		49.8	37.1	3.3	123
		Total	39.9	381		27.8	26.3	0	151.1
	SWB	Left 2	15.6	39		15.6	14.4	0	71.1
		Through	14.3	179		14.3	11.8	0	52.1
		Right 2	12.3	106		12.3	10.7	0	42.2
		Total	13.8	324		16	13.5	0	71.1
	NWB	Left 2	25.2	15		25.2	21	0	63.9
		Through	20.5	224		20.5	18.1	0	97.8
		Right 2	19	61		19	16.5	0	74.1
		Total	20.4	300		16.8	15.2	0	97.8
	Total		25.4	1131	C	25.4	24.4	0	151.1
Duval at South	NEB	Left 2	9.8	26		9.8	4.7	3.3	21.6
		Through	8.5	99		8.5	4.6	3.3	22.7
		Right 2	6.6	31		6.6	3	3.3	16.6
		Total	8.3	156		9.7	8	3.3	22.7
	SEB	Left 2	15.9	100		15.9	11.7	3.1	68
		Through	16.1	55		16.1	14.8	4.5	58.7
		Right 2	13.4	17		13.4	8.9	4.6	31.3
		Total	15.7	172		14.9	13.5	3.1	68
	SWB	Left 2	16.9	11		16.9	12.9	5.6	42.3
		Through	21	125		21	21.4	3.3	98.8
		Right 2	18.2	101		18.2	20.1	3	99.5
		Total	19.6	237		15.9	14.8	3	99.5
	NWB	Left 2	10.1	19		10.1	4.6	4.2	18.4
		Through	9.1	33		9.1	4.9	3.4	23.5
		Right 2	7.9	45		7.9	5.2	3.8	29.9
		Total	8.7	97		7.9	4.2	3.4	29.9
	Total		14.3	662	B	14.4	14.9	3	99.5

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	14.5	8		14.5	15.9	0.2	47.1
		Through	12.6	590		12.6	12.8	0	56.1
		Right 2	8.2	71		8.2	10.1	0	37.2
		Total	12.2	669		10.1	12.3	0	56.1
	SEB	Left 2	25	51		25	16.9	0	56.2
		Through	23.5	27		23.5	19.8	0	64.5
		Right 2	11.3	5		11.3	7.5	4.8	24.2
		Total	23.7	83		25.8	19.5	0	64.5
	SWB	Left 2	14.5	70		14.5	14.1	0.1	57.6
		Through	8.2	609		8.2	9.5	0	36.8
		Right 2	8.8	36		8.8	10.6	0.1	32.2
		Total	8.8	715		8.5	10.7	0	57.6
	NWB	Left 2	36.2	116		36.2	21.7	0.3	100
		Through	32.6	41		32.6	21.6	0	81.6
		Right 2	20.6	112		20.6	18.1	0	63.1
		Total	29.2	269		26.2	19.7	0	100
	Total		14	1736	B	14	15.6	0	100
Whitehead at Fleming	NEB	Left 2	19.4	87		19.4	15.7	0	61.1
		Through	17.6	128		17.6	14.6	0	65.3
		Right 2	15.9	64		15.9	15.3	0	63.6
		Total	17.8	279		14.9	13.6	0	65.3
	SEB	Left 2	16.9	41		16.9	14.6	0.2	45.4
		Through	14.6	219		14.6	13	0	49.9
		Right 2	12.7	37		12.7	11.2	0	36.9
		Total	14.7	297		12.2	13	0	49.9
	NWB	Left 2	26.9	8		26.9	13.5	9.2	44.2
		Through	19	260		19	14.9	0	65.6
		Right 2	15.1	130		15.1	14.2	0	64.8
		Total	17.9	398		16.6	19	0	65.6
	Total		16.9	974	B	16.9	14.4	0	65.6
Simonton at Fleming	NEB	Left 2	17.5	42		17.5	13.9	0	57.2
		Through	16.1	267		16.1	13.1	0	66.8
		Right 2	12.3	99		12.3	13.7	0	71.7
		Total	15.3	408		13.5	12.2	0	71.7
	SEB	Left 2	11.6	26		11.6	12.5	0.1	40
		Through	12.5	202		12.5	10.8	0	49.3
		Total	12.4	228		10	10.2	0	49.3
	NWB	Through	11.2	190		11.2	11.9	0	44.1
		Right 2	9.7	53		9.7	9	0.1	38
		Total	10.9	243		8.7	9.8	0	44.1
	Total		13.3	879	B	13.4	12.4	0	71.7

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	12.5	44		12.5	11.8	0	38
		Through	8.9	317		8.9	9.6	0	42.2
		Right 2	5.9	22		5.9	6.4	0	20
		Total	9.1	383		7.6	9.3	0	42.2
	SEB	Left 2	13.3	15		13.3	12.9	0.5	40.6
		Through	15.6	57		15.6	11.7	0	38.4
		Total	15.1	72		14.3	12.1	0	40.6
	NWB	Through	10.9	20		10.9	9.6	0	35.4
		Right 2	4.8	17		4.8	2.5	0	11.3
		Total	8.1	37		9.5	9.9	0	35.4
	Total		9.9	492	A	9.9	10.2	0	42.2
White at Southard	SEB	Left 2	4.6	20		4.6	6.6	0	21.1
		Through	1.3	190		1.3	3.7	0	30.3
		Right 2	1.5	48		1.5	2.4	0	12
		Total	1.6	258		1.9	4.2	0	30.3
	SWB	Left 2	5.7	7		5.7	0.4	5.2	6.1
		Through	6	2		6	0.9	5.4	6.7
		Right 2	4	10		4	1.3	0.3	4.7
		Total	4.8	19		5.9	2.4	0.3	6.7
	NWB	Left 2	4.2	127		4.2	5.9	0	28.5
		Through	3.8	159		3.8	5.8	0	26
		Right 2	3.3	8		3.3	7.3	0	21
		Total	4	294		3.4	5.5	0	28.5
	Total		2.9	571	A	2.9	5.1	0	30.3
Whitehead at Southard	NEB	Left 2	47.8	57		47.8	31.4	0	150.6
		Right 2	20.4	149		20.4	25.2	0	104
		Total	28	206		23.1	25.2	0	150.6
	SEB	Through	31.7	256		31.7	23	0	99
		Right 2	29.6	30		29.6	24	0.3	85.1
		Total	31.5	286		24	22.1	0	99
	SWB	Left 2	41.4	66		41.4	25.9	0.1	109.3
		Through	42.3	109		42.3	27.1	0	112.5
		Right 2	28.6	62		28.6	22.4	0	75.6
		Total	38.5	237		32	24.6	0	112.5
	NWB	Left 2	25.4	65		25.4	20.6	0	83.5
		Through	22.6	207		22.6	20.3	0	88.2
		Total	23.3	272		26	25.6	0	88.2
	Total		30.2	1001	C	30.2	25.3	0	150.6

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	11.7	13		11.7	6.1	4.2	26.2
		Through	9.3	48		9.3	4.8	2.9	21.9
		Right 2	8	53		8	3.7	3.5	17.8
		Total	9	114		7.8	4.5	2.9	26.2
	SEB	Left 2	12.5	24		12.5	7.3	3.3	27.2
		Through	10.6	138		10.6	7.5	3.7	42.3
		Right 2	11	26		11	8	3.6	37.4
		Total	10.9	188		10.5	7.3	3.3	42.3
	SWB	Left 2	9.1	31		9.1	5.1	4	26.4
		Through	8.9	31		8.9	4.9	3.8	24.4
		Right 2	6.3	15		6.3	2.9	2.9	12.6
		Total	8.5	77		7.8	4.4	2.9	26.4
	NWB	Left 2	25.2	68		25.2	24.1	3.8	100.7
		Through	23.5	166		23.5	23.4	3	95.3
		Right 2	30.3	28		30.3	28.1	3.3	107.7
		Total	24.7	262		16.7	18.9	3	107.7
	Total		15.9	641	B	15.9	17.7	2.9	107.7
Whitehead at Truman	SEB	Left 2	24.7	116		24.7	18.8	0	86
		Through	21.7	309		21.7	17.3	0	79.1
		Right 2	22.4	67		22.4	19.5	0.1	84.5
		Total	22.5	492		14.9	16.2	0	86
	SWB	Left 2	19.8	64		19.8	15.5	0.1	55.8
		Through	19.7	94		19.7	15.8	0	52
		Right 2	15.7	60		15.7	13.6	0.2	49.8
		Total	18.6	218		14.4	13.2	0	55.8
	NWB	Left 2	29.6	50		29.6	22.5	0.1	101.5
		Through	22.5	160		22.5	18.5	0	81
		Right 2	27.2	3		27.2	7.5	21.4	35.7
		Total	24.2	213		24.6	26.5	0	101.5
	Total		22	923	C	22	17.8	0	101.5
Simonton at Caroline	NEB	Left 2	18.9	10		18.9	13.4	0	36.7
		Through	12.2	70		12.2	11	0	40.7
		Right 2	4.8	44		4.8	4.6	0	19.4
		Total	10.1	124		10.2	10.6	0	40.7
	SEB	Left 2	14.3	20		14.3	11.8	2.9	44.5
		Through	7.4	133		7.4	8.8	0	39.8
		Right 2	10.5	3		10.5	13.3	0	25.5
		Total	8.3	156		7.8	9.4	0	44.5
	SWB	Left 2	12.4	37		12.4	10.8	0.1	37.1
		Through	12.9	102		12.9	11	0	52.4
		Right 2	10.1	65		10.1	9.6	0	41.1
		Total	11.9	204		10.8	10.2	0	52.4
	NWB	Left 2	13	20		13	14.9	0.1	66
		Through	12	204		12	11.9	0	65.7
		Right 2	9.3	35		9.3	10.3	0.1	47.7
		Total	11.7	259		9.7	10.4	0	66
	Total		10.8	743	B	10.8	10.9	0	66

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	14	26		14	14.4	0	48.9
		Through	9.2	227		9.2	10.1	0	39.7
		Right 2	7.5	52		7.5	7.7	0	33.2
		Total	9.3	305		9.7	11.1	0	48.9
	SEB	Left 2	27.2	46		27.2	24.1	0.1	105.5
		Through	30.4	216		30.4	27.2	0	146.2
		Right 2	32.4	11		32.4	33.6	0.2	89.9
		Total	29.9	273		22.2	22.6	0	146.2
	SWB	Left 2	20.3	70		20.3	14.1	0.1	59.1
		Through	16.8	300		16.8	13.8	0	67.4
		Right 2	14.6	89		14.6	12	0	52.5
		Total	16.9	459		13	12.3	0	67.4
	NWB	Left 2	19.4	13		19.4	17.3	1.1	46.8
		Through	19	229		19	14.8	0	54.4
		Right 2	14.8	10		14.8	16.9	0.7	47.2
		Total	18.9	252		14.7	13	0	54.4
	Total		18.2	1289	B	18.2	18.3	0	146.2
Simonton at United	NEB	Left 2	19.1	18		19.1	12.3	0.2	41.9
		Through	11.2	144		11.2	11.2	0	53.8
		Right 2	12.7	23		12.7	9.8	0	33.1
		Total	12.2	185		10.8	11.8	0	53.8
	SEB	Left 2	11	61		11	11.4	0	44
		Through	8.3	126		8.3	8.8	0	38
		Right 2	9.6	12		9.6	11.1	0	28
		Total	9.2	199		8	9	0	44
	SWB	Left 2	14.2	14		14.2	12.3	0	31.4
		Through	14.4	143		14.4	9.8	0	35.4
		Right 2	8.9	77		8.9	8.1	0	34.2
		Total	12.6	234		9.9	8.7	0	35.4
	NWB	Left 2	10.8	22		10.8	10.1	0	32.3
		Through	9.2	156		9.2	9.4	0	37.2
		Right 2	8.2	6		8.2	8.1	0.4	21
		Total	9.4	184		8.4	9	0	37.2
	Total		10.9	802	B	10.9	10.2	0	53.8
Thomas at Petronia	SEB	Through	12.8	94		12.8	13.8	0	58
		Right 2	8.9	23		8.9	12.9	0	54.2
		Total	12	117		8.8	10.9	0	58
	SWB	Left 2	8.6	37		8.6	9.8	0	31.9
		Through	7.6	73		7.6	8.8	0	27.6
		Right 2	3.9	29		3.9	3.7	0	15.2
		Total	7.1	139		7.9	9	0	31.9
	NWB	Left 2	10.4	15		10.4	10.4	0	27.1
		Through	8.3	50		8.3	9	0	27.1
		Total	8.8	65		9.5	10	0	27.1
	Total		9.2	321	A	9.3	11	0	58

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	8.4	25		8.4	6.3	3.1	26.8
		Through	7	128		7	3.8	3.1	24
		Right 2	6.7	30		6.7	2.7	3.2	11.9
		Total	7.1	183		7	3.7	3.1	26.8
	SEB	Left 2	0.2	24		0.2	0.7	0	3.4
		Through	0	54		0	0.1	0	0.4
		Total	0.1	78		0.1	0.5	0	3.4
	NWB	Through	0.3	61		0.3	1.8	0	14.2
		Right 2	0	5		0	0.3	0	0.4
		Total	0.3	66		0.2	1	0	14.2
	Total		4.1	327	A	4.1	4.7	0	26.8
Truman at White	NEB	Left 2	13.7	18		13.7	16.4	0.1	41.5
		Through	19.6	507		19.6	17.4	0	67.4
		Right 2	15.7	53		15.7	15.7	0.1	60.4
		Total	19.1	578		17.3	15.7	0	67.4
	SEB	Left 2	40.7	94		40.7	27	0	128
		Through	26	211		26	22.4	0	82.3
		Right 2	19.6	16		19.6	20.7	0.1	57.7
		Total	30	321		27	23	0	128
	SWB	Left 2	47.1	52		47.1	25.4	0.1	113
		Through	36.8	514		36.8	26.4	0	126.9
		Right 2	25.3	44		25.3	21.6	0	69
		Total	36.8	610		28.7	27.1	0	126.9
	NWB	Left 2	39	80		39	27.7	0	96.6
		Through	33.7	179		33.7	24.8	0	113.6
		Right 2	31.9	119		31.9	22.1	0.1	94.2
		Total	34.3	378		31	23.8	0	113.6
	Total		29.7	1887	C	29.7	24.4	0	128
White at Catherine	NEB	Left 2	13.6	15		13.6	7.4	5.6	24.3
		Through	14.5	16		14.5	12.3	5.8	48.4
		Right 2	8.5	16		8.5	9.3	3.6	41.9
		Total	12.2	47		8.7	5.8	3.6	48.4
	SEB	Left 2	3.6	34		3.6	5.2	0	23.9
		Through	3.7	152		3.7	5.9	0	25.2
		Right 2	4.4	115		4.4	5.1	0	23.8
		Total	4	301		2.1	4	0	25.2
	SWB	Left 2	14	5		14	13.3	5.3	37.4
		Through	8.4	14		8.4	4.7	2.9	20.7
		Right 2	8.5	6		8.5	6.9	4	22.5
		Total	9.5	25		8	5.2	2.9	37.4
	NWB	Left 2	2.6	33		2.6	3.4	0	10.9
		Through	1.3	311		1.3	2.5	0	12.8
		Right 2	2.3	18		2.3	3.4	0.1	11.7
		Total	1.5	362		1.2	2.5	0	12.8
	Total		3.5	735	A	3.4	5.7	0	48.4

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	21.4	9		21.4	16.9	0.5	48.8
		Through	10	131		10	10.8	0	40
		Right 2	13.8	10		13.8	9.8	0.2	28.1
		Total	10.9	150		10.6	10.6	0	48.8
	SEB	Left 2	10.7	192		10.7	10.6	0	47.6
		Through	10	200		10	9.5	0	42.2
		Right 2	19	2		19	6.8	14.2	23.8
		Total	10.4	394		8.5	9.6	0	47.6
	SWB	Left 2	18	19		18	14.6	0.2	43.3
		Through	14	202		14	10.9	0	46.9
		Right 2	17.8	189		17.8	11.9	0.2	48
		Total	15.9	410		14.8	10.5	0	48
	NWB	Left 2	12.8	10		12.8	14.8	0	40.4
		Through	9.4	138		9.4	11.3	0	44.2
		Right 2	13	4		13	10.8	0	24.8
		Total	9.7	152		6.4	8.8	0	44.2
	Total		12.4	1106	B	12.4	11.4	0	48.8
Truman at 1st	EB	Through	34.9	827		34.9	27.3	0	105.5
		Right 1	32	50		32	25.7	0.1	78.8
		Total	34.7	877		26.8	26	0	105.5
	SEB	Left 1	34.1	590		34.1	26.7	0	125.8
		Through	24.6	217		24.6	26.3	0	87.2
		Right 3	18.8	13		18.8	16.8	0	60.3
		Total	31.3	820		31.8	27.6	0	125.8
	WB	Through	38.7	951		38.7	28.8	0	130.6
		Right 1	21.2	433		21.2	20.2	0	86.9
		Total	33.2	1384		23.6	24.3	0	130.6
	NWB	Left 1	32.1	74		32.1	21.5	0.1	86.1
		Through	61.4	117		61.4	35.9	0	124.1
		Right 3	42.8	65		42.8	39.9	0	127.1
		Total	48.2	256		43.5	37.2	0	127.1
	Total		34.3	3337	C	34.3	28.3	0	130.6
1st at Flagler	NEB	Left 2	21.3	14		21.3	21.4	0.2	71.1
		Through	19.8	457		19.8	17.1	0	66.4
		Right 2	21.2	20		21.2	16.1	0	55.6
		Total	19.9	491		18.9	16.2	0	71.1
	SEB	Left 2	32	159		32	20.2	0.1	76.3
		Through	31.5	121		31.5	21.6	0.1	79.5
		Right 2	22.6	11		22.6	15.4	3.9	59.5
		Total	31.4	291		28.9	19.6	0.1	79.5
	SWB	Left 2	14.6	86		14.6	16.2	0	55.9
		Through	17.8	460		17.8	16.7	0	70.1
		Right 2	19.4	74		19.4	17.7	0	58.7
		Total	17.5	620		17	15.6	0	70.1
	NWB	Left 2	34.7	76		34.7	25.1	0.1	117.3
		Through	33.9	108		33.9	23.3	0	117.3
		Right 2	19.9	79		19.9	18.6	0	73.2
		Total	29.9	263		28.2	22.5	0	117.3
	Total		22.6	1665	C	22.6	19.6	0	117.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	28.5	128		28.5	30	0	112.2
		Through	24	1135		24	22.3	0	81.5
		Right 2	25	87		25	21.1	0	73.3
		Total	24.5	1350		22.3	23.1	0	112.2
	SEB	Left 2	29.7	91		29.7	24.1	0	99.9
		Through	38.3	60		38.3	31.9	0	94.9
		Right 2	18.7	124		18.7	21.1	0	88.6
		Total	26.6	275		23.5	25.1	0	99.9
	SWB	Left 2	18.6	45		18.6	18.8	0	54.7
		Through	22.6	1075		22.6	23	0	89.2
		Right 2	21.3	83		21.3	20.8	0	81.2
		Total	22.4	1203		22.7	22.5	0	89.2
	NWB	Left 2	26.6	300		26.6	24.6	0	79.1
		Through	35.7	99		35.7	30.8	0	95.1
		Right 2	22.8	58		22.8	24.2	0.1	85.7
		Total	28.1	457		25.8	24.6	0	95.1
	Total		24.4	3285	C	24.4	23.8	0	112.2
Roosevelt at US-1	NB	Through	86.7	322		86.7	46.1	0	215
		Right 2	21.8	988		21.8	23.9	0	118.7
		Total	37.8	1310		23.4	33.9	0	215
	SEB	Left 1	51.7	1236		51.7	25.9	0	162.3
		Right 1	35.8	234		35.8	26.8	0	131.5
		Total	49.2	1470		32.7	26	0	162.3
	WB	Left 2	41	653		41	28.4	0	109.3
		Right 2	4	802		4	4.5	0	24.7
		Total	20.6	1455		14.8	20.6	0	109.3
	Total		35.8	4235	D	35.8	34.2	0	215
Flagler at Roosevelt	NB	Left 2	18.6	94		18.6	16.8	0	53.1
		Through	11.4	569		11.4	13	0	49.8
		Total	12.4	663		11.5	14	0	53.1
	EB	Left 2	34.3	566		34.3	24.2	0	142.9
		Right 2	10.3	106		10.3	20.3	0	142.5
		Total	30.5	672		23.6	22.3	0	142.9
	SB	Through	12.7	410		12.7	16	0	84.8
		Right 2	16.7	289		16.7	16.2	0	88.3
		Total	14.4	699		12.5	15	0	88.3
	Total		19.1	2034	B	19.1	20.7	0	142.9
NETWORK TOTAL			23	34718		23	24.5	0	247.1

OPTIMIZED CONDITIONS
SEED 122

Summary Page

Project Summary Information		VISSIM Analysis Database Information	
Project Comment:	Optimized Network - 3 Peak Hours	**Input File Name:**	c:\bk\key west\vissim files\optimized signal timing\coordinated plan\key west final existing conditions optimized signal timing 3.inp
Analysis Date:	10/05/2011		
Analysis Time:	16:10:50		
		VISSIM Version:	VISSIM 5.30-08
		Number of Runs:	1
		Random Seeds:	122

Network Performance

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL

Measure of Effectiveness : DELAY

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : DELAY BY MOVEMENT GROUP AND VEHICLE GROUP

Nodes Selected:	Movement Groups Selected:	Vehicle Groups Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIMES

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : TRAVEL TIME DELAY

Sections Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : QUEUE LENGTHS

Nodes Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

Measure of Effectiveness : VOLUMES

Nodes Selected:	Vehicle Types Selected:	Random Seeds Selected:	Time Selected:
ALL	ALL	ALL	From 900 To 4500 Simulation Seconds From 6300 To 9900 Simulation Seconds From 11700 To 15300 Simulation Seconds

AM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	246.2	35.4	205.7	307.5	15.4	18.5
Duval WB/NB	2	5592.3	250.6	27.9	195.9	286.4	15.2	19.5
Fleming EB/NB	3	3782.3	193.6	26	169.5	235.4	13.3	15.2
Southard WB/SB	4	3851.9	196.4	23	171.5	224.3	13.4	15.3
Eaton EB/NB	5	3544.5	144.6	18.5	124.2	171.3	16.7	19.5
Eaton WB/SB	6	3607.2	153.1	9.5	141.1	172.3	16.1	17.4
Whitehead St NB/WB	7	5306.8	250	28.4	218.8	292.7	14.5	16.5
Whitehead SB/EB	8	5306.4	236.2	27	185.2	283.9	15.3	19.5
Simonton St NB/WB	9	5569.6	245.6	21.9	221.9	280.7	15.5	17.1
Simonton EB/SB	10	5607.1	259.4	26.7	213.3	288.6	14.7	17.9
Palm/1st EB/SB	11	8217	295	21.3	253.7	319.1	19	22.1
Palm/1st NB/WB	12	8138.1	370.4	42.9	289.3	413.7	15	19.2
United SB/WB	13	5659.8	226.5	33.8	175.3	284.2	17	22
United EB/NB	14	6045.3	226.7	18.4	201	258.7	18.2	20.5
South NB/EB	15	5593.5	234.9	17.9	202.1	257.2	16.2	18.9
South SB/WB	16	5656.7	237.8	29.3	191.9	286.7	16.2	20.1
Flagler NB/EB	17	14089.4	404.6	40.1	347.5	459.4	23.7	27.6
Flagler WB/SB	18	13787.8	409.2	23.5	379	445.4	23	24.8
Truman NB/EB	19	4599.6	184.7	15.1	165.2	205.9	17	19
US-1 SB/WB	20	14301.4	415	29.7	373	447.1	23.5	26.1
White St SB/EB Travel Time	21	5952	226.6	24.6	179.8	267.5	17.9	22.6
White St NB/WB Travel Time	22	5953.3	234.8	26.8	179.1	270.5	17.3	22.7
US-1 NB/EB Travel Time	23	14249	403.5	53.6	330.3	495.3	24.1	29.4
Truman SB/WB Travel Time	24	4812.4	221	33.7	183.9	275.9	14.8	17.8

MD Travel Times

Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	382.2	56.3	316.7	465.6	9.9	12
Duval WB/NB	2	5592.3	490	95.7	368.1	661.3	7.8	10.4
Fleming EB/NB	3	3782.3	274.7	30.1	234.6	342.8	9.4	11
Southard WB/SB	4	3851.9	192.3	38.1	138.5	231.9	13.7	19
Eaton EB/NB	5	3544.5	169.6	20.4	131.6	210.8	14.2	18.4
Eaton WB/SB	6	3607.2	191.9	52.6	140.3	293.9	12.8	17.5
Whitehead St NB/WB	7	5306.8	335.2	50.2	277.8	399	10.8	13
Whitehead SB/EB	8	5306.4	413.2	76.4	304.3	537.6	8.8	11.9
Simonton St NB/WB	9	5569.6	352.8	29.3	307.1	400.7	10.8	12.4
Simonton EB/SB	10	5607.1	343	32	301.9	415.6	11.1	12.7
Palm/1st EB/SB	11	8217	328.9	30.2	287.8	386.2	17	19.5
Palm/1st NB/WB	12	8138.1	356.7	28.4	318.1	414.8	15.6	17.4
United SB/WB	13	5659.8	230.9	34.3	184.6	285.2	16.7	20.9
United EB/NB	14	6045.3	281.5	18.8	242.5	297	14.6	17
South NB/EB	15	5593.5	263.2	21.6	234.6	304.1	14.5	16.3
South SB/WB	16	5656.7	274.8	25.2	244.3	313.4	14	15.8
Flagler NB/EB	17	14089.4	420.5	50.3	320	496.1	22.8	30
Flagler WB/SB	18	13787.8	418.4	47	389.6	548.1	22.5	24.1
Truman NB/EB	19	4599.6	249	51	162.6	351.4	12.6	19.3
US-1 SB/WB	20	14301.4	549	52.8	468.2	617.9	17.8	20.8
White St SB/EB Travel Time	21	5952	281.2	36.2	219	323.9	14.4	18.5
White St NB/WB Travel Time	22	5953.3	248.7	34.3	208.7	307.7	16.3	19.5
US-1 NB/EB Travel Time	23	14249	421.3	50.2	344.7	504.3	23.1	28.2
Truman SB/WB Travel Time	24	4812.4	286.3	47.9	229.6	355.8	11.5	14.3

PM Travel Times								
Name	TravelTime Section	Distance(ft)	Travel Time				Average Speed(mph)	85th Percentile(mph)
			Average(s)	Standard Deviation(s)	Min(s)	Max(s)		
Duval EB/SB	1	5567.9	493.1	114.8	355.3	675.6	7.7	10.7
Duval WB/NB	2	5592.3	467.7	65.3	356.6	534.5	8.2	10.7
Fleming EB/NB	3	3782.3	229.6	37.4	183.6	294.1	11.2	14
Southard WB/SB	4	3851.9	196.3	31.8	155.4	255.8	13.4	16.9
Eaton EB/NB	5	3544.5	210.2	75.1	105.5	338.2	11.5	22.9
Eaton WB/SB	6	3607.2	206.7	27.8	169.6	249.1	11.9	14.5
Whitehead St NB/WB	7	5306.8	352.4	72.9	266.3	480.9	10.3	13.6
Whitehead SB/EB	8	5306.4	389.9	36.2	343.6	453.7	9.3	10.5
Simonton St NB/WB	9	5569.6	470.6	229.7	303.8	1037.8	8.1	12.5
Simonton EB/SB	10	5607.1	361.5	41.9	307	418.9	10.6	12.5
Palm/1st EB/SB	11	8217	342.5	71.2	268.4	506.6	16.4	20.9
Palm/1st NB/WB	12	8138.1	343.5	43.3	279.2	414.3	16.2	19.9
United SB/WB	13	5659.8	231.4	29.3	183.9	291.6	16.7	21
United EB/NB	14	6045.3	274.2	32.5	223.4	337.5	15	18.5
South NB/EB	15	5593.5	268	21.1	223.6	313.2	14.2	17.1
South SB/WB	16	5656.7	269.5	29.4	239.8	324.1	14.3	16.1
Flagler NB/EB	17	14089.4	428.8	34.2	365.9	474.4	22.4	26.3
Flagler WB/SB	18	13787.8	424.3	35.9	377.4	499.3	22.2	24.9
Truman NB/EB	19	4599.6	265.9	37.4	205.6	332.4	11.8	15.3
US-1 SB/WB	20	14301.4	561.5	39.9	474.4	607.5	17.4	20.6
White St SB/EB Travel Time	21	5952	261	31.6	222.5	330.6	15.5	18.2
White St NB/WB Travel Time	22	5953.3	268.6	41.1	219.6	354.5	15.1	18.5
US-1 NB/EB Travel Time	23	14249	579	54.1	483.7	635.6	16.8	20.1
Truman SB/WB Travel Time	24	4812.4	299.5	32.7	251.4	350	11	13.1

AM Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	70.4	8	70.4	36	24	115.6
Palm/1st EB/SB	11	64.3	8	64.3	25.1	11.9	87.5
Whitehead SB/EB	8	63.4	12	63.4	25.1	32.5	116.3
Palm/1st NB/WB	12	127	7	127	47.3	62.2	185.5
Whitehead St NB/WB	7	62.5	10	62.5	25.7	27.6	109.5
United EB/NB	14	45.9	8	45.9	9.8	34.5	61.1
Truman SB/WB Travel Time	24	69.5	6	69.5	23.3	37.6	108.3
Eaton WB/SB	6	46.4	9	46.4	23.4	10	80.2
United SB/WB	13	46.9	10	46.9	12	33.2	72.3
Simonton St NB/WB	9	76.5	6	76.5	26.9	45.5	121.2
Eaton EB/NB	5	44.6	8	44.6	13.1	27.7	66.9
US-1 SB/WB	20	83.2	6	83.2	39.2	42.5	150.4
Duval WB/NB	2	50.4	11	50.4	28.7	17.1	88.2
Duval EB/SB	1	66	11	66	38.2	28.3	155.2
Simonton EB/SB	10	72.8	10	72.8	35.2	31.9	126.2
White St SB/EB Travel Time	21	37.5	9	37.5	22.8	5.5	73.3
White St NB/WB Travel Time	22	36.4	8	36.4	23.2	5.8	67
Fleming EB/NB	3	58.9	8	58.9	30.4	5.3	98.9
Southard WB/SB	4	79.8	7	79.8	26.1	55.4	122.7
Truman NB/EB	19	44.7	8	44.7	15.5	22.2	64
South SB/WB	16	59.2	11	59.2	26.5	32.6	103.6
South NB/EB	15	67.5	10	67.5	22.8	34.3	102.7
Flagler NB/EB	17	76.2	10	76.2	34.4	24	118.8
Flagler WB/SB	18	65.4	10	65.4	22.4	37.1	104

MD Travel Time Delay

Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	79.3	8	79.3	48.1	21.8	140.7
Palm/1st EB/SB	11	94.8	10	94.8	53.6	10.4	213.1
Whitehead SB/EB	8	188.2	8	188.2	68.5	57.1	285.4
Palm/1st NB/WB	12	130.1	9	130.1	41	67	178.1
Whitehead St NB/WB	7	148.5	10	148.5	64.4	60.4	232.4
United EB/NB	14	89.6	10	89.6	31.5	32.7	121.4
Truman SB/WB Travel Time	24	129.9	8	129.9	46.4	60.5	196.8
Eaton WB/SB	6	91.3	9	91.3	51.9	24.9	183.9
United SB/WB	13	57.7	12	57.7	33.6	21.9	117.2
Simonton St NB/WB	9	124.4	12	124.4	52	58.5	208.5
Eaton EB/NB	5	68.5	10	68.5	33.4	0.3	136
US-1 SB/WB	20	203.8	8	203.8	74.8	105.2	294.8
Duval WB/NB	2	211.3	9	211.3	87.8	95.7	340.8
Duval EB/SB	1	113.6	8	113.6	35.9	82.2	179.6
Simonton EB/SB	10	123.5	11	123.5	51.8	51.5	231.3
White St SB/EB Travel Time	21	82.5	10	82.5	35.5	29.3	131.1
White St NB/WB Travel Time	22	57.9	10	57.9	33.1	20.3	117.6
Fleming EB/NB	3	106.2	10	106.2	39.8	38.7	162.1
Southard WB/SB	4	71.3	8	71.3	35.3	22.8	129.1
Truman NB/EB	19	105.1	10	105.1	59.2	6.8	240.3
South SB/WB	16	80.9	9	80.9	20.1	52.1	119.6
South NB/EB	15	93.4	9	93.4	21	64.6	123
Flagler NB/EB	17	57.8	10	57.8	29.9	27.8	124
Flagler WB/SB	18	69.2	11	69.2	36.1	26	138

PM Travel Time Delay							
Name	TravelTime Section	Run 1		Travel Time			
		Delay(s)	Volume	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
US-1 NB/EB Travel Time	23	244	7	244	43.3	178.5	305.1
Palm/1st EB/SB	11	115.7	9	115.7	50.8	25.5	211.2
Whitehead SB/EB	8	175.3	10	175.3	39.5	106.2	232.3
Palm/1st NB/WB	12	135.6	11	135.6	38.2	86.1	201.6
Whitehead St NB/WB	7	154.6	10	154.6	67.8	65.7	265
United EB/NB	14	78.9	10	78.9	31.2	35.7	132.9
Truman SB/WB Travel Time	24	160.5	6	160.5	27.1	116.2	186.8
Eaton WB/SB	6	114.4	11	114.4	34.9	58	174.4
United SB/WB	13	61.5	12	61.5	22.2	17.3	93.1
Simonton St NB/WB	9	260.6	10	260.6	241.5	96.6	853.1
Eaton EB/NB	5	113	10	113	65.2	35.7	223.8
US-1 SB/WB	20	232.4	9	232.4	40.3	150.9	282.9
Duval WB/NB	2	224	11	224	78.2	133.6	372.4
Duval EB/SB	1	230.8	8	230.8	141.7	65.8	475.7
Simonton EB/SB	10	136	8	136	36.4	68.5	172.7
White St SB/EB Travel Time	21	64	10	64	34.6	13.8	134.8
White St NB/WB Travel Time	22	61.3	9	61.3	26.4	20	97.5
Fleming EB/NB	3	82.7	9	82.7	28.2	48.4	137
Southard WB/SB	4	83.2	9	83.2	32.7	29.4	131
Truman NB/EB	19	120.5	9	120.5	38	69.9	198.5
South SB/WB	16	83	8	83	20	48.2	118.2
South NB/EB	15	94.6	12	94.6	29.3	38.1	151.4
Flagler NB/EB	17	87.6	12	87.6	24.4	54	137.8
Flagler WB/SB	18	76.4	10	76.4	26.3	39.2	118.7

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	17.9	2		17.9	24.1	0.9	34.9
		Through	13.3	88		13.3	12.2	0	51.3
		Right 2	4.8	13		4.8	5.5	0.1	17.9
		Total	12.3	103		24.6	28.8	0	51.3
	SEB	Left 2	8.3	16		8.3	9.6	0	27.9
		Through	8.5	86		8.5	9.9	0	42.8
		Right 2	6.1	10		6.1	5.3	0	17
		Total	8.3	112		17.6	17.8	0	42.8
	SWB	Left 2	10.8	19		10.8	12.3	0	41.2
		Through	13.7	86		13.7	11.5	0	56.2
		Right 2	7.2	27		7.2	6	0	26.7
		Total	12	132		26.1	25.3	0	56.2
	NWB	Left 2	8.1	4		8.1	8.5	0.2	19.9
		Through	6.9	148		6.9	7.9	0	29.7
		Right 2	3.9	9		3.9	3.6	0.3	11.7
		Total	6.8	161		25.6	26.8	0	29.7
	Total		9.6	508	A	9.6	10.2	0	56.2
Front at Duval	NB	Left 1	13.8	18		13.8	11	0	35.4
		Right 1	9.1	29		9.1	9.6	0	30.2
		Right 3	4	11		4	3.2	0.1	11
		Total	9.6	58		15.3	14.9	0	35.4
	SEB	Left 2	9.9	17		9.9	12.4	0.1	33.4
		Through	8.7	22		8.7	10.5	0	29.6
		Right 1	3.9	7		3.9	2	0.4	7.1
		Total	8.4	46		10.2	10.8	0	33.4
	SWB	Left 2	13.3	36		13.3	11.8	0	37.5
		Left 1	9.5	49		9.5	9.8	0	34.6
		Right 2	6.3	44		6.3	6.2	0.1	28.3
		Total	9.5	129		20.2	26.1	0	37.5
	NWB	Left 3	14.2	41		14.2	12.1	0	50.1
		Through	12.7	53		12.7	11.6	0	36.7
		Right 2	8.7	49		8.7	9.3	0	48.1
		Total	11.8	143		19.6	18.2	0	50.1
	Total		10.3	376	B	10.2	10.4	0	50.1
Duval at Southard	SEB	Through	7	87		7	10.1	0	42.6
		Right 2	5.5	29		5.5	5.9	0	30
		Total	6.6	116		12.7	15.7	0	42.6
	SWB	Left 2	14.8	29		14.8	10.3	0.1	36.5
		Through	15.5	87		15.5	10.3	0	39.6
		Right 2	7	28		7	5.2	0	21.2
		Total	13.7	144		18.7	14.4	0	39.6
	NWB	Left 2	11.5	34		11.5	9.1	0.2	32.4
		Through	7.4	148		7.4	8	0	31.9
		Total	8.2	182		26.8	25.2	0	32.4
	Total		9.6	442	A	9.6	9.6	0	42.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	11.8	9		11.8	9.5	0	22.9
		Through	13.6	28		13.6	7.9	4	32.6
		Right 2	4.6	17		4.6	3.2	0	15
		Total	10.5	54		16	13.4	0	32.6
	SEB	Left 2	6.8	7		6.8	9.7	0.2	22.1
		Through	3.8	96		3.8	6.4	0	26.6
		Right 2	0.9	12		0.9	1.5	0	4.3
		Total	3.7	115		14.7	17.8	0	26.6
	SWB	Left 2	19.2	4		19.2	12.5	6.9	36.4
		Through	14.3	15		14.3	8.3	0	24
		Right 2	3.8	5		3.8	1.9	1.6	6.7
		Total	12.9	24		14.1	12.1	0	36.4
	NWB	Left 2	2.6	9		2.6	3.7	0	11.8
		Through	3.9	145		3.9	5.8	0	30.7
		Right 2	1.2	6		1.2	1.6	0.2	4.2
		Total	3.7	160		16.1	19.1	0	30.7
	Total		5.4	353	A	5.4	7.3	0	36.4
Duval at Truman	NEB	Left 2	6.6	1		6.6	0	6.6	6.6
		Through	9.9	72		9.9	11.2	0	36
		Right 2	11.4	3		11.4	15.2	0.2	28.7
		Total	9.9	76		20.8	22.3	0	36
	SEB	Left 2	8.9	28		8.9	9.1	0.1	28.2
		Through	10.6	72		10.6	10.2	0	32.1
		Right 2	4.8	14		4.8	3.5	0	11.2
		Total	9.5	114		26.5	30.9	0	32.1
	SWB	Left 2	12	17		12	9	0.1	26.2
		Through	11.1	93		11.1	10.6	0	33.4
		Right 2	7.4	72		7.4	7.1	0	31.2
		Total	9.7	182		14.8	12.9	0	33.4
	NWB	Left 2	10.2	2		10.2	14.1	0.2	20.1
		Through	8.5	88		8.5	9.7	0	32.9
		Right 2	7.6	36		7.6	7.3	0.1	26.8
		Total	8.3	126		21.8	28.3	0	32.9
	Total		9.3	498	A	9.3	9.6	0	36
Duval at South	NEB	Left 2	8.4	7		8.4	2.9	5.3	12.7
		Through	8.8	58		8.8	4.5	3.1	21.7
		Right 2	6.6	27		6.6	2.4	2.8	12.6
		Total	8.1	92		11.4	8.9	2.8	21.7
	SEB	Left 2	9	38		9	6.3	3.4	37.1
		Through	7.4	50		7.4	3.1	3.6	16.8
		Right 2	5.7	10		5.7	1.9	3.5	10.2
		Total	7.8	98		13	10.8	3.4	37.1
	SWB	Left 2	12.1	15		12.1	7.2	5	24.9
		Through	14.6	86		14.6	10.2	3	42.6
		Right 2	10.1	94		10.1	6.9	4.2	35.8
		Total	12.2	195		15.1	13.1	3	42.6
	NWB	Left 2	6	13		6	1.8	3.5	9.3
		Through	5.7	7		5.7	1.6	3.2	8.7
		Right 2	6.2	17		6.2	3.3	3.6	18.4
		Total	6	37		7.8	4.3	3.2	18.4
	Total		9.7	422	A	9.8	7.1	2.8	42.6

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	0.4	2		0.4	0.8	0	1
		Through	5.6	245		5.6	8	0	33.4
		Right 2	5.5	44		5.5	7.6	0	30.5
		Total	5.5	291		11.5	14.3	0	33.4
	SEB	Left 2	35.2	19		35.2	17.9	0.4	75.7
		Through	22	13		22	19	0	50.2
		Right 2	11.9	3		11.9	11.7	0.1	23.6
		Total	28.3	35		27	20	0	75.7
	SWB	Left 2	9.6	91		9.6	9.7	0	41
		Through	8.1	661		8.1	9.7	0	40.2
		Right 2	6.4	57		6.4	8.8	0	36.7
		Total	8.1	809		8.8	10.9	0	41
	NWB	Left 2	29	95		29	20.1	0.2	84.3
		Through	28.9	35		28.9	20	0	62.1
		Right 2	17.9	69		17.9	17.9	0.1	80.9
		Total	25.1	199		33.7	27.4	0	84.3
	Total		10.6	1334	B	10.6	13.7	0	84.3
Whitehead at Fleming	NEB	Left 2	13.6	59		13.6	12.7	0	38.6
		Through	12.6	60		12.6	9.6	0	30.3
		Right 2	6.5	7		6.5	8.6	0.1	25.1
		Total	12.7	126		14.7	14.2	0	38.6
	SEB	Left 2	12.5	14		12.5	11.2	0.2	36.6
		Through	8.2	101		8.2	9.6	0	32.7
		Right 2	4.4	38		4.4	5.2	0	28.1
		Total	7.6	153		12.9	12.5	0	36.6
	NWB	Left 2	13.3	20		13.3	14.8	0.2	51.8
		Through	10.8	186		10.8	12.7	0	53.9
		Right 2	8	48		8	9.5	0	45.3
		Total	10.5	254		16.3	16.6	0	53.9
	Total		10.2	533	B	10.2	11.4	0	53.9
Simonton at Fleming	NEB	Left 2	16.7	11		16.7	8.3	0	24.5
		Through	11.3	102		11.3	10.4	0	37.8
		Right 2	9.5	20		9.5	9.4	0.2	27
		Total	11.5	133		14.5	13.1	0	37.8
	SEB	Left 2	13.7	11		13.7	11.2	0.2	32
		Through	7	89		7	8.5	0	27.9
		Total	7.7	100		9.5	9.7	0	32
	NWB	Through	7.5	129		7.5	8.2	0	27.6
		Right 2	6.3	14		6.3	3.6	0.3	14.6
		Total	7.4	143		12.3	17.7	0	27.6
	Total		8.9	376	A	8.9	9.2	0	37.8

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	7.6	9		7.6	10.3	0	28.8
		Through	4	112		4	6.7	0	28.2
		Right 2	1.5	8		1.5	2.8	0	8.1
		Total	4.1	129		7.8	8.9	0	28.8
	SEB	Left 2	6.6	11		6.6	6.3	0	17.5
		Through	13.2	29		13.2	11.8	0	37.8
		Total	11.4	40		13.3	11.4	0	37.8
	NWB	Through	12.3	19		12.3	12	0	43
		Right 2	6.8	37		6.8	7.7	0	38.3
		Total	8.7	56		10.2	11.1	0	43
	Total		6.5	225	A	6.5	8.9	0	43
White at Southard	SEB	Left 2	0.5	16		0.5	1.6	0	6.4
		Through	1.1	157		1.1	2.6	0	14.4
		Right 2	1.6	48		1.6	2.8	0	12.5
		Total	1.2	221		1.7	3.7	0	14.4
	SWB	Left 2	3	2		3	3.9	0.2	5.8
		Through	3.2	4		3.2	3.7	0	6.7
		Right 2	4.5	7		4.5	0.5	3.7	5.1
		Total	3.9	13		5.2	2.4	0	6.7
	NWB	Left 2	4.5	98		4.5	7.2	0	32.9
		Through	2.1	128		2.1	4.1	0	21
		Right 2	9	3		9	10.6	0.5	20.9
		Total	3.2	229		4.1	6.6	0	32.9
	Total		2.3	463	A	2.2	4.6	0	32.9
Whitehead at Southard	NEB	Left 2	27.8	38		27.8	21.3	0	71.9
		Right 2	5.7	33		5.7	3.8	0.3	18.2
		Total	17.5	71		23.8	25.1	0	71.9
	SEB	Through	15.7	57		15.7	18.9	0	72.1
		Right 2	6	51		6	10.3	0	63.9
		Total	11.1	108		25	23.4	0	72.1
	SWB	Left 2	29.7	14		29.7	17.3	0.2	54.5
		Through	31	93		31	20	0	72.3
		Right 2	11.8	36		11.8	12.6	0.1	57.7
		Total	26	143		30	24.1	0	72.3
	NWB	Left 2	14.8	72		14.8	15.4	0	53.2
		Through	13.8	120		13.8	16.3	0	58.9
		Total	14.2	192		25.2	24.7	0	58.9
	Total		17.3	514	B	17.3	18.5	0	72.3

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	4.9	5		4.9	1.1	3.5	6.2
		Through	6.9	13		6.9	3.5	5.1	18.1
		Right 2	5	23		5	1.4	3.5	10.3
		Total	5.6	41		7.4	4.1	3.5	18.1
	SEB	Left 2	7.9	13		7.9	4	5	16.7
		Through	9.3	68		9.3	5	3.4	25.8
		Right 2	6	29		6	2.3	4.5	15.2
		Total	8.3	110		11.5	9	3.4	25.8
	SWB	Left 2	6.1	12		6.1	1.6	3.4	9.5
		Through	6.5	20		6.5	1.8	4	11.6
		Right 2	5.1	3		5.1	0.8	4.6	6
		Total	6.2	35		8.1	4.7	3.4	11.6
	NWB	Left 2	7.8	48		7.8	4.8	3.2	28.2
		Through	7	51		7	3.2	2.7	21.3
		Right 2	5.7	8		5.7	1.2	3.5	7.6
		Total	7.3	107		11.9	9.2	2.7	28.2
	Total		7.3	293	A	7.3	3.9	2.7	28.2
Whitehead at Truman	SEB	Left 2	8.2	24		8.2	9.4	0	26
		Through	6.2	74		6.2	7.5	0	25.7
		Right 2	1.9	5		1.9	2.9	0	7
		Total	6.5	103		15.8	16.7	0	26
	SWB	Left 2	6.3	34		6.3	6.1	0.1	27
		Through	8.6	46		8.6	7.8	0	31.8
		Right 2	4	29		4	2.5	0.3	11.4
		Total	6.7	109		14.4	11.3	0	31.8
	NWB	Left 2	3.1	23		3.1	4.1	0.1	14.5
		Through	7.9	161		7.9	10	0	47.2
		Right 2	4.7	45		4.7	6.8	0.2	34.7
		Total	6.8	229		15.9	17.9	0	47.2
	Total		6.7	441	A	6.7	8.2	0	47.2
Simonton at Caroline	NEB	Left 2	15.3	5		15.3	9.2	6.8	25.5
		Through	8.7	36		8.7	8.2	0	31.2
		Right 2	4.3	21		4.3	2.1	0.3	10.3
		Total	7.7	62		9.5	9.4	0	31.2
	SEB	Left 2	8.9	15		8.9	7.1	0.3	23.1
		Through	4.3	30		4.3	6.5	0	24.8
		Total	5.8	45		9.2	9.8	0	24.8
	SWB	Left 2	10.6	21		10.6	8.6	0	24.9
		Through	8.6	54		8.6	8.3	0	27
		Right 2	7	74		7	5.8	0.3	23
		Total	8.1	149		10.6	10.2	0	27
	NWB	Left 2	4.2	18		4.2	5.3	0.2	18.6
		Through	6.4	189		6.4	7.8	0	34.7
		Right 2	3.9	23		3.9	4.7	0	21.9
		Total	6	230		13.4	17.9	0	34.7
	Total		6.8	486	A	6.9	7.4	0	34.7

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	11.7	15		11.7	9.9	0.2	27.1
		Through	6.3	101		6.3	8.5	0	29.3
		Right 2	5	20		5	7.7	0	22.6
		Total	6.7	136		10.8	12.9	0	29.3
	SEB	Left 2	19.8	24		19.8	21.8	0.1	100.1
		Through	16.3	70		16.3	16.6	0	69.8
		Right 2	11.8	7		11.8	9.5	3.6	27.3
		Total	16.8	101		21.7	21.8	0	100.1
	SWB	Left 2	11.5	34		11.5	8.7	0.1	31.1
		Through	7.5	158		7.5	8.3	0	35.6
		Right 2	7.2	43		7.2	8.1	0	35.3
		Total	8	235		15.6	17.9	0	35.6
	NWB	Left 2	12.2	16		12.2	6.4	0.9	22.3
		Through	8.4	75		8.4	7.8	0	31.3
		Right 2	5.2	13		5.2	3.6	0.2	12.4
		Total	8.6	104		16.5	18.1	0	31.3
	Total		9.3	576	A	9.3	11	0	100.1
Simonton at United	NEB	Left 2	6	3		6	1.9	4.6	8.2
		Through	8.1	58		8.1	7.4	0	24.9
		Right 2	7.5	13		7.5	7.6	0.2	30.5
		Total	7.9	74		10.6	9.6	0	30.5
	SEB	Left 2	5	31		5	6.4	0	22.4
		Through	3.5	72		3.5	5.4	0	24.5
		Right 2	3.2	17		3.2	2.4	0.2	9.5
		Total	3.8	120		8.9	9.5	0	24.5
	SWB	Left 2	9	10		9	6.6	0.1	18.4
		Through	10.2	79		10.2	7.8	0	37
		Right 2	6.3	43		6.3	5.9	0	32.2
		Total	8.8	132		9.6	9.3	0	37
	NWB	Left 2	2.7	9		2.7	5.5	0	17.1
		Through	4	55		4	6.5	0	30
		Right 2	1.4	5		1.4	1.5	0.2	3.1
		Total	3.6	69		8.6	9.9	0	30
	Total		6.2	395	A	6.2	7	0	37
Thomas at Petronia	SEB	Through	10.7	38		10.7	10.6	0	27.4
		Right 2	4.4	10		4.4	6.5	0	21.2
		Total	9.4	48		9	11.7	0	27.4
	SWB	Left 2	1.3	7		1.3	2.1	0	4.7
		Through	6.7	42		6.7	8.1	0	23
		Right 2	3.2	27		3.2	3.7	0	18
		Total	5	76		7.8	8.8	0	23
	NWB	Left 2	6.8	19		6.8	8.1	0	26.2
		Through	8.7	38		8.7	8.4	0	25.1
		Total	8.1	57		8.5	9.2	0	26.2
	Total		7.1	181	A	7.1	8.4	0	27.4

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	6.3	23		6.3	1.9	3.6	11.3
		Through	6.7	64		6.7	2.6	3.1	17
		Right 2	5.8	14		5.8	2.6	3.4	13.4
		Total	6.5	101		7.2	3.6	3.1	17
	SEB	Left 2	0.5	16		0.5	1.4	0	5.6
		Through	0	30		0	0	0	0.2
		Total	0.2	46		0.1	0.6	0	5.6
	NWB	Through	0	49		0	0.1	0	0.9
		Right 2	1.1	3		1.1	1.7	0	3.1
		Total	0.1	52		0.1	0.4	0	3.1
	Total		3.4	199	A	3.3	3.6	0	17
Truman at White	NEB	Left 2	11.1	12		11.1	8.4	0.2	21.6
		Through	10.9	334		10.9	9.6	0	38
		Right 2	7.5	41		7.5	7.7	0.2	25.4
		Total	10.5	387		18.6	16.6	0	38
	SEB	Left 2	28	54		28	20.3	0.2	78.1
		Through	19.3	115		19.3	18.2	0	67.3
		Right 2	13.7	13		13.7	10.8	3.2	32.2
		Total	21.5	182		28	25.3	0	78.1
	SWB	Left 2	18.1	40		18.1	12.5	0	59.9
		Through	13.5	371		13.5	11.7	0	65
		Right 2	10.5	47		10.5	9.3	0	28
		Total	13.6	458		22.8	25.2	0	65
	NWB	Left 2	26.6	65		26.6	22	0	92.4
		Through	23.9	172		23.9	17.9	0	101.1
		Right 2	18.7	68		18.7	14.2	0.1	53.9
		Total	23.3	305		30.6	27.8	0	101.1
	Total		16	1332	B	16	15	0	101.1
White at Catherine	NEB	Left 2	11.2	14		11.2	4.8	5.8	21
		Through	10.7	12		10.7	7	4.8	23.1
		Right 2	6.4	20		6.4	2.1	4.8	10.9
		Total	9	46		8.5	4.3	4.8	23.1
	SEB	Left 2	1.2	12		1.2	1.9	0	5
		Through	0.6	200		0.6	1.8	0	15.4
		Right 2	2.7	11		2.7	3.1	0.2	7.2
		Total	0.7	223		1.6	3.4	0	15.4
	SWB	Left 2	6	2		6	0.7	5.5	6.5
		Through	7.9	10		7.9	3.2	5.9	13.9
		Right 2	6.8	11		6.8	3.2	5	15.4
		Total	7.2	23		7	2.7	5	15.4
	NWB	Left 2	2.1	27		2.1	4.1	0.1	20.4
		Through	1.3	252		1.3	2.3	0	9.7
		Right 2	1.2	20		1.2	2	0	6.4
		Total	1.4	299		1.1	2.3	0	20.4
	Total		2	591	A	1.9	3.5	0	23.1

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	1.9	3		1.9	3.1	0	5.5
		Through	9.8	66		9.8	9.9	0	30.6
		Right 2	1.1	6		1.1	1.7	0	4.5
		Total	8.8	75		10.5	10.3	0	30.6
	SEB	Left 2	9.5	93		9.5	10.6	0	45.4
		Through	7.4	117		7.4	9.2	0	41.9
		Right 2	9.2	5		9.2	9	0	23.9
		Total	8.4	215		9.9	11.3	0	45.4
	SWB	Left 2	14.6	13		14.6	11.9	0	31.9
		Through	13.4	170		13.4	9.7	0	37.2
		Right 2	14.6	164		14.6	9.9	0	37.3
		Total	14	347		15.3	11.4	0	37.3
	NWB	Left 2	6.4	4		6.4	12.5	0.2	25.2
		Through	6.5	114		6.5	9.4	0	35
		Right 2	3.1	9		3.1	4.9	0	12.7
		Total	6.3	127		6.5	9.6	0	35
	Total		10.6	764	B	10.6	10.2	0	45.4
Truman at 1st	EB	Through	15.8	322		15.8	17.9	0	69.2
		Right 1	11.1	13		11.1	17	0	55.5
		Total	15.6	335		26.1	25.4	0	69.2
	SEB	Left 1	24.9	251		24.9	21.3	0	72.8
		Through	25.4	63		25.4	23.8	0	98.6
		Right 3	17	8		17	17.2	3.8	51.1
		Total	24.8	322		34.3	32.1	0	98.6
	WB	Through	19.5	576		19.5	19.4	0	94.7
		Right 1	11.5	610		11.5	11.2	0	77.5
		Total	15.4	1186		25.9	26.7	0	94.7
	NWB	Left 1	18.4	62		18.4	18.6	0	77.2
		Through	33.7	127		33.7	26.4	0	100.5
		Right 3	23	53		23	23.5	0.2	99.3
		Total	27.4	242		38.9	34.4	0	100.5
	Total		18.3	2085	B	18.3	19.2	0	100.5
1st at Flagler	NEB	Left 2	18.1	16		18.1	21.3	0.3	61.9
		Through	17.7	318		17.7	14.9	0	58.2
		Right 2	15	25		15	13.8	0.2	49.1
		Total	17.5	359		19	16.2	0	61.9
	SEB	Left 2	27.7	126		27.7	17.5	0	95.8
		Through	30.9	100		30.9	17.6	0	101.7
		Right 2	18.3	25		18.3	14.6	0	43.2
		Total	28	251		33.8	26.1	0	101.7
	SWB	Left 2	10.2	64		10.2	11.8	0	42.7
		Through	16.9	412		16.9	15.8	0	61.4
		Right 2	17.8	82		17.8	14.9	0	57.5
		Total	16.3	558		17.8	16.6	0	61.4
	NWB	Left 2	32.8	79		32.8	18.7	0.2	77.6
		Through	33.3	105		33.3	20	0	76.9
		Right 2	20	66		20	18.3	0.1	71.5
		Total	29.6	250		31.1	23.6	0	77.6
	Total		21	1418	C	21	17.6	0	101.7

AM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	6.6	35		6.6	14	0	58.9
		Through	14.7	539		14.7	19	0	78
		Right 2	10.8	66		10.8	15.9	0	60.4
		Total	13.9	640		21.7	23.1	0	78
	SEB	Left 2	27	51		27	23.6	0	73.4
		Through	30.9	34		30.9	24.7	0	93
		Right 2	9.8	69		9.8	12	0	53.3
		Total	20.2	154		25.8	26.3	0	93
	SWB	Left 2	9.8	60		9.8	15.7	0	63.6
		Through	15.8	885		15.8	19	0	76.8
		Right 2	14.8	51		14.8	17.1	0	54.7
		Total	15.4	996		24.1	23.2	0	76.8
	NWB	Left 2	24	249		24	23.4	0	90.8
		Through	33.4	31		33.4	29.7	0	84.9
		Right 2	10.5	39		10.5	14.4	0.1	66.6
		Total	23.3	319		26.9	24.6	0	90.8
	Total		16.5	2109	B	16.5	20	0	93
Roosevelt at US-1	NB	Through	28.1	106		28.1	21.9	0	76.7
		Right 2	2.3	380		2.3	3.8	0	26
		Total	7.9	486		29.5	45.7	0	76.7
	SEB	Left 1	17.5	507		17.5	17.2	0	75.6
		Right 1	5.5	105		5.5	9	0	33.2
		Total	15.4	612		39.8	36	0	75.6
	WB	Left 2	18.4	592		18.4	16.4	0	63.8
		Right 2	4.4	892		4.4	5.5	0	37
		Total	10	1484		15.1	21	0	63.8
	Total		10.9	2582	B	10.9	14.7	0	76.7
Flagler at Roosevelt	NB	Left 2	17.9	86		17.9	18	0	63.6
		Through	10.2	292		10.2	13.2	0	41.9
		Total	12	378		12.2	15	0	63.6
	EB	Left 2	23.7	238		23.7	20.7	0	65
		Right 2	3.7	63		3.7	3.8	0	17.3
		Total	19.5	301		23.2	23.1	0	65
	SB	Through	13.2	308		13.2	15.2	0	86.6
		Right 2	19.1	557		19.1	15.5	0	62.6
		Total	17	865		12.9	15	0	86.6
	Total		16.3	1544	B	16.3	16.6	0	86.6
NETWORK TOTAL			12.5	21040		12.5	15.2	0	101.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	24.9	20		24.9	15.7	1.1	63.5
		Through	18.5	105		18.5	15.3	0	65.1
		Right 2	15.7	14		15.7	14.4	0.2	43.4
		Total	19.1	139		24.6	28.8	0	65.1
	SEB	Left 2	15.6	24		15.6	13.5	0	47.2
		Through	16	231		16	15.6	0	83.8
		Right 2	15.1	23		15.1	13	0	53
		Total	15.9	278		17.6	17.8	0	83.8
	SWB	Left 2	35.6	51		35.6	33.7	1	139.7
		Through	40.3	119		40.3	34.3	0	133.8
		Right 2	35.8	82		35.8	31.8	0.1	134
		Total	37.9	252		26.1	25.3	0	139.7
	NWB	Left 2	41	16		41	25.3	2.8	107.9
		Through	34.5	318		34.5	32.8	0	157.4
		Right 2	23.3	16		23.3	22.3	0.2	93.7
		Total	34.3	350		25.6	26.8	0	157.4
	Total		28.1	1019	C	28.1	28.5	0	157.4
Front at Duval	NB	Left 1	20	44		20	16.5	0	49.2
		Right 1	15.8	102		15.8	13.3	0	42.8
		Right 3	11.5	55		11.5	11	0.2	43.6
		Total	15.5	201		15.3	14.9	0	49.2
	SEB	Left 2	15	18		15	15.1	0	39.6
		Through	10.8	40		10.8	10.6	0	34.6
		Right 1	10.4	18		10.4	7	1.6	25.3
		Total	11.7	76		10.2	10.8	0	39.6
	SWB	Left 2	18.6	48		18.6	16.9	0	65.8
		Left 1	12.6	79		12.6	13.2	0	42.7
		Right 2	14.2	39		14.2	13.1	0.1	64
		Total	14.7	166		20.2	26.1	0	65.8
	NWB	Left 3	27.2	86		27.2	19.8	0	88.2
		Through	27.3	113		27.3	21.8	0	98.2
		Right 2	22.1	107		22.1	21.7	0	94.1
		Total	25.5	306		19.6	18.2	0	98.2
	Total		19	749	B	19	18	0	98.2
Duval at Southard	SEB	Through	10.2	219		10.2	10.9	0	64.3
		Right 2	13.7	47		13.7	15.6	0	69.4
		Total	10.8	266		12.7	15.7	0	69.4
	SWB	Left 2	20.4	85		20.4	14.8	0	81.7
		Through	21.4	139		21.4	16.6	0	81.5
		Right 2	16.4	73		16.4	14.3	0	56.2
		Total	19.9	297		18.7	14.4	0	81.7
	NWB	Left 2	47.7	36		47.7	23.6	2.1	106.5
		Through	44.4	369		44.4	28.2	0	110.7
		Total	44.7	405		26.8	25.2	0	110.7
	Total		27.8	968	C	27.8	25.6	0	110.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	21.9	35		21.9	14.8	0.2	55.9
		Through	17.8	62		17.8	13.9	0	48.2
		Right 2	9.4	18		9.4	8.4	0	28
		Total	17.7	115		16	13.4	0	55.9
	SEB	Left 2	17.6	13		17.6	16.1	0	42.4
		Through	10.5	276		10.5	13.2	0	70.6
		Right 2	11.6	17		11.6	15.6	0.1	56.3
		Total	10.9	306		14.7	17.8	0	70.6
	SWB	Left 2	26.5	12		26.5	13.8	0	53.4
		Through	15.3	20		15.3	10.1	0	32.9
		Right 2	7.9	6		7.9	6.3	3.5	20.3
		Total	17.7	38		14.1	12.1	0	53.4
	NWB	Left 2	26	14		26	21.1	0.4	61.8
		Through	26.2	375		26.2	22.2	0	100.8
		Right 2	32.4	29		32.4	21.4	0	73
		Total	26.6	418		16.1	19.1	0	100.8
	Total		19.6	877	B	19.6	19.5	0	100.8
Duval at Truman	NEB	Left 2	24.9	20		24.9	12.5	2.4	42.7
		Through	24	150		24	21.6	0	110.8
		Right 2	9.2	23		9.2	9.7	0	42.4
		Total	22.3	193		20.8	22.3	0	110.8
	SEB	Left 2	24.4	95		24.4	18.7	0.1	87.5
		Through	19.3	182		19.3	16.2	0	80.6
		Right 2	6.9	13		6.9	9.6	0	36.3
		Total	20.4	290		26.5	30.9	0	87.5
	SWB	Left 2	20.1	81		20.1	16.6	0	72.1
		Through	17.6	157		17.6	11.9	0	53.6
		Right 2	16.1	151		16.1	14.2	0	70.4
		Total	17.5	389		14.8	12.9	0	72.1
	NWB	Left 2	46.9	3		46.9	9.5	36.9	55.7
		Through	37.1	247		37.1	38.7	0	174.3
		Right 2	40.7	48		40.7	45.9	0.2	154.2
		Total	37.8	298		21.8	28.3	0	174.3
	Total		24.2	1170	C	24.2	25.9	0	174.3
Duval at South	NEB	Left 2	16.5	47		16.5	10.5	3.1	53.5
		Through	15.4	122		15.4	12.1	2.8	55.8
		Right 2	16.1	49		16.1	12.9	3.2	52.8
		Total	15.8	218		11.4	8.9	2.8	55.8
	SEB	Left 2	16.4	104		16.4	12.7	4.4	65.9
		Through	13	60		13	10.5	4.1	47.1
		Right 2	12.2	35		12.2	11.3	3.5	51.6
		Total	14.6	199		13	10.8	3.5	65.9
	SWB	Left 2	27.3	9		27.3	25.8	4.1	76.5
		Through	23.3	157		23.3	15.7	4.2	77.6
		Right 2	17.2	115		17.2	13.8	3.3	64.6
		Total	20.9	281		15.1	13.1	3.3	77.6
	NWB	Left 2	8.2	21		8.2	4.1	4.6	18.9
		Through	10.3	30		10.3	6.2	3.6	26.9
		Right 2	7.7	33		7.7	4.6	3.4	28.8
		Total	8.8	84		7.8	4.3	3.4	28.8
	Total		16.6	782	B	16.6	13.4	2.8	77.6

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	17.5	4		17.5	21.3	3.9	49.3
		Through	12.6	399		12.6	13.5	0	53.5
		Right 2	7.3	85		7.3	9	0	31.9
		Total	11.7	488		11.5	14.3	0	53.5
	SEB	Left 2	25.8	13		25.8	22.2	0.1	75
		Through	15.4	12		15.4	17.8	0	38.5
		Right 2	18.1	3		18.1	8.6	8.1	23.9
		Total	20.5	28		27	20	0	75
	SWB	Left 2	15.5	106		15.5	13.9	0.2	48.7
		Through	10.8	611		10.8	11.1	0	35.9
		Right 2	8.2	31		8.2	8.8	0.1	32.2
		Total	11.4	748		8.8	10.9	0	48.7
	NWB	Left 2	39.1	158		39.1	23.6	0.2	110.3
		Through	30.9	35		30.9	20.5	0	82
		Right 2	32.6	119		32.6	21.8	0	84.4
		Total	35.7	312		33.7	27.4	0	110.3
	Total		16.5	1576	B	16.4	17.8	0	110.3
Whitehead at Fleming	NEB	Left 2	18.1	80		18.1	16.6	0	97.4
		Through	17.2	134		17.2	18.8	0	113.6
		Right 2	12.8	42		12.8	16.6	0	89.5
		Total	16.8	256		14.7	14.2	0	113.6
	SEB	Left 2	18.7	17		18.7	20.2	0	74.2
		Through	13.1	170		13.1	11.4	0	38.1
		Right 2	11.2	35		11.2	12.9	0	50.2
		Total	13.2	222		12.9	12.5	0	74.2
	NWB	Left 2	25	9		25	11.6	14.4	54.1
		Through	17.6	214		17.6	14.3	0	68.4
		Right 2	15.3	142		15.3	11.2	0	54.7
		Total	16.9	365		16.3	16.6	0	68.4
	Total		15.9	843	B	15.9	14.7	0	113.6
Simonton at Fleming	NEB	Left 2	15.8	34		15.8	13.1	0	46.6
		Through	15.9	244		15.9	11.6	0	51.2
		Right 2	11.1	97		11.1	10.5	0	48.4
		Total	14.6	375		14.5	13.1	0	51.2
	SEB	Left 2	10.8	14		10.8	9.2	0.5	30.6
		Through	8.4	146		8.4	8.7	0	33.7
		Total	8.6	160		9.5	9.7	0	33.7
	NWB	Through	9.9	245		9.9	9.2	0	44.6
		Right 2	8.4	57		8.4	9.2	0	39.3
		Total	9.6	302		12.3	17.7	0	44.6
	Total		11.6	837	B	11.6	10.6	0	51.2

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	8.8	48		8.8	7.8	0	28.4
		Through	9.1	278		9.1	9.2	0	35.1
		Right 2	7.7	42		7.7	8.1	0	27.7
		Total	8.9	368		7.8	8.9	0	35.1
	SEB	Left 2	12.1	25		12.1	12	0.1	41.2
		Through	12.8	50		12.8	11.8	0	40.8
		Total	12.6	75		13.3	11.4	0	41.2
	NWB	Through	11.7	29		11.7	13.4	0	40
		Right 2	4.2	17		4.2	2.3	0.1	7.8
		Total	8.9	46		10.2	11.1	0	40
	Total		9.5	489	A	9.5	9.7	0	41.2
White at Southard	SEB	Left 2	1.6	13		1.6	3.3	0	10.9
		Through	1.5	246		1.5	3.1	0	16.8
		Right 2	1.9	75		1.9	2.3	0	9.2
		Total	1.6	334		1.7	3.7	0	16.8
	SWB	Left 2	5.4	2		5.4	0.2	5.3	5.6
		Through	7.9	6		7.9	2.1	6	11.1
		Right 2	4.4	7		4.4	0.5	3.7	5.1
		Total	5.9	15		5.2	2.4	3.7	11.1
	NWB	Left 2	5.5	128		5.5	8.3	0	55.7
		Through	4	148		4	7.4	0	38.8
		Right 2	5	7		5	9.4	0.2	25.2
		Total	4.7	283		4.1	6.6	0	55.7
	Total		3.1	632	A	3.1	5.9	0	55.7
Whitehead at Southard	NEB	Left 2	36.1	54		36.1	24.5	0	81.8
		Right 2	14.1	88		14.1	17.5	0	83.6
		Total	22.5	142		23.8	25.1	0	83.6
	SEB	Through	29.8	143		29.8	23.8	0	82.6
		Right 2	17.5	67		17.5	20.6	0	77.5
		Total	25.9	210		25	23.4	0	82.6
	SWB	Left 2	36.5	29		36.5	23.9	0.1	76.2
		Through	35.6	139		35.6	25.2	0	103.1
		Right 2	25	55		25	24.9	0	101.9
		Total	33.1	223		30	24.1	0	103.1
	NWB	Left 2	35.8	85		35.8	29.8	0	132.1
		Through	31.1	258		31.1	25.9	0	130.7
		Total	32.3	343		25.2	24.7	0	132.1
	Total		29.5	918	C	29.5	25.5	0	132.1

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	11.1	5		11.1	6.8	4.2	21.4
		Through	9.3	38		9.3	4.2	3.2	20.6
		Right 2	7.2	52		7.2	4.4	3.4	24.4
		Total	8.2	95		7.4	4.1	3.2	24.4
	SEB	Left 2	13.7	46		13.7	9.7	3.9	39.9
		Through	14	108		14	11.8	3.2	69.8
		Right 2	10	47		10	6.8	3.7	37.8
		Total	13	201		11.5	9	3.2	69.8
	SWB	Left 2	10.5	31		10.5	6.9	3.4	39.1
		Through	9.4	23		9.4	4.9	3.4	23.2
		Right 2	9	40		9	5.3	3.1	24.5
		Total	9.6	94		8.1	4.7	3.1	39.1
	NWB	Left 2	10.5	56		10.5	6	3.2	23.2
		Through	11.7	158		11.7	7.7	3	41.6
		Right 2	8.7	24		8.7	5.8	2.9	23.8
		Total	11.1	238		11.9	9.2	2.9	41.6
	Total		11	628	B	11.1	8.1	2.9	69.8
Whitehead at Truman	SEB	Left 2	15.7	55		15.7	15.4	0.1	71.9
		Through	12	192		12	11.6	0	64.9
		Right 2	10.5	26		10.5	12.5	0	40
		Total	12.6	273		15.8	16.7	0	71.9
	SWB	Left 2	18.8	54		18.8	12	0.1	42.5
		Through	18.8	80		18.8	10.6	0	43
		Right 2	10	38		10	8.4	0	34.8
		Total	16.9	172		14.4	11.3	0	43
	NWB	Left 2	26.2	43		26.2	23.1	0	94
		Through	25.5	206		25.5	21.1	0	91.9
		Right 2	21.5	124		21.5	19.8	0.2	83.7
		Total	24.3	373		15.9	17.9	0	94
	Total		18.8	818	B	18.8	17.5	0	94
Simonton at Caroline	NEB	Left 2	14.3	18		14.3	11.8	0	35.9
		Through	12.2	82		12.2	11.3	0	44.3
		Right 2	6.6	47		6.6	5.8	0.1	25.9
		Total	10.7	147		9.5	9.4	0	44.3
	SEB	Left 2	14.2	25		14.2	10.9	0.1	33.1
		Through	9.9	83		9.9	10.2	0	34.8
		Right 2	4.3	3		4.3	6.7	0.4	12
		Total	10.7	111		9.2	9.7	0	34.8
	SWB	Left 2	9.8	41		9.8	10.3	0	32.5
		Through	12.2	84		12.2	11.9	0	44.5
		Right 2	9.3	53		9.3	9.8	0	45
		Total	10.8	178		10.6	10.2	0	45
	NWB	Left 2	13.2	20		13.2	13	0.1	44.1
		Through	14.7	262		14.7	11.6	0	52.7
		Right 2	11.6	40		11.6	9.6	0.1	39.7
		Total	14.2	322		13.4	17.9	0	52.7
	Total		12.2	758	B	12.2	11.1	0	52.7

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	13	47		13	13.9	0.1	52.8
		Through	11	207		11	13.7	0	58.2
		Right 2	15.8	39		15.8	16.9	0.1	53.4
		Total	12	293		10.8	12.9	0	58.2
	SEB	Left 2	25.2	37		25.2	22.2	0.2	103.6
		Through	20.6	133		20.6	20.6	0	100.6
		Right 2	18.1	41		18.1	20.7	0.2	84.9
		Total	20.9	211		21.7	21.8	0	103.6
	SWB	Left 2	19.2	30		19.2	16	0.2	53.2
		Through	15.4	334		15.4	13.5	0	63.6
		Right 2	13.3	115		13.3	12.2	0.1	55.7
		Total	15.1	479		15.6	17.9	0	63.6
	NWB	Left 2	25.6	19		25.6	15.7	0.2	48.5
		Through	18.1	184		18.1	13.9	0	69.9
		Right 2	13.9	34		13.9	11.7	0.2	35.8
		Total	18.1	237		16.5	18.1	0	69.9
	Total		15.9	1220	B	15.9	15.5	0	103.6
Simonton at United	NEB	Left 2	13.8	21		13.8	13.3	0	43.8
		Through	11.2	134		11.2	10	0	50.1
		Right 2	16.1	22		16.1	9.3	0.1	29.7
		Total	12.1	177		10.6	9.6	0	50.1
	SEB	Left 2	11.6	65		11.6	10.4	0	44.2
		Through	12.1	124		12.1	11	0	38.1
		Right 2	11.6	23		11.6	11	0.1	37.8
		Total	11.9	212		8.9	9.5	0	44.2
	SWB	Left 2	12.6	4		12.6	13.5	0.7	30.4
		Through	13.4	105		13.4	11.4	0	47.5
		Right 2	6.6	70		6.6	7.2	0	35.5
		Total	10.7	179		9.6	9.3	0	47.5
	NWB	Left 2	10.1	14		10.1	9.8	0.2	29.3
		Through	8.6	144		8.6	9.6	0	36.7
		Right 2	13	3		13	11.4	0.1	21.5
		Total	8.8	161		8.6	9.9	0	36.7
	Total		11	729	B	11	10.4	0	50.1
Thomas at Petronia	SEB	Through	11.2	83		11.2	16.2	0	74.5
		Right 2	8.1	16		8.1	17.4	0	72.4
		Total	10.7	99		9	11.7	0	74.5
	SWB	Left 2	8.8	16		8.8	10.8	0	27.4
		Through	12.6	46		12.6	10.7	0	43
		Right 2	4.1	26		4.1	4.2	0	17.4
		Total	9.4	88		7.8	8.8	0	43
	NWB	Left 2	10.6	14		10.6	8.8	0.3	26.9
		Through	7.2	58		7.2	9.1	0	28
		Total	7.9	72		8.5	9.2	0	28
	Total		9.5	259	A	9.5	12.6	0	74.5

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7.5	49		7.5	4.5	2.9	24.7
		Through	7.6	93		7.6	4.5	3.2	33.6
		Right 2	7.6	30		7.6	3.7	3.2	17.1
		Total	7.6	172		7.2	3.6	2.9	33.6
	SEB	Left 2	0.1	9		0.1	0.4	0	0.6
		Through	0.1	49		0.1	0.3	0	1.8
		Total	0.1	58		0.1	0.6	0	1.8
	NWB	Through	0.1	53		0.1	0.3	0	2
		Right 2	0.1	7		0.1	0.2	0	0.3
		Total	0.1	60		0.1	0.4	0	2
	Total		4.5	290	A	4.5	5	0	33.6
Truman at White	NEB	Left 2	28.4	30		28.4	22.7	0	78.4
		Through	24.7	549		24.7	18.5	0	73.3
		Right 2	21.3	70		21.3	18.2	0.2	62.7
		Total	24.5	649		18.6	16.6	0	78.4
	SEB	Left 2	51	113		51	34	0.2	136.5
		Through	29.5	180		29.5	25.3	0	96.6
		Right 2	17.9	25		17.9	18	0.1	81.7
		Total	36.2	318		28	25.3	0	136.5
	SWB	Left 2	48.4	50		48.4	37.7	0.1	160.9
		Through	34.7	523		34.7	35.6	0	164.9
		Right 2	35.7	37		35.7	37.7	0.2	158
		Total	35.9	610		22.8	25.2	0	164.9
	NWB	Left 2	39.8	76		39.8	29	0	120.3
		Through	40.6	188		40.6	26	0	109
		Right 2	37.2	145		37.2	54.4	0	627.5
		Total	39.2	409		30.6	27.8	0	627.5
	Total		32.9	1986	C	32.9	31.7	0	627.5
White at Catherine	NEB	Left 2	9.9	18		9.9	4.3	4.5	18.2
		Through	8.5	23		8.5	2.9	5.3	15.6
		Right 2	7.4	41		7.4	3.3	4.3	15.6
		Total	8.3	82		8.5	4.3	4.3	18.2
	SEB	Left 2	2	3		2	3.4	0	5.9
		Through	0.9	277		0.9	2.2	0	17.7
		Right 2	1.8	18		1.8	3.4	0	13.8
		Total	1	298		1.6	3.4	0	17.7
	SWB	Left 2	8	2		8	3	5.9	10.1
		Through	7.3	30		7.3	2.1	5.4	13
		Right 2	6.6	10		6.6	3.1	4.1	12.4
		Total	7.2	42		7	2.7	4.1	13
	NWB	Left 2	1.7	18		1.7	2.5	0	9.2
		Through	1.2	251		1.2	2.3	0	16.1
		Right 2	0.6	30		0.6	0.9	0	3.9
		Total	1.2	299		1.1	2.3	0	16.1
	Total		2.3	721	A	2.2	3.6	0	18.2

MD Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	28.3	1		28.3	0	28.3	28.3
		Through	11.3	52		11.3	8.5	0	31.5
		Right 2	9	9		9	8	0	20.5
		Total	11.2	62		10.5	10.3	0	31.5
	SEB	Left 2	7.3	76		7.3	7.7	0	25.8
		Through	5.6	158		5.6	6.8	0	27.9
		Right 2	4.1	6		4.1	6	0.1	16.1
		Total	6.1	240		9.9	11.3	0	27.9
	SWB	Left 2	12.7	10		12.7	8.7	0.2	25.4
		Through	12.3	122		12.3	9.4	0	39.4
		Right 2	13.9	102		13.9	10	0.7	35.4
		Total	13	234		15.3	11.4	0	39.4
	NWB	Left 2	5	11		5	5.8	0	14
		Through	3.8	83		3.8	5.6	0	21.7
		Right 2	0.2	4		0.2	0.2	0	0.5
		Total	3.8	98		6.5	9.6	0	21.7
	Total		8.8	634	A	8.8	8.9	0	39.4
Truman at 1st	EB	Through	27.3	803		27.3	26.2	0	95.7
		Right 1	13.9	40		13.9	16.6	0	58.1
		Total	26.7	843		26.1	25.4	0	95.7
	SEB	Left 1	37.2	482		37.2	26.9	0	99.7
		Through	24.9	174		24.9	27.5	0	88.2
		Right 3	15.4	27		15.4	19.1	0	70.8
		Total	33.2	683		34.3	32.1	0	99.7
	WB	Through	42	877		42	35.5	0	193
		Right 1	28.3	613		28.3	26.8	0	190.6
		Total	36.4	1490		25.9	26.7	0	193
	NWB	Left 1	39.3	100		39.3	27.5	0.2	124.9
		Through	63.4	151		63.4	38.4	0	159.4
		Right 3	39.3	90		39.3	36.5	0.1	157.1
		Total	50	341		38.9	34.4	0	159.4
	Total		34.7	3357	C	34.7	31.3	0	193
1st at Flagler	NEB	Left 2	29.3	18		29.3	24.4	0.8	74.4
		Through	22	399		22	17.8	0	88.7
		Right 2	21.1	30		21.1	19.7	0	71.9
		Total	22.2	447		19	16.2	0	88.7
	SEB	Left 2	35.6	127		35.6	22.2	0.2	95.1
		Through	35.5	106		35.5	26.4	0.1	113.7
		Right 2	33.7	26		33.7	19.7	0.3	77.1
		Total	35.4	259		33.8	26.1	0.1	113.7
	SWB	Left 2	15.4	104		15.4	21.2	0	93.4
		Through	22.7	485		22.7	19	0	110.5
		Right 2	19.4	86		19.4	15.6	0	58.4
		Total	21.2	675		17.8	16.6	0	110.5
	NWB	Left 2	42.7	113		42.7	25.9	0	125.2
		Through	45.2	155		45.2	29.6	0.7	128.7
		Right 2	31.1	91		31.1	23.7	3.4	102.2
		Total	40.8	359		31.1	23.6	0	128.7
	Total		27.6	1740	C	27.6	23.2	0	128.7

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Eaton	NEB	Left 2	38.9	17		38.9	37.8	0	145.9
		Through	35.6	183		35.6	39.2	0	201
		Right 2	37.9	14		37.9	42.9	1	124.2
		Total	36	214		24.6	28.8	0	201
	SEB	Left 2	29.2	44		29.2	23.3	1.1	97.4
		Through	23.9	311		23.9	20.9	0	100.5
		Right 2	29.5	32		29.5	24.2	0.2	90.8
		Total	25	387		17.6	17.8	0	100.5
	SWB	Left 2	28.6	34		28.6	15	0.4	73.6
		Through	27	141		27	19.2	0	88.6
		Right 2	18.6	38		18.6	19.8	0	78.4
		Total	25.8	213		26.1	25.3	0	88.6
	NWB	Left 2	35.5	11		35.5	23.8	5	79.8
		Through	31.9	339		31.9	27.9	0	123.3
		Right 2	35.4	44		35.4	25.4	0.1	97.7
		Total	32.4	394		25.6	26.8	0	123.3
	Total		29.5	1208	C	29.5	27.3	0	201
Front at Duval	NB	Left 1	24.7	46		24.7	21	0	89.1
		Right 1	18.8	100		18.8	18.3	0	85.1
		Right 3	11.2	71		11.2	12.7	0	61
		Total	17.6	217		15.3	14.9	0	89.1
	SEB	Left 2	20.6	15		20.6	12.6	0	38.3
		Through	6.8	38		6.8	9.4	0	29.7
		Right 1	7.2	10		7.2	7.3	0.5	24
		Total	10.1	63		10.2	10.8	0	38.3
	SWB	Left 2	51	53		51	44.4	0	140.6
		Left 1	35	82		35	37.4	0	152
		Right 2	26.2	86		26.2	29.1	0	122.6
		Total	35.4	221		20.2	26.1	0	152
	NWB	Left 3	25.8	93		25.8	20.5	0	76.1
		Through	20.8	111		20.8	16.5	0	71.7
		Right 2	17.1	99		17.1	16.5	0	67.3
		Total	21.1	303		19.6	18.2	0	76.1
	Total		23.2	804	C	23.2	25.9	0	152
Duval at Southard	SEB	Through	19.2	314		19.2	20.4	0	82.5
		Right 2	14.9	35		14.9	16.2	0	65.6
		Total	18.8	349		12.7	15.7	0	82.5
	SWB	Left 2	23	76		23	17	0	73.7
		Through	22.1	160		22.1	15.9	0	83.8
		Right 2	15.8	52		15.8	10.6	1.3	45.6
		Total	21.2	288		18.7	14.4	0	83.8
	NWB	Left 2	28.3	29		28.3	15.3	0	69.8
		Through	22.6	379		22.6	18.1	0	92.3
		Total	23	408		26.8	25.2	0	92.3
	Total		21.1	1045	C	21.1	18.1	0	92.3

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Duval at Angela	NEB	Left 2	18.8	20		18.8	15	0.1	41
		Through	18.4	100		18.4	13.9	0	45.8
		Right 2	14.8	23		14.8	14.4	0	44.1
		Total	17.9	143		16	13.4	0	45.8
	SEB	Left 2	24.6	22		24.6	21.7	0	67.8
		Through	23.3	337		23.3	22.2	0	92.7
		Right 2	22.3	43		22.3	21.4	0.1	82.8
		Total	23.3	402		14.7	17.8	0	92.7
	SWB	Left 2	19.8	12		19.8	11.3	4.3	39.6
		Through	15.5	20		15.5	15	0	43.9
		Right 2	6.2	6		6.2	7	0.5	19.8
		Total	15.4	38		14.1	12.1	0	43.9
	NWB	Left 2	27.1	17		27.1	31.9	0.1	105.3
		Through	14.8	293		14.8	16.7	0	113.4
		Right 2	14.5	17		14.5	9.4	0.2	27.3
		Total	15.4	327		16.1	19.1	0	113.4
	Total		19.3	910	B	19.3	19.4	0	113.4
Duval at Truman	NEB	Left 2	36.1	13		36.1	32.6	2.1	106.6
		Through	31.5	94		31.5	29.6	0	124.2
		Right 2	3.7	2		3.7	5	0.2	7.2
		Total	31.5	109		20.8	22.3	0	124.2
	SEB	Left 2	37.9	137		37.9	35.6	0	163.9
		Through	44.6	225		44.6	44.7	0	173.2
		Right 2	20.7	12		20.7	18.3	3.5	49.5
		Total	41.4	374		26.5	30.9	0	173.2
	SWB	Left 2	13.7	43		13.7	12.8	0	42.3
		Through	17.1	178		17.1	13.5	0	59.6
		Right 2	11.8	113		11.8	10.8	0	41.5
		Total	14.9	334		14.8	12.9	0	59.6
	NWB	Left 2	24.5	15		24.5	18.4	0.1	58.9
		Through	16	201		16	13.9	0	50
		Right 2	16.7	58		16.7	14.8	0.1	51.4
		Total	16.6	274		21.8	28.3	0	58.9
	Total		26.1	1091	C	26.1	30.2	0	173.2
Duval at South	NEB	Left 2	11.4	20		11.4	9.2	3.6	32.6
		Through	11	99		11	5.8	3.1	38.5
		Right 2	6.9	37		6.9	3.1	3.1	15.4
		Total	10.1	156		11.4	8.9	3.1	38.5
	SEB	Left 2	16.8	80		16.8	13.2	3.6	49.4
		Through	14.7	49		14.7	12.4	3.5	49.3
		Right 2	13.2	26		13.2	11	3.3	39.9
		Total	15.5	155		13	10.8	3.3	49.4
	SWB	Left 2	15.7	8		15.7	11.1	5.2	32.1
		Through	14.4	119		14.4	13.5	3.1	78.1
		Right 2	10	92		10	7.5	3.3	41.4
		Total	12.6	219		15.1	13.1	3.1	78.1
	NWB	Left 2	7.6	18		7.6	3.4	3.3	15.8
		Through	8.6	31		8.6	5	3.2	22.8
		Right 2	6.3	42		6.3	2.4	3.3	14.6
		Total	7.3	91		7.8	4.3	3.2	22.8
	Total		11.9	621	B	11.9	10.2	3.1	78.1

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Eaton	NEB	Left 2	8.8	10		8.8	8.7	1.4	26.3
		Through	15.7	587		15.7	17.1	0	94.2
		Right 2	11.9	80		11.9	17.5	0	90.9
		Total	15.1	677		11.5	14.3	0	94.2
	SEB	Left 2	30.9	43		30.9	21.1	0	65.1
		Through	28.2	25		28.2	21.5	0	59.7
		Right 2	9.4	8		9.4	8.6	0.3	24.3
		Total	27.7	76		27	20	0	65.1
	SWB	Left 2	19.9	76		19.9	25.4	0.1	134.2
		Through	7.5	624		7.5	9.1	0	39.9
		Right 2	8.4	38		8.4	9.8	0	36.9
		Total	8.8	738		8.8	10.9	0	134.2
	NWB	Left 2	39.5	85		39.5	27.6	0.3	113.9
		Through	38.3	39		38.3	25.5	5.5	156.6
		Right 2	25.8	103		25.8	29	0	153
		Total	33.1	227		33.7	27.4	0	156.6
	Total		15.3	1718	B	15.3	19.4	0	156.6
Whitehead at Fleming	NEB	Left 2	16.2	67		16.2	13.7	0	44.7
		Through	15.8	135		15.8	14.4	0	52
		Right 2	13.3	63		13.3	11.3	0	49.8
		Total	15.3	265		14.7	14.2	0	52
	SEB	Left 2	16.5	44		16.5	13.1	0	58.1
		Through	15.9	218		15.9	13.4	0	51.3
		Right 2	14.8	31		14.8	10.7	0	36.8
		Total	15.9	293		12.9	12.5	0	58.1
	NWB	Left 2	21.8	13		21.8	22.8	0.3	76.1
		Through	24.8	255		24.8	21.5	0	94.5
		Right 2	21.2	118		21.2	20.6	0	92.1
		Total	23.6	386		16.3	16.6	0	94.5
	Total		18.9	944	B	18.9	17.5	0	94.5
Simonton at Fleming	NEB	Left 2	15.3	33		15.3	15.7	0	50.7
		Through	19.2	251		19.2	15.6	0	85
		Right 2	12	107		12	14	0.1	64.3
		Total	16.9	391		14.5	13.1	0	85
	SEB	Left 2	14.7	34		14.7	13.5	0.1	61.7
		Through	11.5	196		11.5	10.2	0	42.7
		Total	12	230		9.5	9.7	0	61.7
	NWB	Through	25	187		25	28.7	0	122.2
		Right 2	17.2	57		17.2	24.3	0	105
		Total	23.2	244		12.3	17.7	0	122.2
	Total		17.4	865	B	17.3	19.4	0	122.2

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Grinnell at Fleming	NEB	Left 2	8.4	39		8.4	9.6	0	39.4
		Through	9.3	316		9.3	9.9	0	40.5
		Right 2	5.6	24		5.6	7.7	0.1	29.7
		Total	9	379		7.8	8.9	0	40.5
	SEB	Left 2	15.6	28		15.6	12.6	0	37.6
		Through	14.4	47		14.4	11.1	0	39.6
		Total	14.8	75		13.3	11.4	0	39.6
	NWB	Through	18.9	22		18.9	14.4	0	47.2
		Right 2	11	15		11	12.8	0	49.2
		Total	15.7	37		10.2	11.1	0	49.2
	Total		10.4	491	B	10.4	10.7	0	49.2
White at Southard	SEB	Left 2	2.3	25		2.3	3.9	0	13.8
		Through	1.9	201		1.9	4	0	26.1
		Right 2	1.1	64		1.1	1.7	0	7.7
		Total	1.8	290		1.7	3.7	0	26.1
	SWB	Left 2	5.6	5		5.6	0.4	5	6.1
		Through	7.2	7		7.2	0.7	6.2	8.1
		Right 2	4.2	6		4.2	0.2	4	4.5
		Total	5.8	18		5.2	2.4	4	8.1
	NWB	Left 2	4.8	132		4.8	5.9	0	29.2
		Through	3.5	123		3.5	5.8	0	28.4
		Right 2	4.9	5		4.9	1.7	2.3	6.5
		Total	4.2	260		4.1	6.6	0	29.2
	Total		3	568	A	3	4.9	0	29.2
Whitehead at Southard	NEB	Left 2	41.9	63		41.9	31.2	0.1	119
		Right 2	22.3	133		22.3	25.6	0.1	118.4
		Total	28.6	196		23.8	25.1	0.1	119
	SEB	Through	32.8	250		32.8	24.3	0	126
		Right 2	23.1	34		23.1	21.2	0.2	78.8
		Total	31.6	284		25	23.4	0	126
	SWB	Left 2	37.4	59		37.4	24.1	0	92
		Through	31.9	116		31.9	25	0	94.6
		Right 2	18.2	44		18.2	20.5	0	68.2
		Total	30.6	219		30	24.1	0	94.6
	NWB	Left 2	25.3	41		25.3	23.3	0	98.7
		Through	29.4	206		29.4	27.5	0	134.6
		Total	28.7	247		25.2	24.7	0	134.6
	Total		30	946	C	30	26	0	134.6

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Whitehead at Greene	NEB	Left 2	8.6	11		8.6	5.7	3	20.7
		Through	8.7	55		8.7	4.9	3.4	26.7
		Right 2	7.4	51		7.4	3.8	3.5	20.3
		Total	8.1	117		7.4	4.1	3	26.7
	SEB	Left 2	14.1	29		14.1	11.5	3.6	47
		Through	13.2	150		13.2	10.1	3.3	63.2
		Right 2	9.1	24		9.1	8.4	3.2	41.5
		Total	12.8	203		11.5	9	3.2	63.2
	SWB	Left 2	8.9	24		8.9	4.4	3.8	21.1
		Through	8.4	26		8.4	3.6	3.6	17.6
		Right 2	6.5	24		6.5	3	3.3	14.4
		Total	7.9	74		8.1	4.7	3.3	21.1
	NWB	Left 2	15.9	60		15.9	9.5	3	45.1
		Through	13.5	182		13.5	10.6	2.8	65.9
		Right 2	13.5	27		13.5	9.2	3.4	42.2
		Total	14	269		11.9	9.2	2.8	65.9
	Total		11.9	663	B	11.9	9.3	2.8	65.9
Whitehead at Truman	SEB	Left 2	25	93		25	18.2	0	70.7
		Through	22.6	283		22.6	19.3	0	81.1
		Right 2	22.9	81		22.9	20.5	0	77.8
		Total	23.1	457		15.8	16.7	0	81.1
	SWB	Left 2	20.2	68		20.2	10.7	0	43.4
		Through	17.5	87		17.5	13	0	52.4
		Right 2	14.1	55		14.1	10.6	0	41.1
		Total	17.5	210		14.4	11.3	0	52.4
	NWB	Left 2	17.3	60		17.3	15.3	0	67.7
		Through	16.3	154		16.3	17	0	72.8
		Right 2	24.1	5		24.1	14.5	8.3	46.2
		Total	16.8	219		15.9	17.9	0	72.8
	Total		20.2	886	C	20.2	17.4	0	81.1
Simonton at Caroline	NEB	Left 2	11.3	12		11.3	9.2	0.1	28.8
		Through	11.4	68		11.4	10.8	0	38.6
		Right 2	7.2	34		7.2	7.3	0	31.9
		Total	10.1	114		9.5	9.4	0	38.6
	SEB	Left 2	11.1	29		11.1	10.5	0.3	32.6
		Through	8.8	136		8.8	9.5	0	32.5
		Right 2	8.5	3		8.5	3.4	4.6	10.9
		Total	9.2	168		9.2	9.7	0	32.6
	SWB	Left 2	13.9	43		13.9	11.7	0.1	39.6
		Through	13	94		13	12.5	0	51.8
		Right 2	10.6	58		10.6	10	0	48.5
		Total	12.5	195		10.6	10.2	0	51.8
	NWB	Left 2	28.3	17		28.3	35	0	100.6
		Through	24.2	217		24.2	27.7	0	115
		Right 2	21.9	26		21.9	30.4	0.3	90.4
		Total	24.2	260		13.4	17.9	0	115
	Total		15.5	737	B	15.5	20	0	115

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Simonton at Truman	NEB	Left 2	18.9	30		18.9	19.2	0	79.2
		Through	14.2	199		14.2	13.6	0	55.8
		Right 2	10.6	59		10.6	11	0	39.7
		Total	14	288		10.8	12.9	0	79.2
	SEB	Left 2	24.5	38		24.5	25.8	0.2	119.6
		Through	25.1	236		25.1	23.6	0	137.7
		Right 2	30.3	11		30.3	29.8	0.6	92.1
		Total	25.2	285		21.7	21.8	0	137.7
	SWB	Left 2	26.9	69		26.9	23.1	0.1	113.3
		Through	25.4	305		25.4	25.4	0	120
		Right 2	24	94		24	27.1	0	126.4
		Total	25.3	468		15.6	17.9	0	126.4
	NWB	Left 2	25.8	21		25.8	19.2	0.6	87.1
		Through	23.2	188		23.2	27.3	0	124.6
		Right 2	7.8	4		7.8	2.7	5.7	11.4
		Total	23.2	213		16.5	18.1	0	124.6
	Total		22.3	1254	C	22.3	23.6	0	137.7
Simonton at United	NEB	Left 2	13.3	19		13.3	11.7	0	35.4
		Through	10.9	158		10.9	9.9	0	37.2
		Right 2	15.4	20		15.4	11.5	0.3	32.8
		Total	11.6	197		10.6	9.6	0	37.2
	SEB	Left 2	10.6	54		10.6	9.6	0	38.7
		Through	10.2	143		10.2	9.5	0	39.7
		Right 2	8.7	18		8.7	10.5	0	40.8
		Total	10.2	215		8.9	9.5	0	40.8
	SWB	Left 2	9.3	7		9.3	7.4	0.2	19.7
		Through	10.5	123		10.5	9.2	0	39.8
		Right 2	6.7	69		6.7	6.8	0	28.8
		Total	9.1	199		9.6	9.3	0	39.8
	NWB	Left 2	14.7	24		14.7	12.8	0.2	41.1
		Through	10.9	131		10.9	11.2	0	52.1
		Right 2	12.9	5		12.9	11	0.6	30.1
		Total	11.5	160		8.6	9.9	0	52.1
	Total		10.5	771	B	10.5	10	0	52.1
Thomas at Petronia	SEB	Through	8.2	101		8.2	9.2	0	28.3
		Right 2	4.5	16		4.5	4.1	0	14.4
		Total	7.7	117		9	11.7	0	28.3
	SWB	Left 2	8.8	29		8.8	9	0	26.1
		Through	9.4	67		9.4	9.2	0	29.2
		Right 2	3.1	34		3.1	3.4	0	13.3
		Total	7.6	130		7.8	8.8	0	29.2
	NWB	Left 2	9.6	18		9.6	10	0.1	28.9
		Through	8.5	47		8.5	9.4	0	31
		Total	8.8	65		8.5	9.2	0	31
	Total		7.9	312	A	7.9	8.8	0	31

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Olivia at Frances	NEB	Left 2	7.3	21		7.3	4.1	3.6	18.5
		Through	7.7	135		7.7	3.8	3.1	23.5
		Right 2	6.1	30		6.1	2.6	3.1	13.3
		Total	7.4	186		7.2	3.6	3.1	23.5
	SEB	Left 2	0.4	21		0.4	0.9	0	4
		Through	0.1	52		0.1	0.4	0	2.5
		Total	0.2	73		0.1	0.6	0	4
	NWB	Through	0.1	60		0.1	0.3	0	2
		Right 2	0.8	8		0.8	1.4	0	4.1
		Total	0.2	68		0.1	0.4	0	4.1
	Total		4.3	327	A	4.3	4.6	0	23.5
Truman at White	NEB	Left 2	21.6	16		21.6	17.6	0.3	57.2
		Through	21.7	415		21.7	17.6	0	83.5
		Right 2	20.6	55		20.6	18.2	0.1	78.2
		Total	21.6	486		18.6	16.6	0	83.5
	SEB	Left 2	37.8	91		37.8	25.1	1.1	89.7
		Through	22.5	212		22.5	21	0	75
		Right 2	22.9	11		22.9	20.6	2.9	68.3
		Total	26.9	314		28	25.3	0	89.7
	SWB	Left 2	27.8	45		27.8	22.3	0	79.8
		Through	22.3	511		22.3	21	0	117.5
		Right 2	21.2	34		21.2	20.5	0	75.4
		Total	22.7	590		22.8	25.2	0	117.5
	NWB	Left 2	36.1	84		36.1	25.2	0	94.6
		Through	34.3	159		34.3	22.2	0	92.2
		Right 2	28.5	135		28.5	21.3	0	90.4
		Total	32.6	378		30.6	27.8	0	94.6
	Total		25.3	1768	C	25.3	21.4	0	117.5
White at Catherine	NEB	Left 2	11.5	12		11.5	6	3.4	21
		Through	9.2	21		9.2	4.8	5.1	26.5
		Right 2	6.6	13		6.6	3.2	4.4	16.1
		Total	9.1	46		8.5	4.3	3.4	26.5
	SEB	Left 2	3.8	45		3.8	5.2	0	23.3
		Through	2.6	164		2.6	4.2	0	21.4
		Right 2	3.2	88		3.2	4.3	0	18.3
		Total	3	297		1.6	3.4	0	23.3
	SWB	Left 2	9.5	3		9.5	2.9	6.2	11.3
		Through	7.4	9		7.4	3.2	5.2	15.5
		Right 2	5.7	11		5.7	1.6	4.6	10.3
		Total	6.9	23		7	2.7	4.6	15.5
	NWB	Left 2	3.4	42		3.4	4	0	15.1
		Through	1	290		1	2.1	0	16.1
		Right 2	0.8	16		0.8	1	0	3.2
		Total	1.3	348		1.1	2.3	0	16.1
	Total		2.7	714	A	2.7	4.1	0	26.5

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
White at Flagler	NEB	Left 2	4.4	5		4.4	6.5	0	14.4
		Through	12.1	153		12.1	11.4	0	41.5
		Right 2	9.1	12		9.1	10.3	0	27.1
		Total	11.7	170		10.5	10.3	0	41.5
	SEB	Left 2	14.8	178		14.8	14.4	0	57.2
		Through	12.8	225		12.8	12.6	0	58.7
		Right 2	27.2	4		27.2	23	6.2	59.9
		Total	13.8	407		9.9	11.3	0	59.9
	SWB	Left 2	15.3	30		15.3	11.8	0	37.5
		Through	17.6	226		17.6	12.3	0	63.7
		Right 2	19.2	186		19.2	14.3	0	79.2
		Total	18.1	442		15.3	11.4	0	79.2
	NWB	Left 2	13.7	11		13.7	16.7	0	51.5
		Through	9.3	122		9.3	11.8	0	53
		Right 2	20.6	9		20.6	17.4	0	43
		Total	10.4	142		6.5	9.6	0	53
	Total		14.7	1161	B	14.7	13.3	0	79.2
Truman at 1st	EB	Through	34.2	797		34.2	28.3	0	108.4
		Right 1	26.9	65		26.9	24.5	0.1	85.6
		Total	33.6	862		26.1	25.4	0	108.4
	SEB	Left 1	54.2	624		54.2	40.6	0	184.6
		Through	26.3	183		26.3	25.7	0	81.9
		Right 3	17.4	10		17.4	19	0.2	51.3
		Total	47.5	817		34.3	32.1	0	184.6
	WB	Through	40.9	883		40.9	29	0	137.4
		Right 1	20.3	466		20.3	19.5	0	78.5
		Total	33.8	1349		25.9	26.7	0	137.4
	NWB	Left 1	33	73		33	26.8	0.1	108.7
		Through	63.5	132		63.5	41.7	0	174.7
		Right 3	42.1	49		42.1	41.3	0.2	159.3
		Total	50.6	254		38.9	34.4	0	174.7
	Total		38.5	3282	D	38.5	32.9	0	184.6
1st at Flagler	NEB	Left 2	21.3	14		21.3	21.7	1.2	59.4
		Through	19.8	449		19.8	15.3	0	60.2
		Right 2	18.6	27		18.6	18	0	58.8
		Total	19.8	490		19	16.2	0	60.2
	SEB	Left 2	43.9	167		43.9	31.2	0.2	157.7
		Through	39.1	93		39.1	28.8	0.9	142
		Right 2	24.3	15		24.3	19.7	3.2	75.5
		Total	41.2	275		33.8	26.1	0.2	157.7
	SWB	Left 2	11.4	84		11.4	14	0	47.1
		Through	18.9	442		18.9	15.9	0	61.6
		Right 2	15.6	93		15.6	14.9	0	54.6
		Total	17.4	619		17.8	16.6	0	61.6
	NWB	Left 2	37.6	87		37.6	21.1	0.1	83.8
		Through	33	101		33	21.7	0.1	71.2
		Right 2	14.4	70		14.4	12.9	0	61.5
		Total	29.5	258		31.1	23.6	0	83.8
	Total		24	1642	C	24	21.6	0	157.7

PM Delay									
Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	21.3	108		21.3	20.3	0	72.2
		Through	26.3	1119		26.3	23.2	0	163.2
		Right 2	24.3	78		24.3	28.9	0	139.4
		Total	25.8	1305		21.7	23.1	0	163.2
	SEB	Left 2	28.2	66		28.2	25.4	0	80.8
		Through	34.9	73		34.9	29.4	0	106.5
		Right 2	20.5	129		20.5	25.7	0	108.2
		Total	26.3	268		25.8	26.3	0	108.2
	SWB	Left 2	20.7	53		20.7	19.9	0	64
		Through	29.9	1024		29.9	22	0	91.2
		Right 2	31.2	73		31.2	21.6	0	80.6
		Total	29.6	1150		24.1	23.2	0	91.2
	NWB	Left 2	28.8	310		28.8	23.7	0	74.9
		Through	37.8	88		37.8	30.3	0	93.4
		Right 2	23	63		23	25.7	0	93.1
		Total	29.7	461		26.9	24.6	0	93.4
	Total		27.8	3184	C	27.8	23.7	0	163.2
Roosevelt at US-1	NB	Through	126.1	299		126.1	69.5	0.2	316.7
		Right 2	34.6	964		34.6	36.9	0	234.6
		Total	56.3	1263		29.5	45.7	0	316.7
	SEB	Left 1	75.3	1238		75.3	33.3	0	239.9
		Right 1	70.3	188		70.3	38.1	0	217.5
		Total	74.6	1426		39.8	36	0	239.9
	WB	Left 2	42.3	714		42.3	30	0	122
		Right 2	4.6	782		4.6	6.4	0	37.5
		Total	22.6	1496		15.1	21	0	122
	Total		50.5	4185	D	50.5	47.8	0	316.7
Flagler at Roosevelt	NB	Left 2	22.5	101		22.5	20.5	0	64.9
		Through	12.6	571		12.6	14.2	0	59.1
		Total	14.1	672		12.2	15	0	64.9
	EB	Left 2	34.8	552		34.8	26.7	0	134.4
		Right 2	6.5	110		6.5	9	0	57.3
		Total	30.1	662		23.2	23.1	0	134.4
	SB	Through	11.1	408		11.1	13.7	0	55
		Right 2	16.5	283		16.5	15.4	0	49.5
		Total	13.3	691		12.9	15	0	55
	Total		19.1	2025	B	19.1	21.2	0	134.4
NETWORK TOTAL			25.5	34122		25.5	29.4	0	316.7

MD Delay

Intersection	Approach	Movement	Run 1		LOS	Average(s)	Standard Deviation(s)	Min(s)	Max(s)
			Delay(s)	Volume					
Roosevelt at Kennedy	NEB	Left 2	20.6	81		20.6	22.2	0	90.7
		Through	25.9	1061		25.9	25	0	97.8
		Right 2	21.5	98		21.5	24.9	0	91.8
		Total	25.2	1240		21.7	23.1	0	97.8
	SEB	Left 2	29.3	94		29.3	26.7	0	89.2
		Through	37.1	48		37.1	30.6	0	96.8
		Right 2	13.4	81		13.4	19	0	90.4
		Total	25.2	223		25.8	26.3	0	96.8
	SWB	Left 2	21.8	71		21.8	22	0	93.2
		Through	29.3	1112		29.3	25.9	0	104
		Right 2	26.2	56		26.2	27.6	0	93.3
		Total	28.7	1239		24.1	23.2	0	104
	NWB	Left 2	26.8	374		26.8	22.7	0	76.3
		Through	28.8	56		28.8	28.9	0	92.4
		Right 2	11.7	40		11.7	17.5	0	92.1
		Total	25.8	470		26.9	24.6	0	92.4
	Total		26.7	3172	C	26.7	25.2	0	104
Roosevelt at US-1	NB	Through	43.7	290		43.7	26.2	0	104.9
		Right 2	3.4	595		3.4	4.5	0	25.2
		Total	16.6	885		29.5	45.7	0	104.9
	SEB	Left 1	30.5	961		30.5	21.4	0	85.4
		Right 1	10.8	249		10.8	12.7	0	59.8
		Total	26.4	1210		39.8	36	0	85.4
	WB	Left 2	30.4	643		30.4	23.3	0	100.2
		Right 2	4.1	823		4.1	4.9	0	25.1
		Total	15.6	1466		15.1	21	0	100.2
	Total		19.5	3561	B	19.6	22.4	0	104.9
Flagler at Roosevelt	NB	Left 2	13.8	76		13.8	17.1	0	61.2
		Through	9.6	350		9.6	13.5	0	44.2
		Total	10.3	426		12.2	15	0	61.2
	EB	Left 2	20.3	249		20.3	19.3	0	63.1
		Right 2	6.1	88		6.1	9.1	0	62
		Total	16.6	337		23.2	23.1	0	63.1
	SB	Through	6.6	419		6.6	11.6	0	63.9
		Right 2	11.9	348		11.9	15.8	0	94
		Total	9	767		12.9	15	0	94
	Total		11	1530	B	11.1	15.4	0	94
NETWORK TOTAL			21.1	32263		21.1	23.7	0	627.5

APPENDIX O

OPTIMIZED CONDITIONS SIGNAL TIMING

File : 1st at Flagler signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

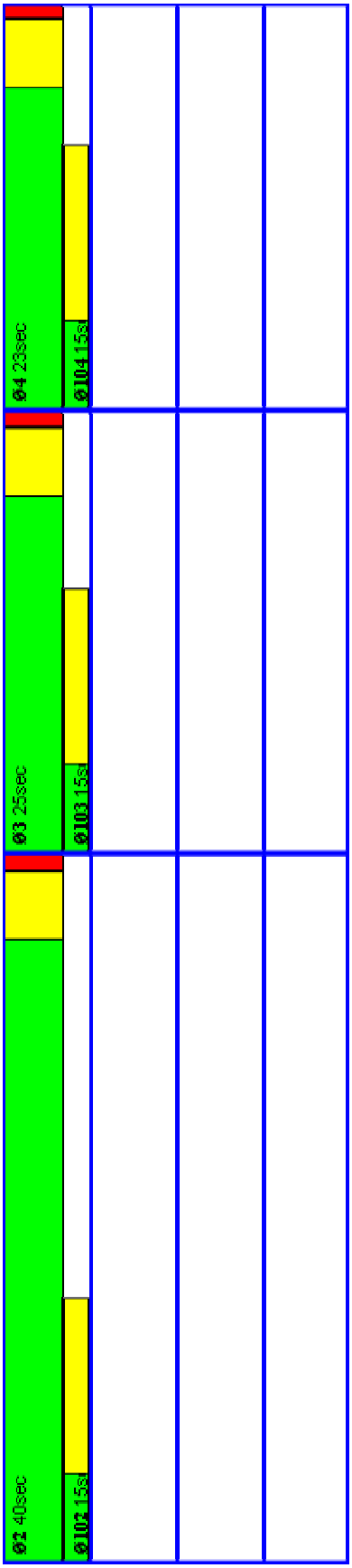
SG Number	2	3	4													
SG Name																
Min Green	20	7	7													
Veh Extension	3	3	3													
Max 1	40	23	23													
Yellow	4	4	4													
Red Clearance	1	1	1													
Ped SG Number	102	103	104													
Walk	5	5	5													
Ped Clear (FDW)	10	10	10													
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	3	4													
Splits	40	25	23													
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7	7													
Alternate Max																
Veh Extension	3	3	3													
Transition Min																
Transition Max	48	30	27													
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 90
Max Green Mode : Max1
Offset : 46
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	3	4									
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	3	4	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	3	4									
Yellow Lock												
Red Lock												
Extend SGs	2	3	4									
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102	103	104									
Call Peds	102	103	104									


Ø2 40sec
Ø102 15s
Ø3 25sec
Ø103 15s
Ø4 23sec
Ø104 15s

File : Duval at Angela signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	2	4														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	35	20														
Yellow	4	4														
Red Clearance	2	2														
Ped SG Number	102	104														
Walk	10	7														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits	32	18														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	38	21														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 50
Max Green Mode : Max1
Offset : 44
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

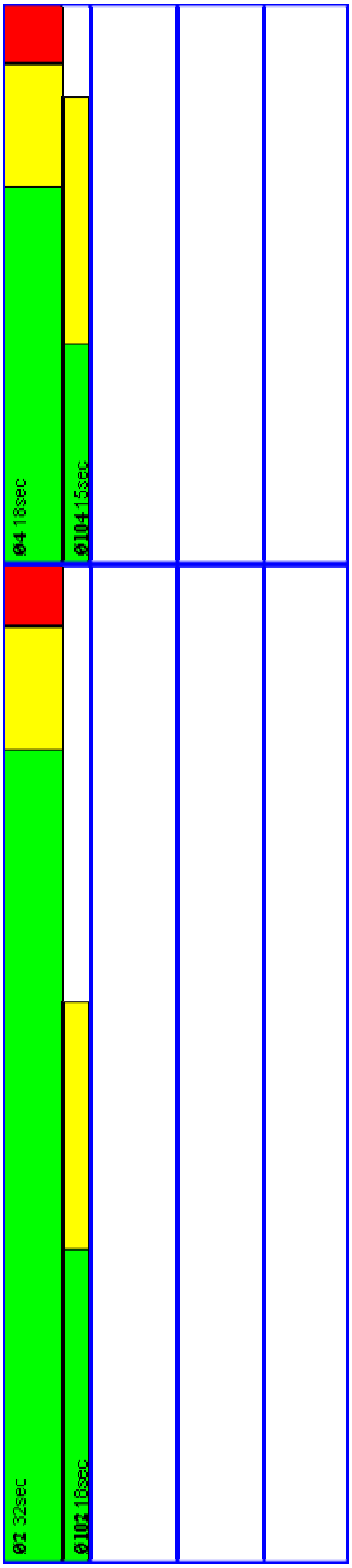
Pattern 2	1			5400								
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												

Pedestrian Detectors		
Detector Number	102	104
Call Peds	102	104


Ø2 32sec
Ø102 18sec
Ø4 18sec
Ø104 15sec

File : Duval at Caroline signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	2	4														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	35	20														
Yellow	4	4														
Red Clearance	2	2														
Ped SG Number	102	104														
Walk	10	7														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits	32	18														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	38	21														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 50
Max Green Mode : Max1
Offset : 25
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

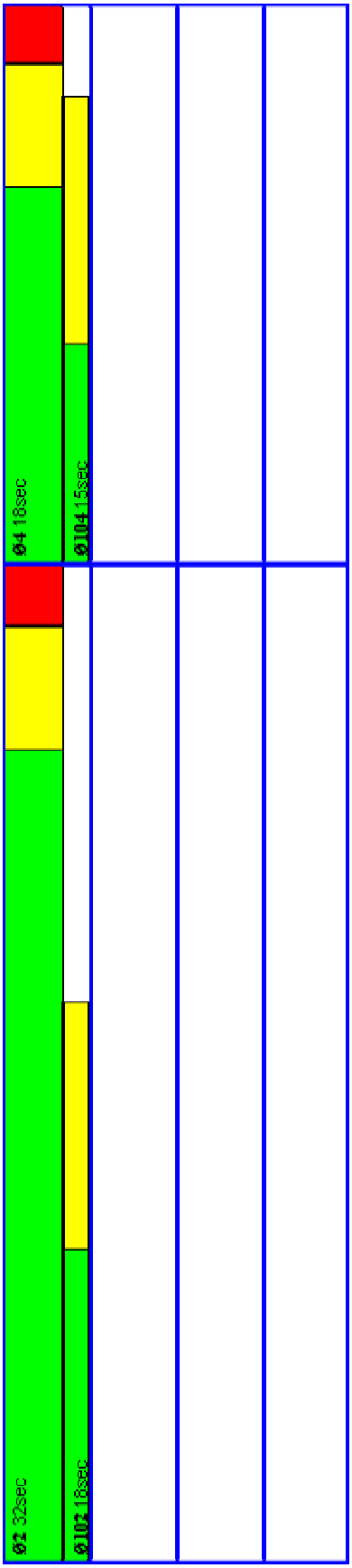
Pattern 2	1			5400								
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												

Pedestrian Detectors		
Detector Number	102	104
Call Peds	102	104


Ø2 32sec
Ø102 18sec
Ø4 18sec
Ø104 15sec

File : Duval at Eaton signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	2	4														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	30	20														
Yellow	4	4														
Red Clearance	2	2														
Ped SG Number	102	104														
Walk	10	7														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits	29	21														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	34	25														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 50
Max Green Mode : Max1
Offset : 10
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

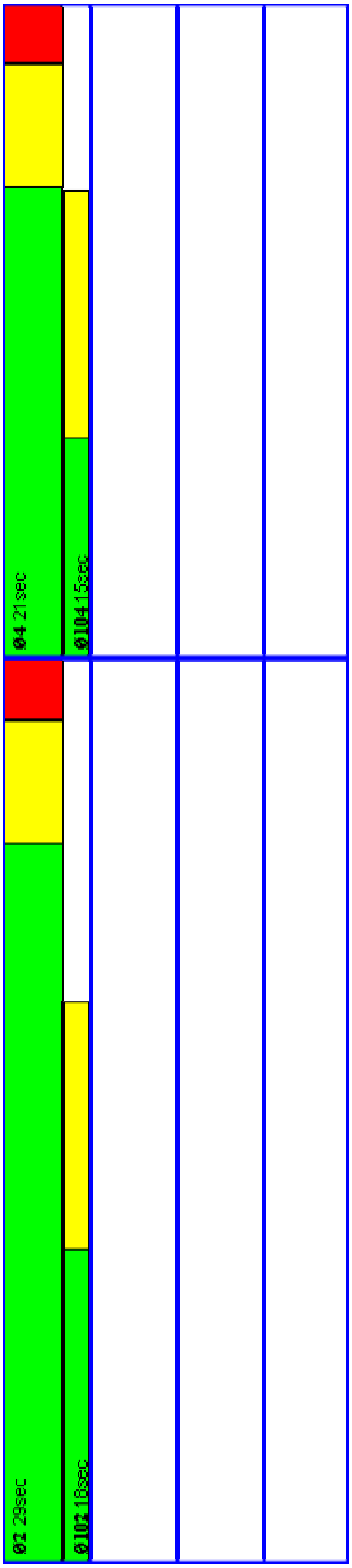
Pattern 2	1			5400								
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												

Pedestrian Detectors		
Detector Number	102	104
Call Peds	102	104


Ø2 29sec
Ø102 18sec
Ø4 21sec
Ø104 15sec

File : Duval at Fleming signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	2	4														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	35	20														
Yellow	4	4														
Red Clearance	2	2														
Ped SG Number	102	104														
Walk	10	7														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits	28	22														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	33	26														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 50
Max Green Mode : Max1
Offset : 11
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

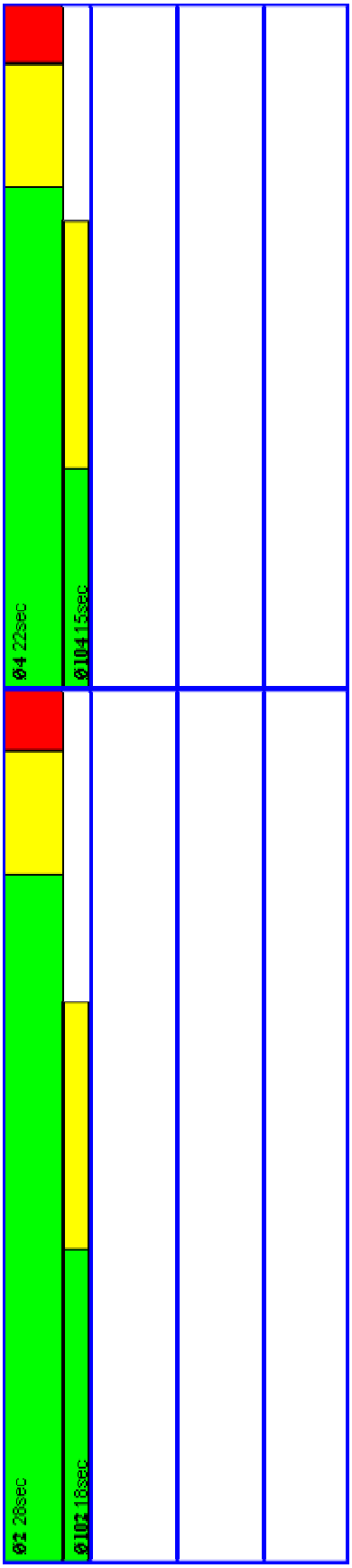
Pattern 2	1			5400								
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay	2	4										
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												

Pedestrian Detectors		
Detector Number	102	104
Call Peds	102	104


Ø2 28sec
Ø102 18sec
Ø4 22sec
Ø104 15sec

File : Duval at Front signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	2	4														
SG Name																
Min Green	7	7														
Veh Extension	3	3														
Max 1	30	25														
Yellow	4	4														
Red Clearance	2	2														
Ped SG Number	102	104														
Walk	12	12														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits	27	23														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	32	27														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 50
Max Green Mode : Max1
Offset : 10
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

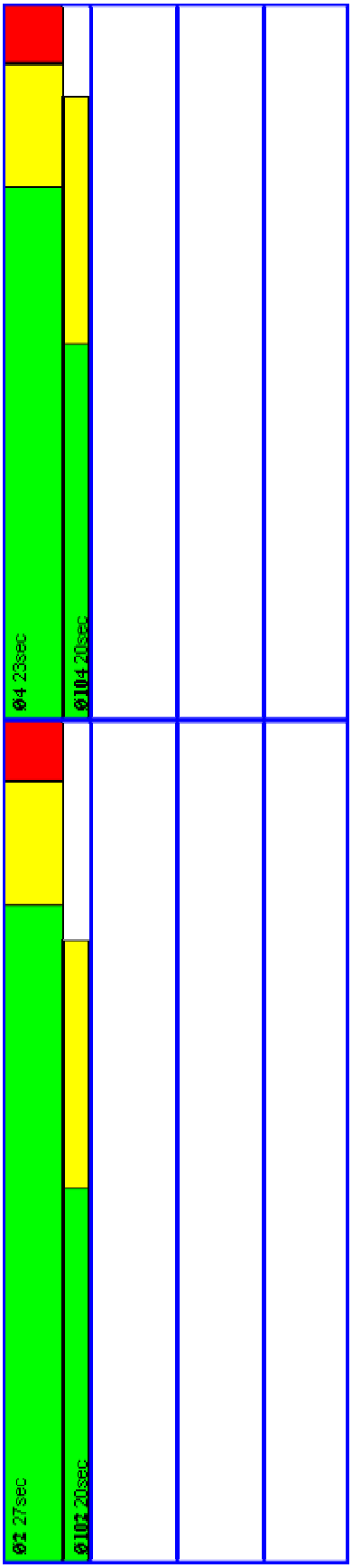
Pattern 2	1			5400								
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												

Pedestrian Detectors		
Detector Number	102	104
Call Peds	102	104


Ø2 27sec
Ø102 20sec
Ø4 23sec
Ø104 20sec

File : Duval at Greene signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	2	4														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	35	15														
Yellow	4	4														
Red Clearance	2	2														
Ped SG Number	102	104														
Walk	12	7														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits	31	19														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	37	22														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 50
Max Green Mode : Max1
Offset : 47
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

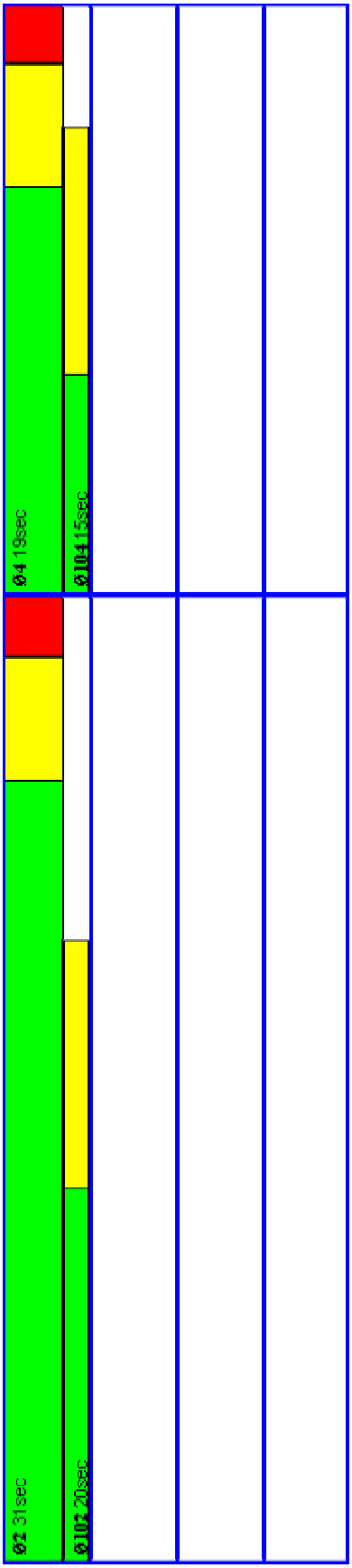
Pattern 2	1			5400								
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												

Pedestrian Detectors												
Detector Number	102	104										
Call Peds	102	104										


Ø2 31sec
Ø102 20sec
Ø4 19sec
Ø104 15sec

File : Duval at Southard signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	2	4														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	35	20														
Yellow	4	4														
Red Clearance	2	2														
Ped SG Number	102	104														
Walk	10	7														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits	28	22														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	33	26														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 50
Max Green Mode : Max1
Offset : 44
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

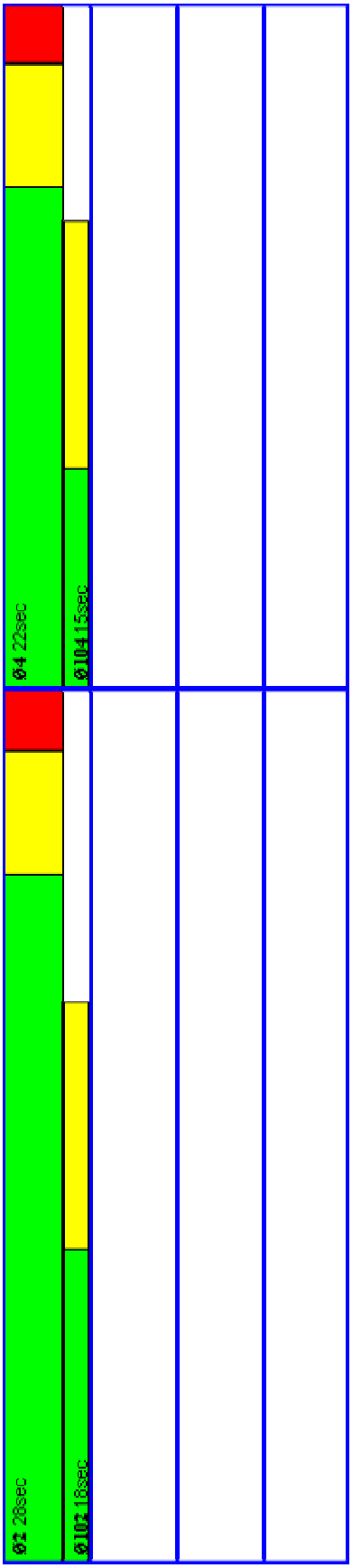
Pattern 2	1			5400								
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												

Pedestrian Detectors		
Detector Number	102	104
Call Peds	102	104


Ø2 28sec
Ø102 18sec
Ø4 22sec
Ø104 15sec

Offset Reference : LeadGreen
Transition Mode : Best

Basic

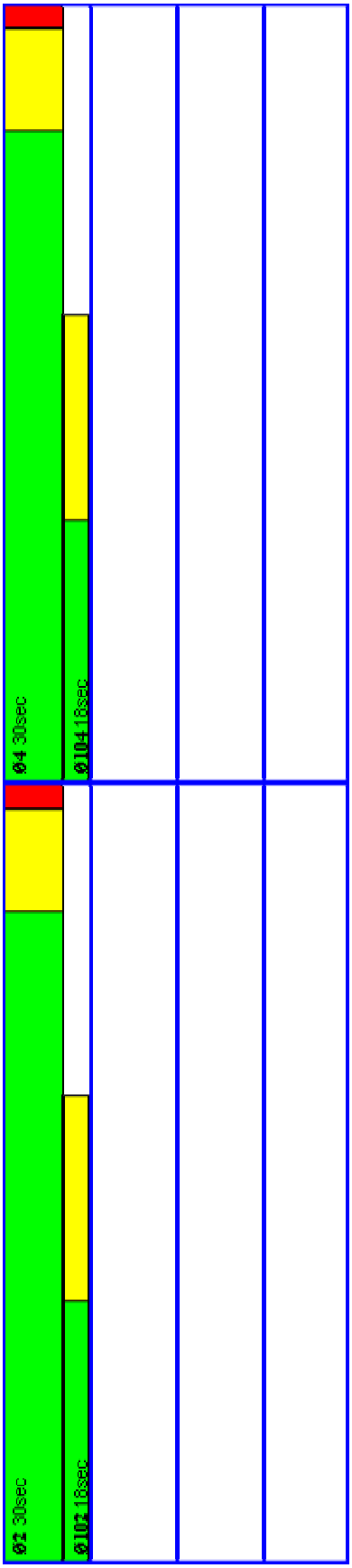
SG Number	2	4														
SG Name																
Min Green	7	7														
Veh Extension	3	3														
Max 1	25	25														
Yellow	4	4														
Red Clearance	1	1														
Ped SG Number	102	104														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102	104										
Call Peds	102	104										


Ø2 30sec
Ø102 18sec
Ø4 30sec
Ø104 18sec

File : Flagler at 5th signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

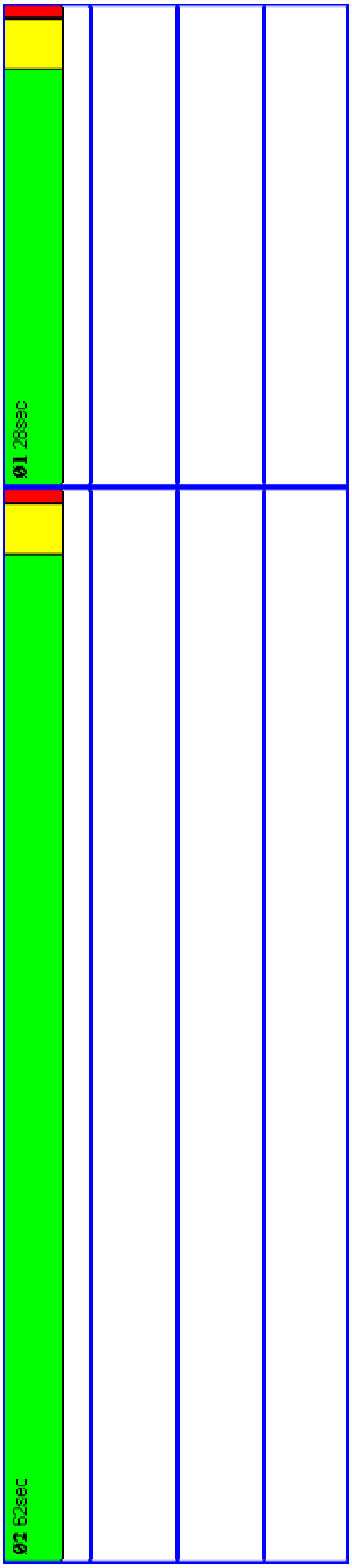
SG Number	1	2														
SG Name																
Min Green	7	40														
Veh Extension	3	3														
Max 1	20															
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number																
Walk																
Ped Clear (FDW)																
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits	28	62														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	33	74														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 90
Max Green Mode : Max1
Offset : 39
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	1

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	1										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number												
Call Peds												


Ø2 62sec
Ø1 28sec

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	1	2	4	5	6	8										
SG Name																
Min Green	5	40	8	5	40	8										
Veh Extension	3		3	3		3										
Max 1	20	40	25	20	40	25										
Yellow	4	4	4	4	4	4										
Red Clearance	1	1	1	1	1	1										
Ped SG Number																
Walk																
Ped Clear (FDW)																
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	■	☐	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☐	■	☐	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2	4	5	6	8										
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

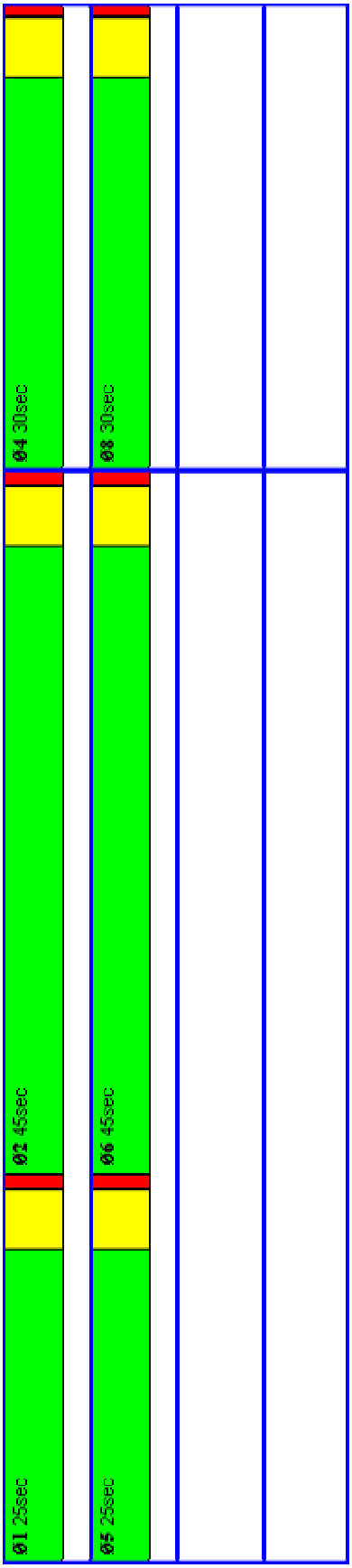
Pattern 2														
Pattern 3														
Pattern 4														
Pattern 5														
Pattern 6														
Pattern 7														
Pattern 8														

Sequence														
Ring 1	1	2	4											
Ring 2	5	6	8											
Ring 3														
Ring 4														

Overlaps														
Overlap SG														
Delay Green														
Trail Green														
Yellow Clearance														
Red Clearance														
Parent														
Negative Green														
Delay Enable														
Trail Enable														
Negative Vehicle														
Negative Overlap														

Vehicle Detectors														
Detector Number	1	2	4	5	6	8	0	0	0	0	0	0	0	0
Delay														
Extend														
Carry Over														
Queue Limit														
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2	4	5	6	8								
Yellow Lock														
Red Lock														
Extend SGs	1	2	4	5	6	8								
XSwitch SGs														

Pedestrian Detectors	
Detector Number	
Call Peds	


01 25sec
02 45sec
04 30sec
05 25sec
06 45sec
08 30sec

File : Flagler at Roosevelt signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

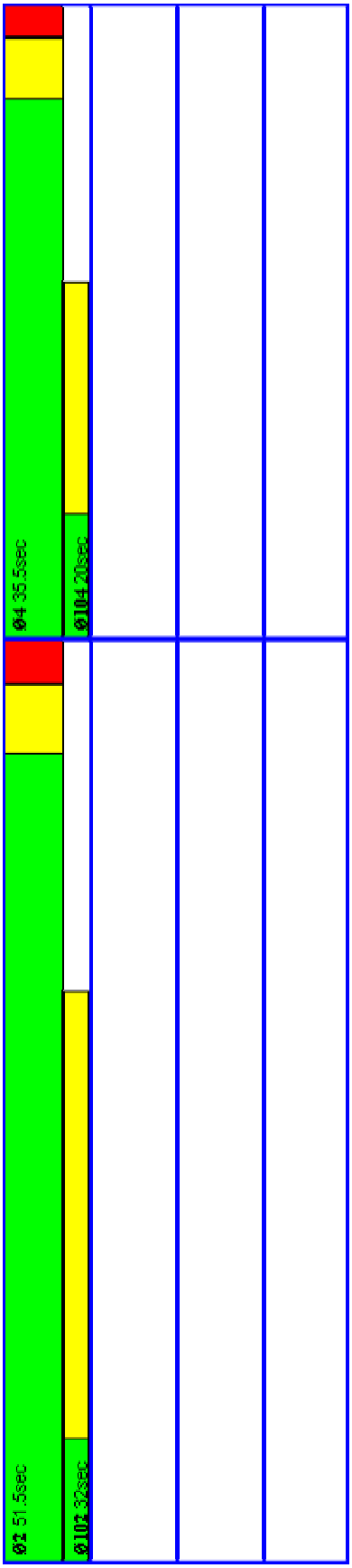
SG Number	2	4														
SG Name																
Min Green	40	30														
Veh Extension	3.5	3														
Max 1	45	30														
Yellow	4	3.5														
Red Clearance	2.5	2														
Ped SG Number	102	104														
Walk	7	7														
Ped Clear (FDW)	25	13														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102	104										
Call Peds	102	104										


Ø2 51.5sec
Ø102 32sec
Ø4 35.5sec
Ø104 20sec

File : Grinnell at Eaton signal timing.rbc
Notes :

Date : 10/26/2011

Offset Reference : LeadGreen
Transition Mode : Best

Basic

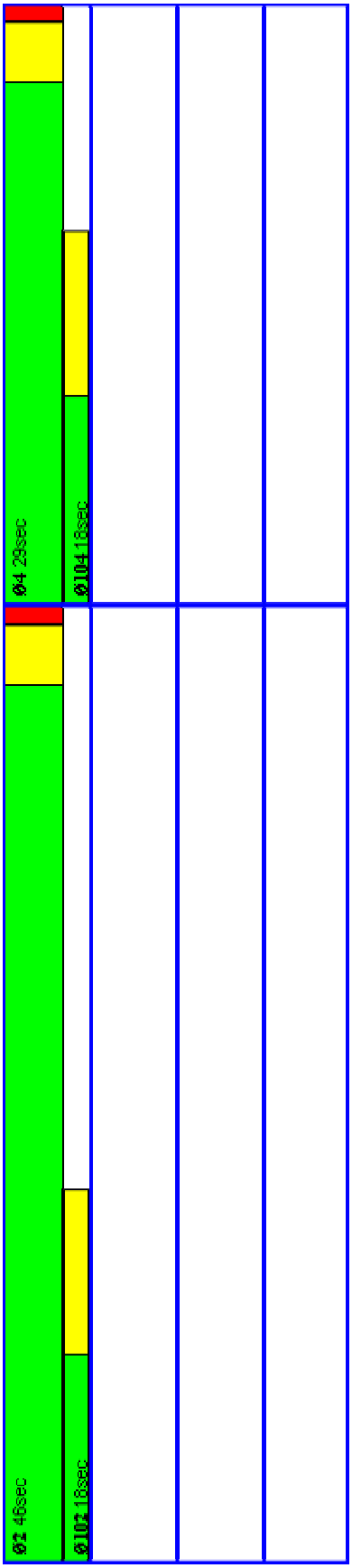
SG Number	2	4														
SG Name																
Min Green	35	7														
Veh Extension		3														
Max 1		25														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number	102	104														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits	46	29														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	55	34														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 75
Max Green Mode : Max1
Offset : 72
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	1	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102	104										
Call Peds	102	104										


Ø2 46sec
Ø102 18sec
Ø4 29sec
Ø104 18sec

File : Grinnell at Fleming signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	1	2														
SG Name																
Min Green	30	10														
Veh Extension	3	3														
Max 1		20														
Yellow	4	4														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

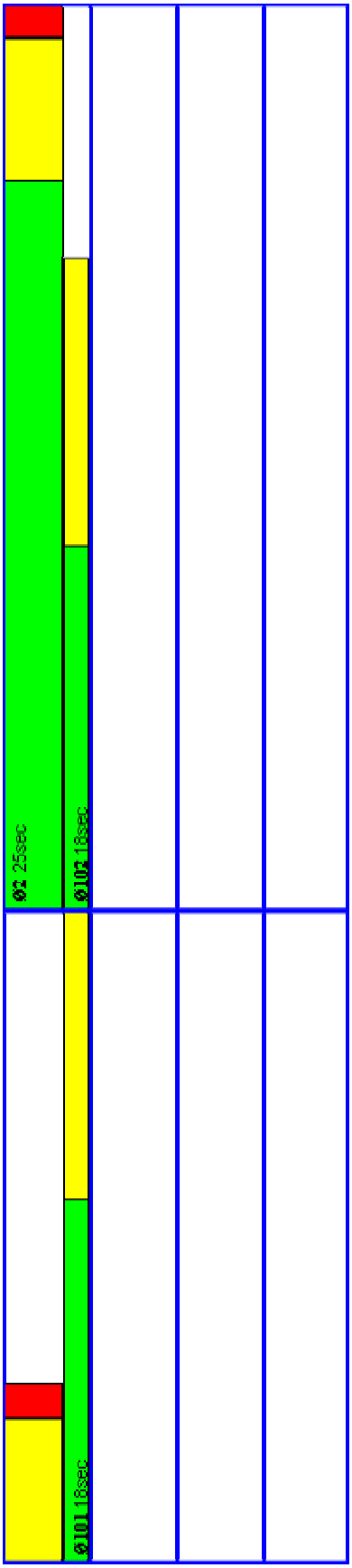
Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												

Pedestrian Detectors		
Detector Number	101	102
Call Peds	101	102


Ø1 18sec
Ø2 18sec
Ø2 25sec

File : Palm at Ely signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

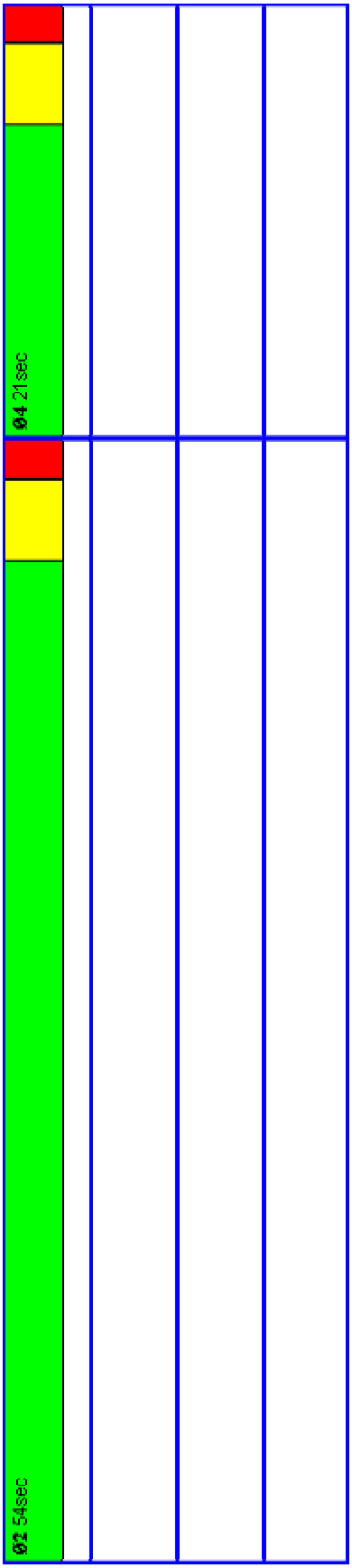
SG Number	2	4														
SG Name																
Min Green	40	7														
Veh Extension	3	3														
Max 1	60	16														
Yellow	4	4														
Red Clearance	2	2														
Ped SG Number																
Walk																
Ped Clear (FDW)																
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits	54	21														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	64	25														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 75
Max Green Mode : Max1
Offset : 53
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	1	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												
Pedestrian Detectors												
Detector Number												
Call Peds												


Ø2 54sec
Ø4 21sec

File : Roosevelt at 1st signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	2	3	4	6	5											
SG Name																
Min Green	18	7	12	12	15											
Veh Extension	4	4	3	4	4											
Max 1	55	25	60	30	50											
Yellow	4	4	4	4	4											
Red Clearance	1	1	1	1	1											
Ped SG Number	102		104	106												
Walk	18		18	18												
Ped Clear (FDW)	8		8	8												
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	3	4	6	5											
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

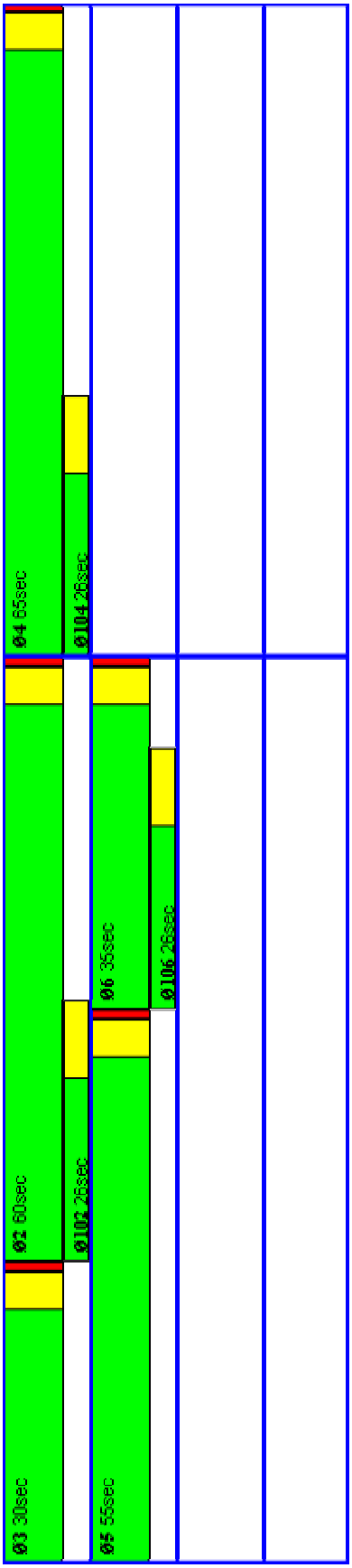
Pattern 2														
Pattern 3														
Pattern 4														
Pattern 5														
Pattern 6														
Pattern 7														
Pattern 8														

Sequence			
Ring 1	3	2	4
Ring 2	5	6	
Ring 3			
Ring 4			

Overlaps	
Overlap SG	16
Delay Green	
Trail Green	
Yellow Clearance	
Red Clearance	
Parent	4,5
Negative Green	
Delay Enable	
Trail Enable	
Negative Vehicle	
Negative Overlap	

Vehicle Detectors														
Detector Number	2	3	4	6	5	0	0	0	0	0	0	0	0	0
Delay														
Extend														
Carry Over														
Queue Limit														
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	3	4	6	5									
Yellow Lock														
Red Lock														
Extend SGs	2	3	4	6	5									
XSwitch SGs														

Pedestrian Detectors			
Detector Number	102	104	106
Call Peds	102	104	106


Ø3 30sec
Ø2 60sec
Ø102 26sec
Ø5 55sec
Ø6 35sec
Ø106 26sec
Ø4 65sec
Ø104 26sec

File : Roosevelt at 5th signal timing.rbc
Notes :

Date : 10/26/2011

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	1	2	4	6												
SG Name																
Min Green	6	40	7	7												
Veh Extension	3	3	3	3												
Max 1	15		16													
Yellow	4	4	4													
Red Clearance		1	1													
Ped SG Number																
Walk																
Ped Clear (FDW)																
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	■	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2	4	6												
Splits	12	57	21	45												
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	4	7	7	7												
Alternate Max																
Veh Extension	3	3	3	3												
Transition Min																
Transition Max	14	68	25	54												
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	■	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 90
Max Green Mode : Max1
Offset : 83
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	1	0

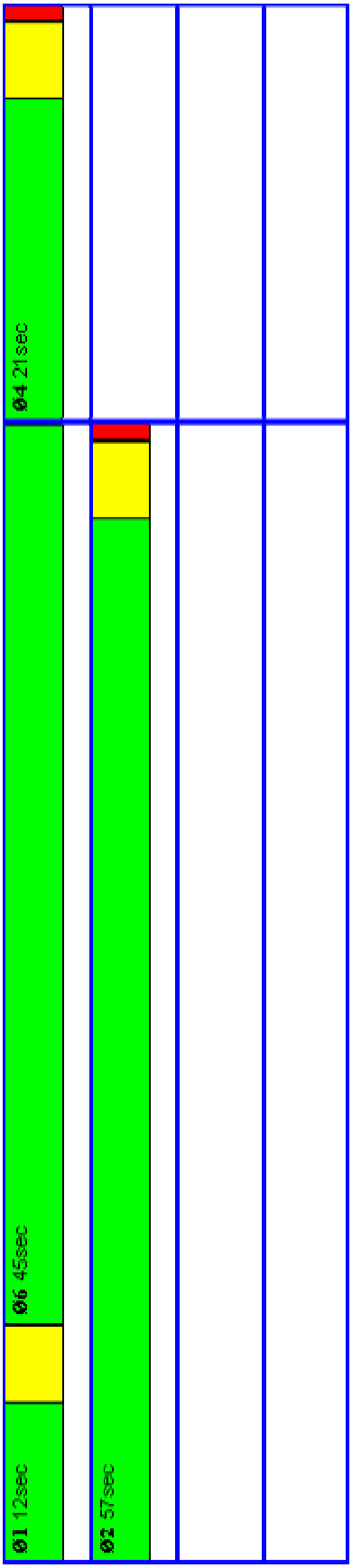
Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	1	6	4									
Ring 2	2											
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	1	2	4	6	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2	4	6								
Yellow Lock												
Red Lock												
Extend SGs	1	2	4	6								
XSwitch SGs												

Pedestrian Detectors												
Detector Number												
Call Peds												


Ø1 12sec
Ø6 45sec
Ø4 21sec
Ø2 57sec

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	1	2	3	4	5	6	7	8								
SG Name																
Min Green	10	45	17	20	10	45	17	20								
Veh Extension	2.5	3	3	3	2.5	3	3	3								
Max 1	15	50	30	30	15	50	30	30								
Yellow	4	4	4	4	4	4	4	4								
Red Clearance	1	1	1	1	1	1	1	1								
Ped SG Number		102		104		106		108								
Walk		20		10		20		10								
Ped Clear (FDW)		10		5		10		5								
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	■	☐	■	☐	■	☐	■	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2	3	4	5	6	7	8								
Splits	15	40	15	20	15	40	15	20								
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	4	7	4	4	4	7	4	4								
Alternate Max																
Veh Extension	3	3	3	3	3	3	3	3								
Transition Min																
Transition Max	18	48	18	24	18	48	18	24								
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	■	☐	☐	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	■	☐	■	■	■	■	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 90
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	1

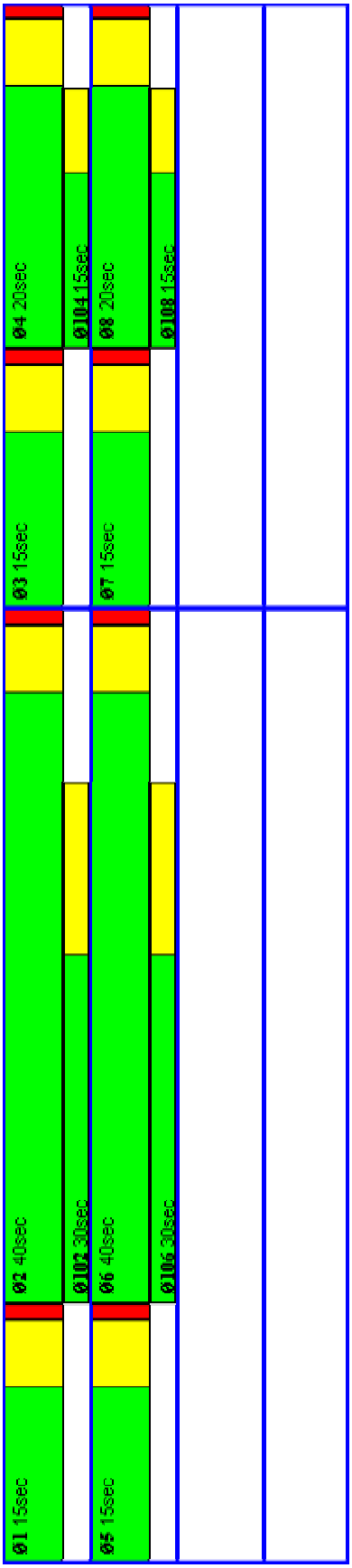
Pattern 2														
Pattern 3														
Pattern 4														
Pattern 5														
Pattern 6														
Pattern 7														
Pattern 8														

Sequence				
Ring 1	1	2	3	4
Ring 2	5	6	7	8
Ring 3				
Ring 4				

Overlaps
Overlap SG
Delay Green
Trail Green
Yellow Clearance
Red Clearance
Parent
Negative Green
Delay Enable
Trail Enable
Negative Vehicle
Negative Overlap

Vehicle Detectors														
Detector Number	1	2	3	4	5	6	7	8	0	0	0	0	0	0
Delay														
Extend														
Carry Over														
Queue Limit														
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2	3	4	5	6	7	8						
Yellow Lock														
Red Lock														
Extend SGs	1	2	3	4	5	6	7	8						
XSwitch SGs														

Pedestrian Detectors				
Detector Number	102	104	106	108
Call Peds	102	104	106	108


01 15sec
02 40sec
03 15sec
04 20sec
05 15sec
06 40sec
07 15sec
08 20sec
0102 30sec
0104 15sec
0106 30sec
0108 15sec

Ring Barrier Controller Timing

File : Roosevelt at Overseas signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

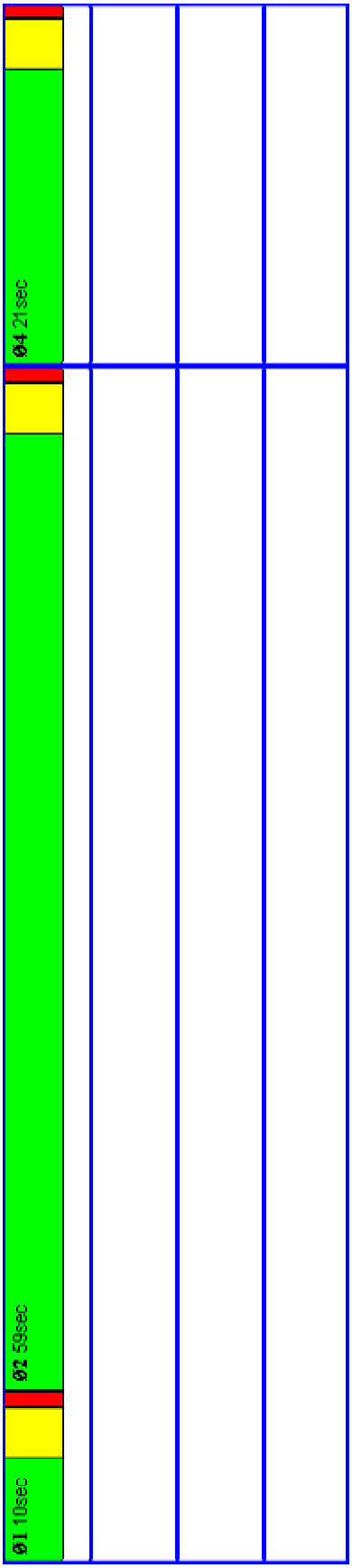
SG Number	1	2	4
SG Name			
Min Green	10	45	10
Veh Extension	3	4	3.5
Max 1	20	60	30
Yellow	3	3	3
Red Clearance	1	1	1
Ped SG Number			
Walk			
Ped Clear (FDW)			
Start Up	☐	☐	☐
Min Recall	☐	■	☐
Max Recall	☐	☐	☐
Ped Recall	☐	☐	☐
Soft Recall	☐	☐	☐
NSE Max Recall	☐	☐	☐
Dual Entry	☐	☐	☐

Pattern 1	1	2	4
Splits	10	59	21
Splits Extension			
Floating Green			
Perm Min Green			
Min Green	4	7	4
Alternate Max			
Veh Extension	3	3	3
Transition Min			
Transition Max	12	70	25
Force Off			
Permissive Start			
Permissive End			
Max 2	☐	☐	☐
Max 3	☐	☐	☐
Floating Force Off	☐	☐	☐
Coordinated	☐	■	☐
Walk Rest	☐	☐	☐
Ped Recall	☐	☐	☐
Min Recall	☐	■	☐
Max Recall	☐	☐	☐
NSE Max Recall	☐	☐	☐
Veh Omit	☐	☐	☐
Ped Omit	☐	☐	☐
Max Inhibit	■	■	■
Lead	☐	☐	☐
CNA	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐

Cycle Length : 90
Max Green Mode : Max1
Offset : 43
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	1

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2	4									
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	4	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2	4									
Yellow Lock												
Red Lock												
Extend SGs	1	2	4									
XSwitch SGs												
Pedestrian Detectors												
Detector Number												
Call Peds												


Ø1 10sec
Ø2 59sec
Ø4 21sec

File : Roosevelt at US-1 signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	1	2	4	5												
SG Name																
Min Green	20	8	20													
Veh Extension	3	2.5	3													
Max 1	57	20	55													
Yellow	3.5	4	4													
Red Clearance	1	1	1													
Ped SG Number	101	102	104													
Walk	7	7	7													
Ped Clear (FDW)	8	8	8													
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Advanced	1	2	4	5												
Max 2																
Max 3																
Max Extension																
Red Revert																
CS Min Green																
Added Initial																
Max Initial																
Min Gap																
Reduce After																
Time To Reduce																
Delayed Walk																
Walk Expand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recycle	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Scramble	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Yellow Lock	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Red Lock	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
No Term Call	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Cond Service	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2	4	5												
Splits	47	19	44													
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max	56	22	52													
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	110
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 2	1	2	4	5
Splits	56	25	29	
Splits Extension				
Floating Green				
Perm Min Green				
Min Green				
Alternate Max				
Veh Extension				
Transition Min				
Transition Max	67	30	34	
Force Off				
Permissive Start				
Permissive End				

Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	100
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 3	1	2	4	5
Splits				
Splits Extension				
Floating Green				

Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 4	1	2	4	5
Splits				
Splits Extension				
Floating Green				
Perm Min Green				
Min Green				
Alternate Max				
Veh Extension				
Transition Min				
Transition Max				
Force Off				
Permissive Start				
Permissive End				
Max 2	☐	☐	☐	☐
Max 3	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐
Lead	☐	☐	☐	☐
CNA	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 5	1	2	4	5												
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 6	1	2	4	5												
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 7	1	2	4	5
Splits				
Splits Extension				
Floating Green				
Perm Min Green				
Min Green				
Alternate Max				
Veh Extension				
Transition Min				
Transition Max				
Force Off				
Permissive Start				
Permissive End				

Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 8	1	2	4	5
Splits				
Splits Extension				
Floating Green				

Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

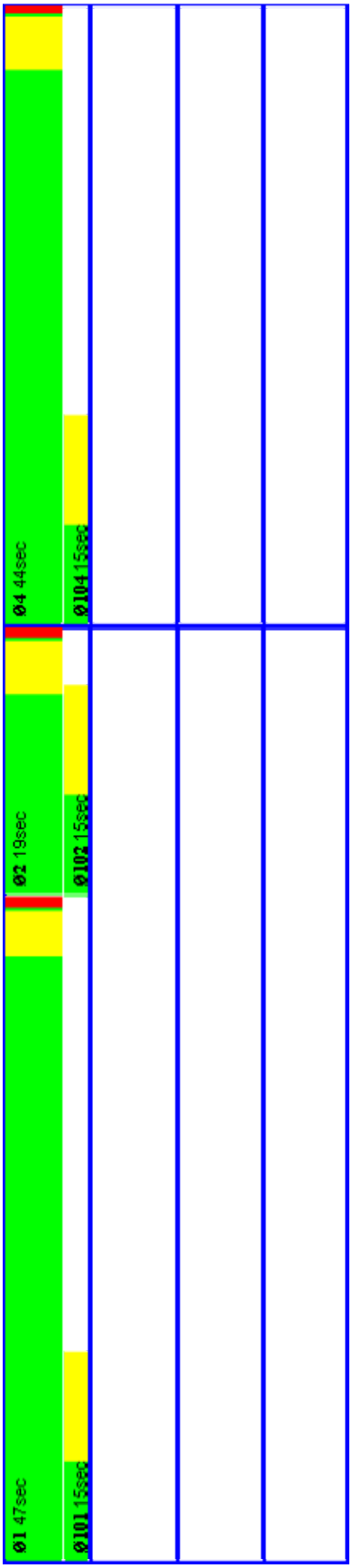
Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	1	0
Pattern 2	2	5400
Pattern 3		
Pattern 4		
Pattern 5		
Pattern 6		
Pattern 7		
Pattern 8		

Sequence			
Ring 1	1	2	4
Ring 2			
Ring 3			
Ring 4			

Conflict SGs	1	2	4	5								
2	☐											
4	☐	☐										
5	☐	☐	☐									
	☐	☐	☐	☐								
	☐	☐	☐	☐	☐							
	☐	☐	☐	☐	☐	☐						
	☐	☐	☐	☐	☐	☐	☐					
	☐	☐	☐	☐	☐	☐	☐	☐				
	☐	☐	☐	☐	☐	☐	☐	☐	☐			
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐		
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐		
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlaps
Overlap SG
Delay Green
Trail Green
Yellow Clearance
Red Clearance
Parent
Negative Green
Delay Enable
Trail Enable
Negative Vehicle
Negative Overlap


Ø1 47sec
Ø101 15sec
Ø2 19sec
Ø102 15sec
Ø4 44sec
Ø104 15sec

Offset Reference : LeadGreen
Transition Mode : Best

Basic

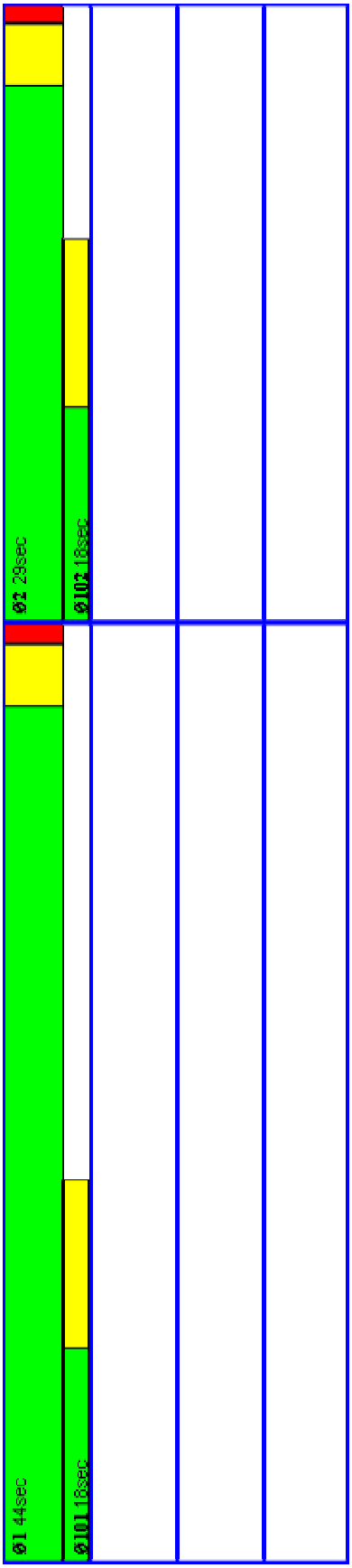
SG Number	1	2														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	40	25														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	101	102										
Call Peds	101	102										


Ø1 44sec
Ø101 18sec
Ø2 29sec
Ø102 18sec

File : Simonton at Eaton signal timing.rbc
Notes :

Date : 10/26/2011

Offset Reference : LeadGreen
Transition Mode : Best

Basic

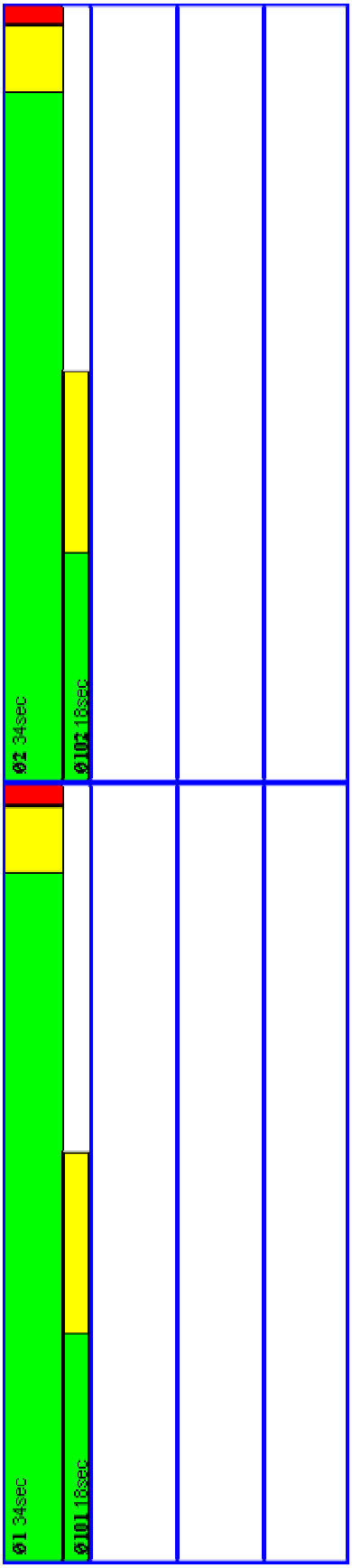
SG Number	1	2														
SG Name																
Min Green	7	7														
Veh Extension	3	3														
Max 1	30	30														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	101	102										
Call Peds	101	102										


Ø1 34sec
Ø101 18sec
Ø2 34sec
Ø102 18sec

File : Simonton at Fleming signal timing.rbc
Notes :

Date : 10/26/2011

Offset Reference : LeadGreen
Transition Mode : Best

Basic

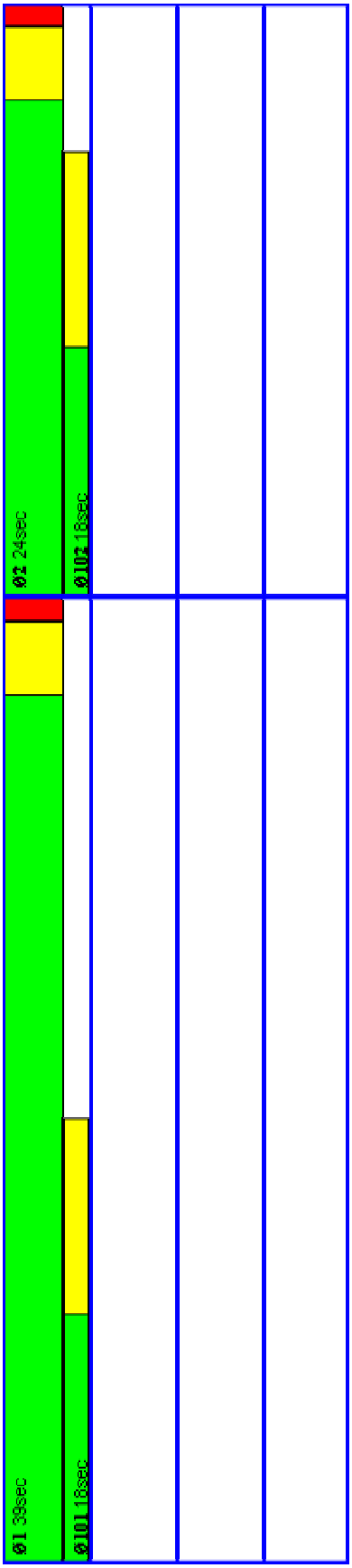
SG Number	1	2														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	35	20														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	101	102										
Call Peds	101	102										


Ø1 39sec
Ø101 18sec
Ø2 24sec
Ø102 18sec

File : Simonton at South signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

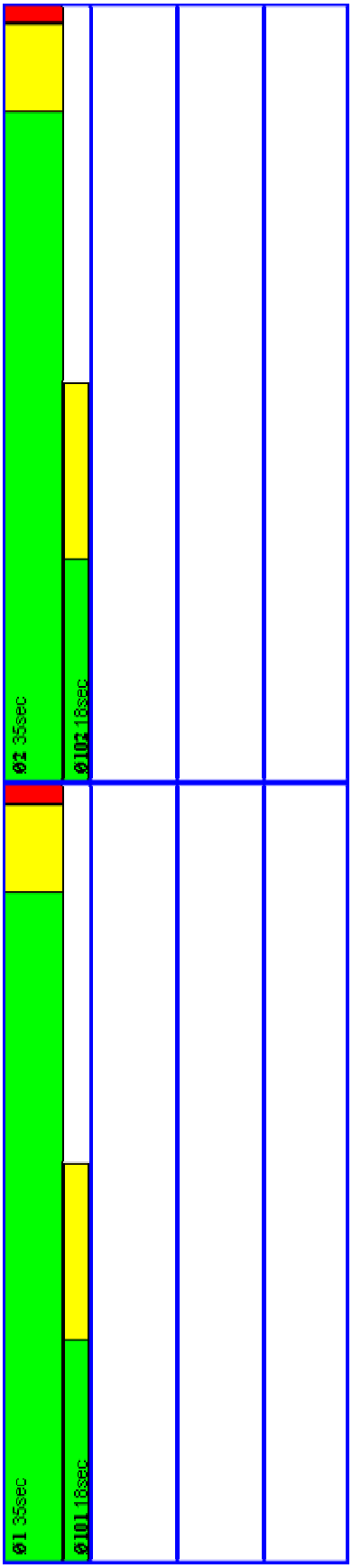
SG Number	1	2														
SG Name																
Min Green	7	7														
Veh Extension	3	3														
Max 1	30	30														
Yellow	4	4														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	101	102										
Call Peds	101	102										


Ø1 35sec
Ø101 18sec
Ø2 35sec
Ø102 18sec

File : Simonton at Southard signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

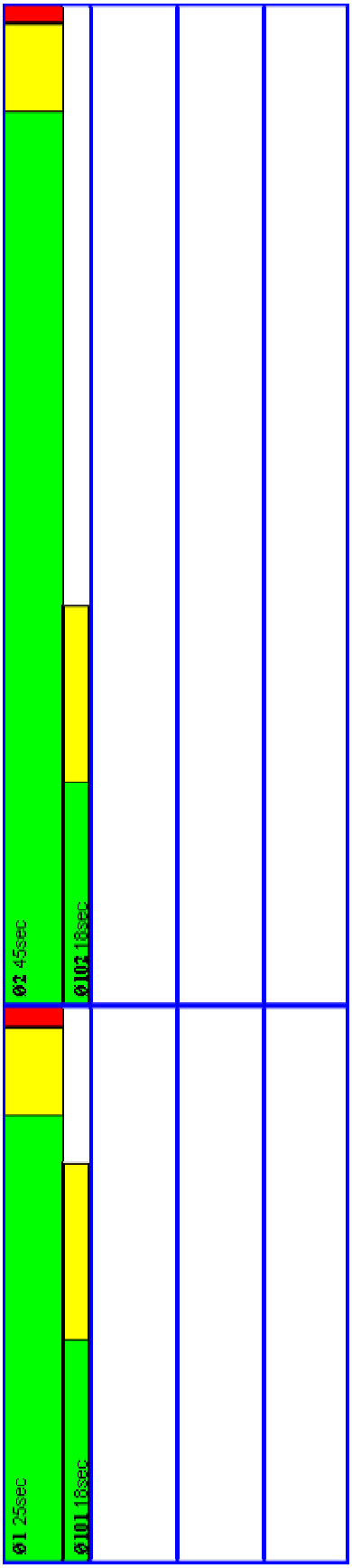
SG Number	1	2														
SG Name																
Min Green	7	20														
Veh Extension	3	3														
Max 1	20	40														
Yellow	4	4														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	101	102										
Call Peds	101	102										


Ø1 25sec
Ø101 18sec
Ø2 45sec
Ø102 18sec

Offset Reference : LeadGreen
Transition Mode : Best

Basic																
SG Number	2		4													
SG Name																
Min Green	7		7													
Veh Extension	3		3													
Max 1	27		24													
Yellow	3		3													
Red Clearance	1		1													
Ped SG Number	102		104													
Walk	10		10													
Ped Clear (FDW)	8		8													
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Advanced	2	4
Max 2	32	23
Max 3	34	29
Max Extension		
Red Revert		
CS Min Green		
Added Initial		
Max Initial		
Min Gap	3	3
Reduce After		
Time To Reduce		
Delayed Walk		
Walk Expand	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
Walk Rest	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
Ped Recycle	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
Ped Scramble	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
Yellow Lock	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
Red Lock	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
No Term Call	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
Cond Service	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
CNA	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	

Pattern 1	2	4
Splits	31	28
Splits Extension		
Floating Green		
Perm Min Green		
Min Green	7	7
Alternate Max		
Veh Extension	3	3
Transition Min		
Transition Max	37	33
Force Off		
Permissive Start		
Permissive End		
Max 2	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
Max 3	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
Floating Force Off	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	

Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 2	2	4
Splits	36	27
Splits Extension		
Floating Green		
Perm Min Green		
Min Green	7	7
Alternate Max		
Veh Extension	3	3
Transition Min		
Transition Max	43	32
Force Off		
Permissive Start		
Permissive End		

Max 2	■	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max2
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 3	2	4
Splits	38	33
Splits Extension		
Floating Green		

Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max	45		39													
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	■	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max3
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 4	2		4													
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 5	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 6	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 7	2	4
Splits		
Splits Extension		
Floating Green		
Perm Min Green		
Min Green		
Alternate Max		
Veh Extension		
Transition Min		
Transition Max		
Force Off		
Permissive Start		
Permissive End		

Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern 8	2	4
Splits		
Splits Extension		
Floating Green		

Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

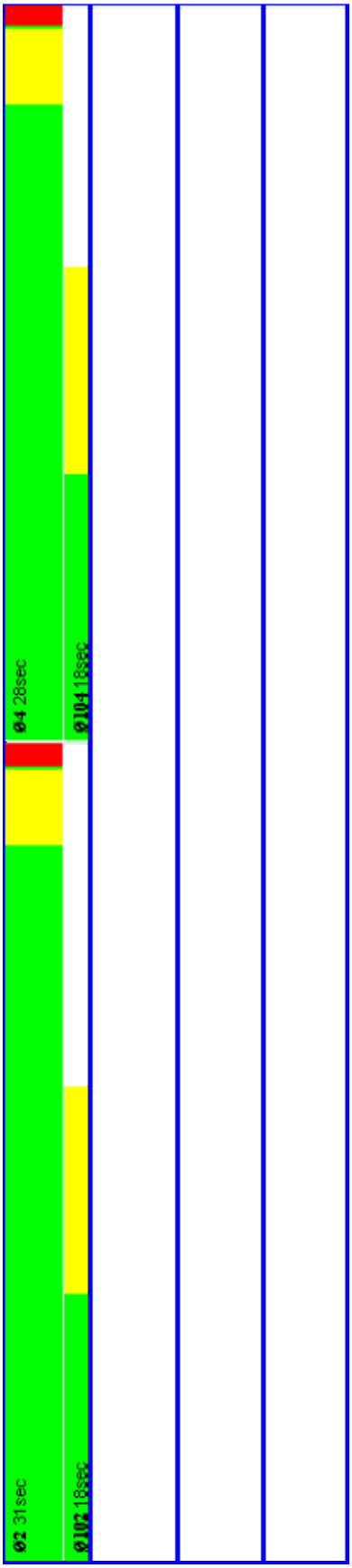
Cycle Length :	0
Max Green Mode :	Max1
Offset :	0
Ped Permissive Mode :	Omit
Permissive Mode :	SingleBand
Walk Rest Mode :	Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	1	0
Pattern 2	2	5400
Pattern 3	3	10800
Pattern 4		
Pattern 5		
Pattern 6		
Pattern 7		
Pattern 8		

Sequence		
Ring 1	2	4
Ring 2		
Ring 3		
Ring 4		

Conflict SGs	2	4										
	☐											
4	☐	☐										
	☐	☐	☐									
	☐	☐	☐	☐								
	☐	☐	☐	☐	☐							
	☐	☐	☐	☐	☐	☐						
	☐	☐	☐	☐	☐	☐	☐					
	☐	☐	☐	☐	☐	☐	☐	☐				
	☐	☐	☐	☐	☐	☐	☐	☐	☐			
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐		
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐		
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Overlaps															
Overlap SG															
Delay Green															
Trail Green															
Yellow Clearance															
Red Clearance															
Parent															
Negative Green															
Delay Enable															
Trail Enable															
Negative Vehicle															
Negative Overlap															


Ø2 31sec
Ø102 18sec
Ø4 28sec
Ø104 18sec

File : Simonton at United signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

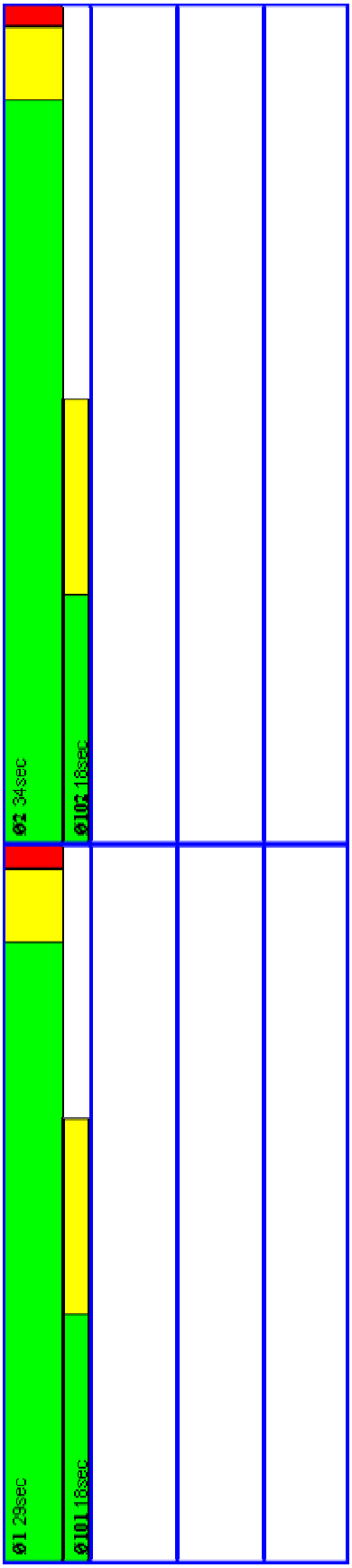
SG Number	1	2														
SG Name																
Min Green	7	7														
Veh Extension	3	3														
Max 1	25	30														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	101	102										
Call Peds	101	102										


Ø1 29sec
Ø101 18sec
Ø2 34sec
Ø102 18sec

File : South at Reynolds signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

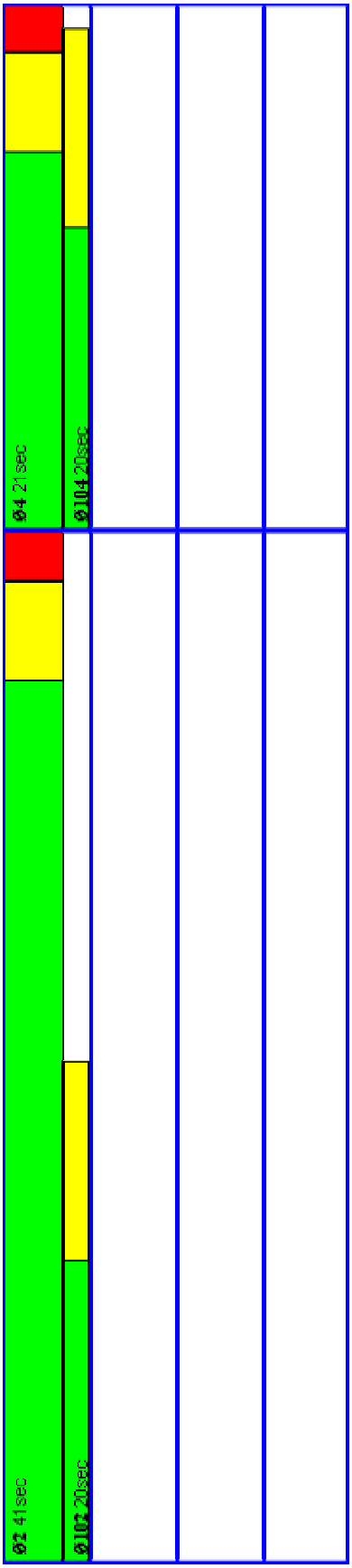
SG Number	2	4														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	35	15														
Yellow	4	4														
Red Clearance	2	2														
Ped SG Number	102	104														
Walk	12	12														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102	104										
Call Peds	102	104										


Ø2 41sec
Ø102 20sec
Ø4 21sec
Ø104 20sec

File : Thomas at Petronia signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

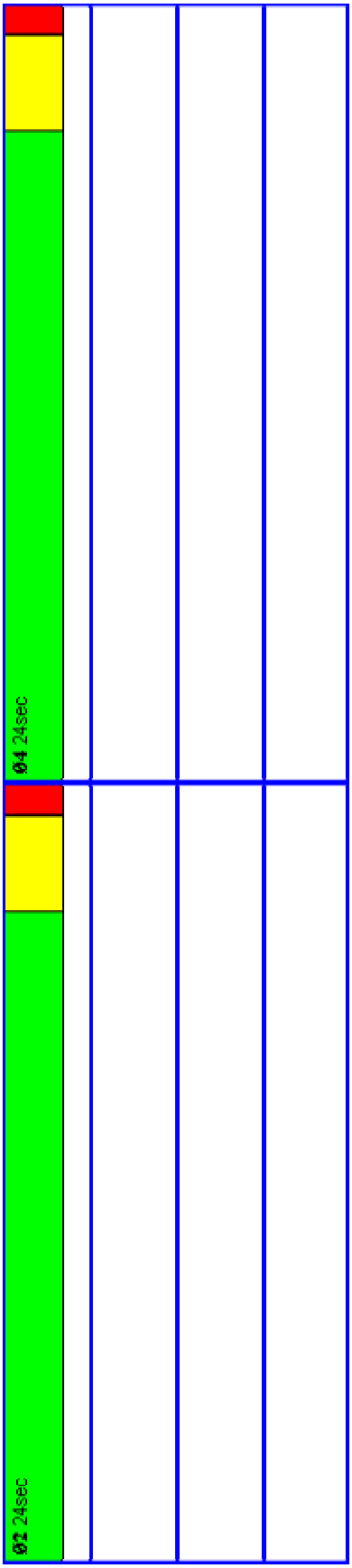
SG Number	2	4														
SG Name																
Min Green	20	20														
Veh Extension																
Max 1	20	20														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number																
Walk																
Ped Clear (FDW)																
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	0	0	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call												
Yellow Lock												
Red Lock												
Extend SGs												
XSwitch SGs												
Pedestrian Detectors												
Detector Number												
Call Peds												


02 24sec
04 24sec

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	1	2	3	4	5	6	7	8								
SG Name																
Min Green	8	30		7	8	30		7								
Veh Extension		1.5		2		1.5		2								
Max 1	12	47		15	12	47		15								
Yellow	4	4		4	4	4		4								
Red Clearance		1		1		1		1								
Ped SG Number																
Walk		6		10		6		10								
Ped Clear (FDW)		12		12		12		12								
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	■	☐	☐	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	■	☐	■	☐	■	☐	■	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2	3	4	5	6	7	8								
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

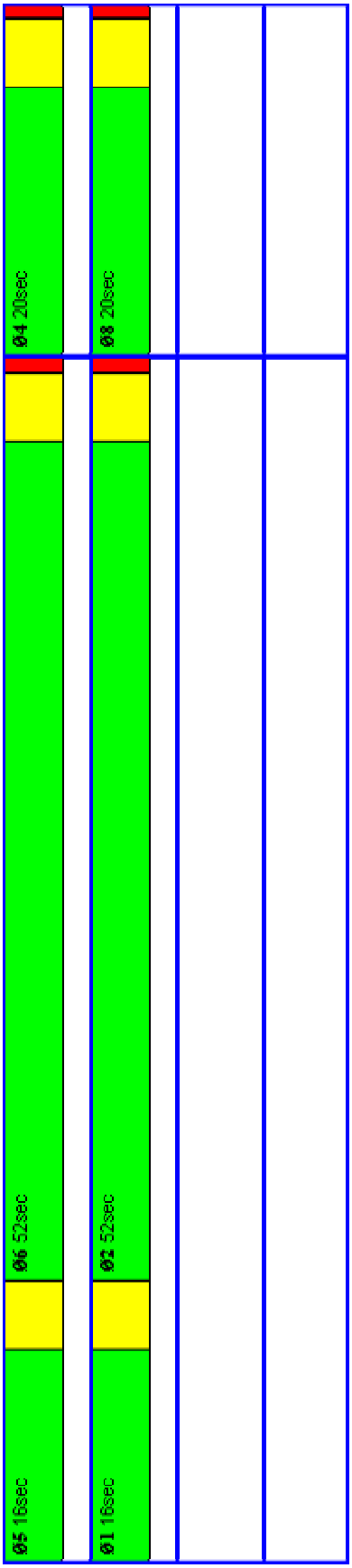
Pattern 2														
Pattern 3														
Pattern 4														
Pattern 5														
Pattern 6														
Pattern 7														
Pattern 8														

Sequence														
Ring 1	5	6	4											
Ring 2	1	2	8											
Ring 3														
Ring 4														

Overlaps														
Overlap SG														
Delay Green														
Trail Green														
Yellow Clearance														
Red Clearance														
Parent														
Negative Green														
Delay Enable														
Trail Enable														
Negative Vehicle														
Negative Overlap														

Vehicle Detectors														
Detector Number	1	2	4	5	6	8	0	0	0	0	0	0	0	0
Delay														
Extend														
Carry Over														
Queue Limit														
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2	4	5	6	8								
Yellow Lock														
Red Lock														
Extend SGs	1	2	4	5	6	8								
XSwitch SGs														

Pedestrian Detectors	
Detector Number	
Call Peds	


05 16sec
06 52sec
04 20sec
01 16sec
02 52sec
03 20sec

File : Truman at Florida signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

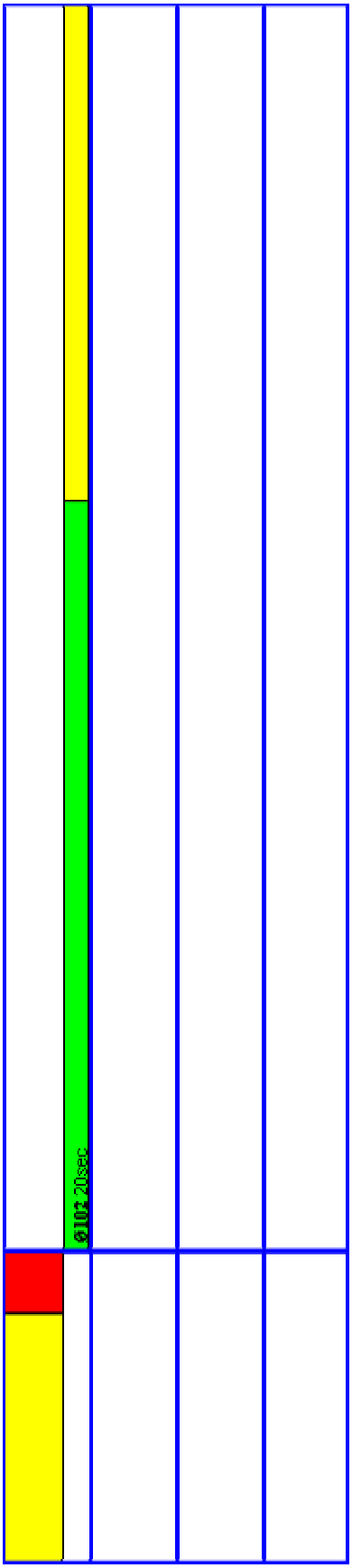
SG Number	1	2														
SG Name																
Min Green	30															
Veh Extension	4															
Max 1																
Yellow	4															
Red Clearance	1															
Ped SG Number		102														
Walk		12														
Ped Clear (FDW)		8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	0	0	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call												
Yellow Lock												
Red Lock												
Extend SGs												
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102											
Call Peds	102											


0102 20sec

File : Truman at Windsor Ln signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

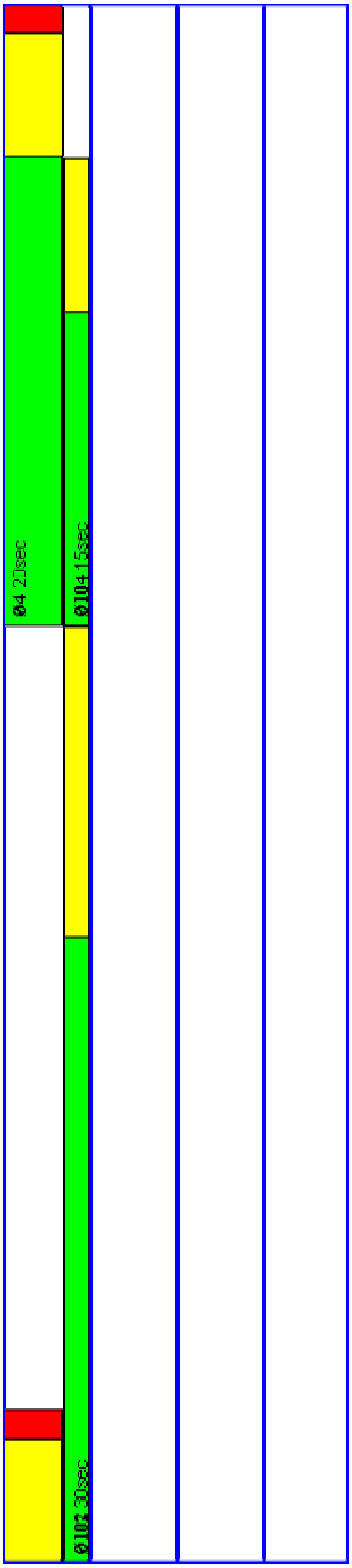
SG Number	2	4														
SG Name																
Min Green	40	15														
Veh Extension																
Max 1		15														
Yellow	4	4														
Red Clearance	1	1														
Ped SG Number	102	104														
Walk	20	10														
Ped Clear (FDW)	10	5														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102	104										
Call Peds												


Ø4 20sec
Ø104 15sec
Ø102 30sec

File : White at Eaton signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

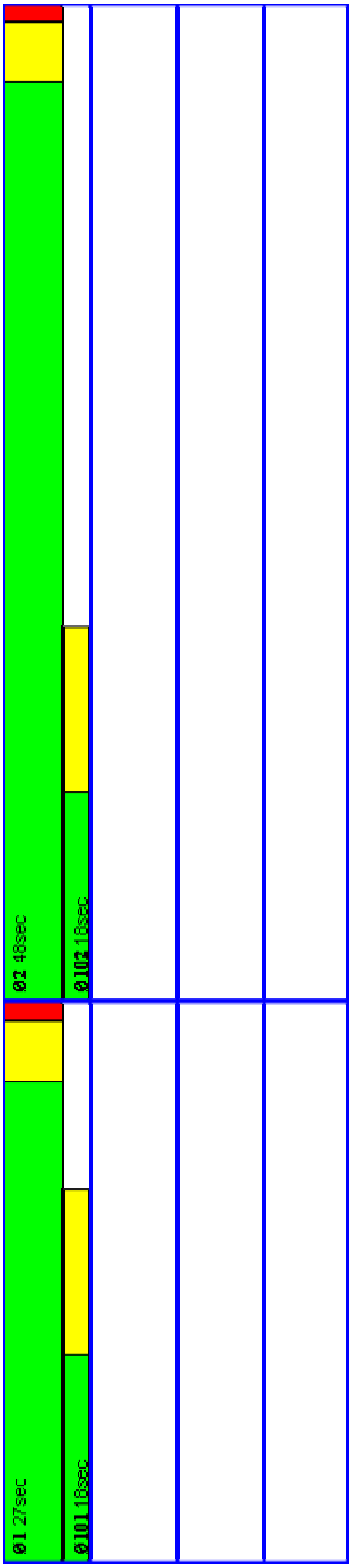
SG Number	1	2														
SG Name																
Min Green	10	45														
Veh Extension	3	3														
Max 1	23	45														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits	27	48														
Splits Extension																
Floating Green																
Perm Min Green																
Min Green	7	7														
Alternate Max																
Veh Extension	3	3														
Transition Min																
Transition Max	32	57														
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 75
Max Green Mode : Max1
Offset : 6
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	1	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	101	102										
Call Peds	101	102										


Ø1 27sec
Ø101 18sec
Ø2 48sec
Ø102 18sec

File : White at Flagler signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

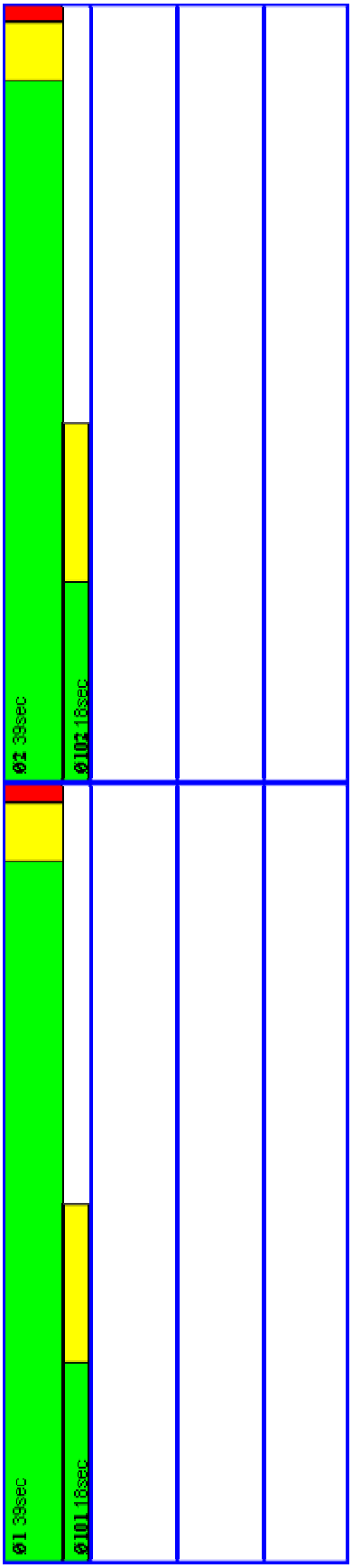
SG Number	1	2														
SG Name																
Min Green	20	7														
Veh Extension	3	3														
Max 1	35	35														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	101	102										
Call Peds	101	102										


Ø1 39sec
Ø101 18sec
Ø2 39sec
Ø102 18sec

File : White at Southard signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

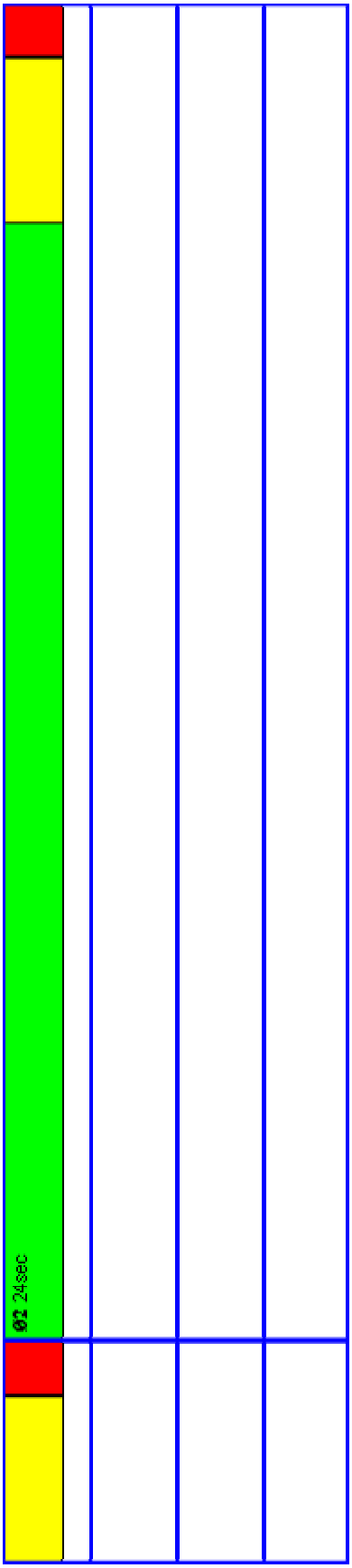
SG Number	1	2														
SG Name																
Min Green	10	10														
Veh Extension		2														
Max 1		20														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number																
Walk																
Ped Clear (FDW)																
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	0	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2											
Yellow Lock												
Red Lock												
Extend SGs	2											
XSwitch SGs												
Pedestrian Detectors												
Detector Number												
Call Peds												


02 24sec

File : White at Truman signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

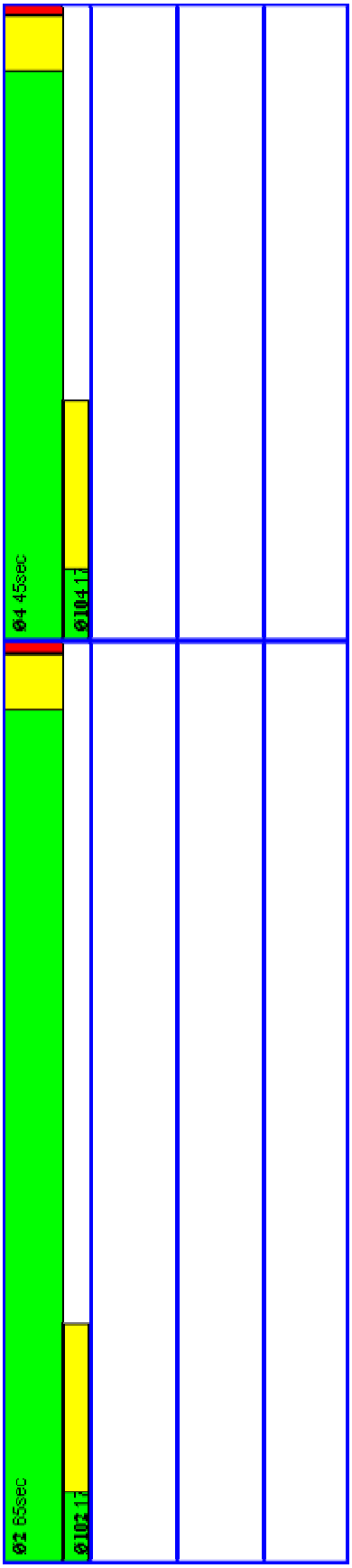
SG Number	2	4														
SG Name																
Min Green	20	10														
Veh Extension	3	3														
Max 1	60	40														
Yellow	4	4														
Red Clearance	1	1														
Ped SG Number	102	104														
Walk	5	5														
Ped Clear (FDW)	12	12														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102	104										
Call Peds	102	104										


Ø2 65sec
Ø102 11
Ø4 45sec
Ø104 11

File : White at United signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

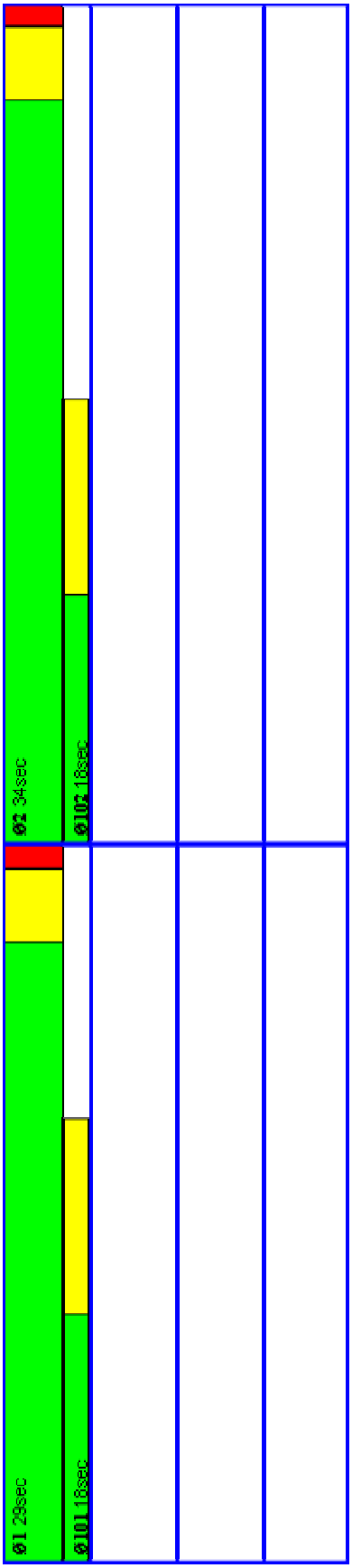
SG Number	1	2														
SG Name																
Min Green	7	7														
Veh Extension	3	3														
Max 1	25	30														
Yellow	3	3														
Red Clearance	1	1														
Ped SG Number	101	102														
Walk	10	10														
Ped Clear (FDW)	8	8														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	1	2										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	1	2	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2										
Yellow Lock												
Red Lock												
Extend SGs	1	2										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	101	102										
Call Peds	101	102										


Ø1 29sec
Ø101 18sec
Ø2 34sec
Ø102 18sec

File : White at Virginia signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

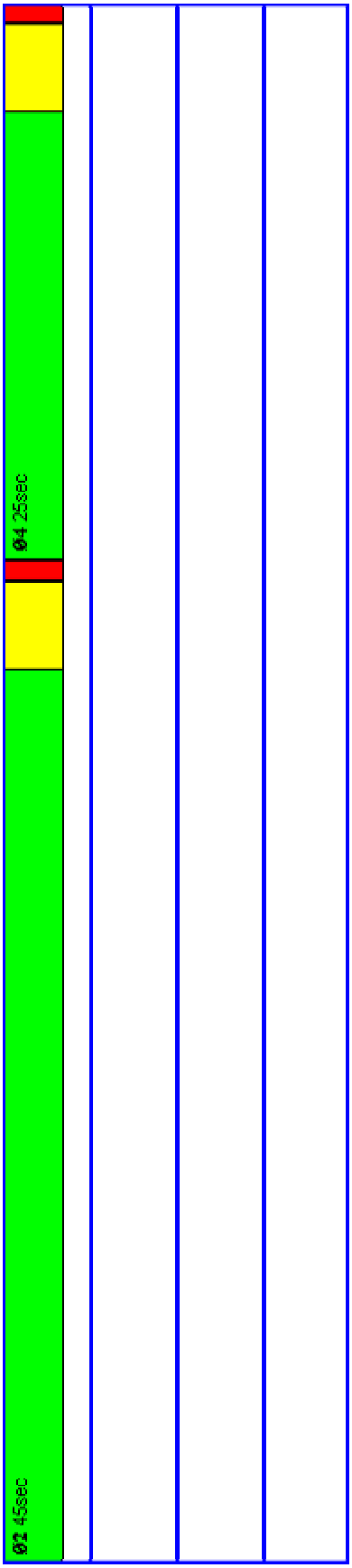
SG Number	2	4														
SG Name																
Min Green	40	10														
Veh Extension		2.4														
Max 1	40	20														
Yellow	4	4														
Red Clearance	1	1														
Ped SG Number																
Walk																
Ped Clear (FDW)																
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102	104										
Call Peds												


02 45sec
04 25sec

File : Whitehead at Fleming signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

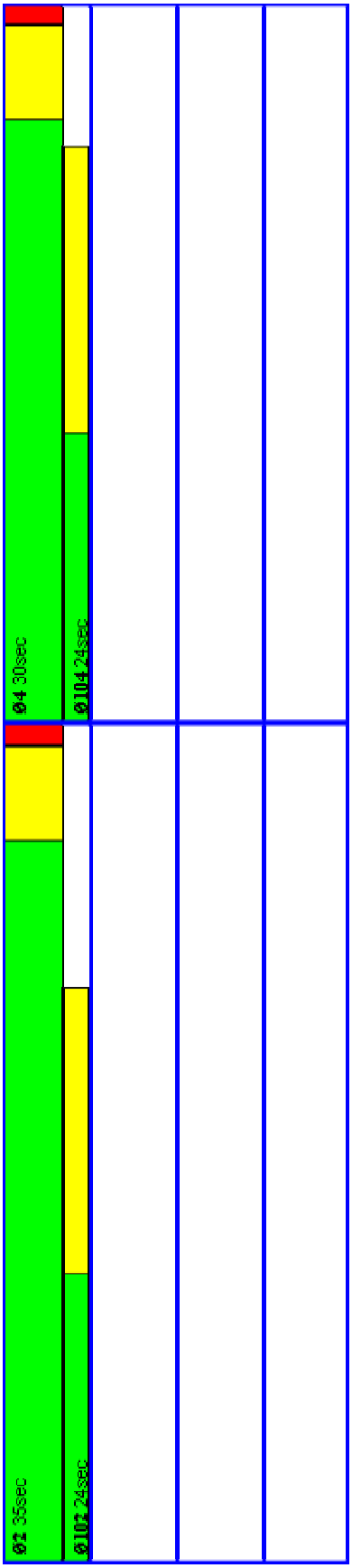
SG Number	2	4														
SG Name																
Min Green	7	7														
Veh Extension	3	3														
Max 1	30	25														
Yellow	4	4														
Red Clearance	1	1														
Ped SG Number	102	104														
Walk	12	12														
Ped Clear (FDW)	12	12														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4														
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												
Sequence												
Ring 1	2	4										
Ring 2												
Ring 3												
Ring 4												
Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												
Vehicle Detectors												
Detector Number	2	4	0	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	2	4										
Yellow Lock												
Red Lock												
Extend SGs	2	4										
XSwitch SGs												
Pedestrian Detectors												
Detector Number	102	104										
Call Peds	102	104										


Ø2 35sec
Ø102 24sec
Ø4 30sec
Ø104 24sec

File : Whitehead at Southard signal timing.rbc
Notes :

Date : 11/14/2011

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	1	2	3	4												
SG Name																
Min Green	4	7	7	7												
Veh Extension	3	3	3	3												
Max 1	8	40	25	25												
Yellow	4	4	4	4												
Red Clearance	1	1	1	1												
Ped SG Number		102	103	104												
Walk		15	12	12												
Ped Clear (FDW)		10	5	5												
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	1	2	3	4												
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

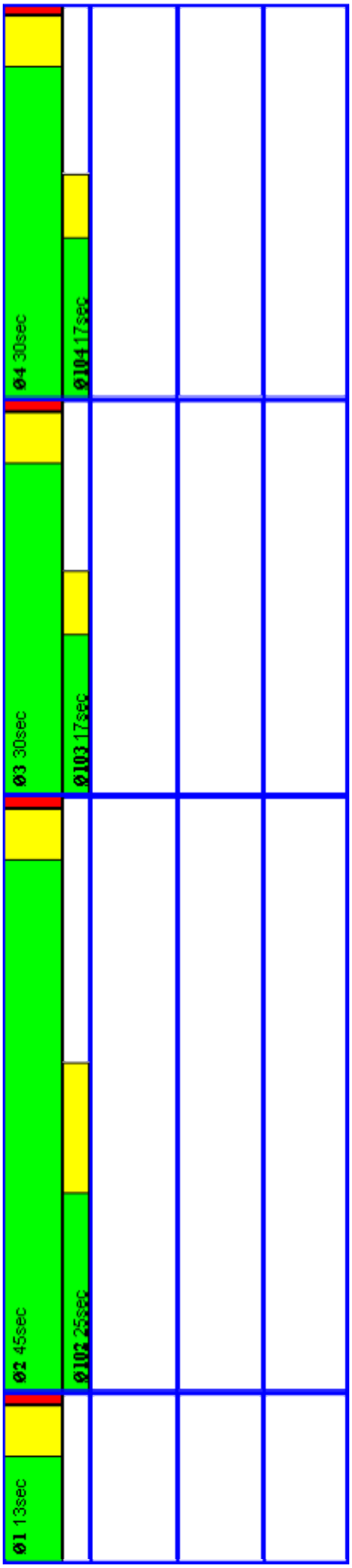
Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	1	2	3	4								
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	1	2	3	4	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2	3	4								
Yellow Lock												
Red Lock												
Extend SGs	1	2	3	4								
XSwitch SGs												

Pedestrian Detectors			
Detector Number	102	103	104
Call Peds	102	103	104


Ø1 13sec
Ø2 45sec
Ø102 25sec
Ø3 30sec
Ø103 17sec
Ø4 30sec
Ø104 17sec

File : Whitehead at Truman signal timing.rbc
Notes :

Offset Reference : LeadGreen
Transition Mode : Best

Basic

SG Number	2	4	1													
SG Name																
Min Green	7	7	7													
Veh Extension	3	3	3													
Max 1	20	20	12													
Yellow	4	4														
Red Clearance	1	1														
Ped SG Number	102	104														
Walk	13	13														
Ped Clear (FDW)	7	7														
Start Up	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Soft Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	■	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Pattern 1	2	4	1													
Splits																
Splits Extension																
Floating Green																
Perm Min Green																
Min Green																
Alternate Max																
Veh Extension																
Transition Min																
Transition Max																
Force Off																
Permissive Start																
Permissive End																
Max 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Floating Force Off	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Coordinated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Rest	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Min Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
NSE Max Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Ped Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Max Inhibit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Lead	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
CNA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh=Ped Permissive	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Cycle Length : 0
Max Green Mode : Max1
Offset : 0
Ped Permissive Mode : Omit
Permissive Mode : SingleBand
Walk Rest Mode : Yield

Pattern Schedule	Pattern Number	Pattern Start Time
Pattern 1	Free	0

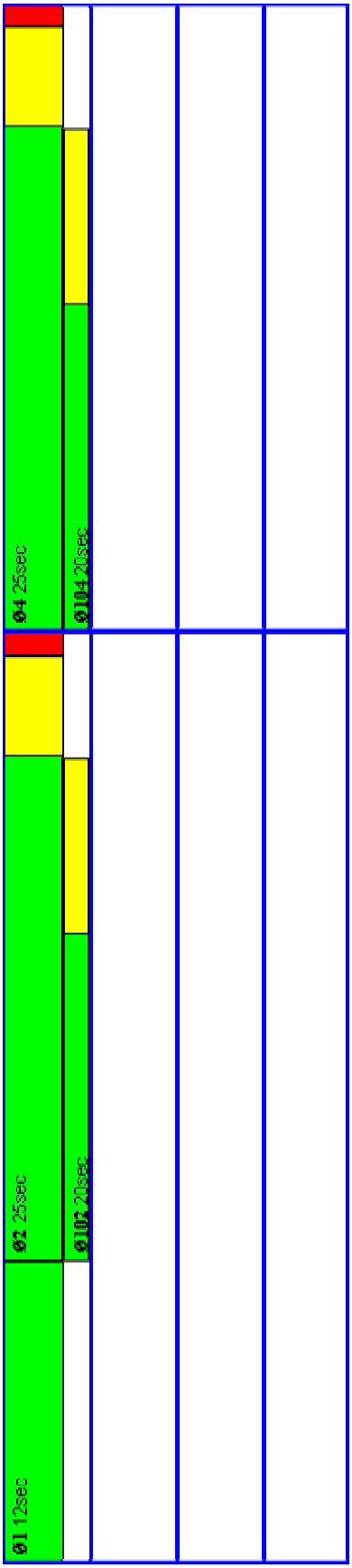
Pattern 2												
Pattern 3												
Pattern 4												
Pattern 5												
Pattern 6												
Pattern 7												
Pattern 8												

Sequence												
Ring 1	1	2	4									
Ring 2												
Ring 3												
Ring 4												

Overlaps												
Overlap SG												
Delay Green												
Trail Green												
Yellow Clearance												
Red Clearance												
Parent												
Negative Green												
Delay Enable												
Trail Enable												
Negative Vehicle												
Negative Overlap												

Vehicle Detectors												
Detector Number	1	2	4	0	0	0	0	0	0	0	0	0
Delay												
Extend												
Carry Over												
Queue Limit												
Detector Mode	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnect	No Disconnec
Added Initial Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Call	1	2	4									
Yellow Lock												
Red Lock												
Extend SGs	1	2	4									
XSwitch SGs												

Pedestrian Detectors		
Detector Number	102	104
Call Peds	102	104


Ø1 12sec
Ø2 25sec
Ø102 20sec
Ø4 25sec
Ø104 20sec

APPENDIX P

EXISTING AND OPTIMIZED SIGNAL TIMING COMPARISON

Signalized Intersection Retiming Phasing Schedule

PHASE	INTERSECTION	DATE OF TRAFFIC COUNT
Phase 1	Truman Avenue/Whitehead Street	Count Needed
	Truman Avenue/Duval Street	March, 2011
	Truman Avenue/Simonton	Count Needed
	N. Roosevelt Boulevard/Palm Avenue	March, 2011
Phase 2	Flagler Avenue/Kennedy Drive	Count Needed
	N. Roosevelt Boulevard/Kennedy Drive	March, 2011
	N. Roosevelt Boulevard/Overseas Market	Count Needed
	Truman Avenue/White Street	March, 2011
	Truman Avenue/Windsor Lane	Count Needed
	Truman Avenue/Eisenhower Drive	Count Needed
	US-1/N. Roosevelt Boulevard	March, 2011
	Whitehead Street/Fleming Street	March, 2011
	Whitehead Street/Southard Street	March, 2011
Phase 3	Duval Street/Caroline Street	Count Needed
	Duval Street/Front Street	March, 2011
	Duval Street/Eaton Street	March, 2011
	Duval Street/Fleming Street	Count Needed
	Duval Street/Southard Street	March, 2011
	Duval Street/Angela Street	March, 2011
	Duval Street/Greene Street	Count Needed
	Eaton Street/Grinnell Street	Count Needed
	Flagler Avenue/White Street	March, 2011
	Flagler Avenue/1st Street	March, 2011
	Flagler Avenue/5th Street	Count Needed
	Fleming Street/Grinnell Street	March, 2011
	Palm Avenue/Ely Street	Count Needed
	Simonton Street/Eaton Street	Count Needed
	Simonton Street/Fleming Street	March, 2011
	Simonton Street/Southard Street	Count Needed
	Simonton Street/United Street	March, 2011
	Simonton Street/South Street	Count Needed
	Simonton Street/Caroline Street	March, 2011
	Thomas Street/Petronia Street	March, 2011
	White Street/Eaton Street	March, 2011
	White Street/United Street	Count Needed

Duval Street at Caroline Street		Existing Conditions		Optimized Conditions	
	Phase	2	4	2	4
	Direction	SEB/NWB	NEB/SWB	SEB/NWB	NEB/SWB
	Initial	30	20	20	7
	Passage			3	3
	Max Green	30	20	35	20
	Yellow + Red	6	6	6	6
	Total Split	36	26	41	26
	Min Recall			X	
	Max Recall	X	X		
	Notes:				
Duval Street at Front Street		Existing Conditions		Optimized Conditions	
	Phase	2	4	2	4
	Direction	SEB/NWB	NEB/SWB	SEB/NWB	NEB/SWB
	Initial	30	25	7	7
	Passage			3	3
	Max Green	30	25	30	25
	Yellow + Red	6	6	6	6
	Total Split	36	31	36	31
	Min Recall			X	
	Max Recall	X	X		
	Notes:				
Duval Street at Eaton Street		Existing Conditions		Optimized Conditions	
	Phase	2	4	2	4
	Direction	SEB/NWB	NEB/SWB	SEB/NWB	NEB/SWB
	Initial	30	25	20	7
	Passage			3	3
	Max Green	30	25	30	25
	Yellow + Red	6	6	6	6
	Total Split	36	31	36	31
	Min Recall			X	
	Max Recall	X	X		
	Notes:				
Duval Street at Fleming Street		Existing Conditions		Optimized Conditions	
	Phase	2	4	2	4
	Direction	SEB/NWB	NEB	SEB/NWB	NEB
	Initial	30	20	20	7
	Passage			3	3
	Max Green	30	20	35	20
	Yellow + Red	6	6	6	6
	Total Split	36	26	41	26
	Min Recall			X	
	Max Recall	X	X		
	Notes:				
Duval Street at Southard Street		Existing Conditions		Optimized Conditions	
	Phase	2	4	2	4
	Direction	SEB/NWB	SWB	SEB/NWB	SWB
	Initial	30	20	20	7
	Passage			3	3
	Max Green	30	20	35	20
	Yellow + Red	6	6	6	6
	Total Split	36	26	41	26
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

		Existing Conditions		Optimized Conditions	
Duval Street at Angela Street	Phase	2	4	2	4
	Direction	SEB/NWB	NEB/SWB	SEB/NWB	NEB/SWB
	Initial	30	20	20	7
	Passage			3	3
	Max Green	30	20	35	20
	Yellow + Red	6	6	6	6
	Total Split	36	26	41	26
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

		Existing Conditions		Optimized Conditions	
Duval Street at Greene Street	Phase	2	4	2	4
	Direction	SEB/NWB	NEB/SWB	SEB/NWB	NEB/SWB
	Initial	30	15	20	7
	Passage			3	3
	Max Green	30	15	35	15
	Yellow + Red	6	6	6	6
	Total Split	36	21	41	21
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

		Existing Conditions		Optimized Conditions	
Eaton Street at Grinnell Street	Phase	2	4	2	4
	Direction	NEB/SWB	NWB/SEB	NEB/SWB	NWB/SEB
	Initial	35	25	35	7
	Passage			3	3
	Max Green	35	25	45	25
	Yellow + Red	4	4	4	4
	Total Split	39	29	49	29
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

		Existing Conditions						Optimized Conditions					
Flagler Avenue at Kennedy Drive	Phase	1	2	4	5	6	8	1	2	4	5	6	8
	Direction	NEL	SEB	SEB	SWL	NEB	NWB	NEL	SEB	SEB	SWL	NEB	NWB
	Initial	5	40	8	5	40	8	5	30	8	5	30	8
	Passage	3		3	3		3	3		3	3		3
	Max Green	20	40	25	20	40	25	20	45	25	20	45	25
	Yellow + Red	5	5	5	5	5	5	5	5	5	5	5	5
	Total Split	25	45	30	25	45	30	25	50	30	25	50	30
	Min Recall								X			X	
	Max Recall												
	Notes:												

		Existing Conditions		Optimized Conditions	
Flagler Avenue at White Street	Phase	1	2	1	2
	Direction	NWB/SEB	NEB/SWB	NWB/SEB	NEB/SWB
	Initial	35	35	20	7
	Passage			3	3
	Max Green	35	35	35	35
	Yellow + Red	4	4	4	4
	Total Split	39	39	39	39
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

		Existing Conditions			Optimized Conditions		
Flagler Avenue at 1st Street	Phase	2	3	4	2	3	4
	Direction	NEB/SWB	SEB	NEB	NEB/SWB	SEB	NEB
	Initial	40	20	20	20	7	7
	Passage				3	3	3
	Max Green	40	20	20	40	23	23
	Yellow + Red	5	5	5	5	5	5
	Total Split	45	25	25	45	28	28
	Min Recall				X		
	Max Recall	X	X	X			
	Notes:						

		Existing Conditions		Optimized Conditions	
Flagler Avenue at 5th Street	Phase	1	2	1	2
	Direction	NWB/SEB	NEB/SWB	NWB/SEB	NEB/SWB
	Initial	20	35	7	25
	Passage			3	
	Max Green	20	35	20	40
	Yellow + Red	4	4	4	4
	Total Split	24	39	24	44
	Min Recall				X
	Max Recall	X	X		
	Notes:				

		Existing Conditions		Optimized Conditions	
Fleming Street at Grinnell Street	Phase	1	2	1	2
	Direction	NEB	NWB/SEB	NEB	NWB/SEB
	Initial	30	20	25	10
	Passage			3	3
	Max Green	30	20	30	20
	Yellow + Red	5	5	5	5
	Total Split	35	25	35	25
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

		Existing Conditions				Optimized Conditions					
N. Roosevelt Boulevard at Palm Avenue	Phase	2	3	4	6	2	3	4	6	7	8
	Direction	SWB	NWL/SEL	NWB/SEB	NEB	SWB	NWL	SEB	NEB	SEL	NWB
	Initial	18	12	12	18	18	7	12	18	15	12
	Passage	4	4	3	4	4	4	4	4	4	4
	Max Green	50	20	70	50	60	25	50	60	50	25
	Yellow + Red	5	5	5	5	5	5	5	5	5	5
	Total Split	55	25	75	55	65	30	55	65	55	30
	Min Recall	X			X	X			X		
	Max Recall										
	Notes:					Timing for 11:00 AM - 6:00 PM. Add 2 new phases. Southeast left and northwest left should remain protected/permissive.					

		Existing Conditions								Optimized Conditions							
N. Roosevelt Boulevard at Kennedy Drive	Phase	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
	Direction	NEL	SWB	NWL	SEB	SWL	NEB	SEL	NWB	NEL	SWB	NWL	SEB	SWL	NEB	SEL	NWB
	Initial	10	45	17	20	10	45	17	20	10	45	17	20	10	45	17	20
	Passage	2.5				2.5				2.5	3	3	3	2.5	3	3	3
	Max Green	15	45	30	30	15	45	30	30	15	50	30	30	15	50	30	30
	Yellow + Red	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	Total Split	20	50	35	35	20	50	35	35	20	55	35	35	20	55	35	35
	Min Recall										X				X		
	Max Recall		X	X	X		X	X	X								
	Notes:																

		Existing Conditions			Optimized Conditions		
N. Roosevelt Boulevard at Overseas Market	Phase	1	2	4	1	2	4
	Direction	NEL/SWL	NEB/SWB	NEB/SWB	NEL/SWL	NEB/SWB	NEB/SWB
	Initial	10	45	10	10	45	10
	Passage	3	4	3.5	3	4	3.5
	Max Green	20	45	30	20	60	30
	Yellow + Red	4	4	4	4	4	4
	Total Split	24	49	34	24	64	34
	Min Recall		X	X		X	
	Max Recall						
	Notes:						

		Existing Conditions		Optimized Conditions	
Palm Avenue at Ely Street	Phase	2	4	2	4
	Direction	EB/WB	NB/SB	EB/WB	NB/SB
	Initial	35	12	40	7
	Passage			3	3
	Max Green	35	12	60	16
	Yellow + Red	6	6	6	6
	Total Split	41	18	66	22
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

		Existing Conditions		Optimized Conditions	
Simonton Street at Eaton Street	Phase	1	2	1	2
	Direction	NWB/SEB	NEB/SWB	NWB/SEB	NEB/SWB
	Initial	30	30	7	7
	Passage			3	3
	Max Green	30	30	30	30
	Yellow + Red	4	4	4	4
	Total Split	34	34	34	34
	Min Recall				X
	Max Recall	X	X		
	Notes:				

		Existing Conditions		Optimized Conditions	
Simonton Street at Fleming Street	Phase	1	2	1	2
	Direction	NWB/SEB	NEB	NWB/SEB	NEB
	Initial	30	20	20	7
	Passage			3	3
	Max Green	30	20	35	20
	Yellow + Red	4	4	4	4
	Total Split	34	24	39	24
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

		Existing Conditions		Optimized Conditions	
Simonton Street at Southard Street	Phase	1	2	1	2
	Direction	SWB	NWB/SEB	SWB	NWB/SEB
	Initial	25	30	7	20
	Passage			3	3
	Max Green	25	30	20	40
	Yellow + Red	5	5	5	5
	Total Split	30	35	25	45
	Min Recall				X
	Max Recall	X	X		
	Notes:				

		Existing Conditions		Optimized Conditions	
Simonton Street at United Street	Phase	1	2	1	2
	Direction	NWB/SEB	NEB/SWB	NWB/SEB	NEB/SWB
	Initial	25	30	7	7
	Passage			3	3
	Max Green	25	30	25	30
	Yellow + Red	5	5	5	5
	Total Split	30	35	30	35
	Min Recall			X	
	Max Recall	X	X		
	Notes:				
		Existing Conditions		Optimized Conditions	
Simonton Street at South Street	Phase	1	2	1	2
	Direction	NWB/SEB	NEB/SWB	NWB/SEB	NEB/SWB
	Initial	30	30	7	7
	Passage			3	3
	Max Green	30	30	30	30
	Yellow + Red	5	5	5	5
	Total Split	35	35	35	35
	Min Recall			X	
	Max Recall	X	X		
	Notes:				
		Existing Conditions		Optimized Conditions	
Simonton Street at Caroline Street	Phase	1	2	1	2
	Direction	NWB/SEB	NEB/SWB	NWB/SEB	NEB/SWB
	Initial	35	25	20	7
	Passage	3	3	3	3
	Max Green	35	25	40	25
	Yellow + Red	4	4	4	4
	Total Split	39	29	44	29
	Min Recall			X	
	Max Recall	X	X		
	Notes:				
		Existing Conditions		Optimized Conditions	
Thomas Street at Petronia Street	Phase	1	2	1	2
	Direction	NEB/SWB	NWB/SEB	NEB/SWB	NWB/SEB
	Initial	20	20	7	7
	Passage			3	3
	Max Green	20	20	25	25
	Yellow + Red	4	4	4	4
	Total Split	24	24	29	29
	Min Recall				
	Max Recall	X	X	X	X
	Notes:				

		Existing Conditions		Optimized Conditions		
Truman Avenue at Whitehead Street	Phase	2	4	1	2	4
	Direction	SWB	NWB/SEB	SEB/SEL	SWB	NWB/SEB
	Initial	20	20	7	7	7
	Passage			3	3	3
	Max Green	20	20	12	20	20
	Yellow + Red	5	5	5	5	5
	Total Split	25	25	17	25	25
	Min Recall					X
	Max Recall	X	X			
	Notes:			Add 5-section signal head and SEL/SEB phase		

Truman Avenue at Duval Street		Existing Conditions		Optimized Conditions	
	Phase	2	4	2	4
	Direction	NEB/SWB	NWB/SEB	NEB/SWB	NWB/SEB
	Initial	7	7	7	7
	Passage	3	3	3	3
	Max Green	26	19	25	30
	Yellow + Red	5	5	5	5
	Total Split	31	24	30	35
	Min Recall				X
	Max Recall	X	X		
	Notes:				

Truman Avenue at Simonton Street		Existing Conditions			Optimized Conditions	
	Phase	2	3	4	2	4
	Direction	NEB/SWB	SEL	NWB/SEB	NEB/SWB	NWB/SEB
	Initial	7	5	7	7	7
	Passage	3	3	3	3	3
	Max Green	27	9	28	34	29
	Yellow + Red	4	4	4	4	4
	Total Split	31	13	32	38	33
	Min Recall					
	Max Recall	X	X	X	X	X
	Notes:	4:00 - 6:00 PM Timing			4:00 - 6:00 PM Timing. Remove Phase 3.	

Truman Avenue at White Street		Existing Conditions		Optimized Conditions	
	Phase	2	4	2	4
	Direction	NEB/SWB	NWB/SEB	NEB/SWB	NWB/SEB
	Initial	60	35	30	20
	Passage			3	3
	Max Green	60	35	60	40
	Yellow + Red	5	5	5	5
	Total Split	65	40	65	45
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

Truman Avenue at Windsor Lane		Existing Conditions		Optimized Conditions	
	Phase	2	4	2	4
	Direction	NEB/SWB	NWB/SEB	NEB/SWB	NWB/SEB
	Initial	35	15	40	7
	Passage			3	3
	Max Green	35	15	40	15
	Yellow + Red	5	5	5	5
	Total Split	40	20	45	20
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

Truman Avenue at Eisenhower Drive		Existing Conditions						Optimized Conditions					
	Phase	1	2	4	5	6	8	1	2	4	5	6	8
	Direction	NEL	SWB	SEB	SWL	NEB	NWB	NEL	SWB	SEB	SWL	NEB	NWB
	Initial	8	30	15	8	30	15	8	30	7	8	30	7
	Passage		1.5	2		1.5	2	3	1.5	2	3	1.5	2
	Max Green	12	47	18	12	47	18	12	50	15	12	50	15
	Yellow + Red	4	5	5	4	5	5	4	5	5	4	5	5
	Total Split	16	52	23	16	52	23	16	55	20	16	55	20
	Min Recall			X			X		X			X	
	Max Recall		X			X							
	Notes:												

US-1 at N. Roosevelt Boulevard		Existing Conditions			Optimized Conditions		
	Phase	1	2	4	1	2	4
	Direction	EBL	EB/WB	SB	EBL/EB	EB/WB	SB
	Initial	20	8	20	20	8	20
	Passage	3	2.5	3	3	2.5	3
	Max Green	48.5	14	23	55.5	20	24
	Yellow + Red	4.5	5	5	4.5	5	5
	Total Split	53	19	28	60	25	29
	Min Recall					X	
	Max Recall	X	X	X			
	Notes:	9:30 AM - 6:30 PM Only			9:30 AM - 6:30 PM Only		

White Street at Eaton Street		Existing Conditions		Optimized Conditions	
	Phase	1	2	1	2
	Direction	NWB/SEB	NEB/SWB	NWB/SEB	NEB/SWB
	Initial	15	45	10	45
	Passage			3	3
	Max Green	15	45	23	45
	Yellow + Red	4	4	4	4
	Total Split	19	49	27	49
	Min Recall				X
	Max Recall	X	X		
	Notes:				

White Street at United Street		Existing Conditions		Optimized Conditions	
	Phase	1	2	1	2
	Direction	NEB/SWB	NWB/SEB	NEB/SWB	NWB/SEB
	Initial	25	30	7	7
	Passage			3	3
	Max Green	25	30	25	30
	Yellow + Red	4	4	4	4
	Total Split	29	34	29	34
	Min Recall				X
	Max Recall	X	X		
	Notes:				

Whitehead Street at Fleming Street		Existing Conditions		Optimized Conditions	
	Phase	2	4	2	4
	Direction	NWB/SEB	NEB	NWB/SEB	NEB
	Initial	30	25	7	7
	Passage			3	3
	Max Green	30	25	30	25
	Yellow + Red	5	5	5	5
	Total Split	35	30	35	30
	Min Recall			X	
	Max Recall	X	X		
	Notes:				

Whitehead Street at Southard Street		Existing Conditions				Optimized Conditions			
	Phase	1	2	3	4	1	2	3	4
	Direction	NWB/NWL	NWB/SEB	NEB	SWB	NWB/NWL	NWB/SEB	NEB	SWB
	Initial	17	35	20	25	4	7	7	7
	Passage					3	3	3	3
	Max Green	17	35	20	25	8	40	25	25
	Yellow + Red	5	5	5	5	5	5	5	5
	Total Split	22	40	25	30	13	45	30	30
	Min Recall						X		
	Max Recall	X	X	X	X				
	Notes:								

APPENDIX O

MUTCD SHARED LANE MARKINGS

Support:

14 Examples of bicycle lane markings at right-turn lanes are shown in Figures 9C-1, 9C-4, and 9C-5. Examples of pavement markings for bicycle lanes on a two-way street are shown in Figure 9C-6. Pavement word message, symbol, and arrow markings for bicycle lanes are shown in Figure 9C-3.

Section 9C.05 Bicycle Detector Symbol

Option:

01 A symbol (see Figure 9C-7) may be placed on the pavement indicating the optimum position for a bicyclist to actuate the signal.

02 An R10-22 sign (see Section 9B.13 and Figure 9B-2) may be installed to supplement the pavement marking.

Section 9C.06 Pavement Markings for Obstructions

Guidance:

01 *In roadway situations where it is not practical to eliminate a drain grate or other roadway obstruction that is inappropriate for bicycle travel, white markings applied as shown in Figure 9C-8 should be used to guide bicyclists around the condition.*

Section 9C.07 Shared Lane Marking

Option:

01 The Shared Lane Marking shown in Figure 9C-9 may be used to:

A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
D. Encourage safe passing of bicyclists by motorists, and
E. Reduce the incidence of wrong-way bicycling.

Guidance:

02 *The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.*

Standard:

03 **Shared Lane Markings shall not be used on shoulders or in designated bicycle lanes.**

Guidance:

04 *If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.*

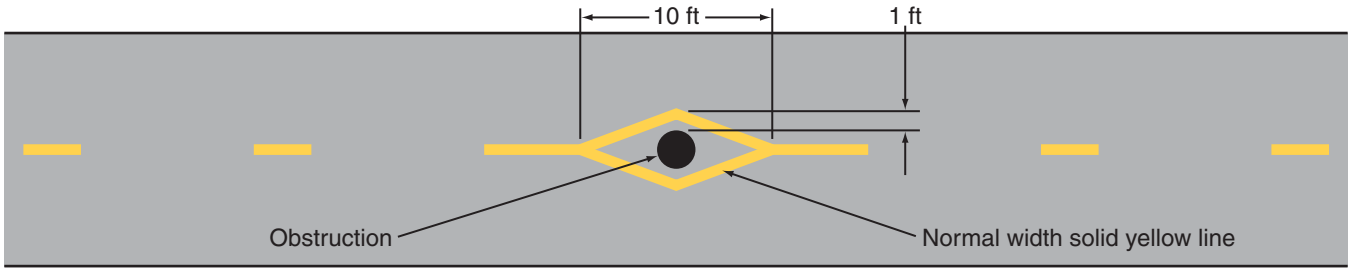
05 *If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.*

06 *If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.*

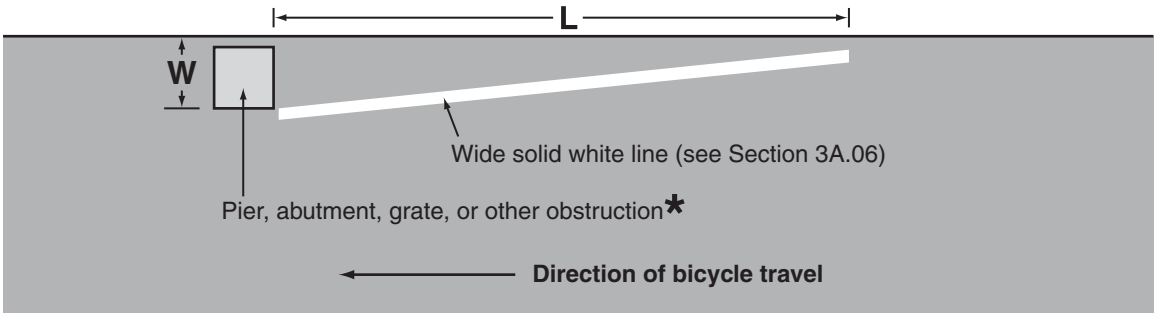
Option:

07 Section 9B.06 describes a Bicycles May Use Full Lane sign that may be used in addition to or instead of the Shared Lane Marking to inform road users that bicyclists might occupy the travel lane.

Figure 9C-8. Examples of Obstruction Pavement Markings



A - Obstruction within the path

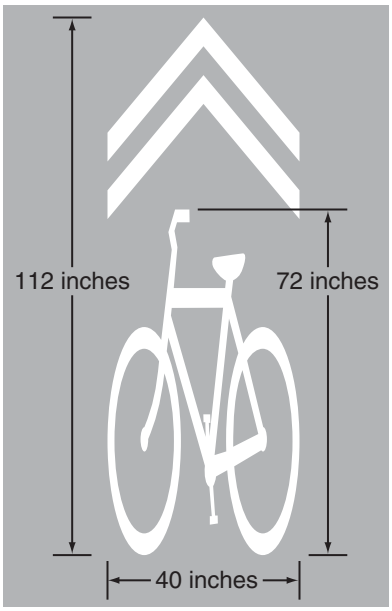


B - Obstruction at edge of path or roadway

L = WS, where W is the offset in feet and S is bicycle approach speed in mph

* Provide an additional foot of offset for a raised obstruction and use the formula L = (W+1) S for the taper length

Figure 9C-9. Shared Lane Marking



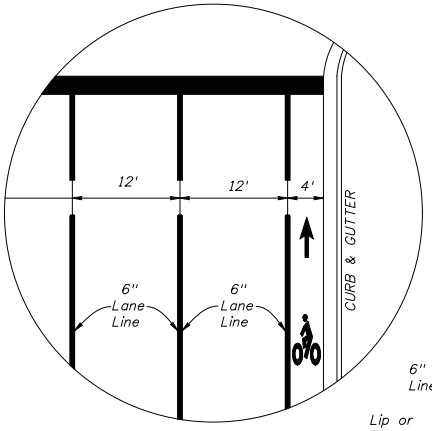
1. Recommended spacing of bike lane symbols: Immediately after intersections and major driveways and at a maximum spacing of 600 feet for urban sections and 1320 feet for rural sections.

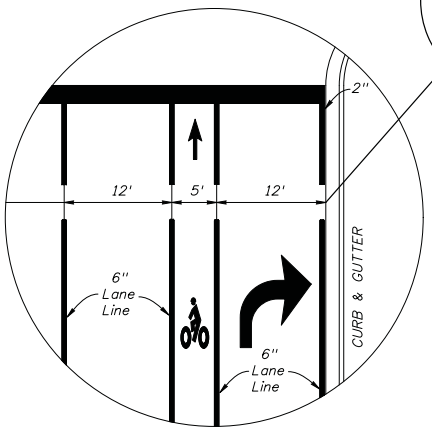
2. Recommended spacing for shared lane marking symbols: Immediately after intersections and at a maximum spacing of 250 feet for urban roadways and 600 feet for roadways in non-urban areas.

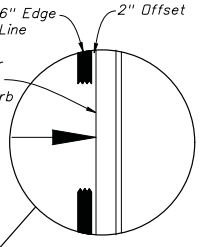
3. All pavement markings and pavement messages shall be White.

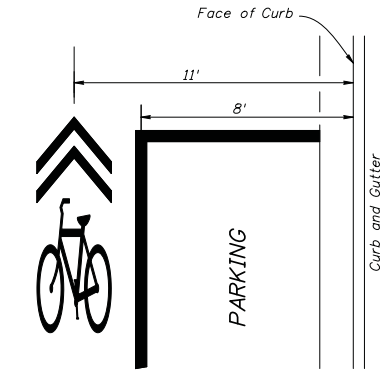
4. All pavement messages shall be preformed thermoplastic.

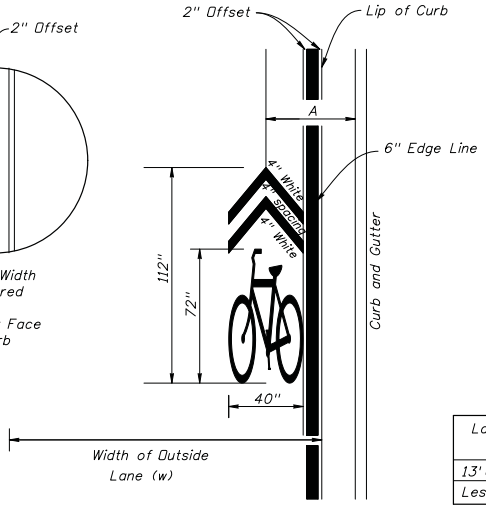
5. Bike lane signs (R3-17, R3-17a, R3-17b) are not required.





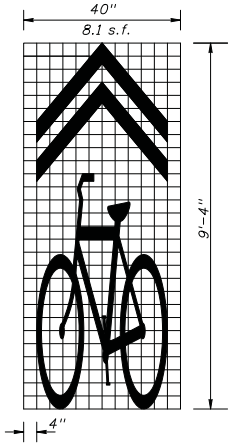


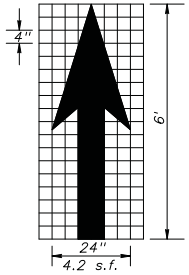


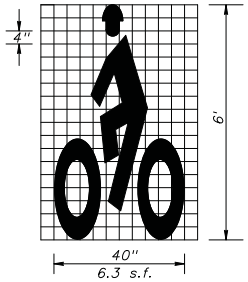


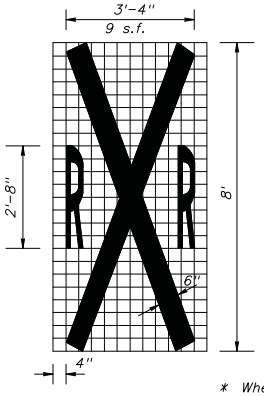
Lane Width (w)	Sharrow ℄ (A)
13' or Greater	4'
Less Than 13'	5½'

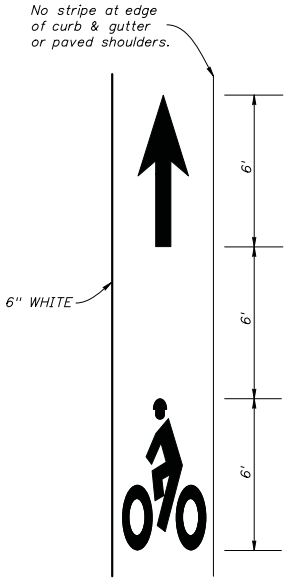
BIKE LANE MARKINGS

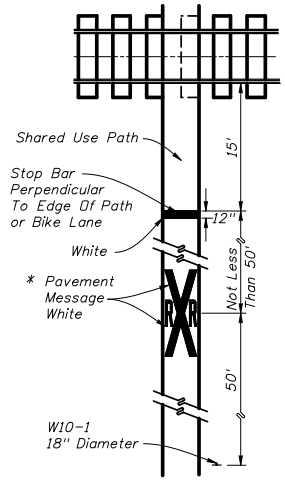












* When used in bike lane, markings shall be placed adjacent to markings in travel lane and W10-1 sign shall be deleted.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
10/05/10	C.H.	Sheet completely revised.			

2010 Interim Design Standard

BICYCLE MARKINGS

Interim Date 01/01/11

Sheet No. 1 of 4

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