

100 CLINTON AVENUE

TRAFFIC STUDY

Prepared for: Carmel Partners

Client Ref: 141.21074.00001

September 2022



September 26, 2022

Mr. Todd Christensen
Carmel Partners
1330 Connecticut Avenue NW, Suite 320
Washington, DC 20036

**Re: Traffic Impact Study
100 Clinton Avenue Development
Stamford, Connecticut
SLR #141.21074.00001**

Dear Mr. Christensen,

At your request, SLR International Corporation (SLR) has undertaken this study to evaluate the traffic-related implications associated with the proposed development to be located at 100 Clinton Avenue in Stamford, Connecticut. The site consists of two properties that are bisected by Clinton Avenue. Block A is located on the east side of Clinton Avenue, and Block B is located on the west side. **Figure 1** displays the site location map. The proposed project plans to develop the two parcels on either side of Clinton Avenue, between Division Street and Richmond Hill Avenue, with two multifamily residential buildings, totaling 471 units. Access to the parking garages will be provided off Clinton Avenue, between Division Street and Richmond Hill Avenue.

The work comprising the study consisted of several tasks, including data collection, review of roadway and traffic conditions, estimation of site-generated traffic volumes, and assessment of future traffic operations. For this study, the following intersections were evaluated:

1. Greenwich Avenue at Tresser Boulevard (US Route 1)
2. Greenwich Avenue at Richmond Hill Avenue
3. Clinton Avenue at Tresser Boulevard (US Route 1)
4. Clinton Avenue at Division Street
5. Clinton Avenue at Richmond Hill Avenue
6. Washington Boulevard at Tresser Boulevard (US Route 1)
7. Washington Boulevard at Division Street
8. Washington Boulevard at Richmond Hill Avenue
9. Washington Boulevard at North State Street and the I-95 westbound on ramp

Please note that we have also prepared a Transportation Demand Management Plan (TDMP)/Parking Management Plan (PMP) for this development under a separate cover.

EXECUTIVE SUMMARY

Based on the results of this traffic study, it is our opinion that the changes in traffic patterns resulting from the proposed development will be minimal and can be accommodated by the surrounding roadway system. Therefore, no offsite mitigation to the surrounding roadway system is required.

EXISTING CONDITIONS

Existing data and information on adjacent/nearby vehicle traffic volumes, transit, and crash history were collected to determine the existing conditions of the area around the proposed development.

Site Environs

Clinton Avenue is a local roadway that runs north/south from Main Street to Richmond Hill Avenue. Clinton Avenue generally has one lane in each direction with on-street parking permitted on the west side and sidewalks on both sides of the roadway.

Richmond Hill Avenue is a local roadway that runs east/west from West Main Street (US Route 1) to Washington Boulevard. Within the vicinity of the site, Richmond Hill Avenue generally has one lane in each direction and widens to provide turn lanes at Washington Boulevard. On-street parking is generally not permitted directly near the site, and sidewalks are present on both sides of the roadway.

Division Street is a local roadway that runs east/west from Clinton Avenue to Washington Boulevard. Division Street generally has one lane in each direction with on-street parking and sidewalks on both sides of the roadway.

Washington Boulevard is a principal arterial that runs north/south through Stamford from Cold Spring Road to Atlantic Street. Within the vicinity of the project site, Washington Boulevard generally has two lanes in each direction and widens to provide turn lanes at the signalized intersections. On-street parking is not permitted near the site south of Tresser Boulevard, and sidewalks are present on both sides of the roadway.

Tresser Boulevard (US Route 1) is a principal arterial that runs east/west through the City of Stamford, parallel to Interstate 95 (I-95). Within the vicinity of the site, Tresser Boulevard has three lanes in each direction and widens to provide turn lanes at the signalized intersections. On-street parking is not permitted, and sidewalks are present on both sides of the roadway.

Greenwich Avenue is a minor arterial that runs north/south along the west side of the Rippowam River from Tresser Boulevard (US Route 1), where it transitions to West Main Street, to Selleck Street, where it transitions to Southfield Avenue. Within the vicinity of the project site, Greenwich Avenue generally has one lane in each direction and widens to provide turn lanes at key intersections. On-street parking is

permitted within some areas, sidewalks are present on both sides of the roadway, and sharrows are painted on both travel lanes.

Existing Transit Routes

CTtransit is Connecticut Department of Transportation's (CTDOT) bus service, connecting with other services in Norwalk, the Metro-North Railroad New Haven Line, Amtrak service, the Metro-North Harlem Line, and with Bee-Line buses in Westchester County, New York. CTtransit Stamford bus routes 311, 312, 313, 321, 324, 328, 331, 333, 334, 335, 336, 341, 342, 344, and 345 have stops near the site along one or more of the following locations: Greenwich Avenue, Washington Boulevard, Tresser Boulevard (US Route 1), Clinton Avenue, Richmond Hill Avenue, and Division Street. The proposed redevelopment is also within walking distance (approximately 0.25 miles) from the Stamford Transportation Center, which provides access to both Metro-North Railroad and Amtrak services.

Crash Data Summary

Information on traffic crash statistics for the study intersections were obtained from the Connecticut Crash Data Repository for the roughly 3-year period of January 1, 2019, to September 7, 2022. The crash data collected for this period, shown in Table 1, is summarized by location.

A total of 203 crashes were reported at the study intersections during the roughly 3-year period. More than 70 percent of the total crashes resulted in property damage only. Approximately 14 percent of the total crashes resulted in suspected minor injuries, and approximately 11 percent resulted in possible injuries. One fatality was reported. According to the Connecticut Crash Data Repository, the fatality occurred at the intersection of Washington Boulevard and Tresser Boulevard (US Route 1) on November 13, 2019. The vehicle was traveling straight across the intersection when the pedestrian crossed the roadway at the marked crosswalk. The pedestrian failed to follow the pedestrian signal and was hit by the vehicle and killed. There were no other contributing circumstances documented. We also understand there was a second fatal crash, a hit-and-run, involving a pedestrian that occurred at the intersection of Washington Boulevard and Tresser Boulevard (US Route 1) in April 2021 that has apparently not yet made it into the Connecticut Crash Data Repository.

The most common collision type was rear-end collisions, comprising approximately 40 percent of reported crashes, followed by angle collisions at approximately 27 percent, and sideswipe (same direction) collisions at 17 percent of reported crashes. Nine pedestrian-related collisions were reported in the Connecticut Crash Data Repository: two at the intersection of Clinton Avenue and Tresser Boulevard (US Route 1), one at the intersection of Washington Boulevard and Tresser Boulevard (US Route 1), four at the intersection of Washington Boulevard and Richmond Hill Avenue, and two at the intersection of Washington Boulevard and North State Street. According to the Repository, in half of the collisions, the drivers failed to yield to the pedestrian when turning. In the other half of the collisions, the pedestrians failed to obey the traffic

signs or signals. One pedestrian was under the influence of medications, drug, or alcohol. No bicycle-related collisions were reported.

Table 1 Crash Data Summary

	Location	Crash Severity					Type of Collision													Total
		Property Damage Only	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal Injury	Rear End	Angle	Sideswipe (Same Direction)	Hit Pedestrian	Hit Fixed Object	Head On	Sideswipe (Opposite Direction)	Overturn/Rollover	Fell/Jumped From Vehicle	Hit Curb	Hit Non-Fixed Object	Hit Tree	Other	
1	Greenwich Ave @ Tresser Blvd	20	2	5	1	-	6	13	4	-	1	-	-	1	1	-	-	-	2	28
2	Greenwich Ave @ Richmond Hill Ave	14	3	8	1	-	11	10	3	-	-	1	1	-	-	-	-	-	-	26
3	Clinton Ave @ Tresser Blvd	10	2	5	-	-	6	3	3	2	-	-	-	1	-	-	1	-	1	17
5	Clinton Ave @ Richmond Hill Ave	2	1	-	-	-	-	1	1	-	-	-	-	-	-	-	-	1	-	3
6	Washington Blvd @ Tresser Blvd	42	4	4	1	1	27	8	11	1	1	-	-	-	1	1	-	-	2	52
7	Washington Blvd @ Division St	7	1	-	-	-	4	-	2	-	1	-	-	-	-	-	-	-	1	8
8	Washington Blvd @ Richmond Hill Ave	15	2	3	2	-	5	6	5	4	2	-	-	-	-	-	-	-	-	22
9	Washington Blvd @ N State St	34	8	4	1	-	23	13	6	2	1	1	1	-	-	-	-	-	-	47
Intersection Totals		144	23	29	6	1	82	54	35	9	6	2	2	2	2	1	1	1	6	203

Source: Connecticut Crash Data Repository from January 1, 2019, to September 7, 2022.

Existing Traffic Volumes

Traffic monitoring data from August 2020 (collected during the COVID-19 epoch) for Greenwich Avenue south of US Route 1, Washington Boulevard south of US Route 1, and Tresser Boulevard west of Route 137 was obtained from CTDOT. The annualized average daily traffic (AADT) on Greenwich Avenue was recorded as 6,800 vehicles (3,800 northbound and 3,000 southbound). The AADT on Washington Boulevard was recorded as 13,200 vehicles (6,000 northbound and 7,200 southbound). The AADT on Tresser Boulevard was recorded as 12,500 vehicles (6,400 northbound and 6,100 southbound).

At the time of this report, the intersection of South State Street at Greenwich Avenue was closed for the construction of the Stamford Station Parking Garage and traffic was detoured down to Richmond Hill Avenue. Because of this, multimodal traffic counts could not be conducted, and instead, 2022 balanced volumes obtained from CTDOT for the ongoing I-95 Exits 7-9 PEL Study were used at the study intersections along Greenwich Avenue and Washington Boulevard. For the study intersections on Clinton Avenue, counts conducted in March 2016 were adjusted using the 2022 balanced volumes at the adjacent intersections. The Baseline (2022) Conditions peak-hour traffic volumes were approved by CTDOT Bureau of Policy and Planning. The Baseline (2022) Conditions peak-hour traffic volumes are shown in **Figure 2**.

It is important to note that the intersection counts provided by CTDOT did not include pedestrian volumes, however, pedestrians were accounted for in the intersection capacity analysis. At each signalized intersection, ten pedestrian calls per hour were assumed for each pedestrian phase.

PROPOSED DEVELOPMENT

As stated previously, the proposed project plans to develop two multifamily residential buildings on either side of Clinton Avenue, totaling 471 units. Parking is proposed under each building. Access to the parking will be provided off Clinton Avenue, between Division Street and Richmond Hill Avenue.

Proposed Development Trip Generation

The proposed site-generated peak-hour trips were estimated using statistical data published by the Institute of Transportation Engineers (ITE).¹ **Table 2** summarizes the site-generated traffic estimates for the proposed development during the study peak hours.

Table 2 Proposed Development Vehicle Traffic Estimates

Land Use	Units	A.M. Peak Hour				P.M. Peak Hour			
		Trip Rate	In	Out	Total	Trip Rate	In	Out	Total
Proposed Development									
ITE Land Use 221 – Multifamily Housing (Mid-Rise)	471 DU	0.37/DU	40	134	174	0.39/DU	112	72	184
<i>TOD Reduction (-20%)</i>	-	-	-8	-27	-35	-	-22	-14	-36
Estimated Total	-	-	32	107	139	-	90	58	148

Notes:

1. *Trip Generation*, 11th Edition, Institute of Transportation Engineers
2. DU = Dwelling Units

The statistical data published by ITE is largely based on areas without the public transportation attributes and access to the train station of Stamford. The proposed redevelopment is approximately 0.25 miles from

¹ *Trip Generation*, 11th Edition, Institute of Transportation Engineers, 2021

the Stamford Transportation Center. Given the proposed development's location within downtown Stamford and its proximity to the Stamford Transportation Center, and based on correspondence with CTDOT, a 20 percent Transit Oriented Development (TOD) reduction was applied to the site-generated traffic estimates. Because TODs reduce the need for residents and visitors to drive, TOD housing typically produces considerably less vehicle traffic than what is generated by conventional housing developments.

As shown in Table 2, the proposed development is estimated to generate around 139 new vehicle trips (32 vehicles entering and 107 vehicles exiting) during the morning peak hour and 148 new vehicle trips (90 vehicles entering and 58 vehicles exiting) during the afternoon peak hour.

Proposed Development Trip Distribution and Trip Assignment

The geographic distribution of the proposed development site-generated traffic was estimated based on review of the roadway traffic patterns in the vicinity of the site as well as review of census commuting data. **Figure 3** illustrates the distribution for the proposed redevelopment site-generated traffic through the study area.

Based on the proposed redevelopment trip generation and trip distribution, the proposed site-generated trips were assigned to the study area intersections. **Figure 4** displays the resulting proposed redevelopment trip assignment.

FUTURE (2025) CONDITIONS

The proposed development is anticipated to be completed by 2025. Future (2025) Conditions were evaluated with the proposed development site vacant and with the proposed residential development completed to determine possible traffic impacts.

Background Traffic Volumes

The background traffic scenario is reflective of Future (2025) Conditions if the proposed development was not built. Background (2025) Conditions also include traffic associated with other nearby expected upcoming developments as well as general traffic growth.

Based on correspondence with the City of Stamford, CTDOT, and based on our knowledge of proposed and pending developments in the area, the following development projects were included in Background (2025) Conditions. They are as follows:

1. Stamford Station Parking Garage (State Street Garage)
2. 406 Washington Boulevard – Gateway Tower Expansion
3. 885 Washington Boulevard – The Smyth
4. 245 Atlantic Street – True North

5. 677 Washington Boulevard
6. 154 Broad Street

Figure 5 displays the locations of the nearby planned developments. The anticipated future site-generated peak-hour trips from each planned development were obtained from their respective traffic studies and/or OSTA applications. Information on the nearby planned developments is included in the Appendix. The resulting total trip assignment from the nearby planned developments is shown in **Figure 6**.

There were also a few other development projects in the area that were identified by the City of Stamford but not by CTDOT. These were deemed relatively insignificant in relation to our study area, and any of their new traffic can be considered accounted for within the ambient traffic growth rate for the area at the advice of CTDOT. Based on correspondence with CTDOT, the existing traffic volumes were projected to Future (2025) Conditions using a growth rate of 0.7 percent per year. Background (2025) Conditions peak-hour traffic volumes were estimated by applying the growth rate to the Baseline (2022) Conditions peak-hour traffic volumes (shown in Figure 2) and then adding the anticipated peak-hour total trip assignment from the nearby planned developments (shown in Figure 6). The resultant Background (2025) Conditions peak-hour traffic volumes are shown in **Figure 7**. The Background (2025) Conditions peak-hour traffic volumes were approved by CTDOT Bureau of Policy and Planning.

Combined Traffic Volumes

The combined traffic scenario is reflective of Future (2025) Conditions once the proposed development is completed. Combined (2025) Conditions peak-hour traffic volumes were estimated by adding the proposed development trip assignment (shown in Figure 4) to the Background (2025) Conditions peak-hour traffic volumes (shown in Figure 7). The resultant Combined (2025) Conditions peak-hour traffic volumes are shown in **Figure 8**.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was performed at the study intersections under Background and Combined (2025) Conditions to evaluate each intersection's ability to process traffic volumes. These evaluations were used to determine possible traffic impacts from the proposed development based on the comparison of background and combined traffic operations.

Intersection operation results are expressed as a level of service (LOS). LOS is used to provide a qualitative evaluation of the efficiency of operations of an intersection in terms of delay and inconvenience based on certain quantitative calculations. A description of the various LOS designations, A through F, is given in the Appendix. LOS A describes operations with very low average control delay per vehicle while LOS F describes operations with long average delays. The study intersections were evaluated using *Synchro 11 (Trafficware)* traffic analysis software package. **Table 3** summarizes the capacity analysis findings under Background and Combined (2025) Conditions. The full level of service table and the *Synchro* analysis

worksheets are included in the Appendix.

It is important to note that LOS A to LOS D are generally considered acceptable conditions. However, in some areas, LOS E during peak hours is often deemed acceptable and can indicate an efficient tradeoff between traffic flow and the amount of land devoted to the movement of motor vehicles.

Table 3 Capacity Analysis Summary - Future (2025) Conditions

Intersection/Lane Group	Overall Level of Service			
	A.M. Peak Hour		P.M. Peak Hour	
	Background	Combined	Background	Combined
Signalized				
1. Greenwich Avenue at Tresser Boulevard (US Route 1)	C	C	C	C
2. Greenwich Avenue at Richmond Hill Avenue	C	C	D	D
3. Clinton Avenue at Tresser Boulevard (US Route 1)	C	C	B	B
5. Clinton Avenue at Richmond Hill Avenue	C	C	B	C
6. Washington Boulevard at Tresser Boulevard (US Route 1)	D	D	D	D
7. Washington Boulevard at Division Street	A	A	A	A
8. Washington Boulevard at Richmond Hill Avenue	B	B	C	C
9. Washington Boulevard at North State Street/I-95 Westbound On Ramp	C	D	B	B
Unsignalized				
4. Clinton Avenue at Division Street				
Westbound Left/Right	B	B	A	B
Southbound Left	A	A	A	A
10. Clinton Avenue at Proposed Parking Garage Access				
Northbound Left		A		A
Eastbound Left/Through/Right		B		B
Westbound left/Through/Right		B		B
Southbound Left		A		A

Notes: LOS calculations were performed using *Synchro 11*.

As shown in Table 3, the study intersections are expected to operate at acceptable overall LOS (LOS D or better) during both peak hours under Background and Combined (2025) Conditions. Additionally, the proposed parking garage access is expected to operate at acceptable conditions (LOS B or better) during both peak hours under Combined (2025) Conditions.

QUEUE ANALYSIS

The study intersection queues were also evaluated using *Synchro 11 (Trafficware)* traffic analysis software package. For analysis, the average and 95th percentile queues are recorded. The *Synchro* analysis worksheets are included in the Appendix.

All study intersections are not expected to experience any significant increases in queues resulting from the proposed development. Additionally, all approach lanes within close proximity to the proposed development are expected to provide adequate storage length under Background and Combined (2025) Conditions during both peak periods.

INTERSECTION SIGHT DISTANCE

Intersection sight distance was measured at the proposed parking garage driveways. Intersection sight distance is determined through the creation of clear sight triangles. Each quadrant of the intersection should contain a triangular area free of obstructions. For the proposed garage driveways, and for vehicles on Clinton Avenue approaching each driveway, the length of the legs of the triangles should be long enough such that the driver can see any potentially conflicting vehicles departing the proposed garage driveways in sufficient time to slow or stop before colliding. For vehicles departing from the proposed garage driveways, the length of the legs of the triangles should be sufficient for a stopped driver to depart each driveway and turn onto Clinton Avenue safely.

Intersection sight distance was measured in accordance with criteria set forth in the 2003 CTDOT *Highway Design Manual*. For a speed of 25 miles per hour (mph), 280 feet of intersection sight distance is required. Looking north towards Division Street when exiting each driveway, a driver can see more than the 280 feet required for a speed of 25 mph. Looking south towards Richmond Hill Avenue, the required sight line extends into the signalized intersection of Clinton Avenue and Richmond Hill Avenue. At a conventional intersection, left-turning vehicles typically travel at a speed of 15 mph and right-turning vehicles typically travel at a speed of 9 mph. For a speed of 15 mph, approximately 165 feet of intersection sight distance is required. For a speed of 9 mph, approximately 100 feet of intersection sight distance is required. Looking south towards Richmond Hill Road when exiting each driveway, a driver can see more than the 165 feet required for a speed of 15 mph at the eastbound approach, more than the 100 feet required for a speed of 9 mph at the westbound approach, and more than the 280 feet required for a speed of 25 mph at the northbound approach at the signalized intersection of Clinton Avenue and Richmond Hill Avenue.

All vegetation within the clear sight triangles at the parking garage driveways must be kept trimmed, especially during the spring and summer, to ensure that sufficient intersection sight distance is provided throughout the year. On-street parking is currently permitted on the west side of Clinton Avenue. It is recommended to establish a no-parking zone along the west side of Clinton Avenue from approximately 50 feet north of the proposed garage driveway to Richmond Hill Avenue to improve the sight lines at the driveway.

Additionally, upon review of the study area, the vegetation within the median at Gateway Commons (the westbound approach at the intersection of Washington Boulevard and Richmond Hill Avenue) is very tall and restricts the sight distance of vehicles and more importantly pedestrians crossing the intersection. This vegetation should get trimmed to maintain the required sight distance at the intersection.

SUMMARY

This study was conducted to assess the traffic impacts of the proposed development to be located at 100 Clinton Avenue in Stamford. The proposed project plans to develop two multifamily residential buildings on either side of Clinton Avenue, totaling 471 units. Parking is proposed under each building. Access to the parking will be provided off Clinton Avenue, between Division Street and Richmond Hill Avenue.

To determine a profile of existing conditions, data assembly efforts were undertaken. Estimates of traffic that will be generated by the proposed development was developed based on statistical data published by ITE; and intersection capacity analysis and queue analysis were performed at the study intersections under Background and Combined (2025) Conditions.

With the proposed development, all study intersections are expected to operate at acceptable overall LOS during both peak periods. Additionally, all study intersections are not expected to experience any significant increases in queues with the proposed development. Based on the results of this traffic study, it is our opinion that the changes in traffic patterns resulting from the proposed development, can be accommodated by the surrounding roadway system. Therefore, no offsite mitigation to the surrounding roadway system is required.

To improve roadway operations and sight lines at the proposed parking garage driveways, it is recommended to establish a no-parking zone along the west side of Clinton Avenue from approximately 50 feet north of the proposed garage driveway to Richmond Hill Avenue. Additionally, upon review of the study area, the vegetation within the median at Gateway Commons (the westbound approach at the intersection of Washington Boulevard and Richmond Hill Avenue) is very tall and restricts the sight distance of vehicles and more importantly pedestrians crossing the intersection. This vegetation should get trimmed to maintain the required sight distance at the intersection.

We hope this report is useful to you and the City of Stamford. If you have any questions or need anything further, please do not hesitate to contact either of the undersigned.

Sincerely,

SLR International Corporation



Emily A. Foster, PE
Associate Transportation Engineer



Neil C. Olinski, MS, PTP
Senior Transportation Planner

Figures

- Figure 1 – Site Location Map
- Figure 2 – Baseline (2022) Conditions Peak-Hour Traffic Volumes
- Figure 3 – Proposed Development Distribution
- Figure 4 – Proposed Development Peak-Hour Trip Assignment
- Figure 5 – Nearby Planned Developments Locations
- Figure 6 – Nearby Planned Developments Total Peak-Hour Trip Assignment
- Figure 7 – Background (2025) Conditions Peak Hour-Traffic Volumes
- Figure 8 – Combined (2025) Conditions Peak Hour-Traffic Volumes

Appendix

- Information on the Nearby Planned Developments Included in Background (2025) Conditions
- LOS Designation Descriptions
- Full LOS Table
- *Synchro* Analysis Worksheets

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Figure 1
Site Location Map

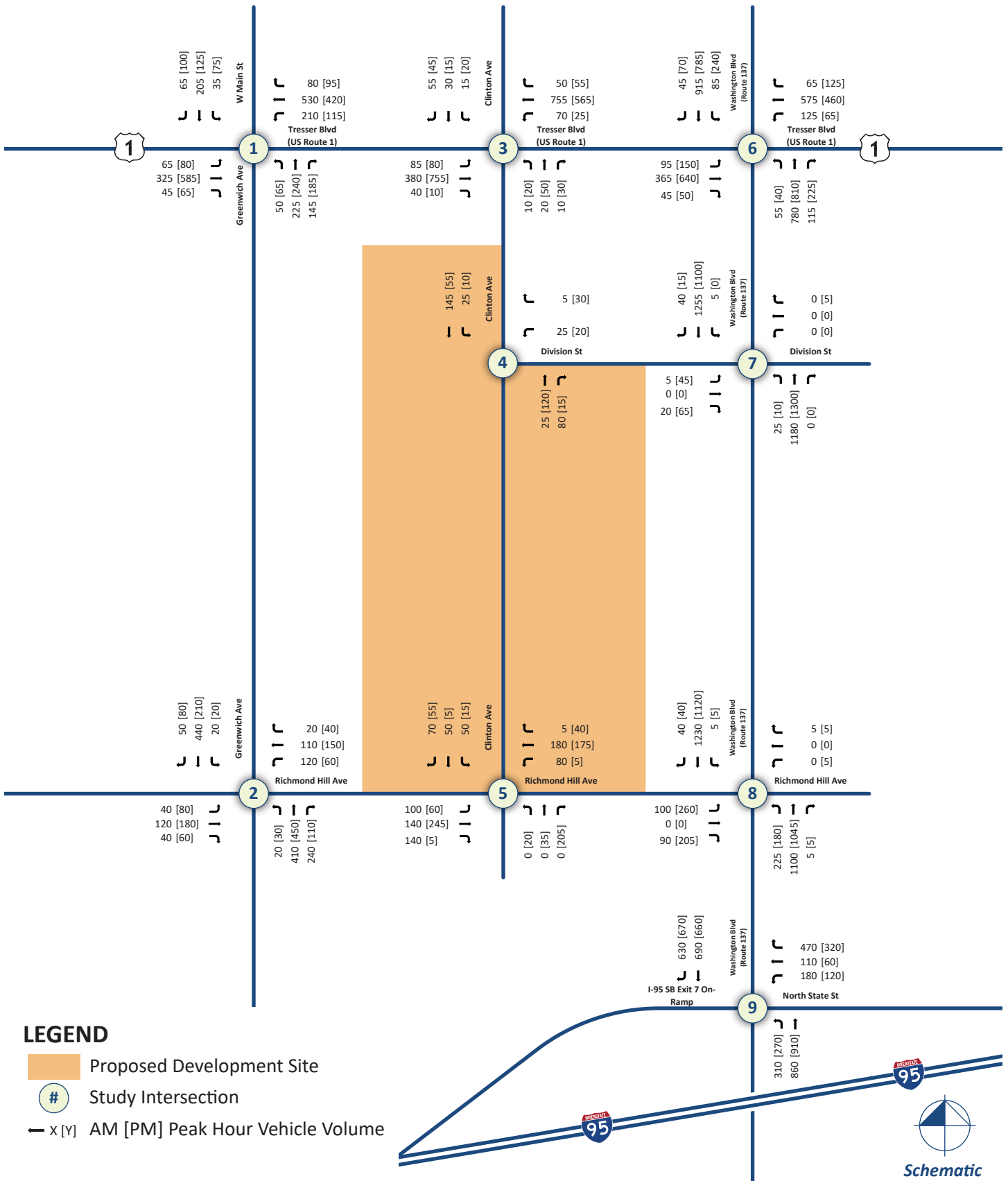


Figure 2
Baseline (2022) Conditions Peak Hour Traffic Volumes

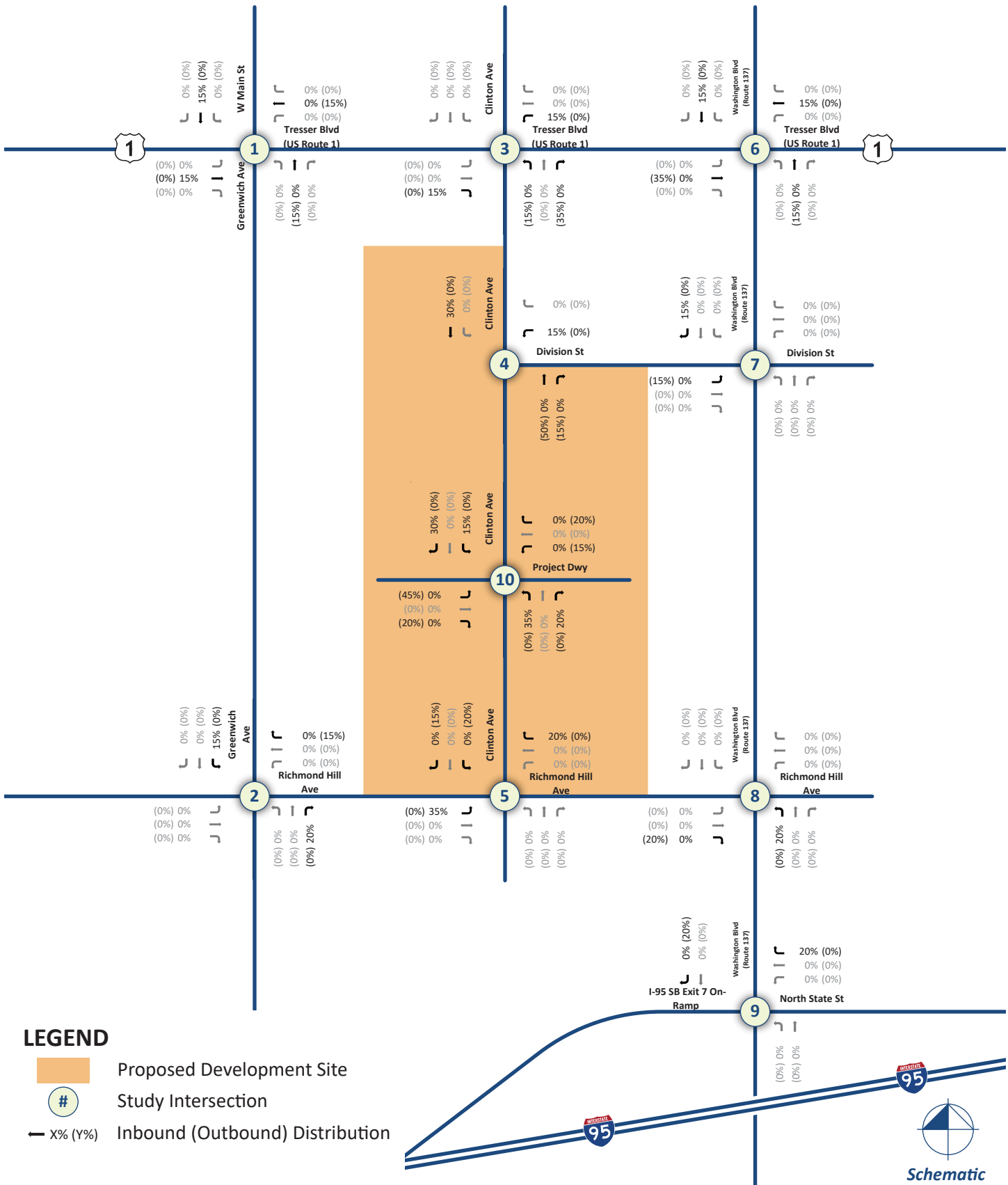


Figure 3
Proposed Development Distribution

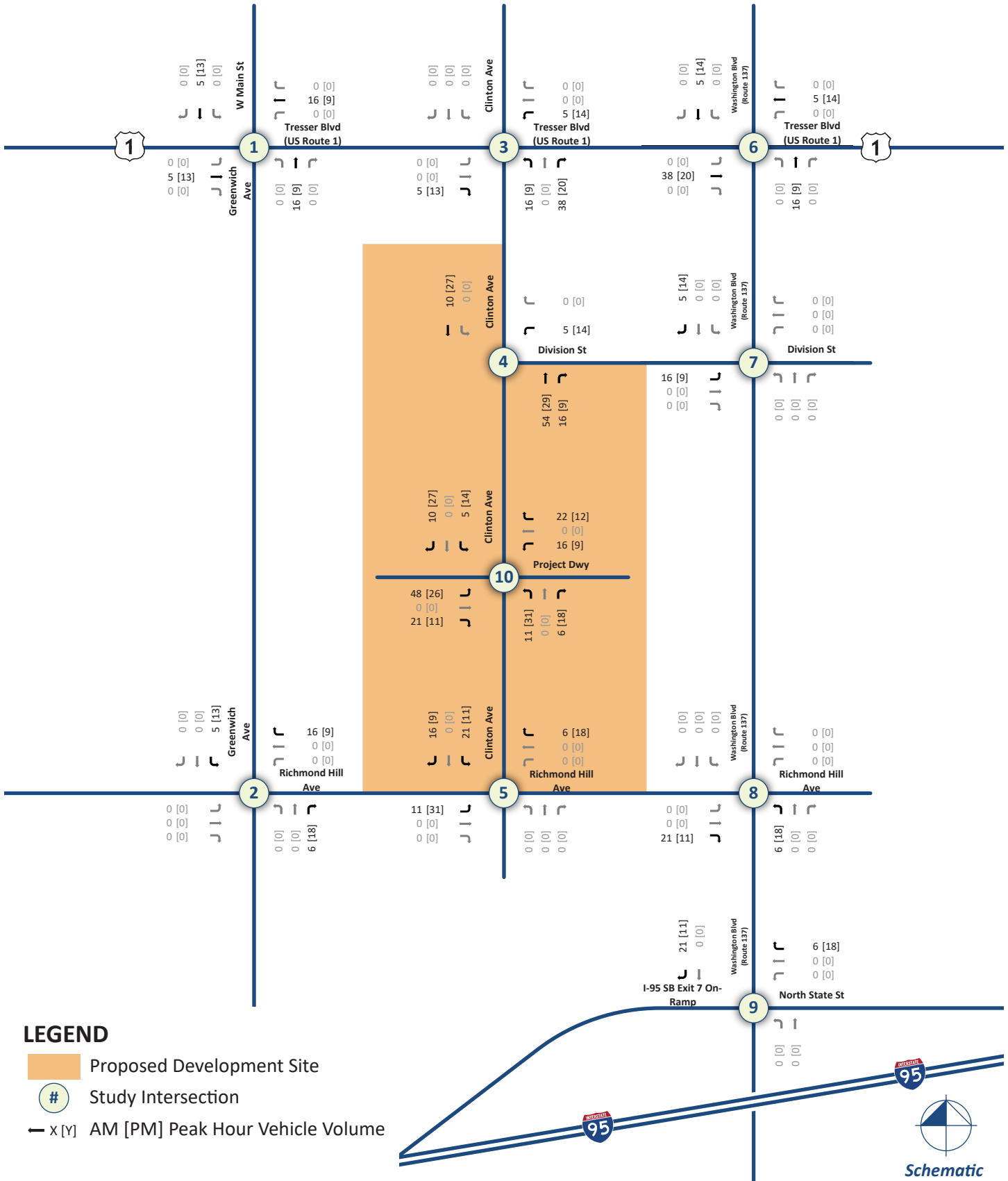


Figure 4
Proposed Development Peak Hour Trip Assignment

Nearby Planned Developments

1. Stamford Transportation Center Parking Garage Expansion
2. 406 Washington Boulevard Gateway Tower Expansion Office Development
3. 885 Washington Boulevard The Smyth Mixed-Use Development
4. 245 Atlantic Street True North Mixed-Use Development
5. 677 Washington Boulevard Mixed-Use Development
6. 154 Broad Street Residential Development

LEGEND

- Proposed Development Location
- Planned Development Location

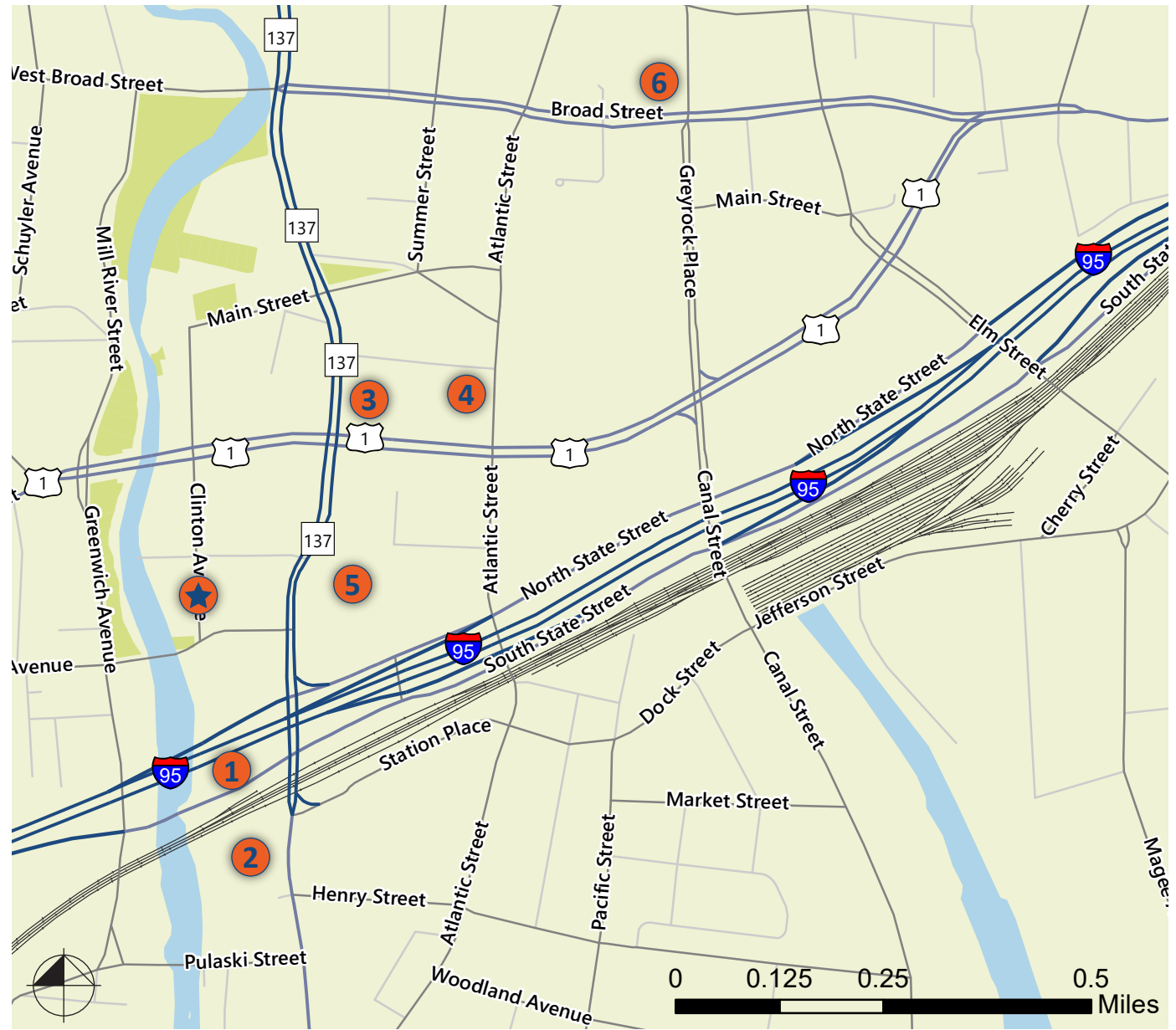
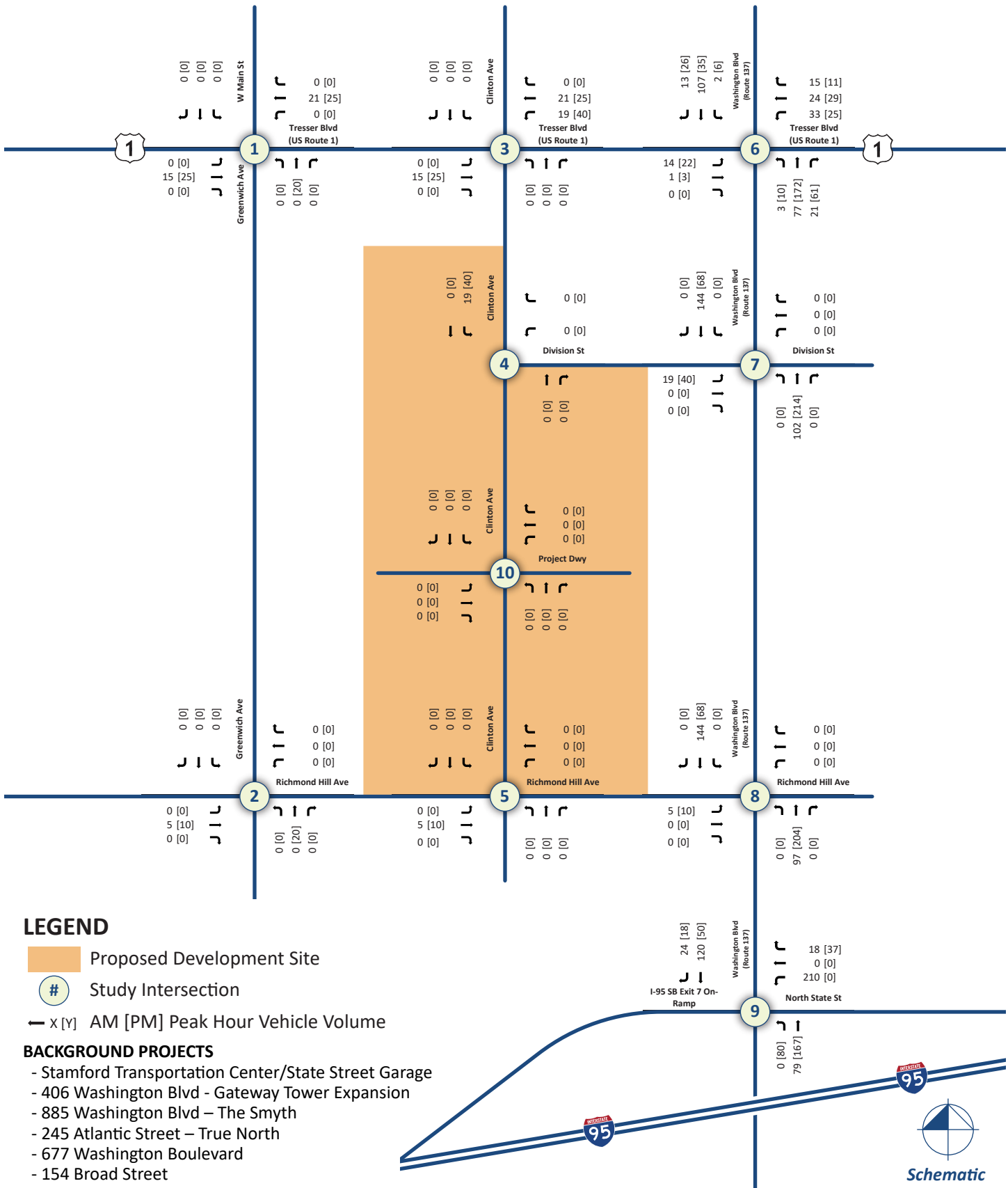


Figure 5
Nearby Planned Developments Locations



LEGEND

- Proposed Development Site
- # Study Intersection
- x [y] AM [PM] Peak Hour Vehicle Volume

BACKGROUND PROJECTS

- Stamford Transportation Center/State Street Garage
- 406 Washington Blvd - Gateway Tower Expansion
- 885 Washington Blvd – The Smyth
- 245 Atlantic Street – True North
- 677 Washington Boulevard
- 154 Broad Street

Figure 6
Nearby Planned Developments Total Peak Hour Trip Assignment

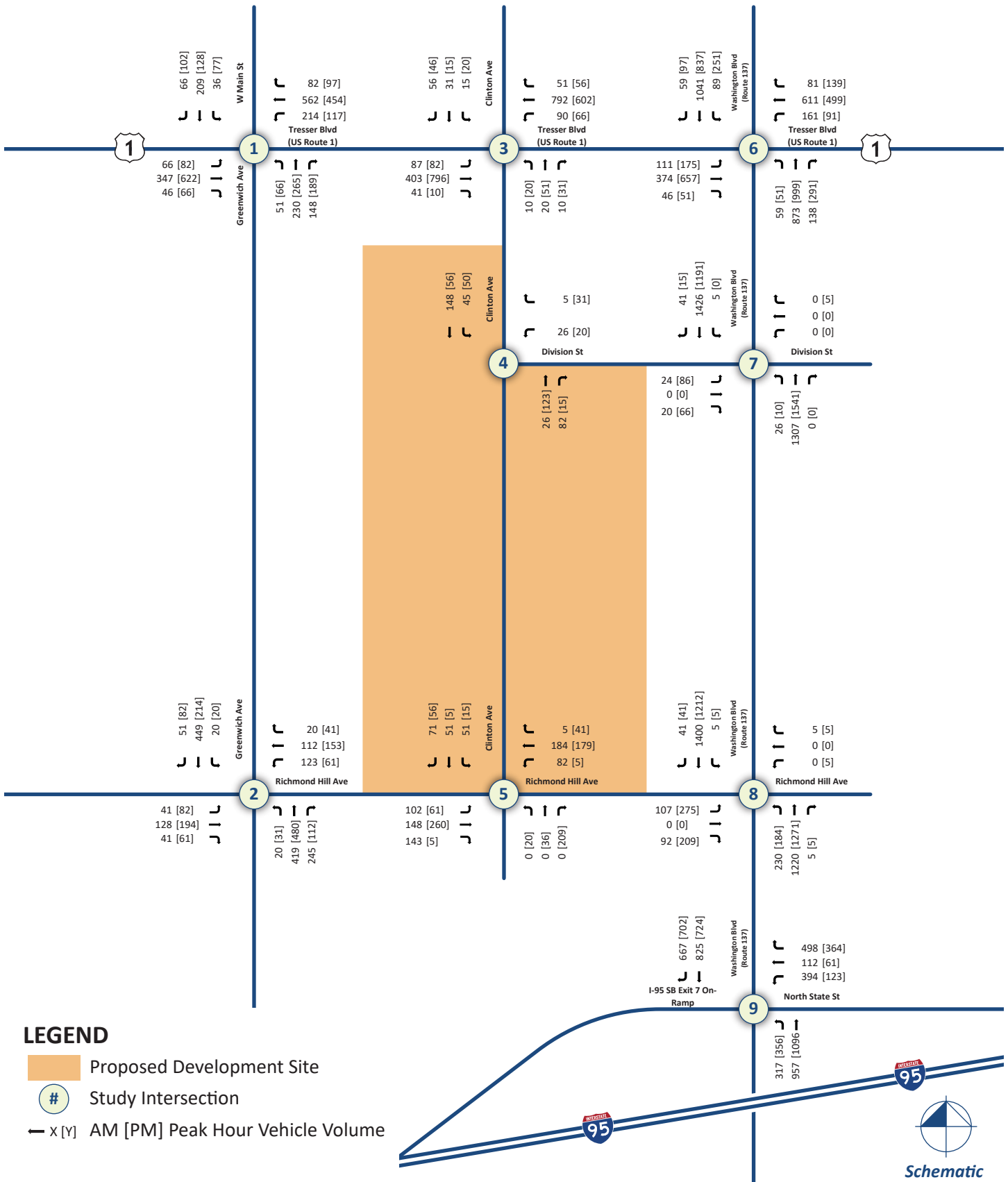


Figure 7
Background (2025) Conditions Peak Hour Traffic Volumes

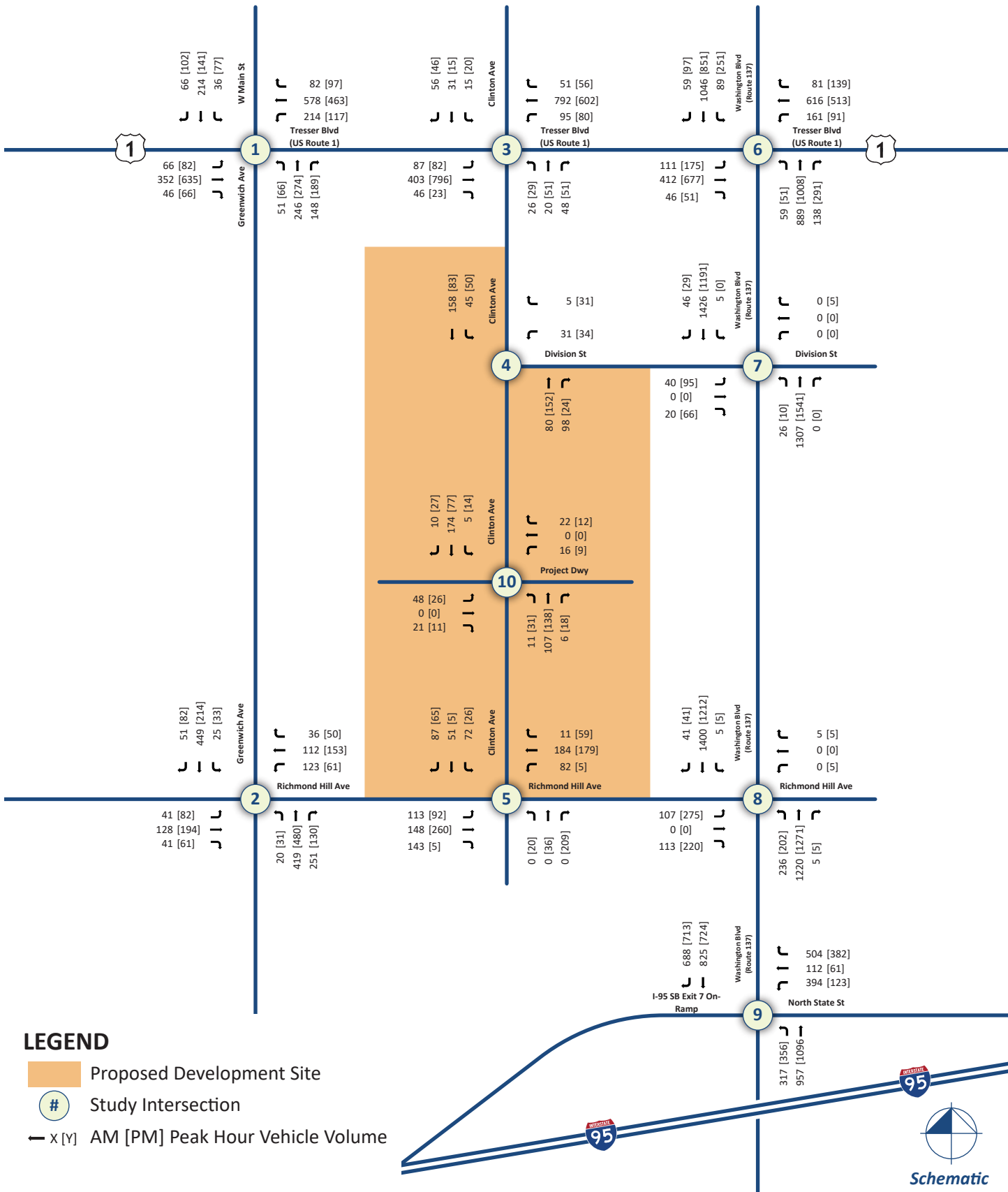


Figure 8
Combined (2025) Conditions Peak Hour Traffic Volumes

APPENDIX

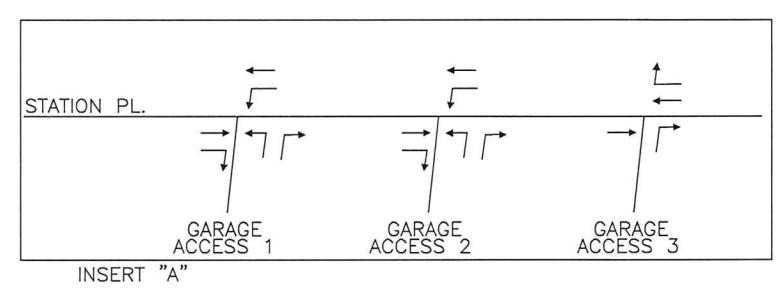
Background Project List

1. **Stamford Transportation Center/State Street Garage** – STEP 1 MTG Pre-Certification Application Traffic Volume Data Requirements (April 26, 2018)
2. **406 Washington Blvd - Gateway Tower Expansion** – Administrative Decision Review (February 11, 2021) / Traffic Impact Study (February 2019)
3. **885 Washington Blvd – The Smyth** – OSTA Response to Comments (June 26, 2018)
4. **245 Atlantic Street – True North** – Site Generated Traffic Volumes
5. **677 Washington Boulevard** – Traffic Access and Impact Study (October 2020)
6. **154 Broad Street** – Traffic Impact and Parking Study (April 9, 2021)



Same as approved

LEGEND:
90 IN (7 OUT)



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STAMFORD
NEW TRIPS FOR PROPOSED
STATE STREET GARAGE AM

STAMFORD
PARKING GARAGE

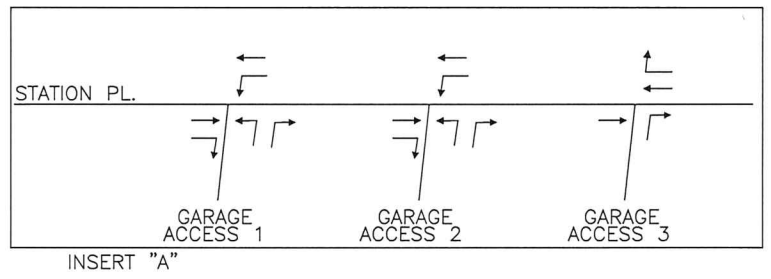
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7

DATE: 4/18



Same as approved

LEGEND:
7 IN (90 OUT)



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NEW TRIPS FOR PROPOSED
STATE STREET GARAGE PM

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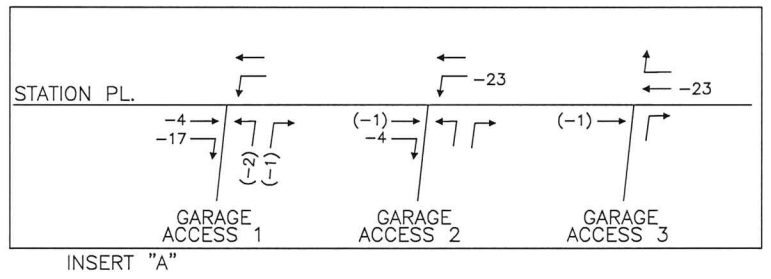
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8

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Same as approved

LEGEND:
44 IN (3 OUT)



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STAMFORD
STATION PLACE ORIGINAL GARAGE
RELOCATED TRIPS AM

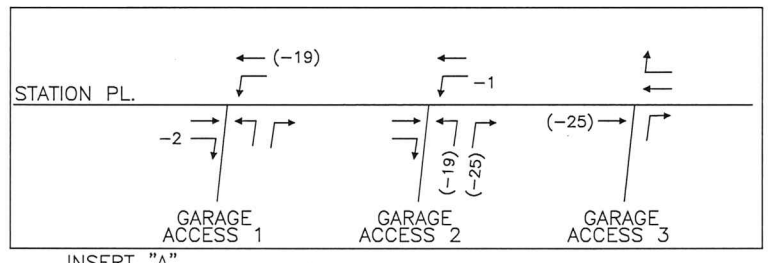
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FIGURE
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Same as approved

LEGEND:
3 IN (44 OUT)



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STAMFORD
STATION PLACE ORIGINAL GARAGE
RELOCATED TRIPS PM

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PARKING GARAGE

FIGURE

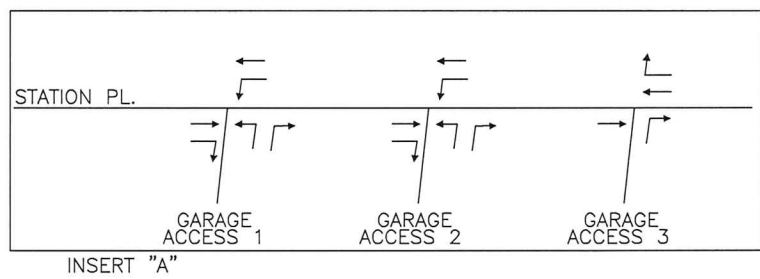
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DATE: 4/18



same as approved

LEGEND:
131 IN (9 OUT)



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STAMFORD
GATEWAY GARAGE
RELOCATED TRIPS AM

STAMFORD
PARKING GARAGE

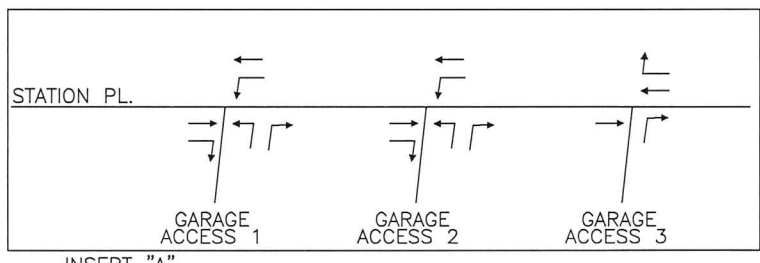
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11

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Same as approved

LEGEND:
9 IN (131 OUT)



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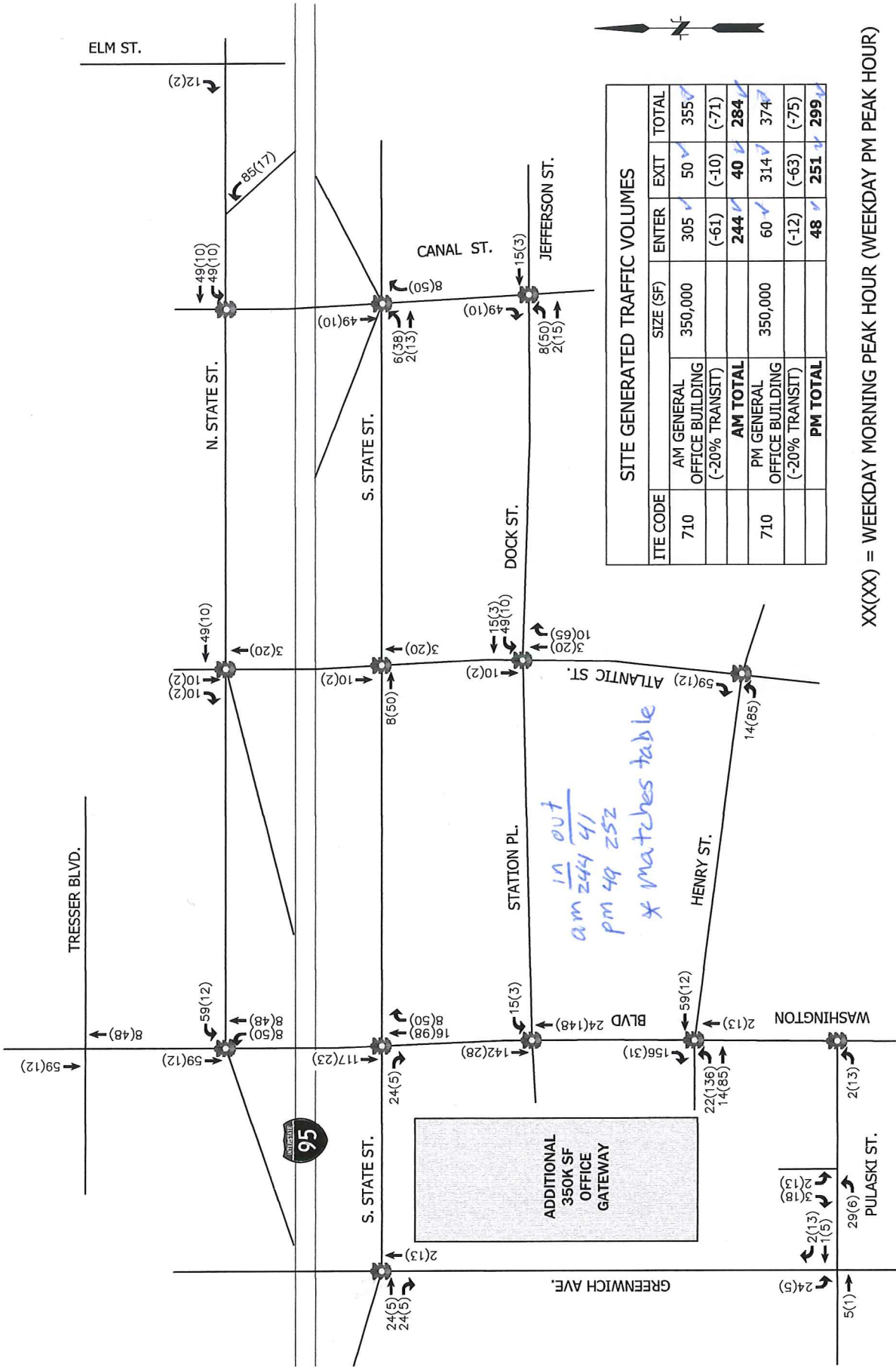
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STAMFORD
GATEWAY GARAGE
RELOCATED TRIPS PM

STAMFORD
PARKING GARAGE

FIGURE
12

DATE: 4/18



ITE CODE	SIZE (SF)		ENTER	EXIT	TOTAL
	AM GENERAL	OFFICE BUILDING			
710	350,000		305 ✓	50 ✓	355 ✓
			(-61)	(-10)	(-71)
			244 ✓	40 ✓	284 ✓
710	350,000		60 ✓	314 ✓	374 ✓
			(-12)	(-63)	(-75)
			48 ✓	251 ✓	299 ✓

*in out
am 244 41
pm 49 252
* matches table*

XX(XX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)



FUSS & O'NEILL

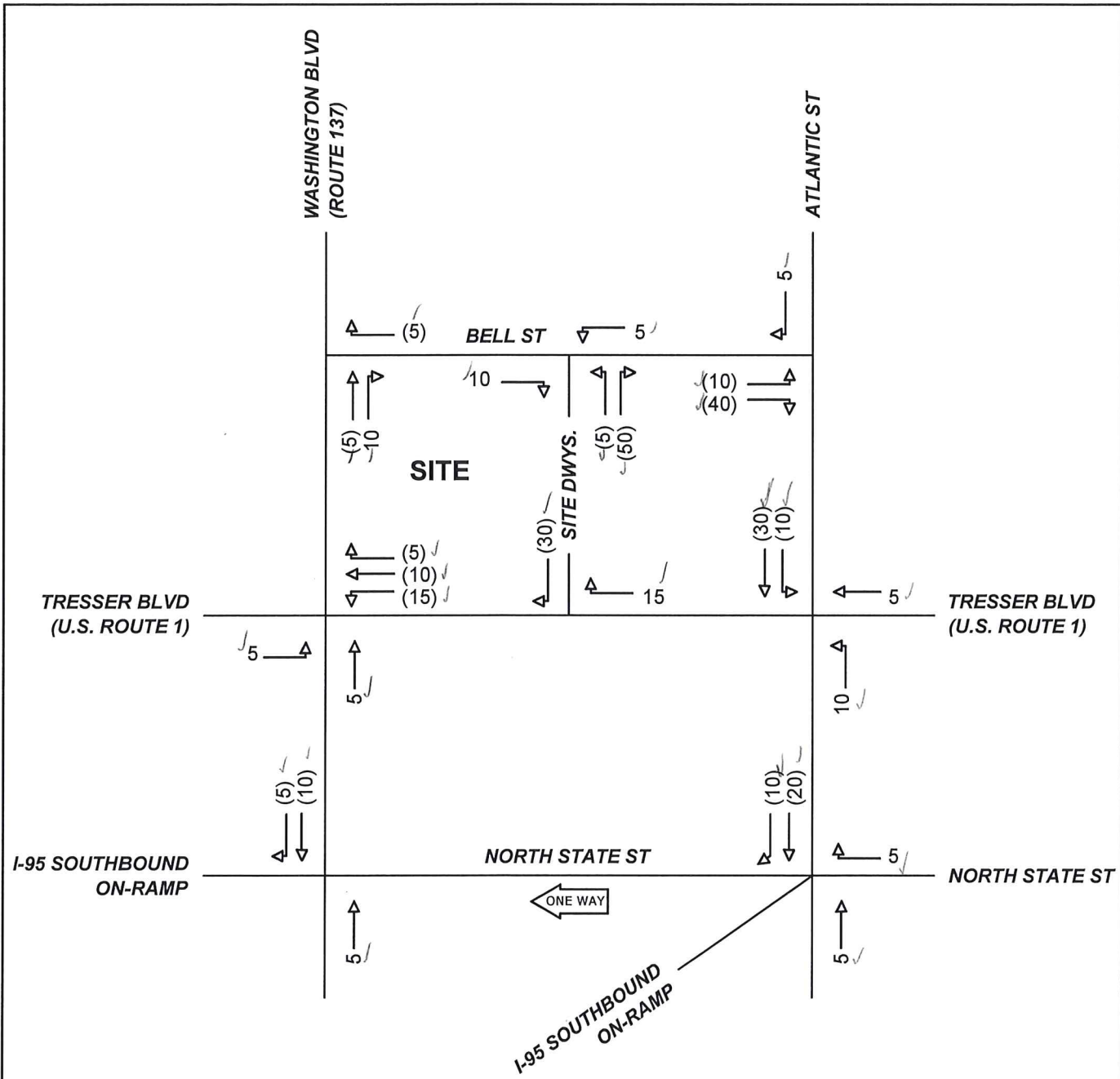
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fandoc.com

FIGURE 8: GATEWAY SITE GENERATED TRAFFIC VOLUMES

PROJ. NO: 20100591.T85

GATEWAY TRAFFIC STUDY, STAMFORD, CT

February 2019

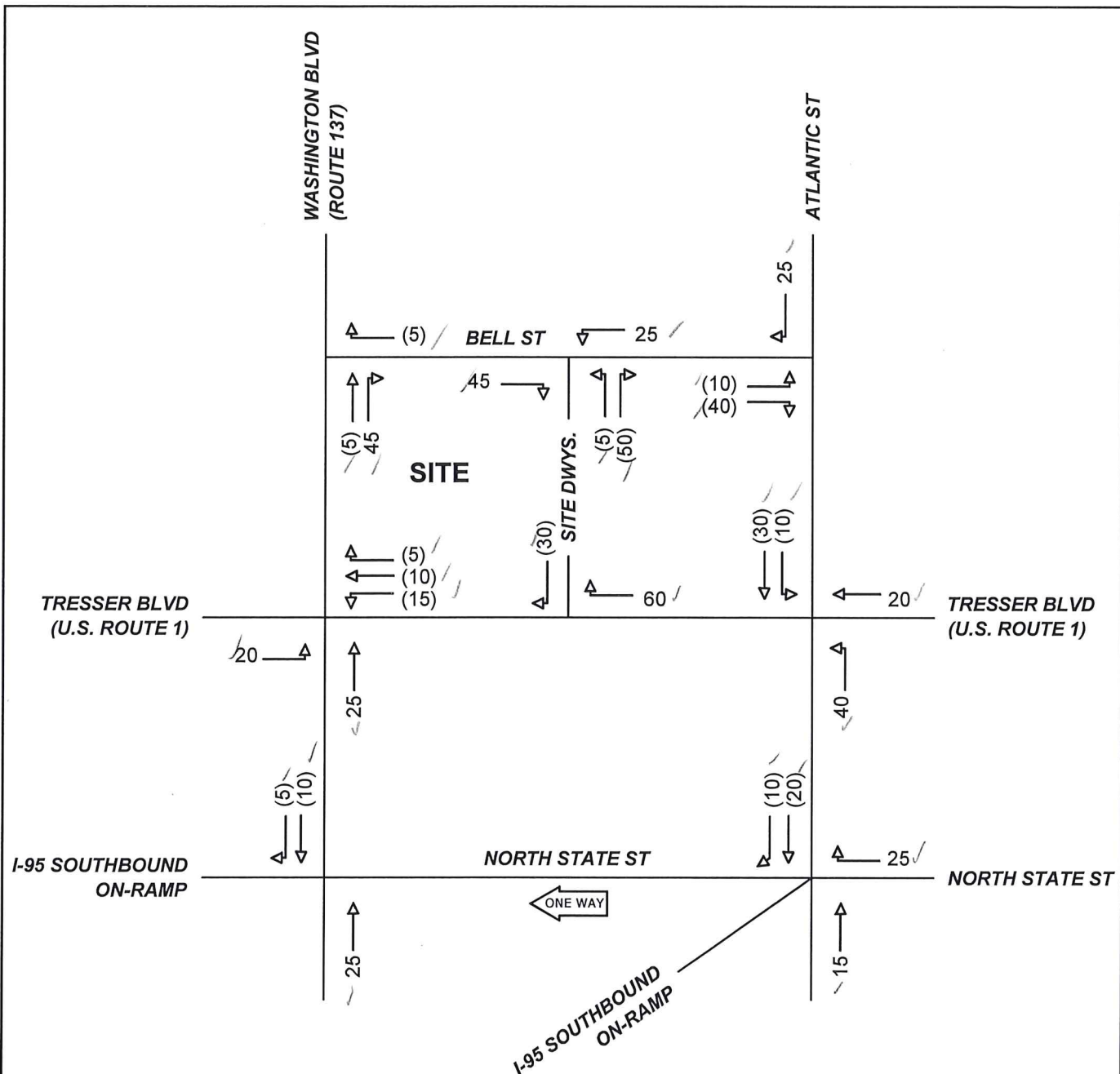


**ANTICIPATED SITE TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR**

Proposed Development at 885 Washington Blvd
Stamford, Connecticut

LEGEND
00 - ENTERING
(00) - EXITING





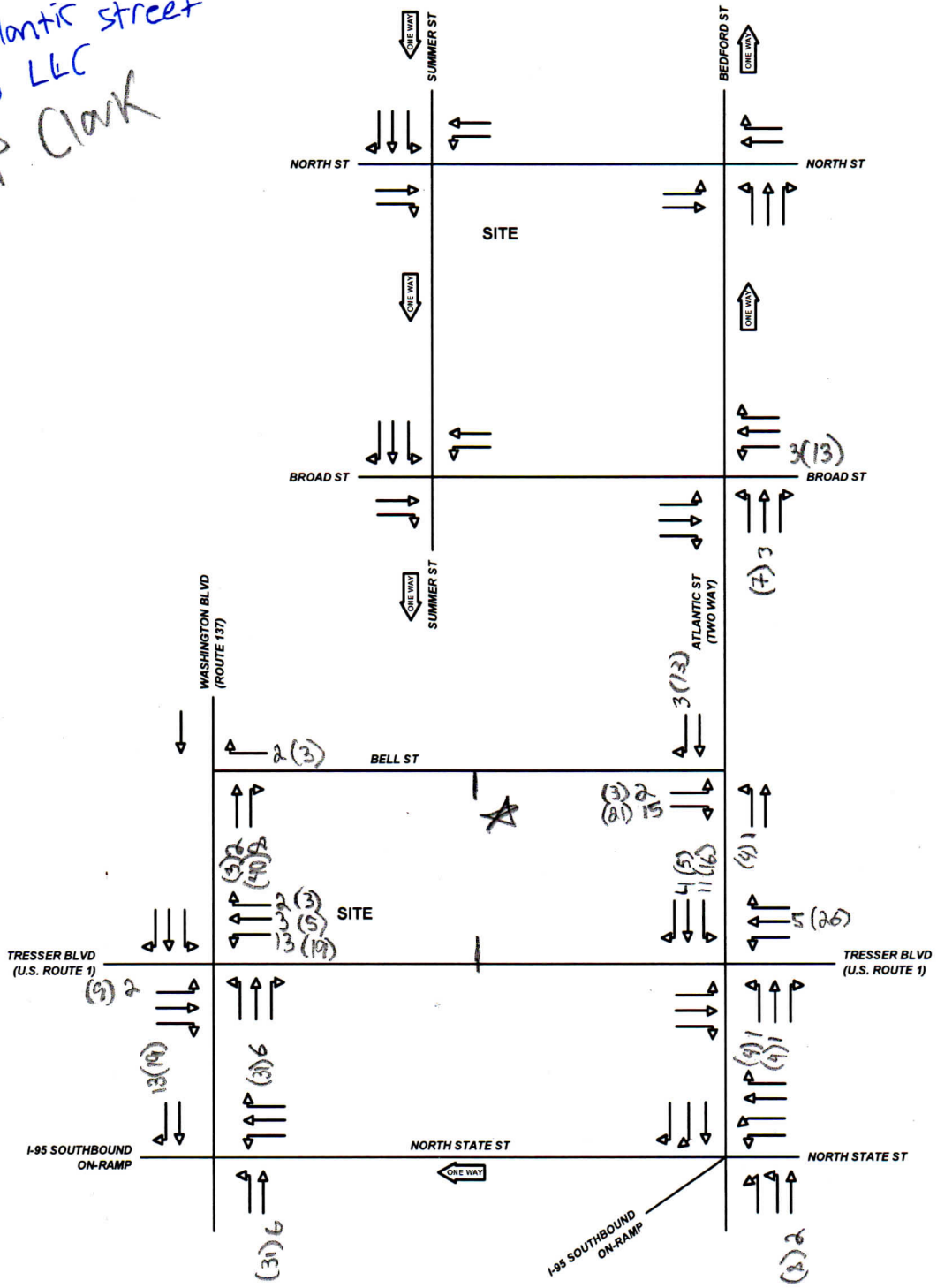
**ANTICIPATED SITE TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR**

Proposed Development at 885 Washington Blvd
Stamford, Connecticut

LEGEND
00 - ENTERING
(00) - EXITING



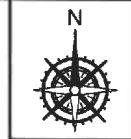
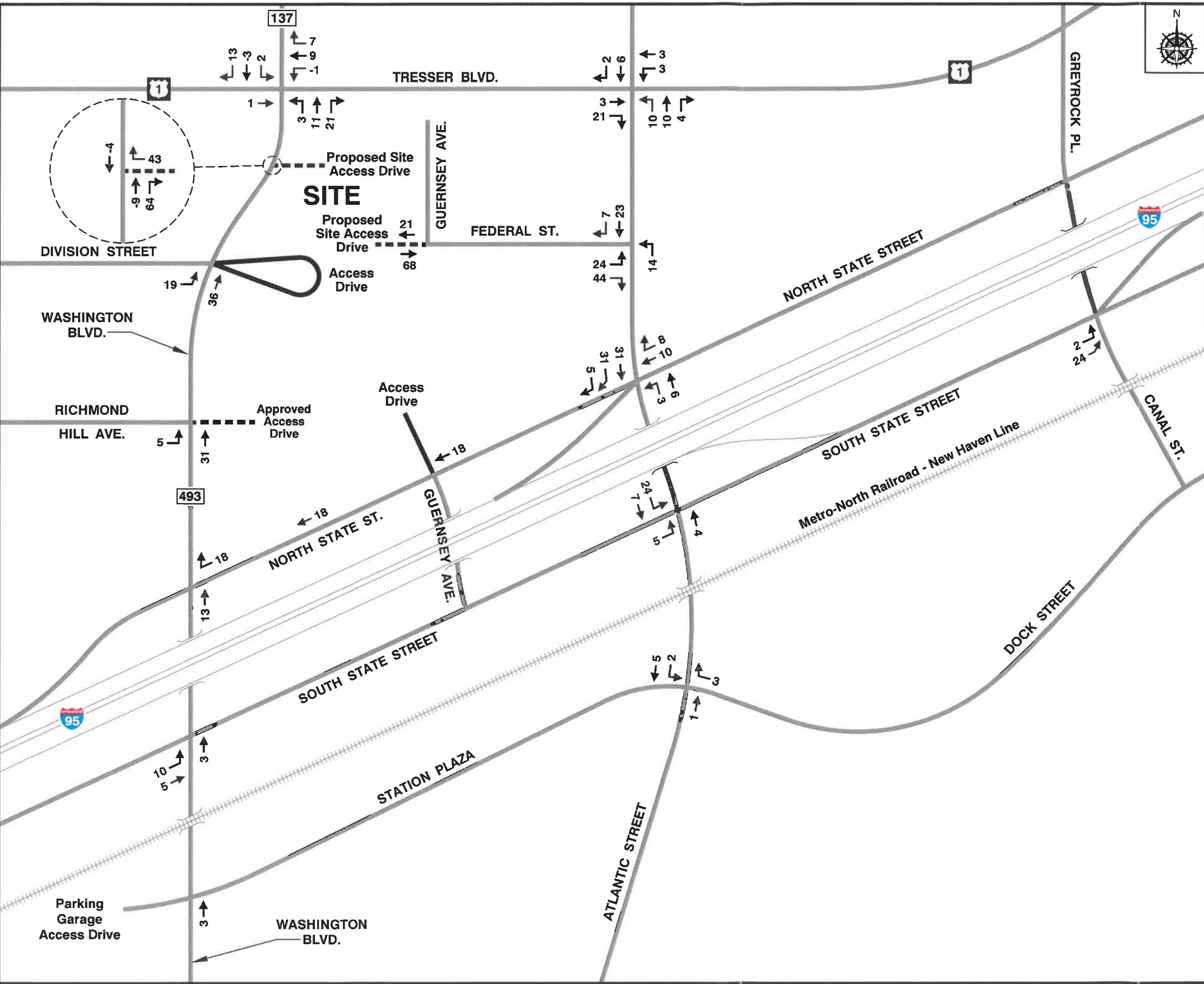
245 Atlantic street
 RoeCo LLC
 FP Clark



TRAFFIC VOLUMES
 AFTERNOON PEAK HOUR
 Stamford, Connecticut



p:\hardesty-pw\benitey.com\hardesty-pw-01\Documents\04146\40_Highway\Washington Figures.dwg

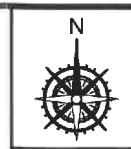
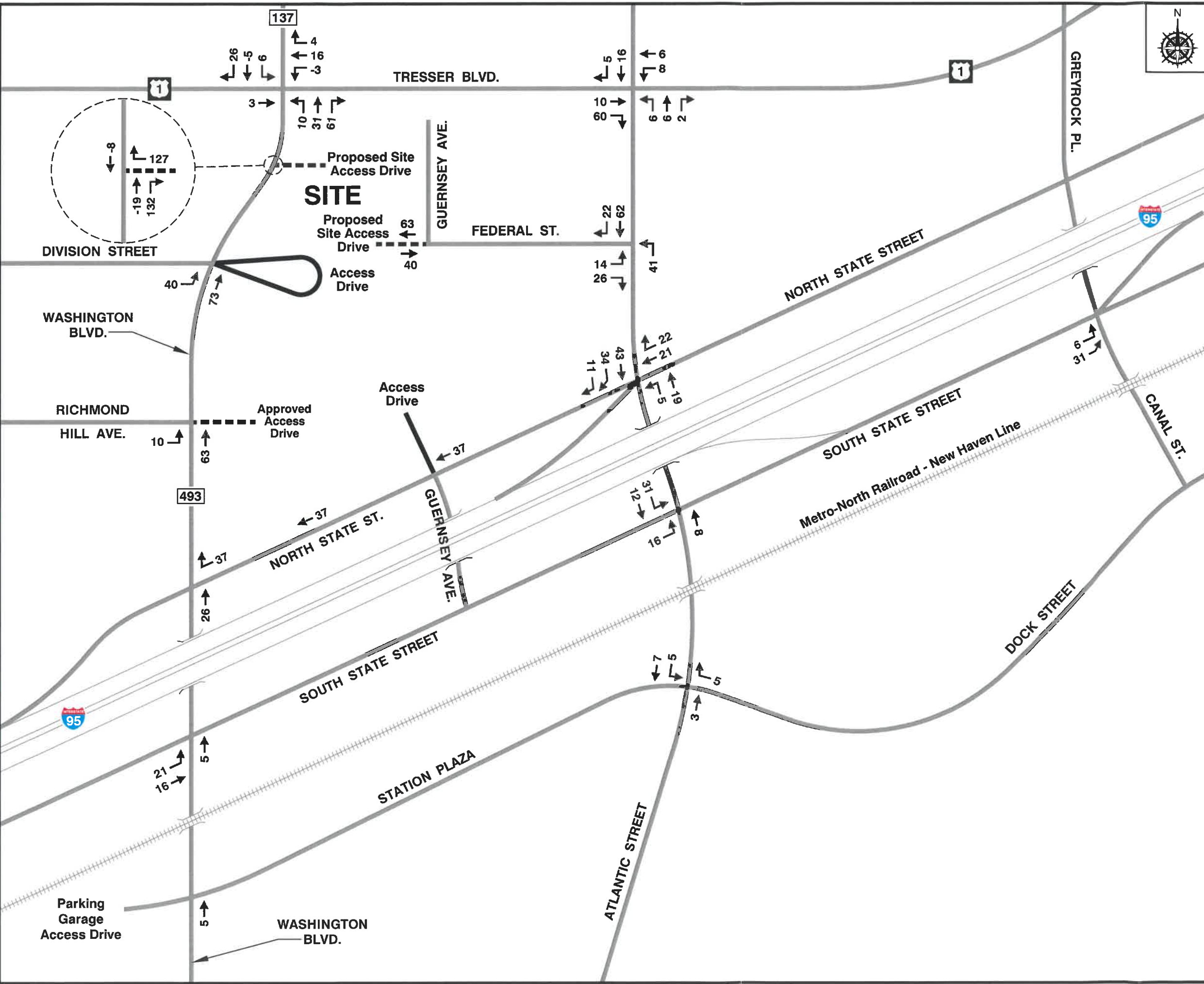


NOTE:
Total Site Traffic includes
Residential Site Traffic
and Retail Site Traffic.


TOTAL SITE TRAFFIC GENERATION & ASSIGNMENT WEEKDAY MORNING PEAK HOUR	
MIXED-USE DEVELOPMENT 677 WASHINGTON BOULEVARD Stamford, Connecticut	
FREDERICK P. CLARK / Hardesty ASSOCIATES & Hanover	
Not to Scale	27 8/31/20



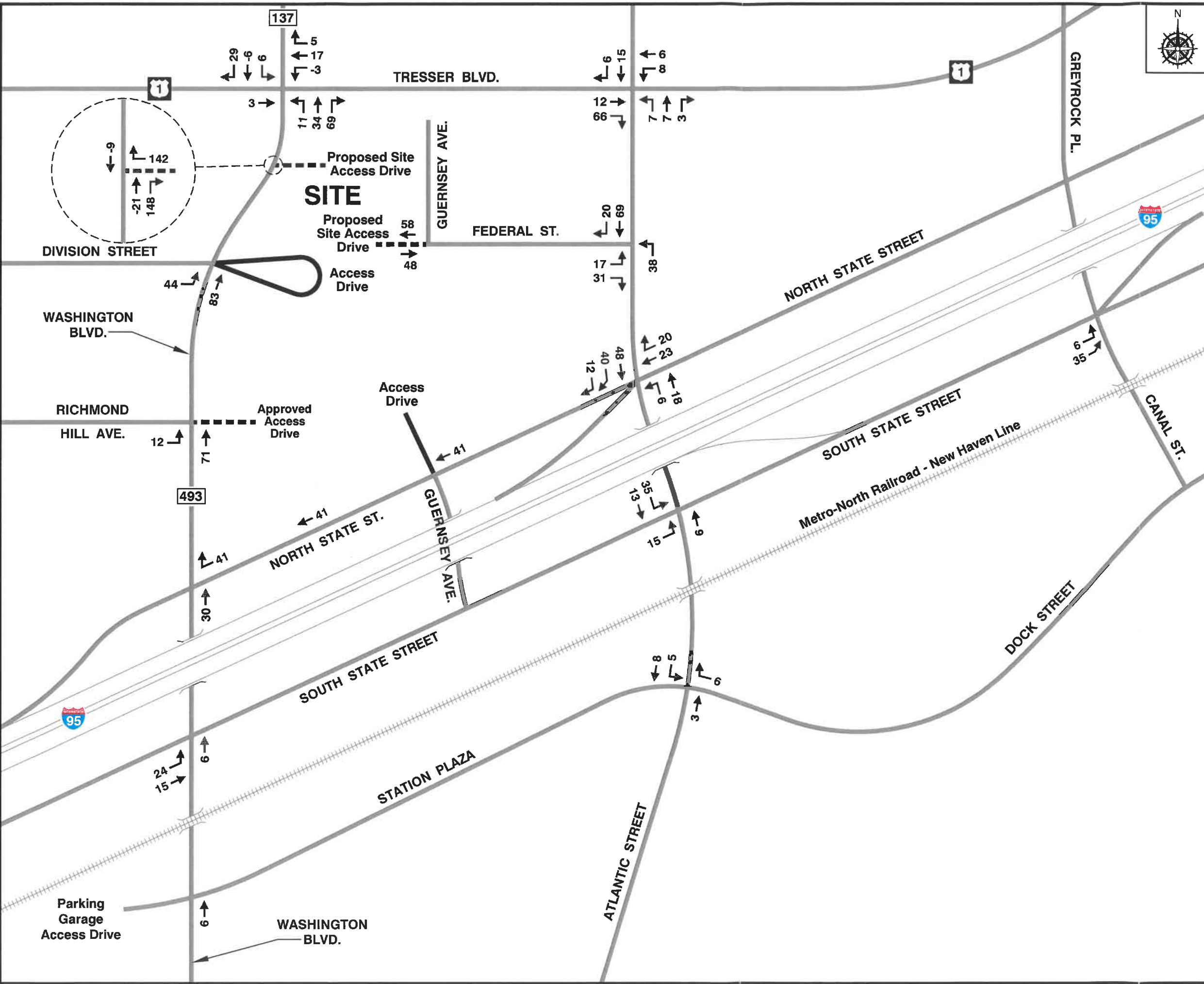
pw:\hardesty-pw\benitey.com\hardesty-pw-01\Documents\04146\40_Highway\Washington Figures.dwg




NOTE:
Total Site Traffic includes Residential Site Traffic and Retail Site Traffic.

TOTAL SITE TRAFFIC GENERATION & ASSIGNMENT WEEKDAY AFTERNOON PEAK HOUR	
MIXED-USE DEVELOPMENT 677 WASHINGTON BOULEVARD Stamford, Connecticut	
FREDERICK P. CLARK / Hardesty ASSOCIATES & Hanover	
Not to Scale	28 8/31/20

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NOTE:
Total Site Traffic includes Residential Site Traffic and Retail Site Traffic.

TOTAL SITE TRAFFIC GENERATION & ASSIGNMENT SATURDAY MIDDAY PEAK HOUR	
MIXED-USE DEVELOPMENT 677 WASHINGTON BOULEVARD Stamford, Connecticut	
FREDERICK P. CLARK / Hardesty ASSOCIATES & Hanover	
Not to Scale	29 8/31/20

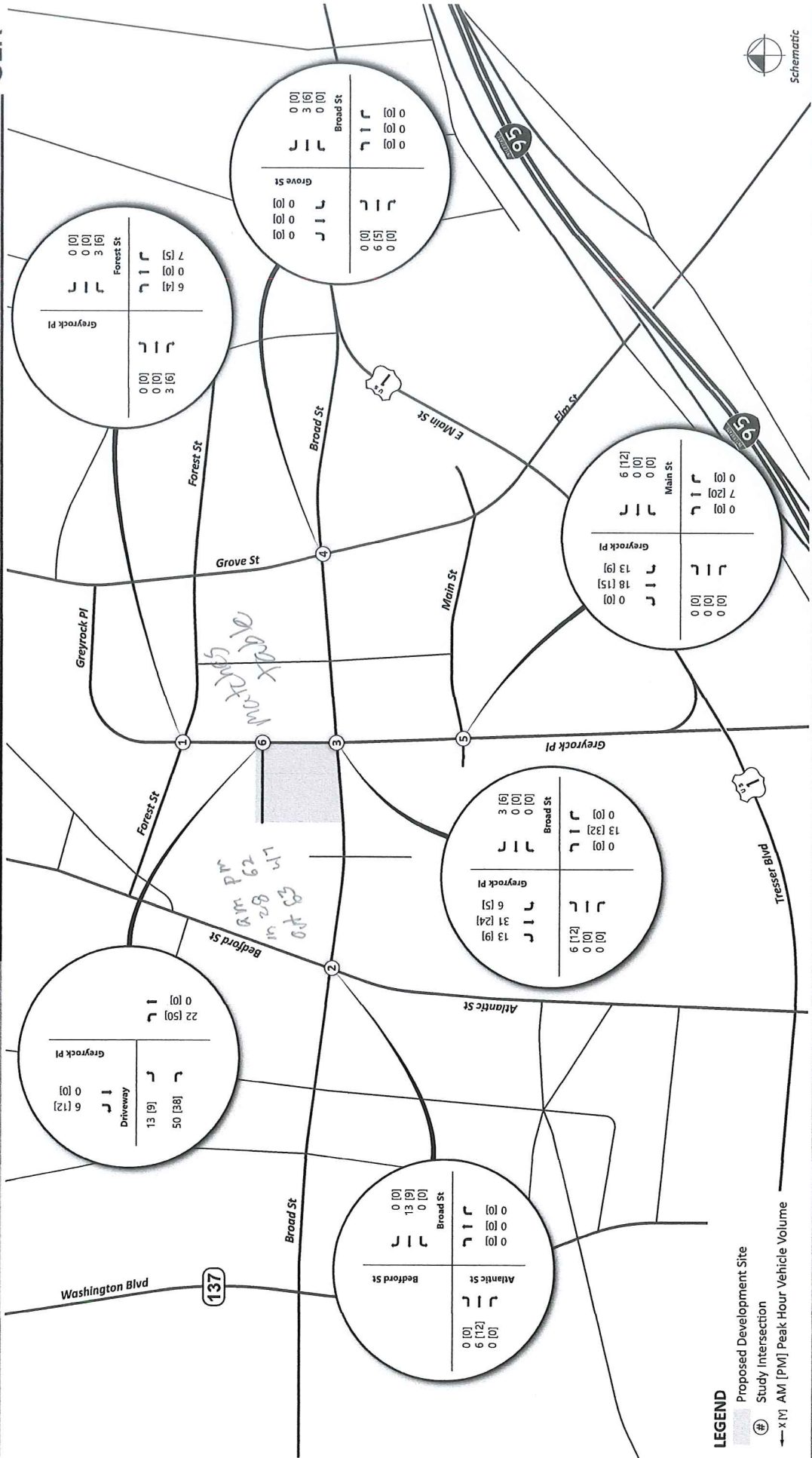


Figure 5
Proposed Development Peak Hour Trip Assignment

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS (MOTORIZED VEHICLE MODE)

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-min analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group. The criteria are given below.

LEVEL-OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS MOTORIZED VEHICLE MODE		
LOS By Volume-to-Capacity Ratio¹		CONTROL DELAY (s/veh)
v/c ≤ 1.0	v/c > 1.0	
A	F	≤ 10
B	F	> 10 AND ≤ 20
C	F	> 20 AND ≤ 35
D	F	> 35 AND ≤ 55
E	F	> 55 AND ≤ 80
F	F	> 80

¹ For approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Specific descriptions of each LOS for signalized intersections are provided below:

Level of Service A describes operations with a control delay of 10 s/veh and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of Service B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

Level of Service C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of Service D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of Service E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of Service F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Reference: Highway Capacity Manual 6, Transportation Research Board, 2016.

LEVEL OF SERVICE FOR TWO-WAY STOP SIGN CONTROLLED INTERSECTIONS

The level of service for a TWSC (two-way stop controlled) intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS criteria are given in the Table. LOS criteria are given below:

LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS	
LOS¹	CONTROL DELAY (s/veh)
A	≤ 10
B	$> 10 \text{ AND } \leq 15$
C	$> 15 \text{ AND } \leq 25$
D	$> 25 \text{ AND } \leq 35$
E	$> 35 \text{ AND } \leq 50$
F	> 50

Note: LOS criteria apply to each lane on a given approach and to each approach on the minor street.
 LOS is not calculated for major-street approaches or for the intersection as a whole.
 LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

Full Capacity Analysis Summary - Future (2025) Conditions

Intersection/Lane Group	Level of Service			
	A.M. Peak Hour		P.M. Peak Hour	
	Background	Combined	Background	Combined
Signalized				
1. Greenwich Avenue at Tresser Boulevard (US Route 1)				
Eastbound Left	B	B	B	B
Eastbound Through/Right	B	B	B	C
Westbound Left	B	B	B	B
Westbound Through/Right	B	B	B	B
Northbound Left	C	C	C	C
Northbound Through	D	D	D	D
Northbound Right	B	B	C	C
Southbound Left	C	C	C	C
Southbound Through	D	D	C	C
Southbound Right	A	A	A	A
Overall	C	C	C	C
2. Greenwich Avenue at Richmond Hill Avenue				
Eastbound Left/ Through/Right	E	E	E	E
Westbound Left/Through/Right	D	D	C	C
Northbound Left/Through/Right	C	C	C	C
Southbound Left/Through/Right	B	B	C	C
Overall	C	C	D	D
3. Clinton Avenue at Tresser Boulevard (US Route 1)				
Eastbound Left	A	A	A	A
Eastbound Through/Right	A	A	A	B
Westbound Left	B	B	B	B
Westbound Through	C	C	B	B
Westbound Right	C	C	B	B
Northbound Left/Through/Right	D	E	E	E
Southbound Left/Through/Right	E	E	E	D
Overall	C	C	B	B
5. Clinton Avenue at Richmond Hill Avenue				
Eastbound Left/Through/Right	D	D	B	C
Westbound Left	C	C	B	B
Westbound Through/Right	C	C	B	B
Northbound Left/Through/Right	A	A	C	C
Northbound Right	A	A	A	B
Southbound Left/Through/Right	B	B	C	D
Overall	C	C	B	C

Full Capacity Analysis Summary - Future (2025) Conditions (Continued)

Intersection/Lane Group	Level of Service			
	A.M. Peak Hour		P.M. Peak Hour	
	Background	Combined	Background	Combined
Signalized				
6. Washington Boulevard at Tresser Boulevard (US Route 1)				
Eastbound Left	E	E	E	E
Eastbound Through/Right	D	D	D	D
Westbound Left	E	E	D	D
Westbound Through/Right	D	D	D	D
Northbound Left	E	E	D	D
Northbound Through	D	D	D	D
Northbound Right	C	C	D	D
Southbound Left	E	E	F	F
Southbound Through	C	C	D	D
Southbound Right	B	B	C	C
Overall	D	D	D	D
7. Washington Boulevard at Division Street				
Eastbound Left/Through	E	E	E	E
Eastbound Right	B	B	C	C
Westbound Left/Through/Right	A	A	A	A
Northbound Left	A	A	A	A
Northbound Through/Right	A	A	A	A
Southbound left	A	A	A	A
Southbound Through/Right	A	A	A	A
Overall	A	A	A	A
8. Washington Boulevard at Richmond Hill Avenue				
Eastbound Left	E	E	E	E
Eastbound Through/Right	E	E	D	D
Westbound Left/Through/Right	D	D	C	C
Northbound Left	C	D	D	D
Northbound Through/Right	A	A	B	B
Southbound Left/Through/Right	A	A	B	B
Overall	B	B	C	C
9. Washington Boulevard at North State Street/I-95 Westbound On Ramp				
Westbound Left	D	D	D	D
Westbound Through	C	C	C	C
Westbound Right	E	E	E	E
Northbound Left	C	C	B	C
Northbound Through	B	B	B	B
Southbound Through	C	C	B	B
Southbound Right	D	D	A	A
Overall	C	D	B	B

Full Capacity Analysis Summary - Future (2025) Conditions (Continued)

Intersection/Lane Group	Level of Service			
	A.M. Peak Hour		P.M. Peak Hour	
	Background	Combined	Background	Combined
Unsignalized				
4. Clinton Avenue at Division Street				
Westbound Left/Right	B	B	A	B
Southbound Left	A	A	A	A
10. Clinton Avenue at Proposed Parking Garage Access				
Northbound Left		A		A
Eastbound Left/Through/Right		B		B
Westbound left/Through/Right		B		B
Southbound Left		A		A

Notes: LOS calculations were performed using *Synchro 11*.

100 Clinton Avenue
1: Greenwich Ave & W Main St & Tresser Blvd

Background (2025) Conditions
All Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SS
Trucks %	66	347	46	214	562	82	51	230	148	36	203	66
Flows (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Queue Length (ft)	50	0	150	0	150	0	50	40	50	40	20	20
Storage Length (ft)	1	0	0	1	0	0	1	1	1	1	2	2
Travel Time (s)	80	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Link Util. Factor	1.00	0.982	0.982	0.991	0.991	0.991	0.982	0.982	0.982	0.982	0.982	0.982
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1770	3476	0	1770	3472	0	1770	1863	1563	1770	3539	1425
Flt Permitted	0.367	0.448	0	0.547	0.547	0	0.547	0.547	0.547	0.547	0.547	0.547
Satd. Flow (perm)	684	3476	0	835	3472	0	1019	1863	1563	754	3539	1425
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	17	19	19	19	19	19	19	19	19	19	19	19
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	331	563	563	929	929	334	334	211	211	334	334	7.6
Travel Time (s)	7.5	0.92	0.92	12.8	12.8	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)	72	377	50	233	611	89	55	250	161	39	227	72
Shared Lane Traffic (%)	72	427	0	233	700	0	55	250	161	39	227	72
Lane Group Flow (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Temp	40	50	40	50	40	40	40	40	40	40	100	50
Leading Detector (ft)	-10	0	-10	0	-10	-10	-10	-10	-10	-10	0	0
Trailing Detector (ft)	-10	0	-10	0	-10	-10	-10	-10	-10	-10	0	0
Detector 1 Position (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Sizing	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Sizing	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm-pt	NA	pm-pt	NA	pm-pt	NA	pm-pt	NA	pm-pt	NA	pm-pt	NA
Protected Phases	1	6	5	2	7	4	7	4	4	3	8	8
Permitted Phases	6	2	2	4	4	4	4	4	4	4	8	8
Detector Phase	1	6	5	2	7	4	7	4	4	3	8	8
Switch Phase	4.0	20.0	4.0	20.0	4.0	10.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Initial (s)	8.0	32.6	8.0	32.6	8.0	36.2	36.2	8.0	36.2	8.0	36.2	36.2
Minimum Split (s)	15.0	45.0	15.0	45.0	12.0	28.0	28.0	12.0	28.0	12.0	28.0	28.0
Total Split (s)	15.0%	45.0%	15.0%	45.0%	12.0%	28.0%	28.0%	12.0%	28.0%	12.0%	28.0%	28.0%
Maximum Green (s)	11.0	39.4	11.0	39.4	8.0	22.8	22.8	8.0	22.8	8.0	22.8	22.8
Yellow Time (s)	3.0	3.7	3.0	3.7	3.0	3.7	3.7	3.0	3.7	3.0	3.7	3.7
All-Red Time (s)	1.0	1.9	1.0	1.9	1.0	1.5	1.5	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.6	4.0	5.6	4.0	5.2	5.2	4.0	5.2	4.0	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension(s)	1.0	3.0	1.0	3.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None	None	None
Walk Time (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Flash Don't Walk (s)	20.0	20.0	20.0	20.0	20.0	24.0	24.0	20.0	24.0	20.0	24.0	24.0
Flash Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act Effc G/C Ratio	57.2	60.1	64.4	65.1	64.4	65.1	65.1	64.4	65.1	64.4	65.1	65.1
Act Effc G/C Ratio	0.16	0.24	0.38	0.36	0.18	0.39	0.17	0.36	0.21	0.18	0.36	0.21
Control Delay	10.9	17.1	11.4	16.1	11.4	16.1	13.0	23.8	36.0	13.0	23.8	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lanes, Volumes, Timings
SLR

100 Clinton Avenue
1: Greenwich Ave & W Main St & Tresser Blvd

Background (2025) Conditions
All Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Total Delay	10.9	17.1	11.4	16.1	11.4	16.1	24.1	44.6	13.0	23.8	36.0	27
LOS	B	B	B	B	B	B	C	D	B	C	D	A
Approach Delay	16	76	57	127	26	153	24	18	67	0	0	0
Queue Length (ft)	48	152	137	243	43	196	67	34	86	11	11	11
Internal Link Dist (ft)	50	251	150	483	50	251	150	483	50	251	150	20
Turn Bay Length (ft)	545	1812	645	1955	326	458	477	273	864	435	435	435
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillover Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.24	0.36	0.36	0.17	0.55	0.34	0.14	0.26	0.17	0.17	0.17
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	100											
Offset: 75 (75%), Reference to phase 2:WBT and 6EBTL, Start of Yellow												
Natural Cycle:	85											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.67											
Intersection Signal Delay:	20.5											
Intersection Capacity Utilization:	59.6%											
Analysis Period (min):	15											

Split and Phases:	1: Greenwich Ave & W Main St & Tresser Blvd
G1	15.5 s
G2 (R)	45.5 s
G3	12.5 s
G4	28.5 s
G5	45.5 s
G6	17.5 s
G7	28.5 s
G8	28.5 s

Lanes, Volumes, Timings
SLR

100 Clinton Avenue
2. Greenwich Ave & Richmond Hill Ave

Background (2025) Conditions
All Peak

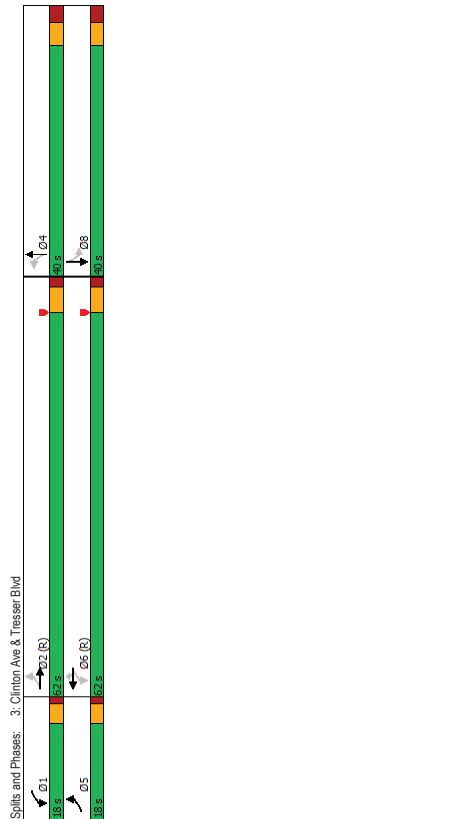
Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Shrinker Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduce v/c Ratio	0.70			0.62			0.74					0.55
Intersection Summary												
Area Type: Other												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 56 (47%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.87												
Intersection Signal Delay: 32.6												
Intersection LOS: C												
Intersection Capacity Utilization 82.5%												
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
Splits and Phases: 2: Greenwich Ave & Richmond Hill Ave												

100 Clinton Avenue
2. Greenwich Ave & Richmond Hill Ave

Background (2025) Conditions
All Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Link Configurations	41	128	41	123	112	20	20	419	245	20	44	51
Flows Volume (vph)	41	128	41	123	112	20	20	419	245	20	44	51
Flows Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Line Util. Factor	0.973			0.989			0.992				0.987	
Fit Protected	0.990			0.976			0.999				0.998	
Satd. Flow (vph)	0.1794	0	0	0.1788	0	0	0.1772	0	0	0	0.1835	0
Fit Permitted	0.8693			0.507			0.976				0.959	
Satd. Flow (vph)	0.1575	0	0	0.934	0	0	0.1731	0	0	0	0.1763	0
Right Turn on Red	No			No			No				No	
Satd. Flow (RTOR)	30			30			30				30	
Link Speed (mph)	371			483			530				929	
Link Distance (ft)	8.4			11.0			12.0				21.1	
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak-Hour Factor	45	139	45	134	122	22	22	455	266	22	488	55
Adj. Flow (vph)	0	229	0	0	278	0	0	743	0	0	565	0
Shared Lane Traffic (%)	1	1	1	1	1	1	1	1	1	1	1	1
Number of Detectors	Left			Left			Left				Left	
Detector Template	20	52	20	52	20	20	0	20	0	20	0	0
Leading Detector (ft)	0	2	0	2	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	2	0	2	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	50	20	50	20	20	6	20	6	20	6	6
Detector 1 Size(ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	Perm	NA	D,P+P	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Detector 1 Delay (s)	4	4	3	3	4	2	2	2	2	2	2	2
Turn Type	4	4	3	3	4	2	2	2	2	2	2	2
Protected Phases	4	4	3	3	4	2	2	2	2	2	2	2
Permitted Phases	4	4	3	3	4	2	2	2	2	2	2	2
Detector Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Switch Phase	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1
Minimum Initial (s)	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Minimum Split (s)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Total Split (s)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Total Split (%)	24.9	24.9	24.9	24.9	24.9	24.9	24.9	24.9	24.9	24.9	24.9	24.9
Maximum Green (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Yellow Time (s)	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
All-Red Time (s)	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
Lost Time Adjust (s)	Lag	Lead	Lead	Lag								
Total Lost Time (s)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead/Lag	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Voice Extension(s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Recall Mode	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Walk Time (s)	10	10	10	10	10	10	10	10	10	10	10	10
Flash Don't Walk (s)	0.17	0.31	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Pedestrian Calls (fl/h)	0.87	0.70	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Act Erld Green (s)	78.6	40.5	23.6	23.6	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3
Queue Delay	78.6	40.5	23.6	23.6	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3
Queue Delay	78.6	40.5	23.6	23.6	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3
LOS	78.6	40.5	23.6	23.6	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3
Approach Delay	173	173	173	173	173	173	173	173	173	173	173	173
Approach LOS	4260	4260	4260	4260	4260	4260	4260	4260	4260	4260	4260	4260
Queue Length 50th (ft)	291	291	291	291	291	291	291	291	291	291	291	291
Queue Length 95th (ft)	403	403	403	403	403	403	403	403	403	403	403	403
Internal Link Dist (ft)	326	326	326	326	326	326	326	326	326	326	326	326
Turn Bay Length (ft)	1007	1007	1007	1007	1007	1007	1007	1007	1007	1007	1007	1007
Base Capacity (vph)												

Vehicle Extension (s)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
None	2.0	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dart Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calc. (#/hr)	10	10	10	10	10	10	10	10	10	10	10	10
Act Effct Green (s)	91.9	84.3	92.1	84.4	84.4	84.4	14.1	14.1	14.1	14.1	14.1	14.1
Actuated g/C Ratio	0.77	0.70	0.77	0.70	0.70	0.70	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.19	0.20	0.14	0.35	0.05	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Control Delay	5.2	8.1	11.6	23.5	20.5	46.2	46.2	46.2	46.2	46.2	46.2	46.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	8.1	11.6	23.5	20.5	46.2	46.2	46.2	46.2	46.2	46.2	46.2
LOS	A	A	A	B	C	C	D	D	D	D	D	E
Approach Delay	7.6	22.2	22.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2
Approach LOS	A	C	C	D	D	D	D	D	D	D	D	E
Queue Length 50th (ft)	10	52	31	281	31	32	32	32	32	32	32	86
Queue Length 95th (ft)	48	142	m83	340	m57	55	55	55	55	55	55	116
Internal Link Dist (ft)	483	483	483	597	597	420	420	420	420	420	420	499
Turn Bay Length (ft)	140	100	100	100	100	100	100	100	100	100	100	100
Base Capacity (vph)	591	2452	808	2488	1112	466	466	466	466	466	466	466
Slantion Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.20	0.12	0.35	0.05	0.09	0.09	0.09	0.09	0.09	0.09	0.24



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SS
Time (vph)	87	48	41	90	792	51	10	20	10	15	15	56
Flows Volume (vph)	87	403	41	90	792	51	10	20	10	15	15	56
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	0	100	0	100	0	0	0	0	0	0	0
Storage Lanes	1	0	1	0	1	0	0	0	0	0	0	0
Travel Length (ft)	65	65	65	65	65	65	25	25	25	25	25	25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1770	3490	0	1770	3539	1563	0	1778	0	0	1713	0
Satd. Flow (perm)	564	3490	0	891	3539	1563	0	1643	0	0	1637	0
Right Turn on Red	No	No	No	No	No	No	No	No	No	No	No	No
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	563	677	15.4	677	677	15.4	11.4	11.4	11.4	13.2	13.2	13.2
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	95	438	45	98	861	55	11	22	11	16	34	61
Adj. Flow (vph)	95	438	45	98	861	55	11	22	11	16	34	61
Shared Lane Traffic (%)	95	483	0	98	861	55	0	44	0	0	111	0
Lane Group Flow (vph)	4	1	4	1	1	1	1	1	1	1	1	1
Number of Detectors	33	50	36	50	50	20	106	20	106	20	106	106
Leading Detector (ft)	-9	0	-6	0	0	0	100	0	100	0	100	100
Trailing Detector (ft)	-9	0	-6	0	0	0	100	0	100	0	100	100
Detector 1 Position (ft)	6	50	6	50	50	20	6	20	6	20	6	6
Detector 1 Size (ft)	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	3	6	3	6	6	6	6	6	6	6	6	6
Detector 2 Size (ft)	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 3 Position (ft)	15	18	15	18	18	18	18	18	18	18	18	18
Detector 3 Size (ft)	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X
Detector 3 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 3 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Position (ft)	27	30	27	30	30	30	30	30	30	30	30	30
Detector 4 Size (ft)	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X	O+X
Detector 4 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Permitted Phases	5	2	1	6	6	6	4	4	8	8	8	8
Detector Phase	5	2	1	6	6	6	4	4	8	8	8	8
Switch Phase	5.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	0.0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Yield Split (s)	18	60	18	60	60	60	60	60	60	60	60	60
Total Split (%)	15.0%	51%	15.0%	51%	51%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Maximum Green (s)	3.0	16.7	3.0	16.7	16.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Yellow Time (s)	3.0	3.7	3.0	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All Red Time (s)	1.0	1.6	1.0	1.6	1.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time (s)	4.0	5.3	4.0	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Area Type	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	26	5	26	82	45	148
Traffic Volume (vph)	26	5	26	82	45	148
Future Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vph)	1,000	1,000	1,000	1,000	1,000	1,000
Lane Util. Factor	0.980	0.897				
Flt Protected	0.959					0.988
Satd. Flow (vph)	1751	0	1671	0	0	1656
Flt Permitted	0.959					0.988
Satd. Flow (vph)	1751	0	1671	0	0	1656
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	511	300	500	500	500	500
Travel Time (s)	11.6	8.9	11.4			11.4
Peak-Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)						
Adj. Flow (vph)	28	5	28	89	49	161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	117	0	0	210
Sign Control	Stop	Free	Free	Free	Free	Free
Intersection Summary						
Area Type	Other					
Control Type	Unsignalized					
Intersection Capacity Utilization	26.9%					
Analysis Period (min)	15					
	ICU Level of Service A					

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	T	T
Traffic Vol, veh/h	26	5	26	82	45	148
Future Vol, veh/h	26	5	26	82	45	148
Conflicting Pkts, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0					
Veh in Median Storage, #	0					
Grade, %	0					
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	5	28	89	49	161
Major/Minor						
	Minor1	Major1	Minor2	Major2		
Conflicting Flow All	332	73	0	0	117	0
Stage 1	73	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Sig 1	5.42	-	-	-	-	-
Critical Hdwy Sig 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	663	989	-	-	1471	-
Stage 1	950	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	638	989	-	-	1471	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Approach						
	WB	NB		SB		
HCM Control Delay, s	10.6	0		1.8		
HCM LOS	B					
Minor Lane/Major Mvmt						
	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	677	1471	-	-
HCM Lane V/C Ratio	-	-	0.05	0.033	-	-
HCM Control Delay (s)	-	-	10.6	7.5	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %ile Q(veh)	-	-	0.2	0.1	-	-

100 Clinton Avenue
5. Clinton Ave & Richmond Hill Ave

Background (2025) Conditions
All Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Internal Link Dist (ft)	403			346								310
Turn Bay Length (ft)				275								
Base Cap (vph)	809			397								903
Station Cap Reductn	0			0								0
Spillback Cap Reductn	0			0								0
Storage Cap Reductn	0			0								0
Reductn %/Ratio	0.53			0.22								0.21

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	97.8
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	27.4
Intersection Capacity Utilization:	50.3%
Analysis Period (min):	15

Splits and Phases: 5. Clinton Ave & Richmond Hill Ave

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Background (2025) Conditions
All Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Turns v/c Ratio	1.48	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43
Flows v/c Ratio	1.02	1.48	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25	0	0	275	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	1	0	0	0	0	0	0	0	0
Tract Length (ft)	50	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.95	0.946	0.946	0.996	0.996	0.996	0.944	0.944	0.944	0.944	0.944	0.944
Flt Protected	0	0	0	0	0	0	0	0	0	0	0	0
Satd. Flow (prot)	0	3305	0	1770	1855	0	1770	1770	0	1734	0	1734
Flt Permitted	0	0.809	0	0.309	0.309	0	0.950	0.950	0	0.950	0	0.950
Satd. Flow (perm)	0	2709	0	576	1855	0	1770	1770	0	1671	0	1671
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	85	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	483	426	426	296	296	296	390	390	390	390	390	390
Travel Time (s)	11.0	9.7	9.7	9.7	9.7	9.7	6.7	6.7	6.7	6.7	6.7	6.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	161	155	89	200	5	0	0	0	55	55	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	427	0	89	205	0	0	0	0	187	0	187
Number of Detectors	1	0	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left
Leading Detector (ft)	20	0	48	48	48	20	40	40	20	45	45	45
Trailing Detector (ft)	0	0	-2	-2	-2	0	-10	-10	0	-5	-5	-5
Detector 1 Position (ft)	0	0	-2	-2	-2	0	-10	-10	0	-5	-5	-5
Detector 1 Size (ft)	20	6	50	50	50	20	50	50	20	50	50	50
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	6	6	pm-pt	NA	NA	Prot	Perm	NA	Perm	NA	NA
Protected Phases												
Permitted Phases	6	6	2	2	2	2	8	8	8	4	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	31.4	31.4	31.4	19.0	31.4	10.9	10.9	10.9	29.7	29.7	29.7	29.7
Total Split (s)	33.1	33.1	33.1	19.0	33.1	10.9	10.9	10.9	57.0	57.0	57.0	57.0
Total Split (%)	27.6%	27.6%	27.6%	16.8%	43.4%	9.1%	9.1%	9.1%	47.5%	47.5%	47.5%	47.5%
Maximum Green (s)	26.7	26.7	26.7	15.0	45.7	6.0	6.0	6.0	51.3	51.3	51.3	51.3
Yellow Time (s)	3.3	3.3	3.3	3.0	3.3	3.0	3.0	3.0	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	1.0	3.1	1.9	1.9	1.9	2.4	2.4	2.4	2.4
Last Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	4.0	6.4	4.0	4.9	4.9	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0	17.0	17.0	17.0	17.0	17.0	17.0
Pedestrian Callout (flm)	10	10	10	10	10	10	10	10	10	10	10	10
Act Early Green (s)	19.2	19.2	19.2	33.7	33.7	33.7	51.8	51.8	51.8	51.8	51.8	51.8
Act Late Green (s)	0.20	0.20	0.20	0.34	0.34	0.34	0.33	0.33	0.33	0.33	0.33	0.33
Act Rate G/C Ratio	97.1	97.1	97.1	202	202	202	121	121	121	121	121	121
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Delay	37.1	37.1	37.1	20.6	24.0	24.0	12.1	12.1	12.1	12.1	12.1	12.1
LOS	D	C	C	C	C	C	B	B	B	B	B	B
Approach Delay	37.1	37.1	37.1	23.0	23.0	23.0	12.1	12.1	12.1	12.1	12.1	12.1
Approach LOS	D	C	C	C	C	C	B	B	B	B	B	B
Queue Length 50th (ft)	111	36	36	91	91	91	50	50	50	50	50	50
Queue Length 95th (ft)	165	68	68	146	146	146	102	102	102	102	102	102

100 Clinton Avenue
 G. Washington Blvd & Tresser Blvd

Background (2025) Conditions
 All Peak

Lane Group	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø9	Ø10
Internal Link Dist (ft)													
Turn Bay Length (ft)				180	180				200	200		230	250
Base Cap Reductn (%)	193	1224		280	1221				104	1517		678	265
Station Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	0
Storage Length (ft)	320	0	0	0	0	0	0	0	0	0	0	0	0
Target Length (ft)	50	0	0	0	0	0	0	0	0	0	0	0	0
Area Type: Other													
Intersection Summary													
Cycle Length: 120													
Actuated Cycle Length: 120													
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow													
Natural Cycle: 95													
Control Type: Actuated-Coordinated													
Maximum v/c Ratio: 0.74													
Intersection Signal Delay: 39.9													
Intersection LOS: D													
ICU Level of Service C													
Intersection Capacity Utilization 68.5%													
Analysis Period (min) 15													
# 95th percentile volume exceeds capacity, queue may be longer.													
Queue shown is maximum after two cycles.													
Splits and Phases: G. Washington Blvd & Tresser Blvd 													

Lanes, Volumes, Timings
 SLR

Lanes, Volumes, Timings
 SLR

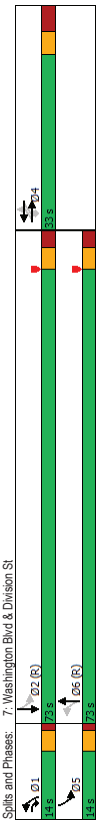
100 Clinton Avenue
 G. Washington Blvd & Tresser Blvd

Background (2025) Conditions
 All Peak

Lane Group	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø9	Ø10
Lane Configurations													
Trucks/Vol (vph)	111	374	46	161	61	81	59	873	138	89	1041	59	59
Trucks/Vol (vph)	111	374	46	161	61	81	59	873	138	89	1041	59	59
Heavy Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	5	0	0	0	0	0	0	0	0	0	0	0	0
Target Length (ft)	50	0	0	0	0	0	0	0	0	0	0	0	0
Area Type: Other													
Intersection Summary													
Cycle Length: 120													
Actuated Cycle Length: 120													
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow													
Natural Cycle: 95													
Control Type: Actuated-Coordinated													
Maximum v/c Ratio: 0.74													
Intersection Signal Delay: 39.9													
Intersection LOS: D													
ICU Level of Service C													
Intersection Capacity Utilization 68.5%													
Analysis Period (min) 15													
# 95th percentile volume exceeds capacity, queue may be longer.													
Queue shown is maximum after two cycles.													
Splits and Phases: G. Washington Blvd & Tresser Blvd 													

Lanes, Volumes, Timings
 SLR

Item	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Area Type	Other											
Control Type	Actuated-Coordinated											
Maximum v/c Ratio	0.37											
Intersection Signal Delay	4.6											
Intersection LOS	A											
Intersection Capacity Utilization	55.9%											
Analysis Period (min)	15											
m	Volume for 95th percentile queue is metered by upstream signal.											



Item	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	24	20	20	0	0	0	26	1307	0	5	1426	41
Trucks (vph)	24	0	20	0	0	0	26	1307	0	5	1426	41
Flows (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	170	0	0	0	0	0	100	0	100	0	0
Storage Lanes	25	1	0	25	0	0	25	0	0	1	0	0
Link Length (ft)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Link Util. Factor	0.830	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fill Protected	0	1770	1583	0	1863	0	1770	3539	0	1770	3525	0
Satd. Flow (prot)	0	757	0	0	0	0	119	0	0	168	0	0
Satd. Flow (perm)	0	1410	1583	0	1863	0	222	3539	0	313	3525	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	30	27	0	30	0	0	30	30	0	30	4	0
Link Speed (mph)	511	11.6	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Travel Time (s)	26	0	22	0	0	0	28	1421	0	5	1550	45
Adj. Flow (vph)	0	26	22	0	0	0	28	1421	0	5	1550	45
Shared Lane Traffic (%)	1	4	4	1	1	1	4	1	4	1	4	1
Number of Detectors	Left											
Detector Template	20	32	32	20	6	39	50	36	50	36	50	36
Leading Detector (ft)	0	-10	-10	0	0	-3	0	-6	0	-6	0	0
Trailing Detector (ft)	0	-10	-10	0	0	-3	0	-6	0	-6	0	0
Detector 1 Position (ft)	20	6	6	20	6	6	50	6	50	6	50	6
Detector 1 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	2	2	2	2	2	2	9	6	6	6	6	6
Detector 2 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 3 Position (ft)	14	14	14	14	14	14	21	18	18	18	18	18
Detector 3 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 3 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 3 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Position (ft)	6	6	6	6	6	6	33	30	30	30	30	30
Detector 4 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 4 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Phases	4	4	4	4	4	4	6	6	6	6	6	6
Detector Phase	4	4	4	4	4	4	6	6	6	6	6	6
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	32.2	32.2	32.2	32.2	32.2	32.2	30.0	21.0	30.0	30.0	35.0	35.0
Minimum Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	35.5%	11.7%	60.8%	11.7%	60.8%	60.8%	60.8%
Total Split (s)	33	33	33	33	33	33	33	33	33	33	33	33
Total Split (%)	33	33	33	33	33	33	33	33	33	33	33	33
Maximum Green (s)	39	39	39	39	39	39	40	27	40	40	27	27
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	4.0	2.7	4.0	4.0	2.7	2.7
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Last Time Adjust (s)	7.2	4.0	4.0	7.2	4.0	4.0	6.0	4.0	6.0	6.0	4.0	6.0
Total Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead/Lag Optimize?	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

100 Clinton Avenue
 8: Washington Blvd & Richmond Hill Ave

Background (2025) Conditions
 All Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Lane Configurations	107	92	0	0	5	230	1220	5	5	140	41	41	
Turn Bay Length (ft)	107	0	0	0	0	230	1220	5	5	140	41	41	
Turn Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Station Cap Reductn	0	0	0	0	0	140	0	0	0	0	0	0	
Storage Length (ft)	1	0	0	0	0	0	80	0	0	0	0	0	
Storage Delay (s)	25	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	
Truck Length (ft)	1.00	0.850					0.999						
Area Type:	Other												
Actuated Cycle Length: 120													
Offset: 28 (23%), Referenced to phase 2:NBL and 6:SBTL Start of Yellow													
Natural Cycle: 90													
Control Type: Actuated-Coordinated													
Maximum v/c Ratio: 0.74													
Intersection Signal Delay: 11.8													
Intersection LOS: B													
Intersection Capacity Utilization 98.5%													
ICU Level of Service F													
m Volume for 95th percentile queue is metered by upstream signal.													
Spills and Phases: 8: Washington Blvd & Richmond Hill Ave													

100 Clinton Avenue
 8: Washington Blvd & Richmond Hill Ave

Background (2025) Conditions
 All Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Lane Configurations	107	92	0	0	5	230	1220	5	5	140	41	41	
Turn Bay Length (ft)	107	0	0	0	0	230	1220	5	5	140	41	41	
Turn Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Station Cap Reductn	0	0	0	0	0	140	0	0	0	0	0	0	
Storage Length (ft)	1	0	0	0	0	0	80	0	0	0	0	0	
Storage Delay (s)	25	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	
Truck Length (ft)	1.00	0.850					0.999						
Area Type:	Other												
Actuated Cycle Length: 120													
Offset: 28 (23%), Referenced to phase 2:NBL and 6:SBTL Start of Yellow													
Natural Cycle: 90													
Control Type: Actuated-Coordinated													
Maximum v/c Ratio: 0.74													
Intersection Signal Delay: 11.8													
Intersection LOS: B													
Intersection Capacity Utilization 98.5%													
ICU Level of Service F													
m Volume for 95th percentile queue is metered by upstream signal.													
Spills and Phases: 8: Washington Blvd & Richmond Hill Ave													

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Link Configurations												
Through Volume (vph)	0	0	0	384	112	488	317	957	10	0	825	667
Flows Volume (vph)	0	0	0	384	112	488	317	957	10	0	825	667
Initial Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Line Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fit Protected				0.950		0.950		0.998				0.880
Start Flow (vph)	0	0	0	1770	1863	1583	1770	3532	0	0	3539	1583
Fit Permitted				0.950		0.950	0.151					
Right Turn on Red				0	0	1770	1863	1583	281	3532	0	3539
Right Turn on Red				Yes		Yes	Yes	Yes	Yes	Yes		Yes
Sat. Flow (RTOR)				30	30	94	30	1	30	30	30	504
Link Speed (mph)				435	486	486	334	326	326	7.4	7.4	
Travel Time (s)				9.9	11.0	11.0	7.6	7.4	7.4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	428	122	541	345	1040	11	0	897	725
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	428	122	541	345	1051	0	0	897	725
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template				40	40	50	40	50	40	50	50	50
Leading Detector (ft)	-10	-10	0	-10	0	-10	0	0	0	0	0	0
Trailing Detector (ft)	-10	-10	0	-10	0	-10	0	0	0	0	0	0
Detector 1 Position (ft)	-10	-10	0	-10	0	-10	0	0	0	0	0	0
Detector 1 Size (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Channel				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	pm-pt	NA	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	8	8	8	2	2	2	2	6	6	6	6	6
Permitted Phases				8	8	8	2	2	2	2	6	6
Switch Phase				7.0	7.0	7.0	10.0	15.0	15.0	15.0	15.0	15.0
Minimum Initial (s)	35.1	35.1	35.1	14.0	25.3	25.3	25.3	25.3	25.3	25.3	25.3	25.3
Minimum Split (s)	47.0	47.0	47.0	30.0	73.0	73.0	35.8%	35.8%	35.8%	35.8%	35.8%	35.8%
Total Split (%)	39.2%	39.2%	39.2%	25.0%	60.8%	60.8%						
Maximum Green (s)	40.9	40.9	40.9	28.0	67.7	67.7	37.7	37.7	37.7	37.7	37.7	37.7
Yellow Time (s)	3.7	3.7	3.7	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.4	2.4	2.4	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	4.0	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall/Mode	None	None	None	Min	Min	Min	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash/Dont Walk (s)	22.0	22.0	22.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (fl/h)	0	0	0	0	0	0	0	0	0	0	0	0
Act Eltd Green (s)	38.4	38.4	38.4	71.5	70.2	70.2	44.8	44.8	44.8	44.8	44.8	44.8
Accuated g/C Ratio	0.32	0.32	0.32	0.60	0.38	0.37	0.37	0.37	0.37	0.37	0.37	0.37
Control Delay	0.16	0.21	0.95	0.19	0.51	0.51	0.68	0.68	0.68	0.68	0.68	0.68
Queue Delay	48.8	29.8	60.2	34.4	16.2	24.0	19.8	19.8	19.8	19.8	19.8	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.9	3.9	3.9	3.9	3.9	3.9
LOS	D	D	E	C	C	C	C	C	C	C	C	D
Approach Delay	51.1	51.1	51.1	20.7	20.7	20.7	34.4	34.4	34.4	34.4	34.4	34.4
Approach LOS	D	D	C	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	287	66	339	159	253	253	355	355	355	355	355	355
Queue Length 85th (ft)	408	114	455	287	310	310	346	346	346	346	346	346
Internal Link Dist (ft)	355			406	254	254	246	246	246	246	246	246
Turn Bar Length (ft)				603	634	601	490	2068	1320	906	1320	906
Base Capacity (vph)												

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Shutter Cap Reduct				0	0	0	0	0	0	0	0	192
Shutter Cap Reduct				0	0	0	0	0	0	0	0	0
Shutter Cap Reduct				0	0	0	0	0	0	0	0	0
Reduct w/C Ratio				0.71	0.19	0.90	0.70	0.51	0.51	0.94	1.02	1.02
Intersection Summary				Other								
Area Type:				Other								
Cycle Length:	120			120								
Actuated Cycle Length:	120			120								
Offset:	33 (28%), Referenced to phase 2:NBL and 6:SBT, Start of Yellow											
Natural Cycle:	90			90								
Control Type:	Actuated-Coordinated											
Maximum w/C Ratio:	0.95											
Intersection Signal Delay:	34.2											
Intersection LOS:	C											
ICU Level of Service:	D											
Intersection Capacity Utilization:	77.6%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer:												
Queue shown is maximum after two cycles:												
Split and Phases:				9: Washington Blvd & I-95 WB On Ramp/N State St								
73 s (R)												
77 s (R)												
53 s (R)												



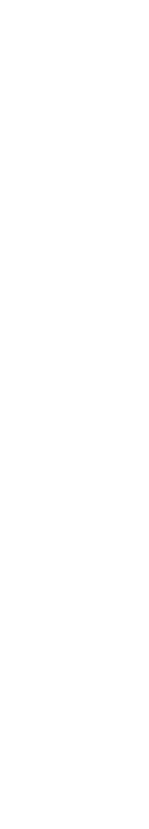
Lane Group	EBL	EBT	EBR	EBL	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	EBL	EBT	EBR	EBL	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Turns (vph)	82	62	66	117	45	97	66	265	189	77	128	102	
Flows (vph)	82	62	66	117	45	97	66	265	189	77	128	102	
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	150	0	0	0	50	40	0	0	0	20	2
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1	2
Trace Length (ft)	80	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.850
Lane Util. Factor	1.00	0.986	0.986	0.950	0.974	0.950	0.950	0.850	0.850	0.850	0.950	0.850	0.850
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1770	3490	0	1770	3447	0	1770	1863	1563	1770	3539	4425	
Flt Permitted	0.397	0.294	0.294	0.664	0.664	0.664	0.664	0.274	0.274	0.274	0.664	0.274	
Satd. Flow (perm)	740	3490	0	548	3447	0	1237	1863	1563	510	3539	4425	
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	14	31	31	31	31	31	31	105	105	105	30	111	
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	331	563	563	529	529	529	529	334	334	334	563	334	334
Travel Time (s)	7.5	12.8	12.8	12.8	12.8	12.8	12.8	21.1	21.1	21.1	7.6	7.6	7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)	89	676	72	127	493	105	72	288	205	84	139	111	
Shared Lane Traffic (%)	89	748	0	127	598	0	72	288	205	84	139	111	
Lane Group Flow (vph)	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1	1
Detector Temp	40	50	40	50	40	50	40	40	40	40	100	50	50
Leading Detector (ft)	-10	0	-10	0	-10	0	-10	-10	-10	-10	0	0	0
Trailing Detector (ft)	-10	0	-10	0	-10	0	-10	-10	-10	-10	0	0	0
Detector 1 Position (ft)	50	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Size (ft)	50	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Size (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm-plt	NA	pm-plt	NA	pm-plt	NA	pm-plt	NA	pm-plt	NA	pm-plt	NA	Perm
Protected Phases	1	6	5	2	7	4	4	4	3	8	8	8	8
Permitted Phases	6	2	2	4	2	4	4	4	4	4	4	4	8
Detector Phase	1	6	5	2	7	4	4	4	3	8	8	8	8
Switch Phase	4.0	20.0	4.0	20.0	4.0	10.0	10.0	4.0	10.0	4.0	10.0	10.0	10.0
Minimum Initial (s)	8.0	32.6	8.0	32.6	8.0	36.2	36.2	8.0	36.2	8.0	36.2	36.2	36.2
Minimum Split (s)	12.0	66.0	12.0	66.0	12.0	28.0	28.0	12.0	28.0	12.0	28.0	28.0	28.0
Total Split (s)	10.9%	52.7%	10.9%	52.7%	10.9%	25.5%	25.5%	10.9%	25.5%	10.9%	25.5%	25.5%	25.5%
Maximum Green (s)	8.0	52.4	8.0	52.4	8.0	22.8	22.8	8.0	22.8	8.0	22.8	22.8	22.8
Yellow Time (s)	3.0	3.7	3.0	3.7	3.0	3.7	3.7	3.0	3.7	3.0	3.7	3.7	3.7
All-Red Time (s)	1.0	1.9	1.0	1.9	1.0	1.5	1.5	1.0	1.5	1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.6	4.0	5.6	4.0	5.2	5.2	4.0	5.2	4.0	5.2	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Extension(s)	0.0	3.0	0.0	3.0	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	2.0
Vehicle Extension(s)	None	C-Min	None	C-Min	None	None	None	None	None	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wheel Time (s)	20.0	20.0	20.0	20.0	20.0	24.0	24.0	20.0	24.0	20.0	24.0	24.0	24.0
First Don't Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk Cycle (s)	63.9	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8
Act Effc G/C Ratio	0.98	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951
v/c Ratio	0.18	0.42	0.31	0.32	0.20	0.77	0.51	0.38	0.19	0.29	0.19	0.29	0.29
Control Delay	11.7	19.9	12.6	17.0	12.6	17.0	12.6	17.0	12.6	17.0	12.6	17.0	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	EBL	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Total Delay	11.7	19.9	12.6	17.0	12.6	17.0	12.6	17.0	12.6	17.0	12.6	17.0	17.0
LOS	B	B	B	B	B	B	B	C	C	C	C	C	A
Approach Delay	19.0	19.0	16.2	16.2	16.2	16.2	16.2	39.2	39.2	39.2	24.7	24.7	A
Approach LOS	B	B	B	B	B	B	B	D	D	D	C	C	A
Queue Length 50th (ft)	24	166	35	119	35	119	35	195	61	43	43	43	0
Queue Length 95th (ft)	59	284	80	208	80	208	80	261	121	67	63	63	41
Internal Link Dist (ft)	50	251	150	483	150	483	150	849	50	40	254	254	20
Turn Bay Length (ft)	520	1888	432	1936	432	1936	432	438	240	809	411	411	411
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stallcap Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.40	0.29	0.31	0.29	0.31	0.29	0.19	0.69	0.47	0.35	0.17	0.27
Intersection Summary													
Area Type:	Other												
Actuated Cycle Length: 110													
Offset: 105 (95%), Referenced to phase 2/WBTL and 6/EBTL, Start of Yellow													
Natural Cycle: 85													
Control Type: Actuated-Coordinated													
Maximum v/c Ratio: 0.77													
Intersection Signal Delay: 23.6													
Intersection Capacity Utilization: 59.7%													
Analysis Period (min): 15													
IOU Level of Service B													
Spills and Phases:	1: Greenwich Ave & W Main St & Tresser Blvd												
01	02 (R)	03	04	05	06 (R)	07	08	09	10	11	12	13	14
12 s	58 s	12 s	58 s	12 s	58 s	12 s	58 s	12 s	58 s	12 s	58 s	12 s	58 s

100 Clinton Avenue
2: Greenwich Ave & Richmond Hill Ave Background (2025) Conditions
PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Shrinker Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduce v/c Ratio	0.30			0.45			0.73					0.39

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 37.8
Intersection Capacity Utilization 75.0%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



100 Clinton Avenue
2: Greenwich Ave & Richmond Hill Ave Background (2025) Conditions
PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Link Configurations	82	164	61	61	153	41	31	480	112	20	214	82
Flows Volume (vph)	82	164	61	61	153	41	31	480	112	20	214	82
Flows Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Line Util. Factor	0.976			0.978			0.976			0.965		0.965
Flt Protected	0.988			0.988			0.997			0.997		0.997
Satd. Flow (vph)	0.1796	0	0	0.1800	0	0	0.1813	0	0	0.1792	0	0
Flt Permitted	0.834			0.789			0.968			0.940		0.940
Satd. Flow (vph)	0	0	0	1437	0	0	1780	0	0	1680	0	0
Right Turn on Red	No			No			No			No		No
Satd. Flow (RTOR)	30			30			30			30		30
Link Speed (mph)	371			483			530			929		929
Link Distance (ft)	8.4			11.0			12.0			21.1		21.1
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak-Hour Factor	89	211	66	66	166	45	34	522	122	22	233	89
Adj. Flow (vph)	0	366	0	0	277	0	0	678	0	0	344	0
Shared Lane Traffic (%)	1	1	1	1	1	1	1	1	1	1	1	1
Number of Detectors	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left
Detector Template	20	52	20	52	20	52	20	52	20	52	20	52
Leading Detector (ft)	0	2	0	2	0	2	0	2	0	2	0	2
Trailing Detector (ft)	0	2	0	2	0	2	0	2	0	2	0	2
Detector 1 Position (ft)	20	50	20	50	20	50	20	50	20	50	20	50
Detector 1 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	Perm	NA	D,P+P	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Detector 1 Delay (s)	4	4	3	3	4	4	2	2	2	2	2	2
Turn Type	4	4	3	3	4	4	2	2	2	2	2	2
Permitted Phases	4	4	3	3	4	4	2	2	2	2	2	2
Detector Phase	4	4	3	3	4	4	2	2	2	2	2	2
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1	24.1
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Total Split (%)	30.9	30.9	30.9	30.9	30.9	30.9	30.9	30.9	30.9	30.9	30.9	30.9
Maximum Green (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Yellow Time (s)	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
All-Red Time (s)	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
Lost Time Adjust (s)	Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Recall Mode	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Walk Time (s)	10	10	10	10	10	10	10	10	10	10	10	10
Flash/Dont Walk (s)	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26
Pedestrian Calls (flth)	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Act Erld Green (s)	71.8	71.8	71.8	71.8	71.8	71.8	71.8	71.8	71.8	71.8	71.8	71.8
Queue Delay	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Queue Delay	71.1	71.1	71.1	71.1	71.1	71.1	71.1	71.1	71.1	71.1	71.1	71.1
LOS	71.5	71.5	71.5	71.5	71.5	71.5	71.5	71.5	71.5	71.5	71.5	71.5
Approach Delay	261	261	261	261	261	261	261	261	261	261	261	261
Approach LOS	4466	4466	4466	4466	4466	4466	4466	4466	4466	4466	4466	4466
Queue Length 50th (ft)	291	291	291	291	291	291	291	291	291	291	291	291
Queue Length 85th (ft)	408	408	408	408	408	408	408	408	408	408	408	408
Internal Link Dist (ft)	611	611	611	611	611	611	611	611	611	611	611	611
Turn Bar Length (ft)	927	927	927	927	927	927	927	927	927	927	927	927
Base Capacity (vph)	891	891	891	891	891	891	891	891	891	891	891	891

100 Clinton Avenue
2: Greenwich Ave & Richmond Hill Ave Background (2025) Conditions
PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Shrinker Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduce v/c Ratio	0.30			0.45			0.73					0.39

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 37.8
Intersection Capacity Utilization 75.0%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



100 Clinton Avenue
3: Clinton Ave & Tresser Blvd

Background (2025) Conditions
PM Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Area Type:	Other											
Actual Cycle Length:	120											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.36											
Intersection Signal Delay:	16.9											
Intersection LOS:	B											
Intersection Capacity Utilization:	46.2%											
Analysis Period (min):	15											
Volume for 95th percentile queue is measured by upstream signal.												
Spills and Phases:	3: Clinton Ave & Tresser Blvd											
EBL	67 s											
EBT		92 (R)										
EBR			67 s									
WBL				67 s								
WBT					92 (R)							
WBR						67 s						
NBL							67 s					
NBT								92 (R)				
NBR									67 s			
SBL										67 s		
SBT											92 (R)	
SSR												67 s

100 Clinton Avenue
3: Clinton Ave & Tresser Blvd

Background (2025) Conditions
PM Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Vehicle Extension (s):	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	2.0	2.0	2.0	2.0
Vehicle Meters:	None	C/Min	None	None	C/Min	None	None	C/Min	None	None	None	None
Flash Dart (vph):	15.0	7.0	7.0	15.0	7.0	7.0	15.0	7.0	7.0	15.0	7.0	7.0
Pedestrian Cals (#/hr):	10	10	10	10	10	10	10	10	10	10	10	10
Act Effct Green (s):	93.1	86.6	91.8	84.5	84.5	84.5	91.8	84.5	84.5	84.5	84.5	14.1
Actuated g/C Ratio:	0.78	0.72	0.76	0.70	0.70	0.70	0.78	0.70	0.70	0.70	0.70	0.12
v/c Ratio:	0.15	0.34	0.15	0.26	0.05	0.05	0.15	0.26	0.05	0.05	0.05	0.51
Control Delay:	4.8	8.8	10.9	17.1	16.9	16.9	4.8	8.8	10.9	17.1	16.9	57.0
Queue Delay:	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay:	4.8	9.0	10.9	17.1	16.9	16.9	4.8	9.0	10.9	17.1	16.9	57.0
LOS:	A	A	B	B	B	B	A	A	B	B	B	E
Approach Delay:	8.6	16.5	16.5	16.5	16.5	16.5	8.6	16.5	16.5	16.5	16.5	57.0
Approach LOS:	A	B	B	B	B	B	A	B	B	B	B	E
Queue Length 50th (ft):	9	107	19	210	19	86	9	107	19	210	19	67
Queue Length 95th (ft):	45	272	m76	303	m69	116	45	272	m76	303	m69	97
Internal Link Dist (ft):	483	483	100	597	420	489	483	483	100	597	420	489
Turn Bay Length (ft):	140	2548	537	2492	1115	466	140	2548	537	2492	1115	419
Base Capacity (vph):	0	903	0	0	0	0	0	903	0	0	0	0
Storage Cap Reductn:	0	0	0	0	0	0	0	0	0	0	0	0
Spillover Cap Reductn:	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio:	0.14	0.53	0.13	0.26	0.05	0.24	0.14	0.53	0.13	0.26	0.05	0.21
Intersection Summary:												
Area Type:	Other											
Cycle Length:	120											
Actual Cycle Length:	120											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.36											
Intersection Signal Delay:	16.9											
Intersection LOS:	B											
Intersection Capacity Utilization:	46.2%											
Analysis Period (min):	15											
Volume for 95th percentile queue is measured by upstream signal.												
Spills and Phases:	3: Clinton Ave & Tresser Blvd											
EBL	67 s											
EBT		92 (R)										
EBR			67 s									
WBL				67 s								
WBT					92 (R)							
WBR						67 s						
NBL							67 s					
NBT								92 (R)				
NBR									67 s			
SBL										67 s		
SBT											92 (R)	
SSR												67 s

Area Type	WB	WBR	NBT	NBR	SBL	SBT
Area Type						
Control Type	Unsignalized					
Intersection Capacity Utilization	26.4%					
Analysis Period (min)	15					
ICU Level of Service	A					
Area Type	Other					
Control Type	Unsignalized					
Intersection Capacity Utilization	26.4%					
Analysis Period (min)	15					
ICU Level of Service	A					

Intersection	Minor1	Major1	Minor2	Major2
Int Delay, s/veh	3			
Movement	WBL	WBR	NBT	NBR
Lane Configurations	WBL	WBR	NBT	NBR
Traffic Vol, veh/h	20	31	123	15
Future Vol, veh/h	20	31	123	15
Conflicting Pkts, #/hr	0	0	0	0
Sign Control	Stop	Stop	Free	Free
RT Channelized	-	None	-	None
Storage Length	0	-	-	-
Veh in Median Storage, #	0	-	0	-
Grade, %	0	-	0	-
Peak Hour Factor	92	92	92	92
Heavy Vehicles, %	2	2	2	2
Movt Flow	22	34	134	16
Major/Minor	Minor1	Major1	Minor2	Major2
Conflicting Flow All	142	142	0	150
Stage 1	169	-	-	-
Stage 2	6.42	6.22	-	4.12
Critical Hdwy	5.42	-	-	-
Critical Hdwy Sig 1	5.42	-	-	-
Critical Hdwy Sig 2	3.518	3.318	-	2.218
Follow-up Hdwy	681	906	-	1431
Pot Cap-1 Maneuver	885	-	-	-
Stage 1	861	-	-	-
Stage 2	654	906	-	1431
Platoon blocked, %	654	-	-	-
Mov Cap-1 Maneuver	885	-	-	-
Mov Cap-2 Maneuver	827	-	-	-
Stage 1				
Stage 2				
Approach	WB	NB	SB	SB
HCM Control Delay, s	9.9	0	-	3.6
HCM LOS	A	-	-	-
Minor Lane/Minor Mvmt	NBT	NBR	WBLn1	SBL
Capacity (veh/h)	-	-	787	1431
HCM Lane V/C Ratio	-	-	0.07	0.038
HCM Control Delay (s)	-	-	9.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %ile Q(veh)	-	-	0.2	0.1

100 Clinton Avenue
5. Clinton Ave & Richmond Hill Ave

Background (2025) Conditions
PM Peak

Item	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	61	24	5	5	17	41	20	36	20	15	4	56
Turn Volume (vph)	61	260	5	5	179	41	20	36	20	15	5	56
Flows Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25	0	275	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	1	0	0	0	0	0	0	0	0	0
Travel Length (ft)	50	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Lane Util. Factor	0.95	0.98	0.98	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972
Fit Protected	0	0	0	0	0	0	0	0	0	0	0	0
Satd. Flow (prot)	0	3500	0	1770	1811	0	0	1603	1504	0	1660	0
Fit Permitted	0	0.841	0	0.445	0.445	0	0	0.993	0.993	0	0.379	0
Satd. Flow (perm)	0	2971	0	829	1811	0	0	1603	1504	0	635	0
Right Turn on Red	1	Yes	1	12	12	Yes	1	51	141	1	61	Yes
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	483	483	426	426	296	296	390	390	390	390	390	390
Link Distance (ft)	11.0	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Travel Time (s)	66	283	5	5	195	45	22	39	227	16	5	61
Adj. Flow (vph)	0	354	0	5	240	0	0	147	141	1	1	82
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	0	0	1	1	1	1	1	1	1	1	1
Number of Detectors	Left	0	0	48	48	20	40	40	20	40	20	45
Leading Detector (ft)	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Trailing Detector (ft)	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Detector 1 Position (ft)	20	6	50	50	50	50	50	50	50	50	50	50
Detector 1 Size (ft)	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex
Detector 1 Type	Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	pm-pt	NA	Split	NA	Split	NA	Prot.	Perm	NA	NA
Protected Phases	6	6	2	2	8	8	8	8	8	8	4	4
Permitted Phases	6	6	2	2	8	8	8	8	8	4	4	4
Detector Phase	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Switch Phase	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
Minimum Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Maximum Green (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Yellow Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Last Time Adjust (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Total Lost Time (s)	Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead/Lag	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Recall Mode	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Walk Time (s)	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (fl/hr)	18.9	18.9	18.9	18.9	18.9	18.9	18.9	18.9	18.9	18.9	18.9	18.9
Act Eff Green (s)	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Adjusted g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
Control Delay	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Queue Delay	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4
LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Delay	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4	19.4
Approach LOS	B	B	B	B	B	B	B	B	B	B	B	B
Queue Length 50th (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Queue Length 95th (ft)	150	150	150	150	150	150	150	150	150	150	150	150

Lanes, Volumes, Timings
SLR

100 Clinton Avenue
5. Clinton Ave & Richmond Hill Ave

Background (2025) Conditions
PM Peak

Item	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Internal Link Dist (ft)	403	403	403	275	346	346	216	216	216	310	310	310
Turn Bay Length (ft)	2174	2174	2174	675	1633	1633	737	744	744	443	443	443
Base Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Station Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Signal Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reductn %/Ratio	0.16	0.01	0.15	0.20	0.19	0.19	0.20	0.19	0.19	0.19	0.19	0.19
Intersection Summary	Other											
Area Type	Other											
Cycle Length	120											
Actuated Cycle Length	53.9											
Natural Cycle	95											
Control Type	Actuated-Uncoordinated											
Maximum v/c Ratio	0.48											
Intersection Signal Delay	17.5											
Intersection Capacity Utilization	51.6%											
Analysis Period (min)	15											
Splits and Phases	5. Clinton Ave & Richmond Hill Ave											
Diagram												

Lanes, Volumes, Timings
SLR

100 Clinton Avenue
 6. Washington Blvd & Tresser Blvd

Background (2025) Conditions
 PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9	Ø10
Lane Configurations	175	65	51	91	44	139	51	999	261	251	837	97		
Trucks/Vol (vph)	175	65	51	91	44	139	51	999	261	251	837	97		
Trucks/Vol (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	320	0	180	0	180	0	200	230	200	230	200	230		
Storage Lanes	1	0	1	0	1	0	1	1	1	1	1	1		
Travel Length (ft)	50	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	1.00		
Lane Util. Factor	1.00	0.989	0.950	0.967	0.950	0.950	0.950	0.820	0.820	0.820	0.820	0.820		
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950		
Satd. Flow (prot)	1770	5029	0	1770	4917	0	1770	3539	1583	1770	3539	1583		
Satd. Flow (perm)	1770	5029	0	1770	4917	0	1770	3539	1583	1770	3539	1583		
Right Turn on Red	No	No	No	No	No	No	No	No	No	No	No	No		
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30		
Link Speed (mph)	677	703	703	703	703	703	703	578	578	404	404	404		
Travel Time (s)	15.4	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow Factor	190	714	55	99	542	151	55	1086	316	273	910	105		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	190	769	0	99	693	0	55	1086	316	273	910	105		
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1		
Detector Template	40	45	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5		
Trailing Detector (ft)	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5		
Detector 1 Position (ft)	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5		
Detector 1 Size (ft)	50	50	50	50	50	50	50	50	50	50	50	50		
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX		
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Turn Type	Prot.	NA	Prot.	NA	Prot.	NA	Prot.	NA	Prot.	NA	Prot.	NA		
Protected Phases	7	4	3	8	5	2	2	1	6	9	10	6		
Permitted Phases	7	4	3	8	5	2	2	1	6	6	6	6		
Detector Phase														
Switch Phase														
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0		
Minimum Split (s)	9.0	30.4	9.0	30.4	9.0	30.6	9.0	30.6	9.0	30.6	9.0	30.6		
Total Split (s)	16.0	34.0	16.0	34.0	21.0	43.0	21.0	43.0	21.0	43.0	21.0	43.0		
Total Split (%)	13.3%	28.3%	13.3%	28.3%	17.5%	35.8%	17.5%	35.8%	17.5%	35.8%	17.5%	35.8%		
Maximum Green (s)	12.0	28.6	12.0	28.6	17.0	37.4	17.0	37.4	17.0	37.4	17.0	37.4		
Yellow Time (s)	3.0	3.7	3.0	3.7	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.3		
All-Red Time (s)	1.0	1.7	1.0	1.7	1.0	2.3	1.0	2.3	1.0	2.3	1.0	2.3		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	5.4	4.0	5.4	4.0	5.6	4.0	5.6	4.0	5.6	4.0	5.6		
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0		
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	None	C-Min	None	None		
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Flash Dont Walk (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0		
Pedestrian Calls (flm)	0	0	0	0	0	0	0	0	0	0	0	0		
Act Eff Green (s)	18.8	24.5	17.3	23.0	15.8	42.2	17.3	23.0	15.8	42.2	17.3	23.0		
Adjusted G/C Ratio	0.16	0.25	0.14	0.19	0.13	0.35	0.14	0.19	0.13	0.35	0.14	0.19		
VC Ratio	0.69	0.74	0.63	0.69	0.63	0.69	0.63	0.69	0.63	0.69	0.63	0.69		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Queue Delay	66.7	49.0	52.5	60.4	37.3	42.7	36.1	131.7	36.4	29.7	66.0	49.0		
LOS	E	D	D	D	D	D	D	F	D	C	C	C		
Approach Delay	52.5	41.1	50.6	56.6	41.1	56.6	41.1	56.6	41.1	56.6	41.1	56.6		
Approach LOS	D	D	D	D	D	D	D	D	D	D	D	D		
Queue Length 50th (ft)	132	219	70	186	34	320	174	~238	332	58	332	58		
Queue Length 95th (ft)	4279	247	131	220	m56	4538	294	4410	409	102	409	102		

Lanes, Volumes, Timings
 SLR

100 Clinton Avenue
 6. Washington Blvd & Tresser Blvd

Background (2025) Conditions
 PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9	Ø10
Internal Link Dist (ft)	320	597	597	623	623	623	200	498	230	200	324	324		
Turn Bay Length (ft)	180	180	180	180	180	180	230	230	230	200	200	250		
Base Cap Reductn	277	1206	1206	1171	1171	1171	287	1245	566	290	1334	596		
Station Cap Reductn	0	0	0	0	0	0	23	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Storage Lanes	0	0	0	0	0	0	0	0	0	0	0	0		
Reductn % Ratio	0.69	0.64	0.64	0.39	0.59	0.59	0.21	0.89	0.57	1.09	0.68	0.18		
Intersection Summary														
Area Type:	Other													
Cycle Length:	120													
Actuated Cycle Length:	120													
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow													
Natural Cycle:	115													
Control Type:	Actuated-Coordinated													
Maximum v/c Ratio:	1.09													
Intersection Signal Delay:	49.5													
Intersection LOS:	D													
ICU Level of Service D														
Intersection Capacity Utilization:	79.8%													
Analysis Period (min):	15													
- Volume exceeds capacity, queue is theoretically infinite.														
# 95th percentile volume exceeds capacity, queue may be longer.														
Queue shown is maximum after two cycles.														
m Volume for 95th percentile queue is metered by upstream signal.														

Lanes, Volumes, Timings
 SLR

100 Clinton Avenue
 7: Washington Blvd & Division St
 Background (2025) Conditions
 PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Line Configurations	86	4	4	66	0	0	5	10	154	0	0	114
Walk Time (s)	18.0	7.0	7.0	18.0	7.0	7.0	18.0	7.0	18.0	7.0	18.0	7.0
Flash Duration (s)	18.0	7.0	7.0	18.0	7.0	7.0	18.0	7.0	18.0	7.0	18.0	7.0
Pedestrian Cals. (#/hr)	10	10	10	10	10	10	10	10	10	10	10	10
Act Effect Green (s)	13.9	26.2	13.9	13.9	26.2	13.9	13.9	26.2	13.9	26.2	13.9	26.2
Act Effect Red (s)	0.12	0.22	0.12	0.12	0.22	0.12	0.12	0.22	0.12	0.22	0.12	0.22
Act Effect Yellow (s)	0.57	0.19	0.57	0.57	0.19	0.57	0.57	0.19	0.57	0.19	0.57	0.19
Act Effect Green Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	65.9	22.5	65.9	65.9	22.5	65.9	65.9	22.5	65.9	22.5	65.9	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	22.5	65.9	65.9	22.5	65.9	65.9	22.5	65.9	22.5	65.9	22.5
LOS	E	C	E	C	E	C	E	C	E	C	E	C
Approach Delay	47.0		47.0			47.0			47.0		47.0	
Approach LOS	D		D			D			D		D	
Queue Length 50m (ft)	72	21	72	72	21	72	72	21	72	21	72	21
Queue Length 99m (ft)	116	58	116	116	58	116	116	58	116	58	116	58
Internal Link Dist (ft)	431		431			431			431		431	
Turn Bay Length (ft)	170		170			170			170		170	
Base Capacity (vph)	302	480	302	302	480	302	302	480	302	480	302	480
Slantion Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reduct	0	3	0	0	3	0	0	3	0	3	0	3
Storage Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.15	0.31	0.31	0.15	0.31	0.31	0.15	0.31	0.15	0.31	0.15
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actual Cycle Length:	120											
Offset:	22 (18%), Referenced to phase 2 SBTL and 6 NBTL, Start of Yellow											
Natural Cycle:	30											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.81											
Intersection Signal Delay:	6.0											
Intersection Capacity Utilization:	65.0%											
Analysis Period (min):	15											
m:	Volume for 95th percentile queue is metered by upstream signal.											



Lanes, Volumes, Timings
 SLR

100 Clinton Avenue
 7: Washington Blvd & Division St
 Background (2025) Conditions
 PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Line Configurations	86	4	4	66	0	0	5	10	154	0	0	114
Walk Time (s)	18.0	7.0	7.0	18.0	7.0	7.0	18.0	7.0	18.0	7.0	18.0	7.0
Flash Duration (s)	18.0	7.0	7.0	18.0	7.0	7.0	18.0	7.0	18.0	7.0	18.0	7.0
Pedestrian Cals. (#/hr)	10	10	10	10	10	10	10	10	10	10	10	10
Act Effect Green (s)	13.9	26.2	13.9	13.9	26.2	13.9	13.9	26.2	13.9	26.2	13.9	26.2
Act Effect Red (s)	0.12	0.22	0.12	0.12	0.22	0.12	0.12	0.22	0.12	0.22	0.12	0.22
Act Effect Yellow (s)	0.57	0.19	0.57	0.57	0.19	0.57	0.57	0.19	0.57	0.19	0.57	0.19
Act Effect Green Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	65.9	22.5	65.9	65.9	22.5	65.9	65.9	22.5	65.9	22.5	65.9	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	22.5	65.9	65.9	22.5	65.9	65.9	22.5	65.9	22.5	65.9	22.5
LOS	E	C	E	C	E	C	E	C	E	C	E	C
Approach Delay	47.0		47.0			47.0			47.0		47.0	
Approach LOS	D		D			D			D		D	
Queue Length 50m (ft)	72	21	72	72	21	72	72	21	72	21	72	21
Queue Length 99m (ft)	116	58	116	116	58	116	116	58	116	58	116	58
Internal Link Dist (ft)	431		431			431			431		431	
Turn Bay Length (ft)	170		170			170			170		170	
Base Capacity (vph)	302	480	302	302	480	302	302	480	302	480	302	480
Slantion Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reduct	0	3	0	0	3	0	0	3	0	3	0	3
Storage Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.15	0.31	0.31	0.15	0.31	0.31	0.15	0.31	0.15	0.31	0.15
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actual Cycle Length:	120											
Offset:	22 (18%), Referenced to phase 2 SBTL and 6 NBTL, Start of Yellow											
Natural Cycle:	30											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.81											
Intersection Signal Delay:	6.0											
Intersection Capacity Utilization:	65.0%											
Analysis Period (min):	15											
m:	Volume for 95th percentile queue is metered by upstream signal.											



Lanes, Volumes, Timings
 SLR

100 Clinton Avenue
 7: Washington Blvd & Division St
 Background (2025) Conditions
 PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Line Configurations	86	4	4	66	0	0	5	10	154	0	0	114
Walk Time (s)	18.0	7.0	7.0	18.0	7.0	7.0	18.0	7.0	18.0	7.0	18.0	7.0
Flash Duration (s)	18.0	7.0	7.0	18.0	7.0	7.0	18.0	7.0	18.0	7.0	18.0	7.0
Pedestrian Cals. (#/hr)	10	10	10	10	10	10	10	10	10	10	10	10
Act Effect Green (s)	13.9	26.2	13.9	13.9	26.2	13.9	13.9	26.2	13.9	26.2	13.9	26.2
Act Effect Red (s)	0.12	0.22	0.12	0.12	0.22	0.12	0.12	0.22	0.12	0.22	0.12	0.22
Act Effect Yellow (s)	0.57	0.19	0.57	0.57	0.19	0.57	0.57	0.19	0.57	0.19	0.57	0.19
Act Effect Green Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	65.9	22.5	65.9	65.9	22.5	65.9	65.9	22.5	65.9	22.5	65.9	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	22.5	65.9	65.9	22.5	65.9	65.9	22.5	65.9	22.5	65.9	22.5
LOS	E	C	E	C	E	C	E	C	E	C	E	C
Approach Delay	47.0		47.0			47.0			47.0		47.0	
Approach LOS	D		D			D			D		D	
Queue Length 50m (ft)	72	21	72	72	21	72	72	21	72	21	72	21
Queue Length 99m (ft)	116	58	116	116	58	116	116	58	116	58	116	58
Internal Link Dist (ft)	431		431			431			431		431	
Turn Bay Length (ft)	170		170			170			170		170	
Base Capacity (vph)	302	480	302	302	480	302	302	480	302	480	302	480
Slantion Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reduct	0	3	0	0	3	0	0	3	0	3	0	3
Storage Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.15	0.31	0.31	0.15	0.31	0.31	0.15	0.31	0.15	0.31	0.15
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actual Cycle Length:	120											
Offset:	22 (18%), Referenced to phase 2 SBTL and 6 NBTL, Start of Yellow											
Natural Cycle:	30											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.81											
Intersection Signal Delay:	6.0											
Intersection Capacity Utilization:	65.0%											
Analysis Period (min):	15											
m:	Volume for 95th percentile queue is metered by upstream signal.											



Lanes, Volumes, Timings
 SLR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Turn Left (veh)	275	0	209	5	4	5	184	1271	5	5	1747	41	
Turn Left Volume (vph)	275	0	209	5	0	5	184	1271	5	5	1212	41	
Turn Left v/c Ratio	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	0	0	0	0	140	0	0	0	0	0	
Storage Lanes	1	0	0	0	0	0	1	0	0	0	0	0	
Truck Length (ft)	25	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	
Lane Util. Factor	1.00	0.850	0.932	0.976	0.950	0.999	0.955	0.955	0.955	0.955	0.955	0.955	
Flt Protected	0.950												
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3536	0	0	3522	0	
Flt Permitted	0.751												
Satd. Flow (perm)	1399	1583	0	0	1556	0	186	3536	0	0	3345	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30	
Link Distance (ft)	426		205		326		356		356		356		
Travel Time (s)	9.7	0.92	4.7		7.4		8.1		8.1		8.1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	299	0	227	5	0	5	200	1382	5	5	1317	45	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	299	227	0	0	10	0	200	1387	0	0	1367	0	
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	
Leading Detector (ft)	50	50	20	50	40	40	20	40	20	40	20	40	
Trailing Detector (ft)	0	0	0	0	-10	-10	0	-10	0	-10	0	-10	
Detector 1 Position (ft)	0	0	0	0	0	0	-10	0	0	0	0	0	
Detector 1 Size (ft)	50	50	20	50	50	50	20	50	20	50	20	50	
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases	4	4	4	4	4	5	2	6	4	4	6	3	
Permitted Phases	4	4	4	4	4	5	2	6	6	6	6	6	
Detector Phase													
Switch Phase													
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	24.2	24.2	24.2	24.2	11.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	16.0	84.0	68.0	68.0	68.0	68.0	68.0	68.0	
Total Split (%)	26.7%	26.7%	26.7%	26.7%	13.3%	70.0%	56.7%	56.7%	56.7%	56.7%	56.7%	56.7%	
Maximum Green (s)	27.8	27.8	27.8	27.8	12.0	79.0	63.0	63.0	63.0	63.0	63.0	63.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.0	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
Last Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.2	4.2	4.2	4.2	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	
Flash Dont Walk (s)	3.0	3.0	3.0	3.0	3.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Pedestrian Call (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Act Eric Green (s)	30.0	30.0	30.0	30.0	1.0	81.7	80.7	80.7	80.7	80.7	80.7	80.7	
Act Eric Green Ratio	0.65	0.65	0.65	0.65	0.08	0.68	0.67	0.67	0.67	0.67	0.67	0.67	
VC Ratio	0.65	0.65	0.65	0.65	0.03	0.66	0.66	0.66	0.66	0.66	0.66	0.66	
Control Delay	65.4	65.4	65.4	65.4	20.0	83.0	83.0	83.0	83.0	83.0	83.0	83.0	
Queue Delay	65.4	65.4	65.4	65.4	0.0	83.0	83.0	83.0	83.0	83.0	83.0	83.0	
Total Delay	65.4	65.4	65.4	65.4	32.7	86.6	103.3	103.3	103.3	103.3	103.3	103.3	
LOS	E	E	E	E	C	D	D	D	D	D	D	B	
Approach Delay	56.7	56.7	56.7	56.7	32.7	136.7	136.7	136.7	136.7	136.7	136.7	136.7	
Approach LOS	C	C	C	C	B	B	B	B	B	B	B	B	
Queue Length 50th (ft)	215	190	190	190	6	56	283	283	283	283	283	283	
Queue Length 95th (ft)	4362	235	235	235	20	m#124	480	480	480	480	480	480	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Internal Link Dist (ft)	346			125			140	246				276	
Turn Bay Length (ft)													
Base Cap (vph)	360	407	407	400	285	2388	285	2388	285	2388	285	2388	
Station Cap Reductn	0	0	0	0	0	2	232	0	0	0	0	34	
Signal Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Reductn v/c Ratio	0.83	0.56	0.63	0.03	0.71	0.64	0.86	0.86	0.86	0.86	0.86	0.86	
Intersection Summary													
Area Type:	Other												
Cycle Length:	120												
Actuated Cycle Length:	120												
Offset:	47 (39%), Referenced to phase 2:NBL and 6:SBTL Start of Yellow												
Natural Cycle:	90												
Control Type:	Actuated-Coordinated												
Maximum v/c Ratio:	0.85												
Intersection Signal Delay:	21.4												
Intersection LOS:	C												
ICU Level of Service:	G												
Intersection Capacity Utilization:	104.0%												
Analysis Period (min):	15												
# 95th percentile volume exceeds capacity, queue may be longer.													
Queue shown is maximum after two cycles.													
m Volume for 95th percentile queue is metered by upstream signal.													
Splits and Phases:	8: Washington Blvd & Richmond Hill Ave												

100 Clinton Avenue
9: Washington Blvd & I-95 WB On Ramp/N State St

Background (2025) Conditions
PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Line Configurations	0	0	0	123	61	364	356	1056	0	0	724	702
Trucks/Vol (vph)	0	0	0	123	61	364	356	1056	0	0	724	702
Trucks/Vol (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fit	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.880
Fit Protected	0	0	0	1770	1863	1583	1770	3539	0	0	3539	1583
Fit Permitted	0	0	0	1770	1863	1583	473	3539	0	0	3539	1583
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	435	486	486	486	486	486	486	486	486	486	486	486
Link Distance (ft)	9.9	11.0	11.0	11.0	11.0	11.0	7.6	7.6	7.6	7.6	7.6	7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	134	66	396	367	1191	0	0	767	763
Shared Lane Traffic (%)	0	0	0	134	66	396	367	1191	0	0	767	763
Line Group Flow (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Number of Detectors	40	40	50	40	50	40	50	50	40	50	50	50
Detector Temp	-10	-10	0	-10	0	-10	0	0	-10	0	0	0
Leading Detector (ft)	-10	-10	0	-10	0	-10	0	0	-10	0	0	0
Trailing Detector (ft)	-10	-10	0	-10	0	-10	0	0	-10	0	0	0
Detector 1 Position (ft)	-10	-10	0	-10	0	-10	0	0	-10	0	0	0
Detector 1 Size (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	pm-pt	NA	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases	8	8	8	8	8	8	8	8	8	8	8	8
Permitted Phases	8	8	8	8	8	8	8	8	8	8	8	8
Detector Phase	8	8	8	8	8	8	8	8	8	8	8	8
Switch Phase	7.0	7.0	7.0	7.0	10.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Initial (s)	35.1	35.1	35.1	35.1	14.0	25.3	25.3	25.3	25.3	25.3	25.3	25.3
Minimum Split (s)	41.0	41.0	41.0	41.0	30.0	79.0	49.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	34.2%	34.2%	34.2%	25.0%	65.8%	40.8%	40.8%	40.8%	40.8%	40.8%	40.8%	40.8%
Maximum Green (s)	34.9	34.9	34.9	28.0	73.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7
Yellow Time (s)	3.7	3.7	3.7	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.4	2.4	2.4	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	4.0	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash/Dont Walk (s)	22.0	22.0	22.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (flm)	0	0	0	0	0	0	0	0	0	0	0	0
Act Erld Green (s)	28.6	28.6	28.6	81.3	80.0	57.6	57.6	57.6	57.6	57.6	57.6	57.6
Actualized g/C Ratio	0.32	0.24	0.24	0.68	0.67	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Control Delay	38.3	34.6	38.5	19.4	11.8	14.1	14.1	14.1	14.1	14.1	14.1	14.1
Queue Delay	8.0	8.0	8.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Length	38.3	34.6	38.5	19.4	11.8	14.1	14.1	14.1	14.1	14.1	14.1	14.1
LOS	D	E	B	B	B	A	A	A	A	A	A	A
Approach Delay	51.4	51.4	51.4	13.7	13.7	11.3	11.3	11.3	11.3	11.3	11.3	11.3
Approach LOS	B	B	B	B	B	B	B	B	B	B	B	B
Queue Length 50th (ft)	85	40	239	116	231	55	55	55	55	55	55	55
Queue Length 85th (ft)	134	74	350	210	322	211	211	211	211	211	211	211
Internal Link Dist (ft)	355	406	406	254	254	246	246	246	246	246	246	246
Turn Bar Length (ft)	514	541	519	601	2360	1639	1639	1639	1639	1639	1639	1639
Base Capacity (vph)												

Lanes, Volumes, Timings
SLR

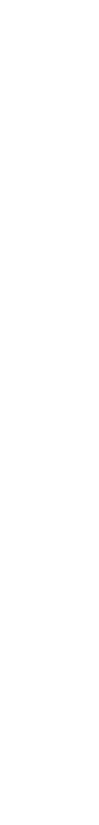
Lanes, Volumes, Timings
SLR

100 Clinton Avenue
1: Greenwich Ave & W Main St & Tresser Blvd

Combined (2025) Conditions
All Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Total Delay	11.1	17.3	11.7	16.5	23.7	16.5	12.8	45.5	12.8	23.6	35.7	2.7
LOS	B	B	B	B	C	B	B	C	B	C	D	A
Approach Delay	16	80	58	134	26	163	24	18	69	0	0	0
Queue Length (ft)	48	152	137	251	43	209	67	34	88	11	0	0
Internal Link Delay (ft)	50	251	150	483	50	849	50	40	254	20	0	0
Turn Bay Length (ft)	532	1795	635	1938	329	458	477	267	864	435	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.24	0.37	0.37	0.17	0.58	0.34	0.15	0.27	0.17	0	0

Intersection Summary	
Area Type:	Other
Cycle Length:	100
Offset:	75 (75%), Reference to phase 2:WBT and 6EBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	20.9
Intersection Capacity Utilization:	60.5%
Analysis Period (min):	15



100 Clinton Avenue
1: Greenwich Ave & W Main St & Tresser Blvd

Combined (2025) Conditions
All Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Line Configurations	66	342	46	214	574	82	51	246	148	36	214	66
Turns (vph)	66	342	46	214	574	82	51	246	148	36	214	66
Queue Length (ft)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	150	0	0	50	40	0	0	20	0	0
Travel Length (ft)	80	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.95
Link Util. Factor	0.950	0.983	0.950	0.981	0.950	0.981	0.950	0.981	0.950	0.981	0.950	0.981
Fit Protected	1770	3479	0	1770	3472	0	1770	3472	0	1770	3472	0
Fit Permitted	0.356	0.444	0.356	0.444	0.356	0.444	0.356	0.444	0.356	0.444	0.356	0.444
Right Turn on Red	663	3479	0	663	3472	0	663	3472	0	663	3472	0
Signal Flow (RTOR)	17	18	18	18	18	18	18	18	18	18	18	18
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Travel Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)	72	333	50	233	628	89	55	267	161	39	233	72
Shared Lane Traffic (%)	72	433	0	233	717	0	55	267	161	39	233	72
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Temp	40	50	40	50	40	50	40	50	40	50	40	50
Trailing Detector (ft)	-10	0	-10	0	-10	0	-10	0	-10	0	-10	0
Detector 1 Position (ft)	-10	0	-10	0	-10	0	-10	0	-10	0	-10	0
Detector 1 Sizing (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Sizing (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm-plt	NA	pm-plt	NA	pm-plt	NA	pm-plt	NA	pm-plt	NA	pm-plt	NA
Protected Phases	1	6	5	2	7	4	4	4	3	8	8	8
Permitted Phases	6	2	2	4	7	4	4	4	4	3	8	8
Switch Phase	4.0	20.0	4.0	20.0	4.0	10.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Initial (s)	8.0	32.6	8.0	32.6	8.0	32.6	8.0	32.6	8.0	32.6	8.0	32.6
Minimum Split (s)	15.0	45.0	15.0	45.0	12.0	28.0	28.0	12.0	28.0	12.0	28.0	28.0
Total Split (%)	15.0%	45.0%	15.0%	45.0%	12.0%	28.0%	28.0%	12.0%	28.0%	12.0%	28.0%	28.0%
Maximum Green (s)	11.0	39.4	11.0	39.4	8.0	22.8	22.8	8.0	22.8	8.0	22.8	22.8
Yellow Time (s)	3.0	3.7	3.0	3.7	3.0	3.7	3.0	3.7	3.0	3.7	3.0	3.7
All-Red Time (s)	1.0	1.9	1.0	1.9	1.0	1.5	1.5	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.6	4.0	5.6	4.0	5.2	5.2	4.0	5.2	4.0	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension(s)	1.0	3.0	1.0	3.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None	None	None
Walk Time (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Flash Don't Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act Effc G/C Ratio	56.9	49.7	63.8	54.7	25.9	20.7	20.7	24.0	18.3	18.3	18.3	18.3
Act Effc G/C Ratio	0.67	0.60	0.64	0.65	0.26	0.21	0.21	0.24	0.18	0.18	0.18	0.18
v/c Ratio	0.16	0.25	0.38	0.38	0.18	0.38	0.38	0.17	0.35	0.20	0.20	0.20
Control Delay	11.1	17.3	11.7	16.5	23.7	16.5	12.8	45.5	12.8	23.6	35.7	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

100 Clinton Avenue
2: Greenwich Ave & Richmond Hill Ave

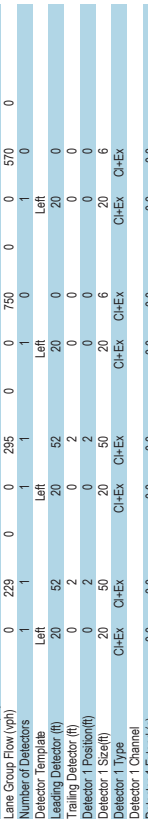
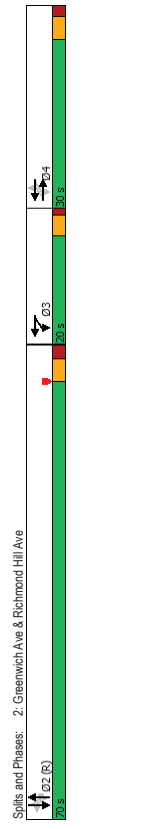
100 Clinton Avenue
2: Greenwich Ave & Richmond Hill Ave

Combined (2025) Conditions
All Peak

Combined (2025) Conditions
All Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	SSR
Shrinker Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Shrinker Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Shrinker Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduce v/c Ratio	0.70			0.65			0.75					0.57

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	SSR
Shrinker Cap Reductn	41	128	41	123	112	36	20	419	251	25	44	51
Flows Volume (vph)	41	128	41	123	112	36	20	419	251	25	44	51
Flows Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Line Util. Factor	0.973			0.982			0.951				0.987	
Fit Protected	0.990			0.978			0.959				0.988	
Satd. Flow (vph)	0.1794	0	0	0.1789	0	0	0.1770	0	0	0	0.1835	0
Fit Permitted	0.865			0.522			0.976				0.947	
Satd. Flow (vph)	0.1588	0	0	0.955	0	0	0.1729	0	0	0	0.1741	0
Right Turn on Red	No			No			No				No	
Satd. Flow (RTOR)	30			30			30				30	
Link Speed (mph)	371			483			530				929	
Link Distance (ft)	8.4			11.0			12.0				21.1	
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak-Hour Factor	45	139	45	134	122	39	22	455	273	27	488	55
Adj. Flow (vph)	0	229	0	0	295	0	0	750	0	0	570	0
Shared Lane Traffic (%)	1	1	1	1	1	1	1	1	1	1	1	1
Number of Detectors	Left			Left			Left				Left	
Detector Template	20	52	20	52	20	20	0	20	0	20	0	0
Leading Detector (ft)	0	2	0	2	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	2	0	2	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	20	50	20	50	20	20	6	20	6	20	6	20
Detector 1 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA
Detector 1 Queue (s)	4	4	4	3	3	3	4	2	2	4	2	2
Detector 1 Delay (s)	4	4	4	3	3	3	4	2	2	4	2	2
Turn Type	4	4	4	3	3	3	4	2	2	4	2	2
Protected Phases	4	4	4	3	3	3	4	2	2	4	2	2
Permitted Phases	4	4	4	3	3	3	4	2	2	4	2	2
Detector Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Switch Phase	24.1	24.1	24.1	9.0	9.0	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Minimum Initial (s)	30.0	30.0	30.0	20.0	20.0	70.0	70.0	70.0	70.0	70.0	70.0	70.0
Minimum Split (s)	25.0%	25.0%	25.0%	16.7%	16.7%	58.3%	58.3%	58.3%	58.3%	58.3%	58.3%	58.3%
Total Split (s)	24.9	24.9	24.9	16.0	16.0	64.5	64.5	64.5	64.5	64.5	64.5	64.5
Total Split (%)	3.3	3.3	3.3	3.0	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Maximum Green (s)	1.8	1.8	1.8	1.0	1.0	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lost Time Adjust (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Total Lost Time (s)	None	None	None	None	None	None	None	None	None	None	None	None
Lead/Lag	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead-Lag Optimize?	10	10	10	10	10	10	10	10	10	10	10	10
Voice Extension (s)	0.17	0.17	0.17	0.31	0.31	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Recall Mode	0.87	0.87	0.87	0.12	0.12	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Walk Time (s)	78.2	78.2	78.2	41.6	41.6	26.3	26.3	26.3	26.3	26.3	26.3	26.3
Flash Don't Walk (s)	18.2	18.2	18.2	4.6	4.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Pedestrian Calls (fl/h)	10	10	10	37.3	37.3	69.2	69.2	69.2	69.2	69.2	69.2	69.2
Act Erld Green (s)	0.17	0.17	0.17	0.31	0.31	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Actualized g/C Ratio	0.87	0.87	0.87	0.12	0.12	0.15	0.15	0.15	0.15	0.15	0.15	0.15
v/c Ratio	78.2	78.2	78.2	41.6	41.6	26.3	26.3	26.3	26.3	26.3	26.3	26.3
Queue Delay	18.2	18.2	18.2	4.6	4.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Queue Delay	10	10	10	37.3	37.3	69.2	69.2	69.2	69.2	69.2	69.2	69.2
LOS	78.5	78.5	78.5	41.6	41.6	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Approach Delay	172	172	172	167	167	454	454	454	454	454	454	454
Approach LOS	#261	#261	#261	#261	#261	#261	#261	#261	#261	#261	#261	#261
Queue Length 50th (ft)	291	291	291	403	403	450	450	450	450	450	450	450
Queue Length 85th (ft)	325	325	325	455	455	997	997	997	997	997	997	997
Internal Link Dist (ft)												
Turn Bar Length (ft)												
Base Capacity (vph)												



100 Clinton Avenue
3. Clinton Ave & Tresser Blvd

Combined (2025) Conditions
All Peak

Item	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	C-Min	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dart Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calc. (#/hr)	10	10	10	10	10	10	10	10	10	10	10	10
Act Effct Green (s)	91.8	84.2	92.1	84.3	84.3	84.3	84.3	84.3	84.3	84.3	84.3	14.1
Actuated g/C Ratio	0.76	0.70	0.77	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.12
v/c Ratio	0.19	0.20	0.14	0.35	0.05	0.62	0.62	0.62	0.62	0.62	0.62	0.58
Control Delay	5.2	8.2	11.7	23.9	20.7	63.5	63.5	63.5	63.5	63.5	63.5	59.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	8.2	11.7	23.9	20.7	63.5	63.5	63.5	63.5	63.5	63.5	59.6
LOS	A	A	A	B	C	C	C	C	C	C	C	E
Approach Delay	7.7	7.7	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	59.6
Approach LOS	A	A	C	C	C	C	C	C	C	C	C	E
Queue Length 50th (ft)	10	53	32	283	32	79	86	86	86	86	86	86
Queue Length 95th (ft)	48	144	m86	341	m56	110	116	116	116	116	116	116
Internal Link Dist (ft)	483	483	100	597	597	420	420	420	420	420	420	499
Turn Bay Length (ft)	140	140	100	100	100	100	100	100	100	100	100	461
Base Capacity (vph)	591	2446	803	2467	1112	400	400	400	400	400	400	461
Slavation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.20	0.13	0.35	0.05	0.26	0.26	0.26	0.26	0.26	0.26	0.24
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Chsr: (s) (50%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow	120											
Natural Cycle:	80											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.62											
Intersection Signal Delay:	22.3											
Intersection Capacity Utilization:	48.8%											
Analysis Period (min):	15											
Volume for 95th percentile queue is measured by upstream signal.												
Spills and Phases: 3. Clinton Ave & Tresser Blvd												
Phase	01	02	03	04	05	06	07	08	09	10	11	12
Color	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Duration (s)	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5
Start (s)	0	0	0	0	0	0	0	0	0	0	0	0
End (s)	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5
Notes	01	02	03	04	05	06	07	08	09	10	11	12

100 Clinton Avenue
3. Clinton Ave & Tresser Blvd

Combined (2025) Conditions
All Peak

Item	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	C-Min	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dart Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calc. (#/hr)	10	10	10	10	10	10	10	10	10	10	10	10
Act Effct Green (s)	91.8	84.2	92.1	84.3	84.3	84.3	84.3	84.3	84.3	84.3	84.3	14.1
Actuated g/C Ratio	0.76	0.70	0.77	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.12
v/c Ratio	0.19	0.20	0.14	0.35	0.05	0.62	0.62	0.62	0.62	0.62	0.62	0.58
Control Delay	5.2	8.2	11.7	23.9	20.7	63.5	63.5	63.5	63.5	63.5	63.5	59.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	8.2	11.7	23.9	20.7	63.5	63.5	63.5	63.5	63.5	63.5	59.6
LOS	A	A	A	B	C	C	C	C	C	C	C	E
Approach Delay	7.7	7.7	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	59.6
Approach LOS	A	A	C	C	C	C	C	C	C	C	C	E
Queue Length 50th (ft)	10	53	32	283	32	79	86	86	86	86	86	86
Queue Length 95th (ft)	48	144	m86	341	m56	110	116	116	116	116	116	116
Internal Link Dist (ft)	483	483	100	597	597	420	420	420	420	420	420	499
Turn Bay Length (ft)	140	140	100	100	100	100	100	100	100	100	100	461
Base Capacity (vph)	591	2446	803	2467	1112	400	400	400	400	400	400	461
Slavation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.20	0.13	0.35	0.05	0.26	0.26	0.26	0.26	0.26	0.26	0.24
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Chsr: (s) (50%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow	120											
Natural Cycle:	80											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.62											
Intersection Signal Delay:	22.3											
Intersection Capacity Utilization:	48.8%											
Analysis Period (min):	15											
Volume for 95th percentile queue is measured by upstream signal.												
Spills and Phases: 3. Clinton Ave & Tresser Blvd												
Phase	01	02	03	04	05	06	07	08	09	10	11	12
Color	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Duration (s)	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5
Start (s)	0	0	0	0	0	0	0	0	0	0	0	0
End (s)	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5
Notes	01	02	03	04	05	06	07	08	09	10	11	12

Area Type	WB	WBR	NBT	NBR	SBL	SBT
Lane Group	WB	WBR	NBT	NBR	SBL	SBT
Lane Configurations	31	5	80	98	45	158
Traffic Volume (vph)	31	5	80	98	45	158
Future Volume (vph)	31	5	80	98	45	158
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.983		0.926			0.989
Satd. Flow (vph)	1754	0	1725	0	0	1658
Flt Permitted	0.958		0.989			0.989
Satd. Flow (vph)	1754	0	1725	0	0	1658
Link Speed (mph)	30		30			30
Link Distance (ft)	511		160			500
Travel Time (s)	11.6		3.6			11.4
Peak-Hour Factor	0.92		0.92			0.92
Parking (#/hr)	34		5			87
Adj. Flow (vph)	34		5			87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	194	0	0	221
Sign Control	Stop	Free	Free	Free	Free	Free
Intersection Summary						
Area Type	Other					
Control Type	Unsignalized					
Intersection Capacity Utilization	34.3%					
Analysis Period (min)	15					
ICU Level of Service A						

Intersection	WB	WBR	NBT	NBR	SBL	SBT
Int Delay, s/vch	1.8					
Movement	WB	WBR	NBT	NBR	SBL	SBT
Lane Configurations	31	5	80	98	45	158
Traffic Vol, veh/h	31	5	80	98	45	158
Future Vol, veh/h	31	5	80	98	45	158
Conflicting Pkts, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0					
Veh in Median Storage, #	0					
Grade, %	0					
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2		2		2	
Mvmt Flow	34	5	87	107	49	172
Major/Minor						
Minor1	411	141	0	0	194	0
Major2	270					
Conflicting Flow All	6.42	6.22			4.12	
Stage 1	5.42					
Stage 2	3.518	3.318			2.218	
Critical Hdwy	597	907			1379	
Critical Hdwy Slg 1	886					
Critical Hdwy Slg 2	775					
Follow-up Hdwy	574	907			1379	
Pot Cap-1 Maneuver	574					
Stage 1	886					
Stage 2	745					
Platoon blocked, %						
Mov Cap-1 Maneuver	574	907			1379	
Mov Cap-2 Maneuver	574					
Stage 1	886					
Stage 2	745					
Approach						
WB	NB	SB				
HCM Control Delay, s	11.4	0			1.7	
HCM LOS	B					
Minor Lane/Major Mvmt						
NBT	NBR	WBLn1	SBL	SBT		
-	-	605	1379	-		
Capacity (veh/h)	-	0.065	0.035	-		
HCM Lane V/C Ratio	-	11.4	7.7	0		
HCM Control Delay (s)	-	B	A	A		
HCM Lane LOS	-	0.2	0.1	-		
HCM 95th %ile Q(veh)	-					

100 Clinton Avenue
5. Clinton Ave & Richmond Hill Ave

Combined (2025) Conditions
All Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Internal Link Dist (ft)	403			275		346			216			150
Turn Bay Length (ft)				395		871						900
Base Cap (vph)	793			0		0			0			0
Station Cap Reductn	0			0		0			0			0
Spillback Cap Reductn	0			0		0			0			0
Storage Cap Reductn	0			0		0			0			0
Reductn %/Ratio	0.55			0.23		0.24						0.25
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	98.4											
Natural Cycle:	95											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.73											
Intersection Signal Delay:	27.7											
Intersection Capacity Utilization:	52.4%											
Analysis Period (min):	15											
Splits and Phases: 5. Clinton Ave & Richmond Hill Ave												

100 Clinton Avenue
5. Clinton Ave & Richmond Hill Ave

Combined (2025) Conditions
All Peak

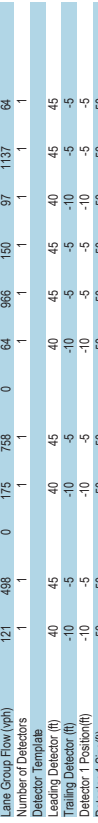
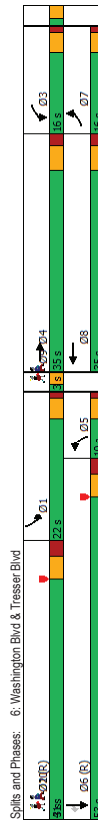
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	113	148	143	82	184	11	0	0	72	5	87	
Flows (vph)	113	148	143	82	184	11	0	0	72	51	87	
Initial Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25	0	0	275	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	1	0	0	0	0	1	0	0	0
Trace Length (ft)	50	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Lane Util. Factor	0.95	0.947	0.947	0.992				0.944	0.944			
Flt Protected	0	0.986	0.986	0.950				0.983	0.983			
Satd. Flow (prot)	0	3305	0	1770	1848	0	0	1770	1770	0	1729	0
Flt Permitted	0	0.799	0.302	0.950				0.950	0.950			
Satd. Flow (perm)	0	2678	0	563	1848	0	0	1770	1770	0	1671	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	79	30	30	30	30	30	30	30	30	37	30	30
Link Speed (mph)	483	426	426	296				230	230			
Link Distance (ft)	11.0	9.7	9.7	6.7				5.2	5.2			
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	161	155	89	200	12	0	0	78	55	95	
Peak Hour Factor	0.439	0	0	89	212	0	0	0	0	0	228	0
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	0	1	1	1	1	1	1	1	1	1	1
Number of Detectors	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left
Leading Detector (ft)	20	0	48	48	20	40	20	40	20	40	20	45
Trailing Detector (ft)	0	0	-2	-2	0	-10	-10	0	-5	0	-5	
Detector 1 Position (ft)	0	0	-2	-2	0	-10	-10	0	-5	0	-5	
Detector 1 Size (ft)	20	6	50	50	20	50	20	50	20	50	20	50
Detector 1 Type	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex
Detector 1 Channel	Detector 1	Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	pm-pt	NA	Prot.	Perm	NA	Prot.	Perm	NA	Prot.	NA
Protected Phases	6	6	2	2	8	8	8	8	8	4	4	4
Permitted Phases	6	6	2	2	8	8	8	8	8	4	4	4
Detector Phase	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Switch Phase	31.4	31.4	19.0	31.4	10.9	10.9	10.9	29.7	29.7	29.7	29.7	29.7
Minimum Initial (s)	33.1	33.1	19.0	52.1	10.9	10.9	10.9	57.0	57.0	57.0	57.0	57.0
Total Split (s)	27.6%	27.6%	15.8%	43.4%	9.1%	9.1%	9.1%	47.5%	47.5%	47.5%	47.5%	47.5%
Maximum Green (s)	26.7	26.7	15.0	45.7	6.0	6.0	6.0	51.3	51.3	51.3	51.3	51.3
Yellow Time (s)	3.3	3.3	3.0	3.3	3.0	3.0	3.0	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	1.0	3.1	1.9	1.9	1.9	2.4	2.4	2.4	2.4	2.4
Last Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	4.0	6.4	4.9	4.9	4.9	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	Min	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0	18.0	17.0	17.0	17.0	17.0	17.0
Pedestrian Calls (flm)	10	10	10	10	10	10	10	10	10	10	10	10
Act Erlic Green (s)	19.7	19.7	36.6	34.1	0	0	0	52.0	52.0	52.0	52.0	52.0
Act Erlic Green (s)	0.20	0.20	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Act Erlic G/C Ratio	38.8	38.8	20.3	23.3	20.3	20.3	20.3	14.3	14.3	14.3	14.3	14.3
Control Delay	38.6	38.6	20.5	23.7	20.5	20.5	20.5	13.3	13.3	13.3	13.3	13.3
Time Delay	38.6	38.6	20.5	23.7	20.5	20.5	20.5	13.3	13.3	13.3	13.3	13.3
LOS	D	D	C	C	C	C	C	B	B	B	B	B
Approach Delay	38.6	38.6	22.8	22.8	22.8	22.8	22.8	13.3	13.3	13.3	13.3	13.3
Approach LOS	D	D	C	C	C	C	C	B	B	B	B	B
Queue Length 50th (ft)	117	117	36	94	36	94	36	66	66	66	66	66
Queue Length 95th (ft)	173	173	67	150	67	150	67	130	130	130	130	130

100 Clinton Avenue
 S. Washington Blvd & Tresser Blvd

Combined (2025) Conditions
 All Peak

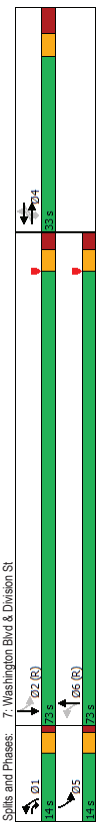
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø9	Ø10
Internal Link Dist (ft)	320	557	557	180	623	623	200	498	230	200	324	324	0.09	0.10
Turn Bay Length (ft)	193	1235	1235	274	1233	1233	100	1513	676	265	1753	784	0.00	0.00
Base Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00
Station Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00
Reductn v/c Ratio	0.63	0.40	0.40	0.64	0.61	0.61	0.64	0.64	0.22	0.37	0.66	0.68	0.08	0.08

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø9	Ø10
Lane Configurations	111	442	46	161	616	81	59	889	138	89	1046	59	0.00	0.00
Trucks/Vol (vph)	111	412	46	161	616	81	59	889	138	89	1046	59	0.00	0.00
Trucks/Vol (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	0.00	0.00
Storage Length (ft)	320	0	180	0	200	200	230	200	200	230	230	230	0.00	0.00
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1	0.00	0.00
Travel Length (ft)	100	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00
Link Util. Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.820	0.820
Flt Protected	1770	5009	0	1770	4999	0	1770	3539	1583	1770	3539	1583	0.00	0.00
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.00	0.00
Flt Permitted	1770	5009	0	1770	4999	0	1770	3539	1583	1770	3539	1583	0.00	0.00
Right Turn on Red	No	No	No	No	No	No	No	No	No	No	No	No	0.00	0.00
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30	0.00	0.00
Link Speed (mph)	677	703	703	703	703	703	703	703	703	703	703	703	404	404
Link Distance (ft)	15.4	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	9.2	9.2
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	121	448	50	175	670	88	64	966	150	97	1137	64	0.92	0.92
Adj. Flow (vph)	121	448	50	175	670	88	64	966	150	97	1137	64	0.92	0.92
Shared Lane Traffic (%)	1	1	1	1	1	1	1	1	1	1	1	1	0.00	0.00
Lane Group Flow (vph)	121	448	50	175	670	88	64	966	150	97	1137	64	0.92	0.92
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1	0.00	0.00
Detector Template	40	45	40	45	40	45	40	45	40	45	40	45	0.00	0.00
Leading Detector (ft)	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5	0.00	0.00
Trailing Detector (ft)	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5	0.00	0.00
Detector 1 Position (ft)	50	50	50	50	50	50	50	50	50	50	50	50	0.00	0.00
Detector 1 Size (ft)	50	50	50	50	50	50	50	50	50	50	50	50	0.00	0.00
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	0.00	0.00
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA	0.00	0.00
Protected Phases	7	4	3	8	5	2	1	6	2	1	6	9	0.00	0.00
Permitted Phases	7	4	3	8	5	2	2	1	6	6	6	6	0.00	0.00
Detector Phase	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	1.0	1.0
Switch Phase	9.0	30.4	9.0	30.4	9.0	30.6	9.0	30.6	9.0	30.6	9.0	30.6	3.0	3.0
Minimum Split (s)	16.0	35.0	16.0	35.0	16.0	35.0	16.0	35.0	16.0	35.0	16.0	35.0	3.0	3.0
Total Split (%)	13.3%	29.2%	13.3%	29.2%	13.3%	29.2%	13.3%	29.2%	13.3%	29.2%	13.3%	29.2%	3.0%	3.0%
Maximum Green (s)	12.0	29.6	12.0	29.6	12.0	29.6	12.0	29.6	12.0	29.6	12.0	29.6	4.0	4.0
Yellow Time (s)	3.0	3.7	3.0	3.7	3.0	3.7	3.0	3.7	3.0	3.7	3.0	3.7	2.0	2.0
All-Red Time (s)	1.0	1.7	1.0	1.7	1.0	1.7	1.0	1.7	1.0	1.7	1.0	1.7	0.0	0.0
Lost Time Adjust (s)	4.0	5.4	4.0	5.4	4.0	5.4	4.0	5.4	4.0	5.4	4.0	5.4	0.0	0.0
Total Lost Time (s)	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	0.0	0.0
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0.0	0.0
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None	0.0	0.0
Vehicle Extension (s)	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None	0.00	0.00
Walk Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0	4.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (flm)	12.3	18.1	12.3	18.1	12.3	18.1	12.3	18.1	12.3	18.1	12.3	18.1	0.0	0.0
Act Erlic Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00
Approach g/c Ratio	0.67	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.00	0.00
ICU Ratio	0.67	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.00	0.00
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	71.9	50.8	58.4	49.5	70.2	35.1	30.6	58.4	26.5	19.4	19.4	19.4	0.0	0.0
Turn Delay	E	D	E	D	E	D	E	D	E	D	E	C	B	B
LOS	A	D	A	D	A	D	A	D	A	D	A	C	B	B
Approach Delay	54.9	36.5	51.2	36.5	51.2	36.5	51.2	36.5	51.2	36.5	51.2	36.5	27.0	27.0
Approach LOS	D	D	D	D	D	D	D	D	D	D	D	D	C	C
Queue Length 50th (ft)	94	138	128	204	204	238	46	332	57	72	365	27	0.00	0.00
Queue Length 95th (ft)	152	166	204	238	238	238	#123	342	117	123	476	58	0.00	0.00



Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Line Configurations	40	40	40	0	0	0	0	26	1307	0	5	1426
Trucks (vph)	0	0	0	0	0	0	0	26	1307	0	5	1426
Trucks Volume (vph)	0	0	0	0	0	0	0	26	1307	0	5	1426
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	0	22	0	0	0	28	1421	0	5	1550	50
Shared Lane Traffic (%)	0	43	22	0	0	0	28	1421	0	5	1600	0
Lane Group Flow (vph)	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left
Number of Detectors	1	4	4	1	1	1	4	1	4	1	4	1
Detector Template	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left
Leading Detector (ft)	20	32	32	20	6	39	50	36	50	36	50	36
Trailing Detector (ft)	0	-10	-10	0	0	-3	0	-6	0	-6	0	0
Detector 1 Position (ft)	0	-10	-10	0	0	-3	0	-6	0	-6	0	0
Detector 1 Size (ft)	20	6	6	20	6	6	50	6	50	6	50	6
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	2	2	2	2	2	2	9	6	6	6	6	6
Detector 2 Size (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 3 Position (ft)	14	14	14	14	14	14	21	18	18	18	18	18
Detector 3 Size (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 3 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 3 Channel												
Detector 3 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Position (ft)	26	26	26	26	26	26	33	30	30	30	30	30
Detector 4 Size (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 4 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 4 Channel												
Detector 4 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Protected Phases	Perm	NA	pm-ov	pm-ov	NA	NA	pm-ov	NA	pm-ov	NA	NA	NA
Permitted Phases	4	4	4	4	4	4	6	6	6	6	6	6
Detector Phase	4	4	4	4	4	4	6	6	6	6	6	6
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	32.2	32.2	32.2	32.2	32.2	32.2	30.0	21.0	30.0	30.0	35.0	35.0
Minimum Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	35.5%	11.7%	60.8%	11.7%	60.8%	60.8%	60.8%
Total Split (s)	27.3%	27.3%	27.3%	27.3%	27.3%	27.3%	11.7%	60.8%	11.7%	60.8%	60.8%	60.8%
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	11.7%	60.8%	11.7%	60.8%	60.8%	60.8%
Maximum Green (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Last Time Adjust (s)	7.2	4.0	4.0	7.2	4.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0
Total Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead/Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Recall Marks	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Duration (s)	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
Pedestrian Cals. (#/hr)	10	10	10	10	10	10	10	10	10	10	10	10
Act Effect Green (s)	11.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Act Effect Green Ratio	0.09	0.18	0.18	0.09	0.18	0.18	0.09	0.18	0.18	0.09	0.18	0.18
Act Effect Green Ratio	0.33	0.07	0.07	0.33	0.07	0.07	0.33	0.07	0.07	0.33	0.07	0.07
Control Delay	58.7	11.9	11.9	58.7	11.9	11.9	58.7	11.9	11.9	58.7	11.9	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.7	11.9	11.9	58.7	11.9	11.9	58.7	11.9	11.9	58.7	11.9	11.9
LOS	E	B	B	E	B	B	E	B	B	E	B	B
Approach Delay	42.9			42.9			42.9			42.9		
Approach LOS	D			D			D			D		
Queue Length 50m (ft)	33	0	0	33	0	0	33	0	0	33	0	0
Queue Length 99m (ft)	63	18	18	63	18	18	63	18	18	63	18	18
Internal Link Dist (ft)	431	170	170	431	170	170	431	170	170	431	170	170
Turn Bay Length (ft)	303	361	361	303	361	361	303	361	361	303	361	361
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Stallion Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reductn v/c Ratio	0.14	0.06	0.06	0.14	0.06	0.06	0.14	0.06	0.06	0.14	0.06	0.06
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Offset:	36 (30%), Referenced to phase 2:SBTL and 6:NBLT, Start of Yellow											
Natural Cycle:	30											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.39											
Intersection Signal Delay:	5.9											
Intersection Capacity Utilization:	56.0%											
Analysis Period (min):	15											
m:	Volume for 95th percentile queue is measured by upstream signal.											



100 Clinton Avenue
 8: Washington Blvd & Richmond Hill Ave

Combined (2025) Conditions
 All Peak

Item	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Lane Configurations													
Turn Volume (vph)	107	113	0	0	5	236	1220	5	5	1440	41	41	
Through Volume (vph)	107	0	113	0	0	236	1220	5	5	1440	41	41	
Left Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	0	0	0	140	0	0	0	0	0	0	
Storage Lanes	1	0	0	0	0	0	1	0	0	0	0	0	
Tract Length (ft)	25	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	
Lane Util. Factor	1.00	0.850	1.00	1.00	1.00	0.999	0.999	0.95	0.95	0.95	0.95	0.95	
Fit Protected	0.950					0.950							
Satd. Flow (prot)	1770	1583	0	0	1611	0	1770	3536	0	0	3525	0	
Fit Permitted	0.754				0.088						0.951		
Satd. Flow (perm)	1405	1583	0	0	1611	0	164	3536	0	0	3352	0	
Right Turn on Red	No			No		No		No		No		No	
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30	
Link Distance (ft)	426			205		326		356		356			
Travel Time (s)	9.7	9.7	4.7	4.7	7.4	7.4	8.1	8.1		8.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	116	0	123	0	0	257	1326	5	5	1522	45	45	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	116	123	0	0	5	0	257	1331	0	0	1572	0	
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	
Leading Detector (ft)	50	50	20	50	40	40	20	40	20	40	20	40	
Trailing Detector (ft)	0	0	0	0	-10	-10	0	-10	0	-10	0	-10	
Detector 1 Position (ft)	0	0	0	0	0	-10	-10	0	-10	0	-10	0	
Detector 1 Size (ft)	50	50	20	50	50	50	20	50	20	50	20	50	
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA	NA	NA	pm+pt	NA	Perm	NA	NA	Perm	NA	NA	
Protected Phases	4	4	4	4	4	5	2	6	6	4	6	3	
Permitted Phases	4	4	4	4	4	5	2	6	6	4	6	6	
Detector Phase													
Switch Phase													
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	15.0	15.0	15.0	15.0	5.0	15.0	15.0	
Minimum Split (s)	24.2	24.2	24.2	24.2	11.0	28.0	28.0	28.0	28.0	4.0	28.0	28.0	
Total Split (s)	25.0	25.0	25.0	25.0	22.0	91.0	69.0	69.0	69.0	3.0	69.0	69.0	
Total Split (%)	20.8%	20.8%	20.8%	20.8%	18.3%	75.8%	57.5%	57.5%	57.5%	3%	57.5%	57.5%	
Maximum Green (s)	20.8	20.8	20.8	20.8	18.0	86.0	64.0	64.0	64.0	1.0	64.0	64.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.3	3.3	3.3	3.3	0.0	3.3	3.3	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.2	1.7	1.7	1.7	1.7	0.0	1.7	1.7	
Last Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.2	4.2	4.2	4.2	4.2	4.0	5.0	5.0	5.0	4.2	5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead/Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	
Flash Dont Walk (s)	3.0	3.0	3.0	3.0	3.0	7.0	16.0	16.0	16.0	7.0	7.0	7.0	
Pedestrian Call (s)	17.0	17.0	17.0	17.0	17.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	
Act Eric Green (s)	14.2	14.2	14.2	14.2	97.6	96.6	76.0	76.0	76.0	10	76.0	76.0	
Act Eric Green Ratio	0.12	0.12	0.12	0.12	0.91	0.90	0.93	0.93	0.93	0.12	0.93	0.93	
VC Ratio	0.14	0.14	0.14	0.14	0.91	0.90	0.93	0.93	0.93	0.14	0.93	0.93	
Queue Delay	0.4	0.4	0.4	0.4	0.7	0.3	1.2	1.2	1.2	0.4	1.2	1.2	
Queue Delay	71.4	66.1	71.4	66.1	35.8	3.3	8.3	8.3	8.3	71.4	66.1	71.4	
LOS	E	E	E	E	D	D	A	A	A	D	A	A	
Approach Delay	68.7	63.4	68.7	63.4	32.4	8.4	8.4	8.4	8.4	68.7	63.4	68.7	
Approach LOS	F	F	F	F	D	D	A	A	A	F	A	A	
Queue Length 50th (ft)	88	92	88	92	4	98	75	54	54	88	92	88	
Queue Length 95th (ft)	144	149	144	149	15	m169	m128	104	104	144	149	144	

Lanes, Volumes, Timings
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Synchro 11 Report
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100 Clinton Avenue
 8: Washington Blvd & Richmond Hill Ave

Combined (2025) Conditions
 All Peak

Item	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Internal Link Dist (ft)	346			125		140		246		276			
Turn Bay Length (ft)	243	274	0	279	302	2845	2121	2121	0	0	0	0	
Base Cap Reductn	0	0	0	0	23	788	0	0	113	300	0	0	
Stallcap Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0.48	0.45	0.02	0.70	0.65	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Intersection Summary	Other												
Area Type:	Other												
Cycle Length:	120												
Actuated Cycle Length:	120												
Offset: 28 (23%):	Referenced to phase 2:NBL and 6:SBTL. Start of Yellow												
Natural Cycle:	90												
Control Type:	Actuated-Coordinated												
Maximum v/c Ratio:	0.74												
Intersection Signal Delay:	12.6												
Intersection LOS:	B												
ICU Level of Service F	98.5%												
Analysis Period (min):	15												
m	Volume for 95th percentile queue is metered by upstream signal.												
Splits and Phases:	8: Washington Blvd & Richmond Hill Ave												
Ø3 (R)	Ø3 (R)	Ø5	Ø6 (R)	Ø6 (R)	Ø6 (R)	Ø6 (R)	Ø6 (R)	Ø6 (R)	Ø6 (R)	Ø6 (R)	Ø6 (R)	Ø6 (R)	Ø6 (R)

Lanes, Volumes, Timings
 SLR

Synchro 11 Report
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100 Clinton Avenue
 9: Washington Blvd & I-95 WB On Ramp/N State St

Combined (2025) Conditions
 All Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Line Configurations	0	0	0	384	112	504	317	957	10	0	825	688
Trucks Volume (vph)	0	0	0	384	112	504	317	957	10	0	825	688
Trucks Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Queue Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.850
Line Util. Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.850
Fit Protected	0	0	0	1770	1863	1583	1770	3532	0	0	3539	1583
Stand Flow (vph)	0	0	0	1770	1863	1583	1770	3532	0	0	3539	1583
Stand Flow (vph)	0	0	0	1770	1863	1583	1770	3532	0	0	3539	1583
Right Turn on Red									Yes			Yes
Stand Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	435	435	435	486	486	486	334	326	7.4	7.4	7.4	7.4
Travel Time (s)	9.9	9.9	9.9	11.0	11.0	11.0	7.6	7.4	7.4	7.4	7.4	7.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	428	122	548	345	1040	11	0	897	748
Shared Lane Traffic (%)	0	0	0	428	122	548	345	1051	0	0	897	748
Lane Group Flow (vph)	1	1	1	1	1	1	1	1	1	1	1	1
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	40	40	40	50	40	50	40	50	40	50	40	50
Leading Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	pm-pt	NA	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	8	8	8	2	2	2	2	2	2	2	2	6
Permitted Phases	8	8	8	2	2	2	2	2	2	2	2	6
Detector Phase	8	8	8	5	2	2	5	2	5	2	2	6
Switch Phase	7.0	7.0	7.0	7.0	10.0	15.0	15.0	15.0	7.0	7.0	7.0	15.0
Minimum Initial (s)	35.1	35.1	35.1	14.0	25.3	25.3	25.3	25.3	35.1	35.1	35.1	25.3
Minimum Split (s)	47.0	47.0	47.0	30.0	73.0	73.0	73.0	73.0	47.0	47.0	47.0	73.0
Total Split (s)	39.2%	39.2%	39.2%	25.0%	60.8%	60.8%	60.8%	60.8%	39.2%	39.2%	39.2%	60.8%
Total Split (%)	40.9	40.9	40.9	28.0	67.7	67.7	67.7	67.7	40.9	40.9	40.9	67.7
Maximum Green (s)	3.7	3.7	3.7	3.0	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.3
Yellow Time (s)	2.4	2.4	2.4	1.0	2.0	2.0	2.0	2.0	2.4	2.4	2.4	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	6.1	6.1	6.1	4.0	5.3	5.3	5.3	5.3	6.1	6.1	6.1	5.3
Total Lost Time (s)	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0
Lead/Lag	None	None	None	Min	C-Max	C-Max	C-Max	C-Max	None	None	None	C-Max
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0
Recall Mode	None	None	None	Min	C-Max	C-Max	C-Max	C-Max	None	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash/Dont Walk (s)	22.0	22.0	22.0	13.0	13.0	13.0	13.0	13.0	22.0	22.0	22.0	13.0
Pedestrian Calls (fl/h)	0	0	0	0	0	0	0	0	0	0	0	0
Act Erld Green (s)	38.7	38.7	38.7	71.2	69.9	69.9	69.9	69.9	38.7	38.7	38.7	69.9
Accuact g/c Ratio	0.32	0.32	0.32	0.89	0.88	0.88	0.88	0.88	0.32	0.32	0.32	0.88
Control Delay	0.15	0.20	0.35	0.60	0.51	0.51	0.51	0.51	0.15	0.20	0.35	0.60
Queue Delay	48.2	29.7	60.9	34.9	16.4	16.4	16.4	16.4	48.2	29.7	60.9	34.9
LOS Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS	D	D	D	C	E	C	C	C	D	D	D	D
Approach Delay	51.3	51.3	51.3	21.0	21.0	21.0	21.0	21.0	51.3	51.3	51.3	21.0
Approach LOS	C	C	C	B	C	C	C	C	D	D	D	D
Queue Length 50th (ft)	287	66	346	160	253	253	253	253	287	66	346	160
Queue Length 85th (ft)	408	114	457	288	310	310	310	310	408	114	457	288
Internal Link Dist (ft)	355	355	355	406	254	254	254	254	355	355	355	254
Turn Bar Length (ft)												
Base Capacity (vph)	603	634	601	488	2057	2057	2057	2057	603	634	601	488

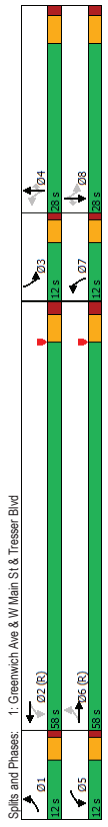
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	48	0	21	16	0	22	11	107	6	5	174	10
Traffic Volume (vph)	48	0	21	16	0	22	11	107	6	5	174	10
Future Volume (vph)	48	0	21	16	0	22	11	107	6	5	174	10
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Permitted	0.966	0.966	0.921	0.921	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966
Satd Flow (vph)	0	1726	0	0	1681	0	0	1842	0	0	1848	0
Flt Permitted	0	0.966	0	0.966	0	0.966	0	0.966	0	0.966	0	0.966
Satd Flow (vph)	0	1726	0	0	1681	0	0	1842	0	0	1848	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	158	149	149	230	230	160	160	160	160	160	160	160
Travel Time (s)	3.6	3.4	3.4	3.4	3.4	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Peak-Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	0	23	17	0	24	12	116	7	5	189	11
Shared Lane Traffic (%)	0	75	0	0	41	0	0	135	0	0	205	0
Lane Group Flow (vph)	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
Sign Control	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
Area Type	Other											
Control Type	Unsignalized											
Intersection Capacity Utilization	24.4%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	48	0	21	16	0	22	11	107	6	5	174	10
Traffic Vol, veh/h	48	0	21	16	0	22	11	107	6	5	174	10
Future Vol, veh/h	48	0	21	16	0	22	11	107	6	5	174	10
Conflicting Pkts, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	-	-	-	-	-	-	-	-
Grade, %	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Movt Flow	52	0	23	17	0	24	12	116	7	5	189	11
Minor2	361	352	195	360	354	120	200	0	0	123	0	0
Major/Minor	205	205	-	144	144	-	-	-	-	-	-	-
Conflicting Flow All	156	147	-	216	210	-	-	-	-	-	-	-
Stage 1	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Stage 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Sig 1	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Critical Hdwy Sig 2	595	573	846	596	571	931	1372	-	-	1464	-	-
Follow-up Hdwy	797	732	-	859	778	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	846	775	-	786	728	-	-	-	-	-	-	-
Stage 1	574	566	846	574	564	931	1372	-	-	1464	-	-
Stage 2	574	566	-	574	564	-	-	-	-	-	-	-
Platoon blocked, %	790	729	-	851	771	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	817	768	-	762	725	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB	WB	NB	WB	NB	SB	SB	SB	SB	SB	SB	SB
HCM Control Delay, s	11.4	10.2	10.2	10.2	10.2	0.7	0.7	0.2	0.2	0.2	0.2	0.2
HCM LOS	B	B	B	B	B	B	B	B	B	B	B	B
Minor Lane/Minor Mvmt	NBL	NBT	NBR	EBL1	WBL1	SBL	SSR	-	-	-	-	-
Capacity (veh/h)	1372	-	-	636	738	1464	-	-	-	-	-	-
HCM Lane V/C Ratio	0.009	-	-	0.118	0.056	0.004	-	-	-	-	-	-
HCM Control Delay (s)	7.6	0	0	11.4	10.2	7.5	0	-	-	-	-	-
HCM Lane LOS	A	A	A	B	B	A	A	-	-	-	-	-
HCM 95th %ile Q/veh	0	-	-	0.4	0.2	0	-	-	-	-	-	-

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Delay	11.9	20.3	13.0	17.4	25.5	54.6	21.7	29.5	34.8	8.9		
LOS	B	C	B	B	C	C	C	C	C	C	C	A
Approach Delay	19.4		16.6		39.2					25.2		
Approach LOS	B		B		D					C		
Queue Length 50th (ft)	24	173	35	123	36	201	60	42	47	3		
Queue Length 95th (ft)	59	291	80	212	60	270	121	67	68	45		
Storage Length (ft)	50	251		483		849		50	40	254		
Turn Bay Length (ft)	510	1874	420	1922	378	422	440	239	815	409		
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0		
Stallback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.17	0.41	0.30	0.32	0.19	0.71	0.47	0.35	0.19	0.27		
Intersection Summary												
Area Type: Other												
Cycle Length: 110												
Offset: 105 (95%), Referenced to phase 2/WBTL and 6/EBTL, Start of Yellow												
Natural Cycle: 85												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.78												
Intersection Signal Delay: 24.0												
Intersection Capacity Utilization 60.5%												
Analysis Period (min): 15												



Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Trucks/Vol (vph)	82	635	66	117	463	97	66	274	189	77	141	102
Trucks/Vol (vph)	82	635	66	117	463	97	66	274	189	77	141	102
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	150	0	50	40	50	40	40	20		
Storage Lanes	1	0	1	0	1	1	1	1	1	1	2	
Travel Length (ft)	80	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.850
Lane Util. Factor	1.00	0.986	0.950	0.974	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.850
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.850
Satd. Flow (prot)	1770	3490	0	1770	3447	0	1770	1863	1563	1770	3539	1425
Flt Permitted	0.391	0.265	0.655	0.655	0.265	0.655	0.265	0.655	0.265	0.655	0.265	0.655
Satd. Flow (perm)	728	3490	0	531	3447	0	1220	1863	1563	494	3539	1425
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (TOR)	14		31		31		31		105		105	105
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	331		563		929		334		334		334	334
Travel Time (s)	7.5		12.8		21.1		7.6		7.6		7.6	7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)	89	690	72	127	503	105	72	298	205	84	153	111
Adj. Flow (vph)	89	690	72	127	503	105	72	298	205	84	153	111
Shared Lane Traffic (%)	89	762	0	127	608	0	72	298	205	84	153	111
Lane Group Flow (vph)	1	1	1	1	1	1	1	1	1	1	2	1
Number of Detectors	1	1	1	1	1	1	1	1	1	1	2	1
Detector Temp	40	50	40	50	40	40	40	40	40	40	100	50
Leading Detector (ft)	-10	0	-10	0	-10	-10	-10	-10	-10	-10	0	0
Trailing Detector (ft)	-10	0	-10	0	-10	-10	-10	-10	-10	-10	0	0
Detector 1 Position (ft)	-10	0	-10	0	-10	-10	-10	-10	-10	-10	0	0
Detector 1 Sizing (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Sizing (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm-plt	NA	pm-plt	NA	pm-plt	NA	pm-plt	NA	pm-plt	NA	pm-plt	NA
Protected Phases	1	6	5	2	7	4	7	4	4	3	8	8
Permitted Phases	6	2	2	4	4	4	4	4	4	8	8	8
Detector Phase	1	6	5	2	7	4	7	4	4	3	8	8
Switch Phase	4.0	20.0	4.0	20.0	4.0	10.0	10.0	4.0	4.0	10.0	10.0	10.0
Minimum Initial (s)	8.0	32.6	8.0	32.6	8.0	36.2	36.2	8.0	36.2	36.2	36.2	36.2
Minimum Split (s)	12.0	56.0	12.0	56.0	12.0	28.0	28.0	12.0	28.0	28.0	28.0	28.0
Total Split (s)	10.9%	52.7%	10.9%	52.7%	10.9%	25.5%	25.5%	10.9%	25.5%	25.5%	25.5%	25.5%
Maximum Green (s)	8.0	52.4	8.0	52.4	8.0	22.8	22.8	8.0	22.8	22.8	22.8	22.8
Yellow Time (s)	3.0	3.7	3.0	3.7	3.0	3.7	3.7	3.0	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.9	1.0	1.9	1.0	1.5	1.5	1.0	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.6	4.0	5.6	4.0	5.2	5.2	4.0	5.2	5.2	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Extension(s)	0.0	3.0	0.0	3.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0
Vehicle Extension(s)	None	C-Min	None	C-Min	None	None	None	None	None	None	None	None
Walk Time (s)	20.0		20.0		20.0		20.0		20.0		20.0	20.0
Blind Don't Walk (s)	20.0		20.0		20.0		20.0		20.0		20.0	20.0
Blind Walk (s)	20.0		20.0		20.0		20.0		20.0		20.0	20.0
Blind Don't Walk (ft)	63.4	65.6	66.3	68.3	69.8	72.7	72.7	66.3	72.7	72.7	72.7	72.7
Act Eff: G/C Ratio	0.68	0.61	0.60	0.63	0.62	0.61	0.61	0.62	0.61	0.61	0.61	0.61
v/c Ratio	0.19	0.43	0.32	0.33	0.20	0.78	0.50	0.38	0.20	0.29	0.29	0.29
Control Delay	11.9	20.3	13.0	17.4	25.5	54.6	21.7	29.5	34.8	8.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

100 Clinton Avenue
2: Greenwich Ave & Richmond Hill Ave

100 Clinton Avenue
2: Greenwich Ave & Richmond Hill Ave

Combined (2025) Conditions
PM Peak

Combined (2025) Conditions
PM Peak

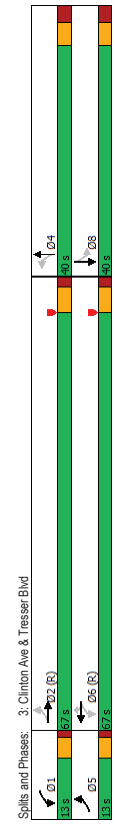
Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Shrinker Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Shrinker Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Shrinker Cap Reduct	0	0	0	0	0	0	0	0	0	0	0	0
Reduce v/c Ratio	0.90			0.47			0.76					0.42

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 38.6
Intersection Capacity Utilization 73.9%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Greenwich Ave & Richmond Hill Ave

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Link Configurations	82	164	61	61	153	50	31	480	130	33	214	82
Flows Volume (vph)	82	164	61	61	153	50	31	480	130	33	214	82
Flows Volume (vph)	82	164	61	61	153	50	31	480	130	33	214	82
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Line Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit Protected	0.976			0.975			0.973			0.966		0.966
Fit Protected	0.988			0.989			0.988			0.995		0.995
Satd. Flow (vph)	0	1796	0	0	1796	0	0	1809	0	0	1790	0
Fit Permitted	0.831			0.793			0.968			0.897		0.897
Satd. Flow (vph)	0	1511	0	0	1440	0	0	1754	0	0	1614	0
Right Turn on Red	No			No			No			No		No
Satd. Flow (RTOR)	30			30			30			30		30
Link Speed (mph)	371			483			530			929		929
Link Distance (ft)	8.4			11.0			12.0			21.1		21.1
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak-Hour Factor	89	211	66	66	166	54	34	522	141	36	233	89
Adj. Flow (vph)	0	366	0	0	286	0	0	697	0	0	358	0
Shared Lane Traffic (%)	1	1	1	1	1	1	1	1	1	1	1	1
Number of Detectors	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left
Detector Template	20	52	20	52	20	52	20	52	20	52	20	52
Leading Detector (ft)	0	2	0	2	0	2	0	2	0	2	0	2
Trailing Detector (ft)	0	2	0	2	0	2	0	2	0	2	0	2
Detector 1 Position (ft)	20	50	20	50	20	50	20	50	20	50	20	50
Detector 1 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	Perm	NA	D,P+P	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Detector 1 Delay (s)	4	4	3	3	4	4	2	2	2	2	2	2
Turn Type	4	4	3	3	4	4	2	2	2	2	2	2
Permitted Phases	4	4	3	3	4	4	2	2	2	2	2	2
Detector Phase	4	4	3	3	4	4	2	2	2	2	2	2
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Initial (s)	24.1	24.1	9.0	9.0	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Minimum Split (s)	36.0	36.0	16.0	16.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0
Total Split (s)	30.0%	30.0%	13.3%	13.3%	56.7%	56.7%	56.7%	56.7%	56.7%	56.7%	56.7%	56.7%
Total Split (%)	30.9	30.9	12.0	12.0	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5
Maximum Green (s)	3.3	3.3	3.0	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Yellow Time (s)	1.8	1.8	1.0	1.0	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
All-Red Time (s)	5.1	5.1	Lead	Lead	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lost Time Adjust (s)	Yes	Yes	Yes	Yes	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	None	None	None	None	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead-Lag Optimize?	7.0	7.0	None	None	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Voice Extension (s)	12.0	12.0	None	None	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Recall Mode	10	10	46.7	46.7	99.8	99.8	99.8	99.8	99.8	99.8	99.8	99.8
Flash Don't Walk (s)	0.26	0.26	0.39	0.39	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Pedestrian Calls (fl/h)	0.92	0.92	0.48	0.48	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Act Erld Green (s)	73.0	73.0	27.7	27.7	33.6	33.6	33.6	33.6	33.6	33.6	33.6	33.6
v/c Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	73.0	73.0	27.7	27.7	33.6	33.6	33.6	33.6	33.6	33.6	33.6	33.6
Queue Delay	73.0	73.0	27.7	27.7	33.6	33.6	33.6	33.6	33.6	33.6	33.6	33.6
LOS	E	E	C	C	C	C	C	C	C	C	C	C
Approach Delay	73.6	73.6	27.7	27.7	33.6	33.6	33.6	33.6	33.6	33.6	33.6	33.6
Approach LOS	E	E	C	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	265	265	134	134	490	490	490	490	490	490	490	490
Queue Length 85th (ft)	4687	4687	231	231	579	579	579	579	579	579	579	579
Internal Link Dist (ft)	291	291	403	403	450	450	450	450	450	450	450	450
Turn Bar Length (ft)	405	405	609	609	923	923	923	923	923	923	923	923
Base Capacity (vph)												

Vehicle Extension (s)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
None	2.0	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dart Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Cals. (#/hr)	10	10	10	10	10	10	10	10	10	10	10	10
Act Effect Green (s)	90.1	82.5	90.1	82.5	82.5	82.5	16.0	16.0	16.0	16.0	16.0	16.0
Actualized g/C Ratio	0.75	0.69	0.75	0.69	0.69	0.69	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.15	0.37	0.19	0.27	0.06	0.67	0.46	0.46	0.46	0.46	0.46	0.46
Control Delay	5.2	10.0	11.7	19.2	18.7	62.9	52.8	52.8	52.8	52.8	52.8	52.8
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	10.3	11.7	19.2	18.7	62.9	52.8	52.8	52.8	52.8	52.8	52.8
LOS	A	B	B	B	B	B	E	E	E	E	E	D
Approach Delay	A	9.9	18.3	18.3	62.9	62.9	52.8	52.8	52.8	52.8	52.8	52.8
Approach LOS	A	A	B	B	B	B	E	E	E	E	E	D
Queue Length 50th (ft)	11	122	4	214	28	109	66	66	66	66	66	66
Queue Length 95th (ft)	45	291	m80	304	m68	145	97	97	97	97	97	97
Internal Link Dist (ft)	483	483	100	597	420	489	489	489	489	489	489	489
Turn Bay Length (ft)	140	140	100	100	100	100	100	100	100	100	100	100
Base Capacity (vph)	635	2424	508	2433	1088	453	410	410	410	410	410	410
Slavation Cap Reductn	0	847	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.56	0.17	0.27	0.06	0.31	0.21	0.21	0.21	0.21	0.21	0.21



EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
82	746	23	80	602	56	29	51	20	15	46	46
82	796	23	80	602	56	29	51	20	15	46	46
1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
140	0	100	0	100	0	0	0	0	0	0	0
1	0	1	1	1	1	1	1	1	1	1	1
1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
1770	3525	0	1770	3539	1583	0	1746	0	0	1659	0
0.386	0.289	0.289	0.538	3539	1583	0	0.903	0	0	0.839	0
719	3525	0	538	3539	1583	0	1595	0	0	1443	0
30	30	30	30	30	30	30	30	30	30	30	30
563	677	677	677	677	677	677	677	677	677	677	677
0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
12.8	15.4	15.4	11.4	11.4	11.4	11.4	13.2	13.2	13.2	13.2	13.2
89	865	25	87	654	61	32	55	55	22	16	50
89	890	0	87	654	61	0	142	0	0	88	0
4	1	4	1	1	1	1	1	1	1	1	1
33	50	36	50	50	20	106	20	106	20	106	106
-9	0	-6	0	0	0	100	0	100	0	100	100
-9	0	-6	0	0	0	100	0	100	0	100	100
6	50	6	50	50	20	6	20	6	20	6	6
O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	6	6	6	6	6	6	6	6	6	6	6
6	6	6	6	6	6	6	6	6	6	6	6
O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
5	2	1	6	6	4	4	4	8	8	8	8
2	6	6	6	6	4	4	4	8	8	8	8
5	2	1	6	6	4	4	4	8	8	8	8
5.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	67	67	67	67	67	67	67	67	67	67	67
10.8%	58.9%	10.8%	58.9%	58.9%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3.0	3.7	3.0	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3
1.0	1.6	1.0	1.6	1.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.0	5.3	4.0	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Area Type	WB	WBR	NBT	NBR	SBL	SBT
Lane Group	WB	WBR	NBT	NBR	SBL	SBT
Lane Configurations	34	31	152	24	50	83
Traffic Volume (vph)	34	31	152	24	50	83
Future Volume (vph)	34	31	152	24	50	83
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.9375		0.982		0.982	
Satd. Flow (vph)	1638	0	1829	0	1646	0
Flt Permitted	0.975		0.982		0.982	
Satd. Flow (vph)	1638	0	1829	0	1646	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	511		160		500	
Travel Time (s)	11.6		3.6		11.4	
Peak-Hour Factor	0.92		0.92		0.92	
Parking (#/hr)	0		0		0	
Adj. Flow (vph)	37	34	165	26	54	90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	191	0	144	0
Sign Control	Stop	Free	Free	Free	Free	Free
Intersection Summary						
Area Type	Other					
Control Type	Unsignalized					
Intersection Capacity Utilization	30.4%					
Analysis Period (min)	15					
ICU Level of Service A						

Intersection	WB	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	2.9					
Movement	WB	WBR	NBT	NBR	SBL	SBT
Lane Configurations	34	31	152	24	50	83
Traffic Vol, veh/h	34	31	152	24	50	83
Future Vol, veh/h	34	31	152	24	50	83
Conflicting Pkts, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0					
Veh in Median Storage, #	0					
Grade, %	0					
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Movt Flow	37	34	165	26	54	90
Major/Minor						
Minor1	376	178	0	0	191	0
Major2	178	-	-	-	-	-
Conflicting Flow All	198	-	-	-	-	-
Stage 1	6.42	6.22	-	-	4.12	-
Stage 2	5.42	-	-	-	-	-
Critical Hdwy	5.42	-	-	-	-	-
Critical Hdwy Slg 1	3.518	3.318	-	-	2.218	-
Critical Hdwy Slg 2	6.25	865	-	-	1383	-
Follow-up Hdwy	853	-	-	-	-	-
Pot Cap-1 Maneuver	835	-	-	-	-	-
Stage 1	599	865	-	-	1383	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %	853	-	-	-	-	-
Mov Cap-1 Maneuver	853	-	-	-	-	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1						
Stage 2						
Approach						
WB	NB	SB				
HCM Control Delay, s	10.7	0	2.9			
HCM LOS	B					
Minor Lane/Major Mvmt						
NBT	NBR	WBLn1	SBL	SBT		
-	-	702	1383	-		
Capacity (veh/h)	-	0.101	0.039	-		
HCM Lane V/C Ratio	-	10.7	7.7	0		
HCM Control Delay (s)	-	B	A	A		
HCM Lane LOS	-	0.3	0.1	-		
HCM 95th %ile Q(veh)	-					

100 Clinton Avenue
5. Clinton Ave & Richmond Hill Ave

Combined (2025) Conditions
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	92	24	5	5	17	59	20	36	20	26	4	65
Turns Volumes (vph)	92	260	5	5	179	59	20	36	20	26	5	65
Left Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	25	0	275	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	1	0	0	0	0	0	0	0	0	0
Travel Length (ft)	50	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Lane Util. Factor	0.95	0.988	0.987	0.963	0.912	0.850	0.908	0.987	0.987	0.987	0.987	0.987
Fit Protected	0	3496	0	1770	1794	0	1603	1504	0	1669	0	1669
Satd. Flow (prot)	0	794	0	433	0.993	0.213	0.213	0.993	0	0.213	0	0.213
Fit Permitted	0	2805	0	807	1794	0	1603	1504	0	360	0	360
Satd. Flow (perm)	1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	483	426	426	426	296	230	230	296	230	230	230	230
Link Distance (ft)	11.0	9.7	9.7	9.7	6.7	5.2	5.2	6.7	5.2	5.2	5.2	5.2
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	100	283	5	5	195	64	22	39	227	28	5	71
Adj. Flow (vph)	0	388	0	5	259	0	0	147	141	1	1	104
Lane Group Flow (vph)	1	0	1	1	1	1	1	1	1	1	1	1
Number of Detectors	Left	0	48	48	20	40	40	20	40	20	45	45
Detector Template	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Leading Detector (ft)	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Trailing Detector (ft)	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Detector 1 Position (ft)	20	6	50	50	20	50	20	50	20	50	20	50
Detector 1 Size (ft)	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex	O+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	Perm	NA	pm-pt	NA	Split	NA	Prot.	Perm	NA	NA	NA	NA
Turn Type	6	6	2	2	8	8	8	8	8	4	4	4
Protected Phases	6	6	2	2	8	8	8	8	8	4	4	4
Permitted Phases	6	6	2	2	8	8	8	8	8	4	4	4
Detector Phase	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Switch Phase	31.4	31.4	19.0	31.4	10.9	10.9	29.7	29.7	29.7	29.7	29.7	29.7
Minimum Initial (s)	40.0	40.0	19.0	59.0	25.0	25.0	36.0	36.0	36.0	36.0	36.0	36.0
Minimum Split (s)	33.3%	33.3%	16.8%	48.2%	20.8%	20.8%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Total Split (s)	33.6	33.6	15.0	52.6	20.1	20.1	30.3	30.3	30.3	30.3	30.3	30.3
Maximum Green (s)	3.3	3.3	3.0	3.3	3.0	3.0	3.3	3.3	3.3	3.3	3.3	3.3
Yellow Time (s)	3.1	3.1	1.0	3.1	1.9	1.9	2.4	2.4	2.4	2.4	2.4	2.4
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Last Time Adjust (s)	6.4	6.4	4.0	6.4	4.9	4.9	5.7	5.7	5.7	5.7	5.7	5.7
Total Lost Time (s)	Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead/Lag	3.0	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead-Lag Optimize?	Recall	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Vehicle Extension (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Recall Mode	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
Walk Time (s)	10	10	24.3	21.4	0	10.7	10.7	14.3	14.3	14.3	14.3	14.3
Flash Dont Walk (s)	0.31	0.39	0.35	0.17	0.17	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Pedestrian Calls (fl/m)	9.44	9.44	9.44	9.44	9.44	9.44	9.44	9.44	9.44	9.44	9.44	9.44
Approach G/C Ratio	0.3	0.3	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Queue Delay	24.3	16.8	19.7	16.8	19.7	16.8	19.7	16.8	19.7	16.8	19.7	16.8
Turn Delay	LOS	C	B	B	B	B	B	B	B	B	B	B
Approach Delay	24.3	16.8	19.7	16.8	19.7	16.8	19.7	16.8	19.7	16.8	19.7	16.8
Approach LOS	5	C	B	B	B	B	B	B	B	B	B	B
Queue Length 50th (ft)	181	9	182	9	182	9	182	9	182	9	182	9
Queue Length 95th (ft)												

Lanes, Volumes, Timings
SLR

100 Clinton Avenue
5. Clinton Ave & Richmond Hill Ave

Combined (2025) Conditions
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Internal Link Dist (ft)	403	403	403	346	346	346	216	216	216	150	150	150
Turn Bay Length (ft)	1771	1771	1771	1530	1530	1530	644	644	644	237	237	237
Base Cap Reductn	0	0	0	80	80	80	0	0	0	0	0	0
Station Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reductn %/s Ratio	0.22	0.01	0.18	0.23	0.21	0.21	0.44	0.44	0.44	0.44	0.44	0.44
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	61.8											
Natural Cycle:	95											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.75											
Intersection Signal Delay:	23.5											
Intersection Capacity Utilization:	53.3%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.	Queue shown is maximum after two cycles.											
Splits and Phases:	5. Clinton Ave & Richmond Hill Ave											

Lanes, Volumes, Timings
SLR

100 Clinton Avenue
 6. Washington Blvd & Tresser Blvd

100 Clinton Avenue
 6. Washington Blvd & Tresser Blvd

Combined (2025) Conditions
 PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø9	Ø10
Lane Configurations	175	51	91	139	51	1008	261	251	851	97				
Turn Bay Length (ft)	175	677	51	91	513	139	51	1008	261	251	851	97		
Base Cap (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Station Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	320	0	180	0	200	230	200	230	200	230	200	230		
Storage Lane(s)	5	0	0	0	0	1	1	1	1	1	1	1		
Tract Length (ft)	100	0.91	0.91	1.00	0.91	1.00	0.95	1.00	0.95	1.00	0.95	1.00		
Lane Util. Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950		
Flt Protected	1770	5034	0	1770	4923	0	1770	3539	1583	1770	3539	1583		
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950		
Satd. Flow (perm)	1770	5034	0	1770	4923	0	1770	3539	1583	1770	3539	1583		
Right Turn on Red	No	No	No	No	No	No	No	No	No	No	No	No		
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30		
Link Speed (mph)	677	703	703	703	703	703	703	703	703	703	703	703		
Link Distance (ft)	15.4	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Travel Time (s)	190	736	55	99	558	151	55	1056	316	273	925	105		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow Factor	190	736	55	99	558	151	55	1056	316	273	925	105		
Shared Lane Traffic (%)	1	1	1	1	1	1	1	1	1	1	1	1		
Lane Group Flow (vph)	190	791	0	99	709	0	55	1056	316	273	925	105		
Number of Detectors	40	45	40	45	40	45	40	45	40	45	40	45		
Detector Template	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5		
Trailing Detector (ft)	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5	-10	-5		
Detector 1 Position (ft)	50	50	50	50	50	50	50	50	50	50	50	50		
Detector 1 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX		
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	Prot.	NA	Prot.	NA	Prot.	NA	Prot.	NA	Prot.	NA	Prot.	NA		
Turn Type	7	4	3	8	5	2	1	6	9	10	6	9		
Protected Phases	7	4	3	8	5	2	1	6	9	10	6	9		
Permitted Phases	7	4	3	8	5	2	2	1	6	6	6	6		
Detector Phase	5.0	10.0	5.0	10.0	5.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0		
Switch Phase	9.0	30.4	9.0	30.4	9.0	30.6	9.0	30.6	9.0	30.6	9.0	30.6		
Minimum Split (s)	16.0	34.0	16.0	34.0	21.0	43.0	21.0	43.0	21.0	43.0	21.0	43.0		
Total Split (s)	13.3%	28.3%	17.5%	35.8%	17.5%	35.8%	17.5%	35.8%	17.5%	35.8%	17.5%	35.8%		
Total Split (%)	12.0	28.6	12.0	28.6	17.0	37.4	17.0	37.4	17.0	37.4	17.0	37.4		
Maximum Green (s)	3.0	3.7	3.0	3.7	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.3		
Yellow Time (s)	1.0	1.7	1.0	1.7	1.0	2.3	1.0	2.3	1.0	2.3	1.0	2.3		
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Last Time Adjust (s)	4.0	5.4	4.0	5.4	4.0	5.6	4.0	5.6	4.0	5.6	4.0	5.6		
Total Lost Time (s)	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead		
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Lead-Lag Optimize?	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0		
Vehicle Extension (s)	None	None	None	None	None	C-Min	None	C-Min	None	C-Min	None	None		
Recall Mode	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Walk Time (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0		
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0		
Pedestrian Calls (flm)	18.6	25.0	17.0	23.4	15.4	42.0	17.0	45.4	15.4	45.4	15.4	45.4		
Act Eff Green (s)	0.16	0.20	0.14	0.20	0.13	0.35	0.14	0.38	0.14	0.38	0.14	0.38		
Approach G/C Ratio	689	0.75	640	0.80	640	0.80	640	0.80	640	0.80	640	0.80		
ICU Ratio	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Queue Delay	689	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Queue Delay	689	47.8	53.0	50.2	37.8	44.0	36.5	131.7	36.5	28.6	28.6	28.6		
LOS	E	D	D	D	D	D	D	F	D	D	C	C		
Approach Delay	149	224	70	190	35	335	181	~238	335	57	57	57		
Approach LOS	#283	253	131	224	m56	#550	295	#410	417	102	102	102		
Queue Length 50th (ft)														
Queue Length 95th (ft)														

Lanes, Volumes, Timings
 SLR

100 Clinton Avenue
 6. Washington Blvd & Tresser Blvd

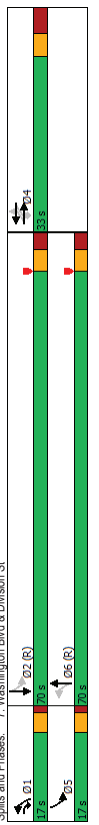
Combined (2025) Conditions
 PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø9	Ø10
Lane Configurations	320	0	0	0	0	0	0	0	0	0	0	0		
Turn Bay Length (ft)	320	0	0	0	0	0	0	0	0	0	0	0		
Base Cap (vph)	274	1211	250	1173	282	1239	554	250	1340	599				
Station Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Storage Lane(s)	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.69	0.65	0.40	0.60	0.21	0.90	0.57	1.09	0.69	0.18				
Intersection Summary	Other													
Area Type:	Other													
Cycle Length:	120													
Actuated Cycle Length:	120													
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow													
Natural Cycle:	115													
Control Type:	Actuated-Coordinated													
Maximum v/c Ratio:	1.09													
Intersection Signal Delay:	49.7													
Intersection LOS:	D													
ICU Level of Service D														
Intersection Capacity Utilization:	80.3%													
Analysis Period (min):	15													
# Volume exceeds capacity, queue is theoretically infinite.	-													
Volume shown is maximum after two cycles.	-													
# 95th percentile volume exceeds capacity, queue may be longer.	-													
Queue shown is maximum after two cycles.	-													
m Volume for 95th percentile queue is metered by upstream signal.	-													

Lanes, Volumes, Timings
 SLR

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Line Configurations	95	4	4	65	0	4	5	10	154	0	114	29
Trucks (vph)	95	0	66	0	66	0	5	10	154	0	114	29
Trucks Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	170	0	0	0	0	0	100	0	100	0	0
Storage Lanes	25	1	0	25	0	0	25	0	0	0	0	0
Travel Length (ft)	100	100	100	100	100	100	100	100	100	100	100	100
Fit	0.950	0.830	0.865	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	0	1770	1533	0	1611	0	1770	3539	0	1663	3525	0
Fit Permitted	0	0.754	0.158	0	0.158	0	0.158	0.158	0	0.158	0.158	0
Satd. Flow (perm)	0	1405	1533	0	1611	0	294	3539	0	1663	3525	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	30	42	197	30	30	30	30	30	30	30	30	30
Link Speed (mph)	511	252	252	57	356	578	578	578	578	578	578	578
Travel Time (s)	11.6	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	103	0	72	0	0	5	11	1675	0	0	1295	32
Adj. Flow (vph)	0	103	72	0	5	0	11	1675	0	0	1327	0
Shared Lane Traffic (%)	0	4	4	1	1	4	4	4	1	4	4	1
Number of Detectors	Left	20	32	20	6	39	50	36	50	36	50	36
Leading Detector (ft)	0	-10	-10	0	-3	0	-6	-6	0	-6	0	-6
Trailing Detector (ft)	0	-10	-10	0	-3	0	-6	-6	0	-6	0	-6
Detector 1 Position (ft)	20	6	6	20	6	6	50	6	50	6	50	6
Detector 1 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 1 Type	Detector 1 Channel	Detector 1 Extend (s)	Detector 1 Queue (s)	Detector 1 Delay (s)	Detector 1 Position (ft)	Detector 1 Size (ft)	Detector 1 Type	Detector 2 Channel	Detector 2 Extend (s)	Detector 2 Queue (s)	Detector 2 Delay (s)	Detector 2 Position (ft)
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	2	2	2	6	6	6	6	6	6	6	6	6
Detector 2 Size (ft)	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 2 Type	Detector 2 Channel	Detector 2 Extend (s)	Detector 2 Queue (s)	Detector 2 Delay (s)	Detector 2 Position (ft)	Detector 2 Size (ft)	Detector 2 Type	Detector 3 Channel	Detector 3 Extend (s)	Detector 3 Queue (s)	Detector 3 Delay (s)	Detector 3 Position (ft)
Detector 3 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 3 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 3 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 3 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 3 Position (ft)	14	14	14	21	21	21	21	21	21	21	21	21
Detector 3 Size (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 3 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 3 Type	Detector 3 Channel	Detector 3 Extend (s)	Detector 3 Queue (s)	Detector 3 Delay (s)	Detector 3 Position (ft)	Detector 3 Size (ft)	Detector 3 Type	Detector 4 Channel	Detector 4 Extend (s)	Detector 4 Queue (s)	Detector 4 Delay (s)	Detector 4 Position (ft)
Detector 4 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 4 Position (ft)	26	26	26	33	33	33	33	33	33	33	33	33
Detector 4 Size (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 4 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX
Detector 4 Type	Detector 4 Channel	Detector 4 Extend (s)	Detector 4 Queue (s)	Detector 4 Delay (s)	Detector 4 Position (ft)	Detector 4 Size (ft)	Detector 4 Type	Protected Phases	Permitted Phases	Detector Phase	Switch Phase	Minimum (min)
Protected Phases	Perm	NA	pm+ov	NA	pm+pl	NA	pm+pl	NA	pm+pl	NA	NA	NA
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum (min)	32.2	32.2	32.2	32.2	32.2	32.2	32.2	32.2	32.2	32.2	32.2	32.2
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	21.3%	21.3%	14.2%	21.3%	21.3%	14.2%	58.3%	14.2%	58.3%	14.2%	58.3%	14.2%
Maximum Green (s)	33	33	33	33	33	33	33	33	33	33	33	33
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Last Time Adjust (s)	7.2	4.0	7.2	4.0	7.2	4.0	7.2	4.0	7.2	4.0	7.2	4.0
Lead/Lag Time (s)	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead/Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Recall Marks	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Duration (s)	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
Pedestrian Cals. (#/hr)	10	10	26.8	10	10	10	10	10	10	10	10	10
Act Effect Green (s)	0.12	0.22	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
Act Effect Green (#/hr)	66.1	0.19	0.19	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Act Effect Green (s)	66.1	21.3	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	66.1	21.3	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS	E	C	C	A	A	A	A	A	A	A	A	A
Approach Delay	47.7	0	0	0	0	0	0	0	0	0	0	0
Approach LOS	D	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50m (ft)	80	21	0	0	0	0	0	0	0	0	0	0
Queue Length 99m (ft)	127	58	0	0	0	0	0	0	0	0	0	0
Internal Link Dist (ft)	431	170	170	172	172	172	276	276	276	276	498	498
Turn Bay Length (ft)	302	488	501	360	2720	2497	362	242	356	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Slantion Cap Reductn	0	3	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0.34	0.15	0.01	0.01	0.03	0.71	0.03	0.71	0.03	0.71	0.03	0.71
Reduced v/c Ratio	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Intersection Summary	Other											
Area Type	Other											
Cycle Length	120											
Actual Cycle Length	120											
Offset: 22 (18%), Referenced to phase 2:SBTL and 6:NBLT, Start of Yellow												
Natural Cycle	30											
Control Type	Actuated-Coordinated											
Maximum v/c Ratio	0.82											
Intersection Signal Delay	6.2											
Intersection Capacity Utilization	65.5%											
Analysis Period (min)	15											
m	Volume for 95th percentile queue is metered by upstream signal.											



100 Clinton Avenue
 8: Washington Blvd & Richmond Hill Ave

Combined (2025) Conditions
 PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Line Configurations	275	220	5	5	202	1271	5	5	1212	41	41		
Turn Bay Length (ft)	275	0	220	5	0	202	1271	5	5	1212	41		
Flows Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Station Cap Reductn	0	0	0	0	140	0	0	0	0	0	0	0	
Storage Cap Reductn	1	0	0	0	0	1	0	0	0	0	0	0	
Truck Length (ft)	25	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	
Link Util. Factor	1.00	0.850	0.932	0.976	0.950	0.999	0.950	0.955	0.955	0.955	0.955	0.955	
Flt Protected	0.950												
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3536	0	0	3522	0	
Flt Permitted	0.751												
Satd. Flow (perm)	1399	1583	0	0	1552	0	181	3536	0	0	3345	0	
Right Turn on Red	No	No	No	No	No	No	No	No	No	No	No	No	
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30	
Link Distance (ft)	426	205	205	205	326	356	356	356	356	356	356	356	
Travel Time (s)	9.7	9.7	4.7	4.7	7.4	8.1	8.1	8.1	8.1	8.1	8.1	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	299	0	239	5	0	220	1382	5	5	1317	45		
Shared Lane Traffic (%)													
Number of Detectors	299	239	0	0	10	0	220	1387	0	0	1367	0	
Detector Templates	1	1	1	1	1	1	1	1	1	1	1	1	
Leading Detector (ft)	50	50	20	50	40	40	40	40	20	40	40	40	
Trailing Detector (ft)	0	0	0	0	-10	-10	-10	-10	0	-10	-10	-10	
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	50	50	20	50	50	50	50	50	20	50	50	50	
Detector 1 Type	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	O+EX	
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA	NA	NA	
Protected Phases	4	4	4	4	4	5	2	6	6	6	6	6	
Permitted Phases	4	4	4	4	4	5	2	6	6	6	6	6	
Detector Phase	4	4	4	4	4	5	2	6	6	6	6	6	
Switch Phase	5.0	5.0	5.0	5.0	7.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	
Minimum Initial (s)	24.2	24.2	24.2	24.2	11.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	
Minimum Split (s)	32.0	32.0	32.0	32.0	16.0	84.0	68.0	68.0	68.0	68.0	68.0	68.0	
Total Split (s)	25.7%	25.7%	25.7%	25.7%	13.3%	70.0%	56.7%	56.7%	56.7%	56.7%	56.7%	56.7%	
Maximum Green (s)	27.8	27.8	27.8	27.8	12.0	79.0	63.0	63.0	63.0	63.0	63.0	63.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.2	1.2	1.2	1.2	1.0	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
Last Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.2	4.2	4.2	4.2	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	
Lead/Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	
Flash Dont Walk (s)	3.0	3.0	3.0	3.0	3.0	7.0	16.0	16.0	16.0	16.0	16.0	16.0	
Pedestrian Calls (flm)	0	0	0	0	0	81.7	80.7	65.4	65.4	65.4	65.4	65.4	
Act Eric Green (s)	3.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Act Eric Green (s)	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	
VC Ratio	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Control Delay	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	
Queue Delay	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	
Turn Delay	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	
LOS	E	E	E	E	C	D	D	B	B	B	B	B	
Approach Delay	56.9	56.9	56.9	56.9	56.9	56.9	56.9	56.9	56.9	56.9	56.9	56.9	
Approach LOS	C	C	C	C	C	B	B	B	B	B	B	B	
Queue Length 50th (ft)	215	159	6	6	70	245	245	568	568	568	568	568	
Queue Length 95th (ft)	4362	247	20	20	m#178	487	487	650	650	650	650	650	

100 Clinton Avenue
 8: Washington Blvd & Richmond Hill Ave

Combined (2025) Conditions
 PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR	Ø3
Internal Link Dist (ft)	346			125			140	246				276	
Turn Bay Length (ft)	346			125			140	246				276	
Base Cap (vph)	360	407	389	389	287	2388	287	2388	287	2388	287	2388	
Station Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Reductn % Ratio	0.83	0.59	0.03	0.03	0.77	0.65	0.77	0.65	0.77	0.65	0.77	0.65	
Intersection Summary	Other												
Area Type:	Other												
Cycle Length:	120												
Actuated Cycle Length:	120												
Offset:	47 (39%), Referenced to phase 2:NBL and 6:SBTL. Start of Yellow												
Natural Cycle:	80												
Control Type:	Actuated-Coordinated												
Maximum v/c Ratio:	0.85												
Intersection Signal Delay:	22.3												
Intersection LOS:	C												
ICU Level of Service:	G												
Intersection Capacity Utilization:	104.0%												
Analysis Period (min):	15												
# 95th percentile volume exceeds capacity, queue may be longer.	m												
Queue shown is maximum after two cycles.	m												
Volume for 95th percentile queue is metered by upstream signal.	m												
Splits and Phases:	8: Washington Blvd & Richmond Hill Ave												
0.03 (R)	0.03 (R)												
0.05	0.05												
0.65 (R)	0.65 (R)												

100 Clinton Avenue
 9: Washington Blvd & I-95 WB On Ramp/N State St

Combined (2025) Conditions
 PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Line Configurations												
Trucks/Vol (vph)	0	0	0	123	61	382	356	1056	0	0	724	713
Trucks/Vol (vph)	0	0	0	123	61	382	356	1056	0	0	724	713
Peak Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Line Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fit Protected				0.950				0.950				0.850
Satd. Flow (vph)	0	0	0	1770	1863	1583	1770	3539	0	0	3539	1583
Fit Permitted				0.950				0.249				
Satd. Flow (vph)	0	0	0	1770	1863	1583	464	3539	0	0	3539	1583
Right Turn on Red				Yes			Yes	Yes			Yes	Yes
Satd. Flow (RTOR)				30			83	30			30	566
Link Speed (mph)				435			486	334			326	
Link Distance (ft)				9.9			11.0	7.6			7.4	
Travel Time (s)				0.92			0.92	0.92			0.92	
Peak Hour Factor				0.92			0.92	0.92			0.92	
Adj. Flow (vph)				0			134	66			415	367
Shared Lane Traffic (%)				0			0	0			0	0
Lane Group Flow (vph)				0			134	66			415	367
Number of Detectors				1			1	1			1	1
Detector Template				40			40	50			40	50
Leading Detector (ft)				-10			-10	0			-10	0
Trailing Detector (ft)				-10			-10	0			-10	0
Detector 1 Position (ft)				-10			-10	0			-10	0
Detector 1 Size (ft)				50			50	50			50	50
Detector 1 Type				O+EX			O+EX	O+EX			O+EX	O+EX
Detector 1 Channel				0.0			0.0	0.0			0.0	0.0
Detector 1 Extend (s)				0.0			0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0			0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0			0.0	0.0			0.0	0.0
Turn Type				Perm			NA	pm-pt			NA	Perm
Protected Phases				8			8	5			2	6
Permitted Phases				8			8	5			2	6
Detector Phase				8			8	5			2	6
Switch Phase				7.0			7.0	10.0			15.0	15.0
Minimum Initial (s)				35.1			35.1	14.0			25.3	25.3
Minimum Split (s)				41.0			41.0	30.0			49.0	49.0
Total Split (%)				34.2%			34.2%	25.0%			40.8%	40.8%
Maximum Green (s)				34.9			34.9	28.0			43.7	43.7
Yellow Time (s)				3.7			3.7	3.0			3.3	3.3
All-Red Time (s)				2.4			2.4	1.0			2.0	2.0
Lost Time Adjust (s)				0.0			0.0	0.0			0.0	0.0
Total Lost Time (s)				6.1			6.1	4.0			5.3	5.3
Lead/Lag				Lead			Lag	Lag			Lead	Lead
Lead-Lag Optimize?				Yes			Yes	Yes			Yes	Yes
Vehicle Extension (s)				2.0			2.0	3.0			3.0	3.0
Recall Mode				None			None	C-Max			C-Max	C-Max
Walk Time (s)				7.0			7.0	7.0			7.0	7.0
Flash/Dont Walk (s)				22.0			22.0	13.0			13.0	13.0
Pedestrian Calls (fl/h)				0			0	0			0	0
Act Erld Green (s)				29.8			29.8	80.1			66.1	66.1
Accuata g/C Ratio				0.25			0.25	0.67			0.47	0.47
v/c Ratio				0.31			0.31	0.75			0.48	0.74
Control Delay				37.3			33.9	20.6			14.7	7.3
Queue Delay				0.0			0.0	0.0			0.1	0.2
Total Delay				37.3			33.9	20.6			15.8	8.5
LOS				D			E	C			B	A
Approach Delay				52.2			14.4	12.0			12.0	12.0
Approach LOS				B			B	B			B	B
Queue Length 50th (ft)				83			39	123			61	17
Queue Length 85th (ft)				134			74	4402			213	114
Internal Link Dist (ft)				355			406	254			246	246
Turn Bar Length (ft)												
Base Capacity (vph)				514			541	519			2324	1655

100 Clinton Avenue
 9: Washington Blvd & I-95 WB On Ramp/N State St

Combined (2025) Conditions
 PM Peak

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Shrinker Cap Reduct												
Shrinker Cap Reduct	0			0			0	0			0	0
Shrinker Cap Reduct	0			0			0	0			0	0
Shrinker Cap Reduct	0			0			0	0			0	0
Reduce v/c Ratio				0.26			0.12	0.81			0.65	0.57
0.69												0.83
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Offset:	35 (29%), Referenced to phase 2:NBL and 6:SBT, Start of Yellow											
Natural Cycle:	30											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.91											
Intersection Signal Delay:	19.6											
Intersection Capacity Utilization:	82.5%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
Splice and Phases:	9: Washington Blvd & I-95 WB On Ramp/N State St											
↓ 02 (R)												
↓ 05 (R)												
↓ 05 (R)												
↓ 05 (R)												

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	26	0	11	9	0	12	31	138	18	14	14	27
Traffic Volume (vph)	26	0	11	9	0	12	31	138	18	14	14	27
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.966	0.966	0.924	0.979	0.992	0.992	0.992	0.994	0.994	0.994	0.994	0.994
Flt Protected	0	1726	0	0	1685	0	0	1824	0	0	1784	0
Satd Flow (vph)	0	1726	0	0	1685	0	0	1824	0	0	1784	0
Flt Permitted	0	1726	0	0	1685	0	0	1824	0	0	1784	0
Satd Flow (vph)	0	1726	0	0	1685	0	0	1824	0	0	1784	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	158	149	149	230	230	230	230	160	160	160	160	160
Travel Time (s)	3.6	3.4	3.4	3.4	3.4	3.4	3.4	3.6	3.6	3.6	3.6	3.6
Peak-Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	0	12	10	0	13	34	150	20	15	84	29
Shared Lane Traffic (%)	0	40	0	0	23	0	0	204	0	0	128	0
Lane Group Flow (vph)	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Intersection Summary												
Area Type	Other											
Control Type	Unsignalized											
Intersection Capacity Utilization	25.1%											
Analysis Period (min)	15											
ICU Level of Service	A											

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SSR
Lane Configurations	26	0	11	9	0	12	31	138	18	14	14	27
Traffic Vol, veh/h	26	0	11	9	0	12	31	138	18	14	14	27
Future Vol, veh/h	26	0	11	9	0	12	31	138	18	14	14	27
Conflicting Pkts, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	-	-	-	-	-	-	-	-	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	-	-	-	-	-	-	-	-
Grade, %	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mgmt Flow	28	0	12	10	0	13	34	150	20	15	84	29
Major/Minor	Minor2	Minor1	Minor1	Minor1	Minor1	Minor1	Major1	Major1	Major2	Major2	Major2	Major2
Conflicting Flow All	364	367	99	363	371	160	113	0	0	170	0	0
Stage 1	129	129	-	228	228	-	-	-	-	-	-	-
Stage 2	235	238	-	135	143	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Sig 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Sig 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	592	562	957	593	559	885	1476	-	-	1407	-	-
Stage 1	875	789	-	775	715	-	-	-	-	-	-	-
Stage 2	768	708	-	868	779	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	567	542	957	570	539	885	1476	-	-	1407	-	-
Mov Cap-2 Maneuver	567	542	-	570	539	-	-	-	-	-	-	-
Stage 1	853	780	-	756	697	-	-	-	-	-	-	-
Stage 2	738	690	-	848	770	-	-	-	-	-	-	-
Approach	EB	WB	WB	EB	NB	NB	SB	SB	SB	SB	SB	SB
HCM Control Delay, s	11	102	102	102	1.2	1.2	0.9	0.9	0.9	0.9	0.9	0.9
HCM LOS	B	B	B	B	A	A	A	A	A	A	A	A
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SSR	SSR	SSR	SSR	SSR	SSR
Capacity (veh/h)	1476	-	-	645	716	1407	-	-	-	-	-	-
HCM Lane V/C Ratio	0.023	-	-	0.062	0.032	0.011	-	-	-	-	-	-
HCM Control Delay (s)	7.5	0	0	11	10.2	7.6	0	0	0	0	0	0
HCM Lane LOS	A	A	A	B	B	A	A	A	A	A	A	A
HCM 95th %ile Q(veh)	0.1	-	-	0.2	0.1	0	-	-	-	-	-	-