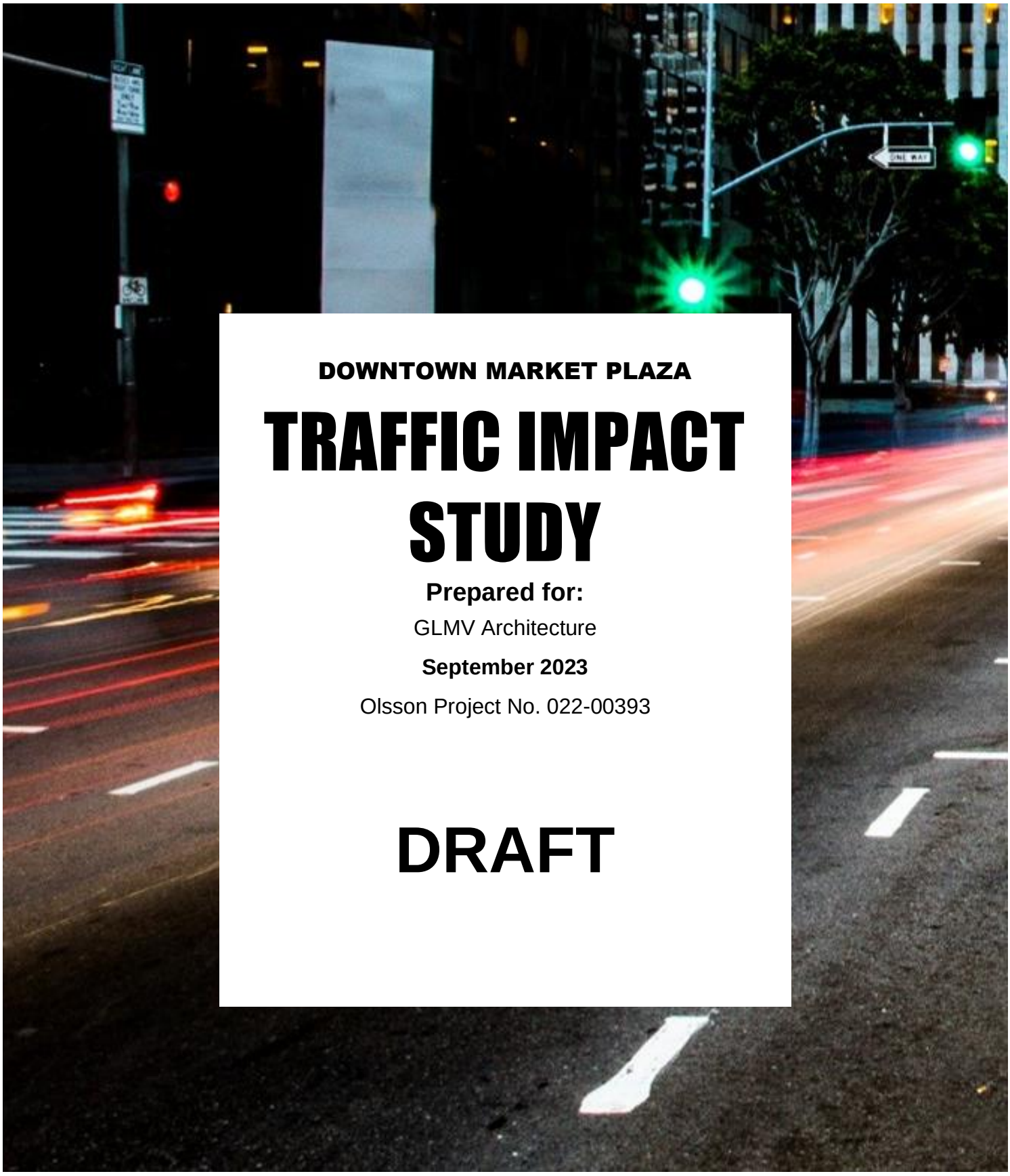

DOWNTOWN MARKET PLAZA

TRAFFIC IMPACT STUDY

Prepared for:

GLMV Architecture

September 2023

Olsson Project No. 022-00393

DRAFT

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1. INTRODUCTION

This report studies the traffic impacts of the proposed Lee's Summit Downtown Market Plaza. The proposed development is located in downtown Lee's Summit, Missouri. The boundaries of the project area are between Green Street and Johnson Street and from 2nd Street to 3rd Street and represent redevelopment of the area. The approximate location of the proposed development is shown on the Vicinity Map in **Figure 1**.

The development project is proposed to be built in two phases. The first phase will include closure of a portion of Green Street, construction of a pedestrian plaza east of City Hall, and construction of an event space. The second phase of the project will include a multi-use development encompassing residential, restaurant and hotel uses.

This report presents the potential impacts of the proposed development on the existing roadway network and, as appropriate, recommends additional turn lanes, storage bay modifications, and intersection control methods per the City of Lee's Summit *Access Management Code*, dated March 2018. The study intersections include the following:

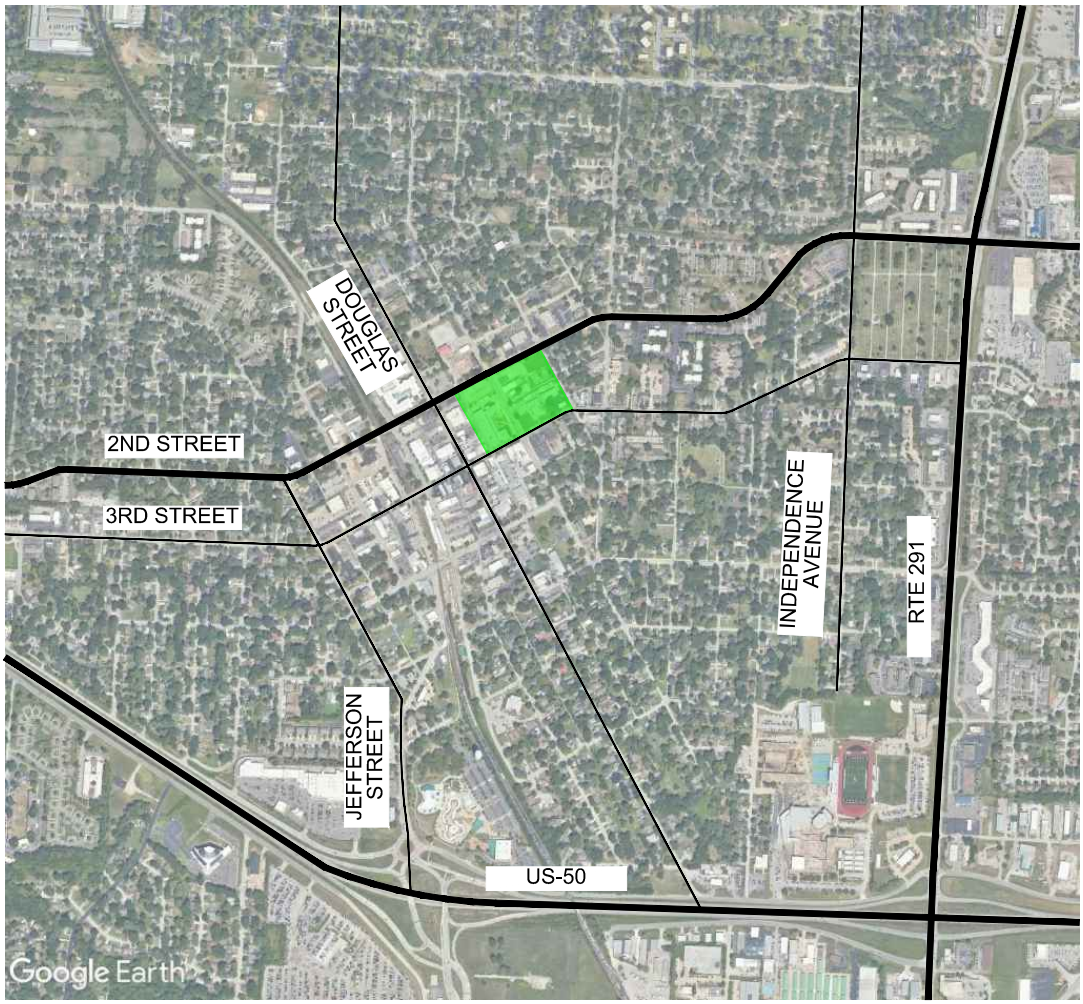
- 2nd Street and Southeast Alley (City Hall Alley)
- 2nd Street and Green Street
- 2nd Street and Johnson Street
- 2nd Street and Jefferson Street
- 2nd Street and Market Street
- 2nd Street and Main Street
- 2nd Street and Douglas Street
- 2nd Street and Independence Avenue
- 3rd Street and Southeast Alley (City Hall Alley)
- 3rd Street and Green Street
- 3rd Street and Johnson Street
- 3rd Street and Douglas Street
- Johnson Street and Cooper Street
- Green Street and City Hall Parking Garage Access
- Any proposed site driveways as appropriate

The following scenarios were analyzed considering weekday AM, PM, and weekend PM peak hour periods:

- Existing Conditions
- Existing Redistribution Conditions
- Existing Plus Phase 1 Development Conditions
- Build Year 2024 Plus Full Build Development Conditions
- Future Year 2043 Plus Full Build Development Conditions

FIGURE 1

Lee's Summit, MO
Vicinity Map



LEGEND

Lee's Summit Downtown Market Plaza

2. DATA COLLECTION

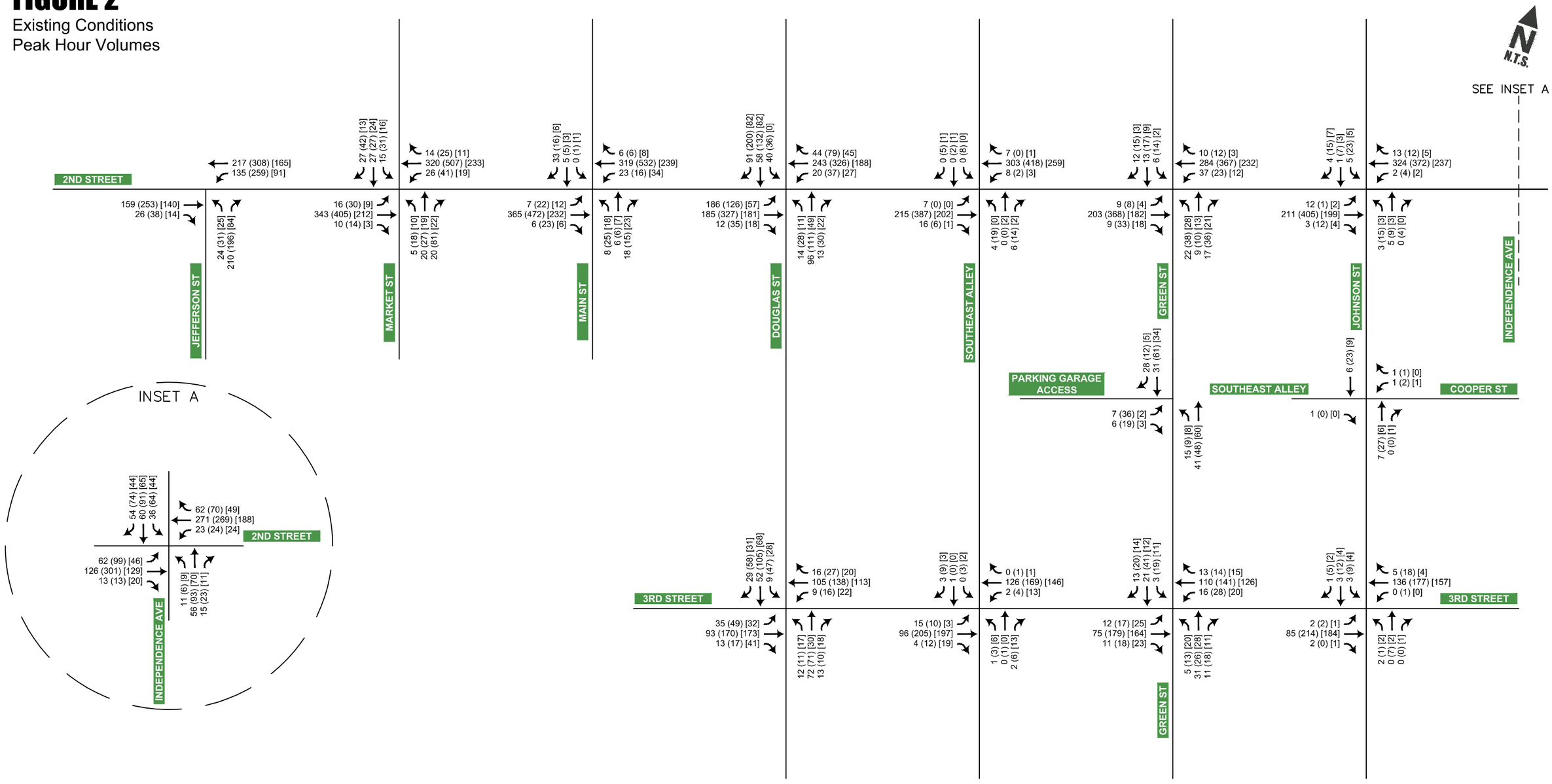
The data collection effort included acquiring peak period turning movement counts, historical average daily traffic counts, and existing intersection signal timings.

Turning movement traffic counts were collected at the study intersections on Wednesday, May 10th and Saturday, May 13th, 2023. For the intersections directly bordering the site, counts were collected for the typical weekday thirteen-hour period (6:00 AM to 7:00 PM) and for the Saturday event period (6:30-9:30 PM). The remainder of study intersections were counted during the typical weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak hour periods as well as the Saturday event time period. Peak hour periods varied slightly throughout the area, however the following time frames were determined based on a review of all intersection volumes: weekday AM peak hour of 7:30-8:30 AM, weekday PM peak hour of 4:15-5:15 PM, and Saturday PM peak hour of 6:30-7:30 PM. Through volumes were balanced along the 2nd and 3rd Street corridors. Existing peak hour traffic count data is illustrated in **Figure 2**. Traffic count data is provided in **Appendix A.**

Signal timings for the intersections of 2nd Street with Market Street, Main Street, Douglas Street and Independence Avenue were provided by the City of Lee's Summit. These signal timings were used for peak hour period analysis. Signal timing data is provided in **Appendix A.**

FIGURE 2

Existing Conditions
Peak Hour Volumes



LEGEND

AM (PM) [WKND] Peak Hour Volumes

3. EXISTING CONDITIONS

Existing traffic conditions were evaluated to identify any existing deficiencies and to provide a baseline for comparison purposes.

3.1 Network Characteristics

Within the study area there are 11 roadways that were considered during analysis: 2nd Street, 3rd Street, Jefferson Street, Market Street, Main Street, Douglas Street, Southeast Alley (City Hall Alley), Green Street, Johnson Street, Cooper Street, and Independence Avenue. The maintaining jurisdiction for all roadways is the City of Lee's Summit.

Functional classification was acquired referencing the city *Thoroughfare Master Plan*. Current network characteristics were determined and are summarized in **Table 1**.

Table 1. Existing Network Summary.

Roadway	Functional Classification	Typical Section	Median Type	Posted Speed
2nd Street*	Minor Arterial	Three-Lane	TWLTL**	30 mph
3rd Street	Minor Arterial	Two-Lane	N/A	25 mph
Jefferson Street	Minor Arterial	Three-Lane	TWLTL	35 mph
Market Street	Commercial Collector	Two-Lane	N/A***	25 mph
Main Street	Local	Two-Lane	N/A	25 mph
Douglas Street	Minor Arterial	Two-Lane	N/A	25 mph
Southeast Alley	Local	One-Lane	N/A	N/A
Green Street	Local	Two-Lane	N/A	25 mph
Johnson Street	Local	Two-Lane	N/A	25 mph
Cooper Street	Local	Two-Lane	N/A	25 mph
Independence Avenue	Minor Arterial	Two-Lane	N/A	30 mph

**Two-lane section west of Jefferson Street. Three-lane section through study area, transitions to four-lane section west of Independence Avenue, speed limit increase to 35 mph.*
***TWLTL – Two-way left-turn lane*

****Section of median along south leg approach to 2nd Street only.*

3.1.1 Parking Review

A review of existing parking on street, in designated surface lots, and within the city parking garage was conducted. A map illustrating on street, surface lot, and parking garage location and number of spaces is provided in **Appendix B**. On street parking is provided along 3rd Street,

Market Street, Main Street, Douglas Street, and Green Street. Parking accommodations including striping and signing to support parking activity. Parking style along public streets is primarily parallel or angle. The locations and types of parking are detailed in **Table 2**.

Table 2. On-Street Parking Summary.

Roadway	Start	End	Type	Notes
3rd Street	Jefferson Street	Green Street	Parallel	Break at rail line
Market Street	Mid-block between 2nd and 3rd Street	4th Street	Parallel	-
Main Street	2nd Street	4th Street	Angle north of 3rd Street, Parallel to south	SW Main Street also provides parking
Douglas Street	2nd Street	4th Street	Parallel	No parking near fire station
Green Street	2nd Street	4th Street	Parallel	-

City staff provided parking count data for the downtown area. Parking data was collected in 2021. Based on the city parking survey, approximately 350 on street parking spaces are provided within the study area.

Several surface lots are located within the downtown area that support parking. Based on the city parking survey, approximately 316 surface lot parking spaces are provided within the study area.

A public parking garage is located in the southwest quadrant of 2nd Street and Green Street. Access to the parking garage is provided via Green Street and the Southwest Alley. Based on the city parking survey, 314 spaces are provided in the garage. In addition to total parking available, the city has conducted parking usage surveys for the garage. Parking usage data is provided in **Appendix B**.

3.2 Existing Warrant Analysis

Existing lane configuration and traffic control for the study network are illustrated in **Figure 3**.

3.2.1 Signal Warrants

A traffic signal may be justified if traffic conditions meet any of the applicable nine signal warrants described in the 2009 Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD provides criteria for conducting an engineering study to determine whether a traffic signal is appropriate at any intersection. Based on the data available, the Eight Hour Vehicular Volume Warrant (warrant 1), Four Hour Vehicular Volume Warrant (warrant 2), the Peak Hour

Warrant (warrant 3), and the Pedestrian Volume Warrant (warrant 4) were evaluated for following existing unsignalized study intersections:

- 2nd Street and Green Street
- 2nd Street and Johnson Street
- 3rd Street and Green Street
- 3rd Street and Johnson Street

Based on existing traffic volumes, the unsignalized study intersections do not warrant signalization under existing conditions. Signal warrant analysis sheets are provided in **Appendix B**.

3.2.2 Turn Lane Warrants

Turn lane warrant analysis was conducted for the study area roadways following agency guidelines. Operations, presented in **Section 3.3,** were reviewed to determine if additional turn lanes are recommended and to determine recommended turn bay storage length. Turn lane warrant analysis sheets are provided in **Appendix B**.

Left-Turn Lanes

The following left-turn lanes are warranted under existing conditions:

- Southbound on Market Street at 2nd Street (signalized, arterial/collector required)
- Northbound on Market Street at 2nd Street (signalized, arterial/collector required)
- Northbound Main Street at 2nd Street (signalized, meets PM peak hour only)
- Southbound Douglas Street at 2nd Street (signalized, arterial/arterial required)
- Northbound Douglas Street at 2nd Street (signalized, arterial/arterial required)
- Northbound Green Street at 2nd Street (meets all three peak hours)
- Southbound Johnson Street at 2nd Street (meets PM peak hour only)
- Southbound Independence Avenue at 2nd Street (signalized, meets all three peak hours)
- Northbound Independence Avenue at 2nd Street (signalized, volumes do not meet)
- Westbound 3rd Street at Green Street (meets PM and weekend peak hours)
- Northbound Green Street at 3rd Street (meets weekend peak hour only)
- Eastbound 3rd Street at Green Street (meets weekend peak hour only)
- Southbound Douglas Street at 3rd Street (arterial/arterial required)
- Westbound 3rd Street at Douglas Street (arterial/arterial required)
- Northbound Douglas Street at 3rd Street (arterial/arterial required)
- Eastbound 3rd Street at Douglas Street (arterial/arterial required)

Right-Turn Lanes

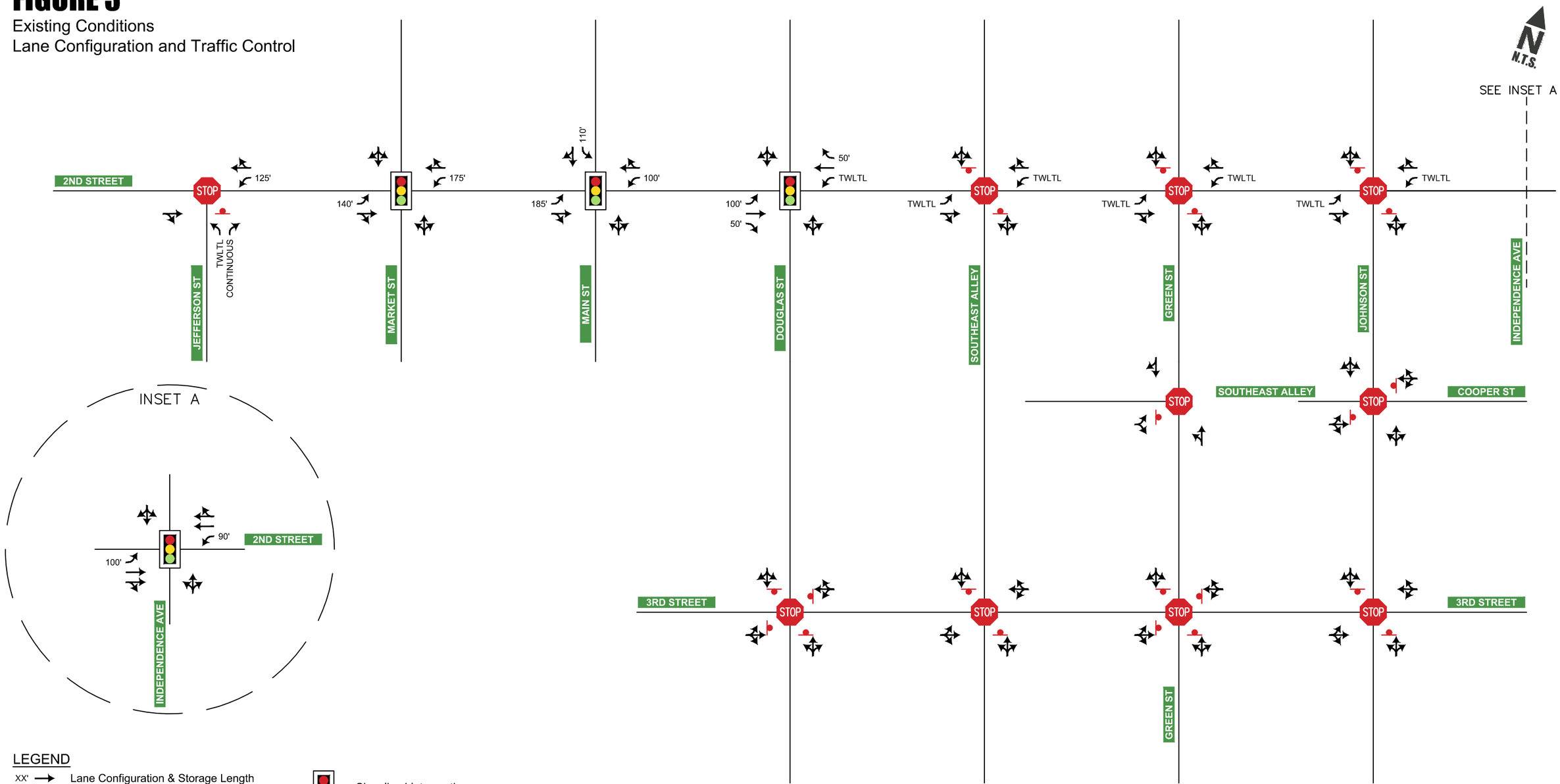
The following right-turn lanes are warranted under existing conditions:

- Southbound Douglas Street at 2nd Street (meets all three peak hours)
- Southbound Independence Avenue at 2nd Street (meets PM peak hour only)
- Westbound 2nd Street at Independence Avenue (meets AM and PM peak hours)

The ability to add dedicated turn lanes is limited at several intersections in the downtown area, restricted by right-of-way and existing building setback. Capacity analysis will be reviewed in **Section 3.3** to identify areas with operational deficiencies. Recommendations for turn lanes will be based on feasibility, constructability and benefit of improvement. Other considerations when determining if turn lanes should be installed should include pedestrian activity and the impact of additional lanes to pedestrian crossing distances. Within the downtown core, maintaining a shorter pedestrian crossing distance may be preferred to providing vehicular turn lane capacity.

FIGURE 3

Existing Conditions
Lane Configuration and Traffic Control



3.3 Existing Capacity Analysis

Capacity analysis was performed for the study intersections using the existing lane configurations and traffic control. Analysis was conducted using Synchro, Version 11, based on the *Highway Capacity Manual* (HCM) delay methodologies. For simplicity, the amount of control delay is equated to a grade or Level of Service (LOS) based on thresholds of driver acceptance. The amount of delay is assigned a letter grade A through F, LOS A representing little or no delay and LOS F representing very high delay. **Table 3** shows the delays associated with each LOS grade for signalized and unsignalized intersections, respectively. Queuing analysis was conducted referencing the 95th percentile queue length. This represents the queue length that has a 5 percent probability of being exceeded during the peak hour period.

Table 3. Intersection Level of Service Criteria.

Level of Service	Average Control Delay (seconds)	
	Signalized	Unsignalized
A	< 10	< 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50
Highway Capacity Manual (6th Edition)		

Analysis was conducted referencing the existing peak hour factors as obtained from data collection. Heavy vehicle percentages were based on existing conditions. The City of Lee's Summit *Level of Service Policy* was referenced to determine acceptable operations for the purposes of this study. The policy outlines that a LOS C is desired, but LOS D may be deemed acceptable for signalized intersections. A LOS C is desired for stop-controlled intersections, however a LOS D or E may be deemed acceptable due to extenuating circumstances.

The signalized intersections of 2nd Street with Market Street, Main Street, Douglas Street, and Independence Avenue are operating at an overall LOS B or better during the AM, PM, and weekend peak hour periods. Individual signalized movements are operating at a LOS C or better with acceptable 95th percentile queue lengths during all peak hour periods.

Unsignalized movements are operating at LOS C or better during all three peak hour periods with the exception of the northbound left turn movement at the intersection of 2nd Street and Jefferson Street which is operating at a LOS D during the PM peak hour period. The 95th-percentile queue is contained within the dedicated left-turn lane for this movement.

Several intersection movements meet turn lane warrants under existing conditions, thus a further analysis of the necessity and practicality of improvements was conducted. A combination of warranting condition, existing LOS and queue length, and constructability was considered. A summary of factors for turn lane warrants and recommendations are summarized in

Table 4. One of the factors included is the warranting criteria from the City of Lee's Summit. Referencing city requirements, turn lanes may be warranted based on traffic control elements such as signalization, peak hour turning volumes of the three study hours, and roadway classification (arterial vs. arterial streets), which are summarized below.

Table 4. Existing Conditions Turn Lane Warrant Review.

Intersection		Movement	Criteria	Operations	Recommended?
Left-Turn Lanes	2nd and Market	Southbound	Signalized	LOS A-B	NO
		Northbound	Signalized	LOS A-B	NO
	2nd and Main	Northbound	Signalized	LOS A-B	NO
	2nd and Douglas	Southbound	Signalized	LOS A-B	NO
		Northbound	Signalized	All LOS B	NO
	2nd and Green	Northbound	Volumes (3/3)	LOS B-C	NO
	2nd and Johnson	Southbound	Volumes (1/3)	LOS B-C	NO
	2nd and Independence	Southbound	Signalized	LOS A-B	NO
		Northbound	Signalized	LOS A-B	NO
	3rd and Green	Westbound	Volumes (2/3)	LOS A	NO
		Northbound	Volumes (1/3)	LOS A	NO
		Eastbound	Volumes (1/3)	LOS A	NO
	3rd and Douglas	Southbound	Classification	LOS A-B	NO
		Westbound	Classification	LOS A-B	NO
		Northbound	Classification	LOS A	NO
		Eastbound	Classification	LOS A-B	NO
Right-Turn Lanes	2nd and Douglas	Southbound	Volumes (3/3)	LOS A-B	NO
	2nd and Independence	Southbound	Volumes (1/3)	LOS A-B	NO
		Westbound	Volumes (2/3)	LOS B-C	NO

Under existing conditions, a higher southbound right-turn volume was noted at the intersection of 2nd Street and Douglas Street, with a PM peak hour volume of 200 vehicles. The southbound approach for this intersection is currently a shared lane (southbound left/through/right from shared lane). Reviewing operations, during the PM peak hour period the reported 95th-percentile queue is approximately 150 feet. Providing a dedicated southbound right-turn lane would be expected to improve operations at this intersection. However, reviewing existing geometrics it is preferred to maintain through lane alignment along Douglas Street at 2nd Street. Existing building setback and right-of-way may be limited in the northwest quadrant of the intersection limiting the feasibility of turn lane construction, thus for the purposes of this study a dedicated right turn lane is not presented.

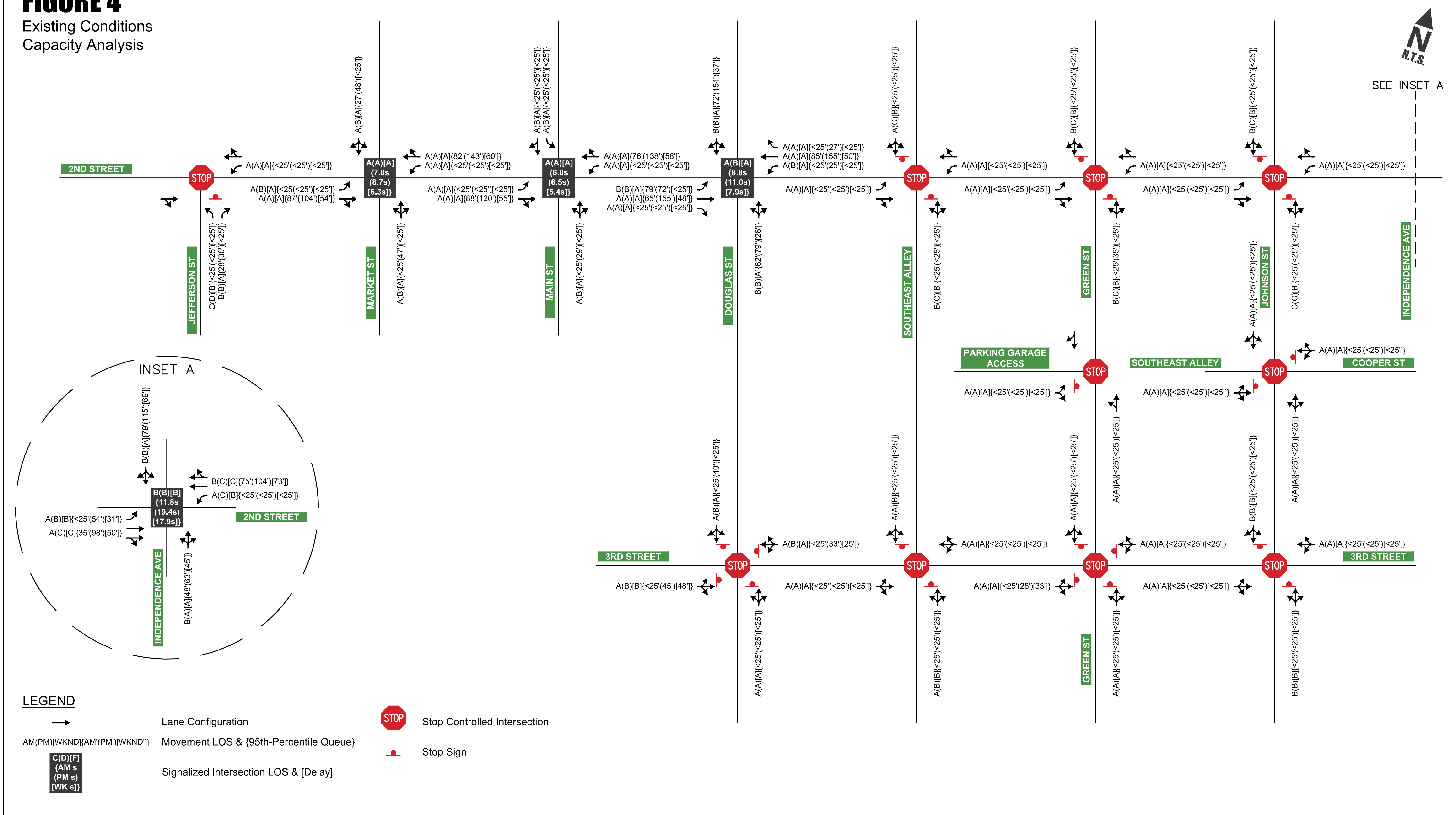
Based on observational information provided by City staff, the intersection of 2nd Street and Green Street was reviewed in further detail referencing traffic count video to determine if a northbound left turn lane should be provided at the intersection. Operational information provided was that the northbound movement can experience delay and longer queuing during PM peak hour periods. To review this condition, video data collected for the northbound left-turn movement was reviewed during PM peak hour conditions. A heavy concentration of northbound vehicles was observed between 5:00-5:10 PM, consistent with typical work schedules. During this time period, delay was observed in one case to be over 75 seconds with a queue of approximately 5-7 vehicles. However, once a gap in traffic was available the queue quickly dissipated. Outside of this peak 10-minute time period, queues and delay were observed to be consistently low. Also considered in determination of if a turn lane should be provided was the pedestrian environment. To support walkability, a shorter crossing distance at intersections is preferred for pedestrians; a turn lane would increase the crossing distance. Due to the short time period of higher traffic volumes, the lack of queueing and acceptable operations at other times of the day, and considering the pedestrian environment, a northbound left turn lane is not recommended at the intersection.

The intersection of 2nd Street and Green Street was also reviewed to determine existing pedestrian accommodations and if further improvements to support pedestrian movements across 2nd Street are recommended. Currently, pedestrian accommodations along the west leg of the intersection include crosswalk markings and signage. A school zone with reduced speed limit signage and flashers is present along 2nd Street in advance of the intersection. School crossing ahead signage is also present along 2nd Street in advance of the school flashers. Reviewing video data of the intersection, an adult (anticipated to be associated with the adjacent school) was present during before and after school periods to assist with younger pedestrians crossing the road. Reviewing operations of the current crossing, the pedestrian accommodations at the intersection are appropriate. Additional intersection treatments including installation of a rectangular rapid flashing beacon (RRFB) or high-intensity activated crosswalk

(HAWK) signal were considered for this location. Reviewing video data for the intersection and considering operations, the current measures in place to support pedestrian activity appear adequate; additional treatment is not recommended at this time. As presented in **Section 3.2.1**, a signal is not warranted based on current pedestrian or vehicular traffic volumes.

Reviewing warranting characteristics, operations and feasibility of construction, several movements do not need additional capacity, have acceptable operations or present construction challenges. With this consideration, no improvements are recommended under existing conditions. The Existing capacity analysis summary is illustrated in **Figure 4**. Detailed results are provided in **Appendix B.**

FIGURE 4
Existing Conditions
Capacity Analysis



4. EXISTING REDISTRIBUTION CONDITIONS

With the redevelopment project, the closure of Green Street is proposed to support construction of planned development including a pedestrian plaza area directly east of the City Hall building. Green Street is proposed to be closed between 3rd Street and 2nd Street. The current four-leg, all-way stop controlled intersection of 3rd Street and Green Street will transition to a T-intersection. The south leg of Green Street at 2nd Street will service the city parking garage only. Modifications to intersection traffic control conditions will be reviewed in **Section 4.2**.

4.1 Existing Redistribution Considerations

To represent the closure of Green Street, existing vehicular traffic volumes were redistributed to the surrounding intersections. All trips to/from the garage to the south were redistributed north to 2nd Street. The primary bypass route that was utilized for existing trips along Green Street was Douglas Street. It is noted that with the closure of Green Street, some existing users may find alternative routes outside of the downtown area. It is anticipated that the volume redistribution presented is a conservative representation. The existing redistribution conditions peak hour volumes are shown in **Figure 5**. Detailed volume redistribution spreadsheets are provided in **Appendix C**.

With redistribution of traffic associated with the closure of Green Street, the current operations of Southeast Alley (the north/south road segment west of city hall) were evaluated. Currently, limited building setback for buildings in the northwest and northeast quadrants of the intersection limit visibility for southbound traffic approaching 3rd Street. Visibility of pedestrians along the sidewalk is also limited; pedestrians cannot be viewed in advance until a vehicle has entered the crossing area. The current alley configuration was reviewed as additional pedestrian traffic is expected along 3rd Street with proposed redevelopment and the alley could operate as an ingress/egress route to the parking garage. Considering expected increases in pedestrian traffic and southbound sight distance, re-assigning the alley to support northbound traffic only from 3rd Street to the east/west alley south of the fire station (Southeast Alley) was reviewed.

Supporting northbound traffic only will alleviate sight distance concerns for southbound traffic accessing 3rd Street, will limit the use of the alley for southbound traffic displaced from the closure of Green Street, and will improve pedestrian conditions at the current alley access at 3rd Street. Several businesses have parking along this segment of the alley and use the alley for receipt of supplies and trash service. The loading dock for the City of Lee's Summit City Hall building is also located along this alley. Turning templates were reviewed at the alley access with 3rd Street to determine if a change to circulation can be supported. Vehicular turning templates for the westbound right and eastbound left turning movements from 3rd Street, as well as the northbound left and right turning movements to 2nd Street were conducted and are provided in **Appendix C**. As illustrated on the turning templates, larger trucks may encroach the

adjacent lane when accessing the alley. This is an existing condition for exiting traffic currently using the alley and is expected to be present at other alley locations within the downtown area. The impact of vehicular encroachment would be expected to be minimal. The revised circulation plan would support the entry of traffic from 3rd Street at the alley location. Users can then circulate north along the alley, exiting at 2nd Street. A section of two-way access will be maintained along Southeast Alley from 2nd Street to the parking garage access to support fire department operations and access to/from the parking garage.

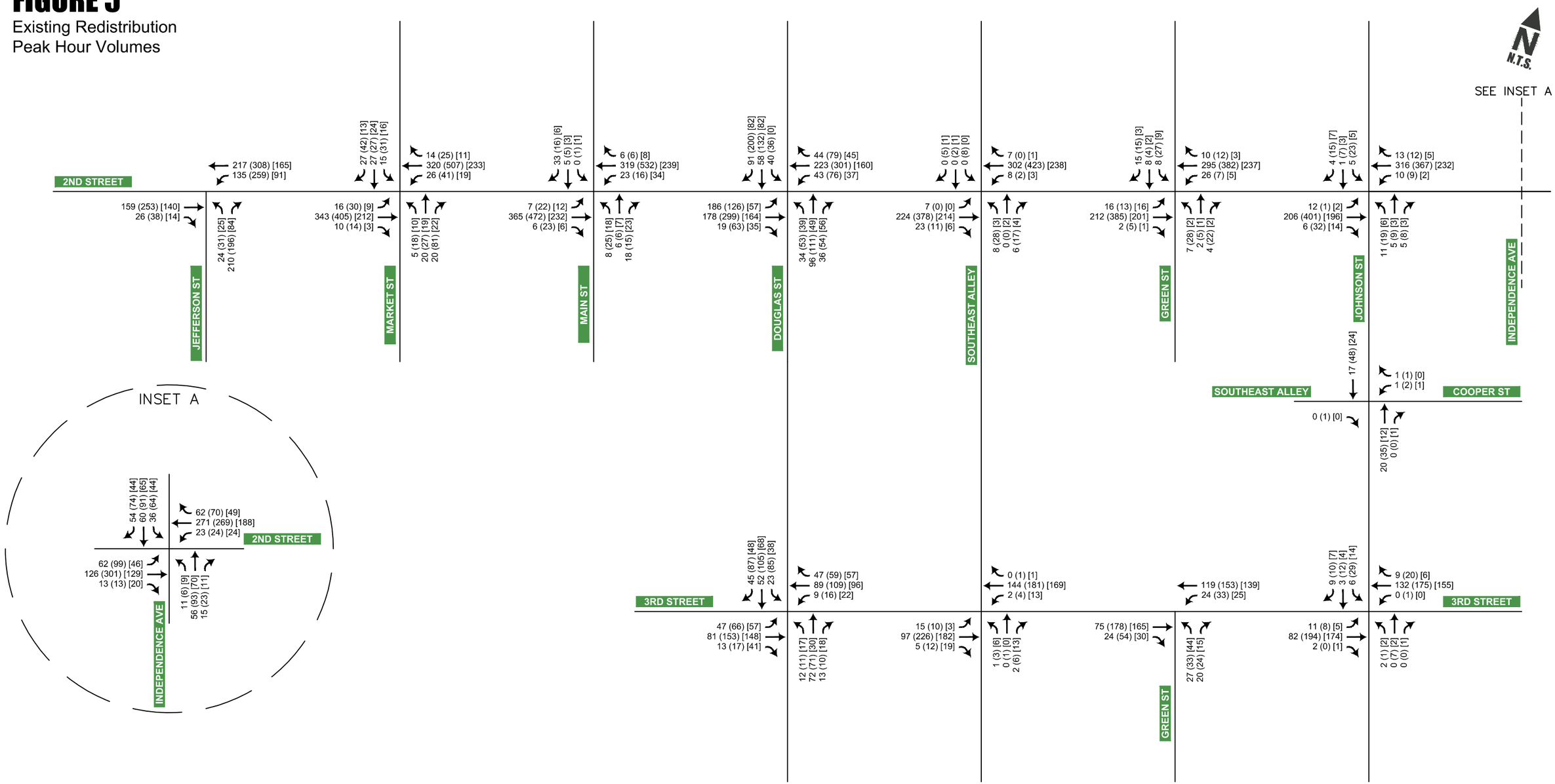
It is recommended to modify the circulation of Southeast Alley to support northbound traffic only. It is anticipated that city staff will need to present the potential configuration of the alley to adjacent businesses. If the proposed circulation change of the alley is supported, one-way (R6-1) and do not enter (R5-1) signage should be provided at several locations along the alley. To further support the one-way configuration, arrow pavement markings along the alley should be provided to reinforce the northbound only circulation. During high attendance events, consideration should be given to providing staff or barriers at the garage drive (northwest corner of City Hall) to direct traffic north.

If modifying the traffic configuration of the alley is not desired, operations would be expected to remain similar to existing conditions. During high attendance events, staff or barriers should be provided at the parking garage drive (northwest corner of City Hall) to direct traffic north and discourage event traffic from using the alley to exit the site to the south. This will assist in reducing potential conflicts at the intersection of the alley with 3rd Street.

With the closure of Green Street, a dedicated loading zone in front of City Hall will be removed. The development team should coordinate with the City of Lee's Summit to determine if another location on site would be suitable to replace the loading zone. The location of the loading zone should consider future transit routes in the city. Potential locations for the loading zone are along 2nd Street east of Green Street (south side of road). The possible usage of a planned gated access location along 2nd Street (proposed with Phase 1 development) should be considered.

FIGURE 5

Existing Redistribution
Peak Hour Volumes



LEGEND

AM (PM) [WKND] Peak Hour Volumes

4.2 Existing Redistribution Warrant Analysis

Turn lane and signal warrants were reviewed for Existing Redistribution conditions following the methodologies stated in **Section 3.2**. Existing Redistribution lane configuration and traffic control for the study network are illustrated in **Figure 6**. Detailed warrant analysis is provided in **Appendix C.**

4.2.1 Signal Warrants

Due to the redistribution of volumes from Green Street and Southeast Alley, trip distribution patterns are expected to change. The percent increase or decrease of approach peak hour volumes were calculated and a factor was extrapolated to use over the entire count period. Warrants 1, 2 and 3 were reviewed for the following intersections, consistent with the existing conditions.

- 2nd Street and Green Street
- 2nd Street and Johnson Street
- 3rd Street and Green Street
- 3rd Street and Johnson Street

No intersections are expected to warrant signalization under Existing Redistribution Conditions.

Existing pedestrian travel patterns are not expected to significantly change with the closure of Green Street. While pedestrian traffic may increase within the plaza area, pedestrians are expected to utilize the city parking garage for access. Outside of the city hall block, pedestrians would be expected to follow similar travel patterns to existing. Pedestrian volumes were not revised for redistribution conditions, thus Warrant 4 was not reviewed.

4.2.2 Intersection Stop Control

The following intersections were reviewed to determine if the redistribution of volumes warrants a change in stop control. The current intersection control type is noted.

- 2nd Street and Green Street (north/south stop control)
- 2nd Street and Johnson Street (north/south stop control)
- 3rd Street and Green Street (all-way stop control)

Multi-way stop control may be justified if traffic conditions meet any of the applicable criteria described in the MUTCD. Based on the data available, the minimum volume guidance was reviewed. This guidance indicates that multi-way stop control may be an effective solution to an intersection with a major street volume of 300 vehicles per hour (total of both approaches) for any 8 hours of a single day, and 200 units (vehicles, pedestrians, cyclists) per hour for the same 8 hours.

The intersection of 2nd Street and Green Street is recommended to remain under its current configuration as a four-leg intersection with stop control for the minor legs (Green Street). The south leg of the intersection will provide access to the city parking garage only and will terminate north of City Hall.

With closure of the north leg of Green Street at 3rd Street, the intersection was reviewed to determine if a change in traffic control would be appropriate. Redistributed volumes at the intersection are not expected to meet warrants for all way stop control; it is noted that existing vehicular volumes do not support the current all-way stop control. Reviewing the intersection, existing building set back in the southwest quadrant of the intersection limits visibility along 3rd Street when approaching northbound along Green Street. Additionally, the future presence of a pedestrian plaza and event space north of this intersection, and the availability of street and surface lot parking within this area, is expected to result in an increase in pedestrian volumes. Considering sight distance limitations, the configuration of the pedestrian pathway and amenities that are proposed to replace the north leg of Green Street, and the likelihood of pedestrian volumes increasing, all way stop controlled is recommended to remain at the intersection.

The intersection of 2nd Street and Johnson Street is recommended to remain under its current configuration as a four-leg intersection with stop control for the minor legs (Johnson Street).

4.2.3 Turn Lane Warrants

Due to the reconfiguration of Green Street and Southeast Alley, several vehicular turning movements will no longer exist. The following is a summary of turn lane warrants that are met with the redistribution of traffic. Movements that were previously warranted under existing conditions are not included. Detailed turn lane warrant analysis sheets are provided in **Appendix C.**

4.2.3.1 Left-Turn Lanes

Based on Existing Redistribution volumes, the following left-turn lanes are warranted:

- Northbound on Southeast Alley at 2nd Street (meets PM peak hour only)
- Southbound on Green Street at 2nd Street (meets PM peak hour only)
- Southbound on Johnson Street at 3rd Street (meets PM peak hour only)
- Westbound on 3rd Street at Green Street (increased warrant, meets all hours)
- Northbound on Green Street at 3rd Street (increased warrant, meets all hours)

4.2.3.2 Right-Turn Lanes

Based on Existing Redistribution conditions, the following right-turn lanes are warranted based Lee's Summit standards and peak hour volumes:

- Southbound on Douglas Street at 3rd Street (meets PM peak hour only)

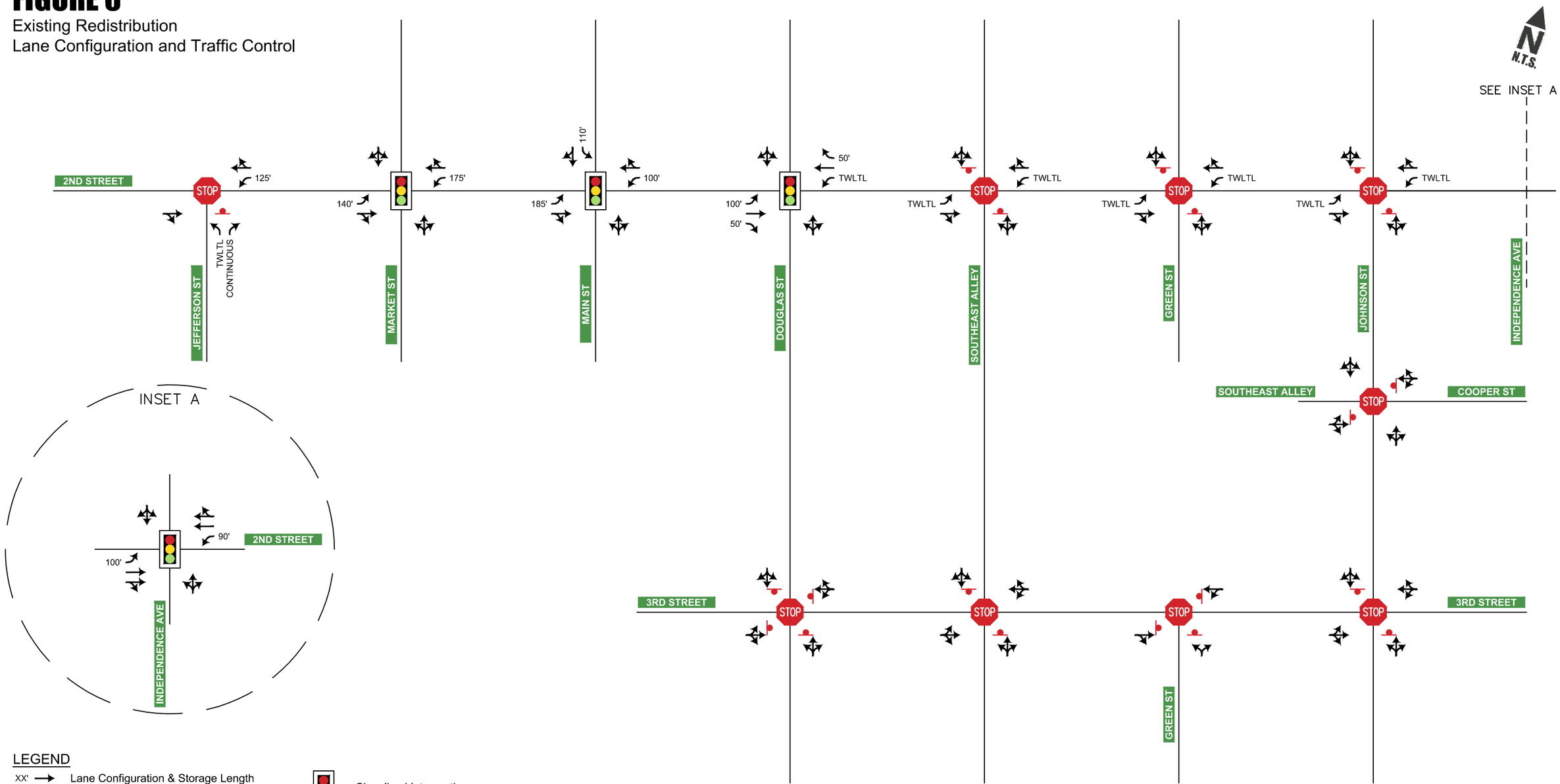
Several movements are on the threshold of meeting warranting volumes, listed below:

- Northbound on Douglas at 2nd Street (threshold for PM and Weekend)
- Eastbound on 3rd Street at Green Street (threshold for PM only)
- Westbound on 3rd Street at Douglas Street (threshold for PM and Weekend)

Capacity analysis will be reviewed in **Section 4.3** to identify areas with operational deficiencies. Recommendations for turn lanes will be based on feasibility, constructability and benefit of improvement.

FIGURE 6

Existing Redistribution
Lane Configuration and Traffic Control



4.3 Existing Redistribution Capacity Analysis

Capacity analysis was performed for Existing Redistribution conditions using the methodologies described in **Section 3.3**. The peak hour factors observed under existing conditions were used for existing redistribution conditions at all existing study intersections. Truck percentages were not updated from existing conditions.

The signalized intersections of 2nd Street with Market Street, Main Street, Douglas Street, and Independence Avenue are expected to operate at an overall LOS B or better during all three peak hour periods. Individual signalized movements are expected to operate at a LOS C or better with acceptable 95th-percentile queue lengths during all three peak hour periods.

Unsignalized movements are expected to operate similar to existing conditions at LOS C or better with acceptable 95th percentile queue lengths during all three peak hour periods with the exception of the northbound left turn movement at the intersection of 2nd Street and Jefferson Street which is operating at a LOS D during the PM peak hour period. The 95th-percentile queue is contained within the dedicated left-turn lane for this movement.

A further analysis of the necessity and practicality of improvements was conducted as outlined in **Section 3.3**. Movements with unchanged volumes from the previous scenario were removed. A summary of factors for turn lane warrants and recommendations are summarized in **Table 5**.

Table 5. Existing Redistribution Turn Lane Warrant Review.

	Intersection	Movement	Criteria	Operations	Recommended?
Left-Turn Lanes	2nd and Douglas	Northbound	Signalized	LOS A-B	NO
	2nd and SE Alley	Northbound	Volumes (1/3)	LOS B-C	NO
	2nd and Green	Southbound	Volumes (1/3)	LOS B-C	NO
	3rd and Green	Westbound	Volumes (3/3)	LOS A	NO
		Northbound	Volumes (3/3)	LOS A	NO
	3rd and Douglas	Southbound	Classification	LOS A-B	NO
		Eastbound	Classification	LOS A-B	NO
Right-Turn Lanes	2nd and Douglas	Northbound	Threshold (2/3)	LOS A-B	NO
	3rd and Green	Eastbound	Threshold (1/3)	LOS A	NO
	3rd and Douglas	Southbound	Volumes (1/3)	LOS A-B	NO
		Westbound	Threshold (2/3)	LOS A-B	NO

Redistributed volumes at the intersection of 2nd Street and Douglas Street are expected to be similar to existing volumes for the southbound movements. Operations of the southbound movement are similar to the existing condition. As presented in **Section 3.3**, a southbound right turn lane should be provided if through lane alignment can be maintained.

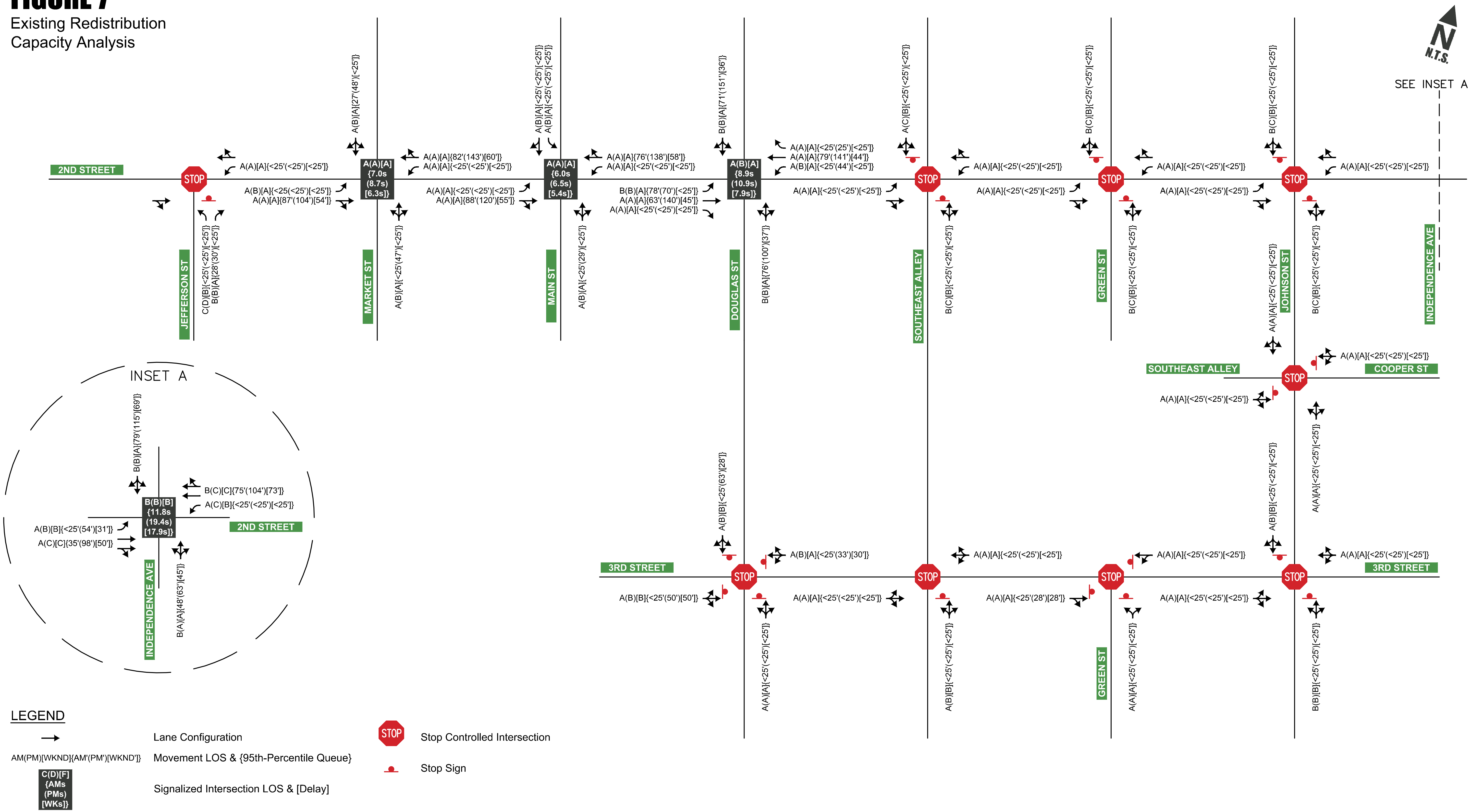
As presented in **Section 3.3**, City staff presented observational data of queuing at the intersection of 2nd Street and Green Street under existing conditions and requested review of a northbound left turn lane. With the removal of Green Street between 2nd Street and 3rd Street, northbound volumes at the intersection of 2nd Street and Green Street would be expected to decrease under typical operations as only garage traffic will be serviced. While short periods of delay may be experienced during workday departure periods, due to the short time period of higher traffic volumes, the lack of expected queueing and acceptable operations at other times of the day, and considering the pedestrian environment, a northbound left turn lane is not recommended at the intersection.

The intersection of 2nd Street and Green Street was also reviewed to determine if additional pedestrian treatment is recommended with the closure of Green Street. The closure of Green Street is not expected to significantly impact pedestrian or vehicular volumes through the intersection, thus additional treatment is not recommended.

Reviewing warranting characteristics, operations and feasibility of construction, several movements do not need additional capacity, have acceptable operations or present construction challenges. With this consideration, no improvements are recommended under existing redistribution conditions. The Existing Redistribution capacity analysis summary is illustrated in **Figure 7**. Detailed results are provided in **Appendix C.**

FIGURE 7

Existing Redistribution
Capacity Analysis



5. EXISTING PLUS PHASE 1 DEVELOPMENT CONDITIONS

This project represents redevelopment of existing land uses within the area. As presented in **Section 1.0**, the development site is proposed to be constructed in two phases. The first phase of development is an event space, located east of the existing city hall parking garage, replacing several existing buildings located in the southeast quadrant of 2nd Street and Green Street. An internal private road network will provide access to phase 1 development as well as to limited parking. The event space is expected to be utilized for the city farmer's market as well as special events throughout the year. Phase 2 will represent development of the remainder of the site encompassing the area bound by Green Street, 2nd Street, Johnson Street and 3rd Street. The site plan is presented in **Figure 8,** with planned phasing shown. Phase 1 is considered under existing year conditions and represents the farmers market and event space land uses. Phase 2 is considered under build year 2024 conditions and is presented in **Section 6**.

The existing Lee's Summit farmer's market is located in the northeast quadrant of 2nd Street and Douglas Street. Vendors utilize an existing parking lot for the market space with attendees parking along the public street network. The farmer's market is held on Wednesday and Saturday mornings between April and November. With phase 1 development the farmer's market is proposed to be relocated to the new event space. Up to fifty vendors are expected to be supported within the space. Based on conversations with agency staff, Wednesday morning farmer's market conditions were reviewed for the purposes of this study.

The event space is also expected to support special events throughout the year. Based on conversations with city staff, weekly evening events with smaller attendance are planned as well as weekend events that may have larger attendance. Both scenarios (smaller weeknight event and larger weekend event) are presented in this study.

5.1 Phase 1 Development Trip Generation and Distribution

To determine the impact of potential site traffic on the roadway network, expected trips associated with the proposed site were generated and applied to the study network. Two methodologies were utilized to generate trips. Trip generation was discussed with city staff due to the unique uses of the site. The Institute of Transportation Engineers (ITE) provides methods for estimating traffic volumes of common land uses in the *Trip Generation Manual (11th Edition)*. The ITE manual was referenced to develop trips for the farmers market. The land use that most resembles the proposed site is Land Use Code 858 (Farmers Market).

An applicable land use in the ITE manual is not available to represent the event space uses. Based on conversations with city staff, projected attendance was used to generate trips. An attendance of 225 people was considered for a typical weeknight event and attendance of 1,000 people was considered for a weekend event. Assumptions to generate vehicular trips

associated with an event included assuming 2.0 riders per vehicle, 20% of traffic arrives prior to the peak hour of the event, and entering/exiting distribution rates that match other typical events (Land Use Code 462 Baseball Stadium was referenced). While active user trips may occur (pedestrian, bicycling, etc), to present a conservative analysis alternative modes of traffic to vehicular were not considered. The event space trip generation (farmers market or weekday/weekend event) was assumed to include all site amenities, such as playground, street vendors, or other attractions as these amenities would be expected to be subsidiary uses to the main trip generator of a market or event.

There is not expected to be overlap between the farmers market and an event during a typical weekday, therefore farmers market is the only trip generator during the AM peak hour period. A smaller capacity event is the only trip generator during the PM peak hour period. Higher capacity event conditions were considered during the weekend PM peak hour period.

Based on the *ITE Trip Generation Manual* and assumptions, trip generation characteristics were developed for Phase 1 of the proposed site. Trip generation characteristics expected for the site are shown in **Table 6**. Detailed trip generation information is provided in **Appendix D**.

Table 6. Phase 1 Development Trip Generation.

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend PM Peak Hour		
	Total	Enter	Total	Total	Total	Exit	Total	Total	Exit
Farmers Market	887	461	426	-	-	-	-	-	-
Event	-	-	-	113	104	9	400	368	32
TOTAL	**887**	**461**	**426**	**113**	**104**	**9**	**400**	**368**	**32**

Trips associated with existing development located on the property and on network trips associated with the existing farmers market were not removed from existing count data. Thus, the operations presented in this report are expected to present a conservative representation of potential conditions.

Trips were distributed through the study network based on the existing gravity, anticipated land use, and review of the surrounding area. Directional trip distribution percentages expected for the site are illustrated in **Table 7**.

Table 7. Trip Distribution.

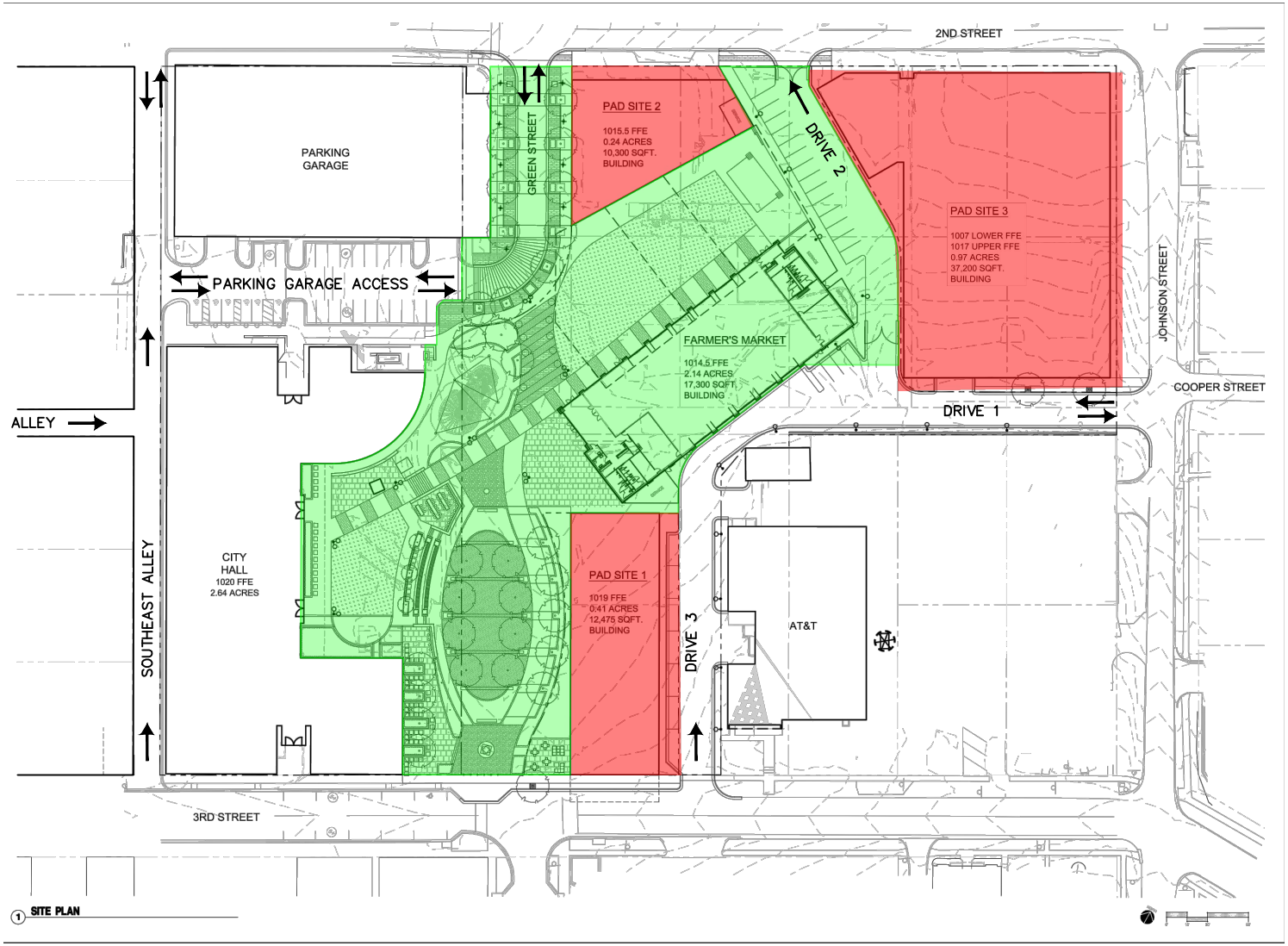
Direction	Trip Distribution
2nd Street (West)	11%
2nd Street (East)	15%
3rd Street (West)	15%
3rd Street (East)	10%
Jefferson Street (South)	10%
Market Street (North)	1%
Market Street (South)	2%
Main Street (North)	1%
Main Street (South)	2%
Douglas Street (North)	16%
Douglas Street (South)	5%
Green Street (North)	1%
Green Street (South)	4%
Johnson Street (North)	1%
Johnson Street (South)	1%
Independence Avenue (North)	4%
Independence Avenue (South)	1%
TOTAL	**100%**

Trip generation and distribution was provided to agency staff for review. The expected trip distribution volumes for the proposed development are shown in **Figure 9**. The resulting existing plus development volumes are illustrated in **Figure 10**.

The site is not expected to consist of a high volume of truck traffic. A delivery or single-unit truck is expected to be a typical heavy vehicle to service the site. A significant impact to adjacent roadway truck percentages is not expected with the proposed development.

FIGURE 8

Lee's Summit, MO
Site Plan



LEGEND

- Phase 1
- Phase 2
- Traffic Circulation

FIGURE 9

Phase 1 Development
Trip Distribution

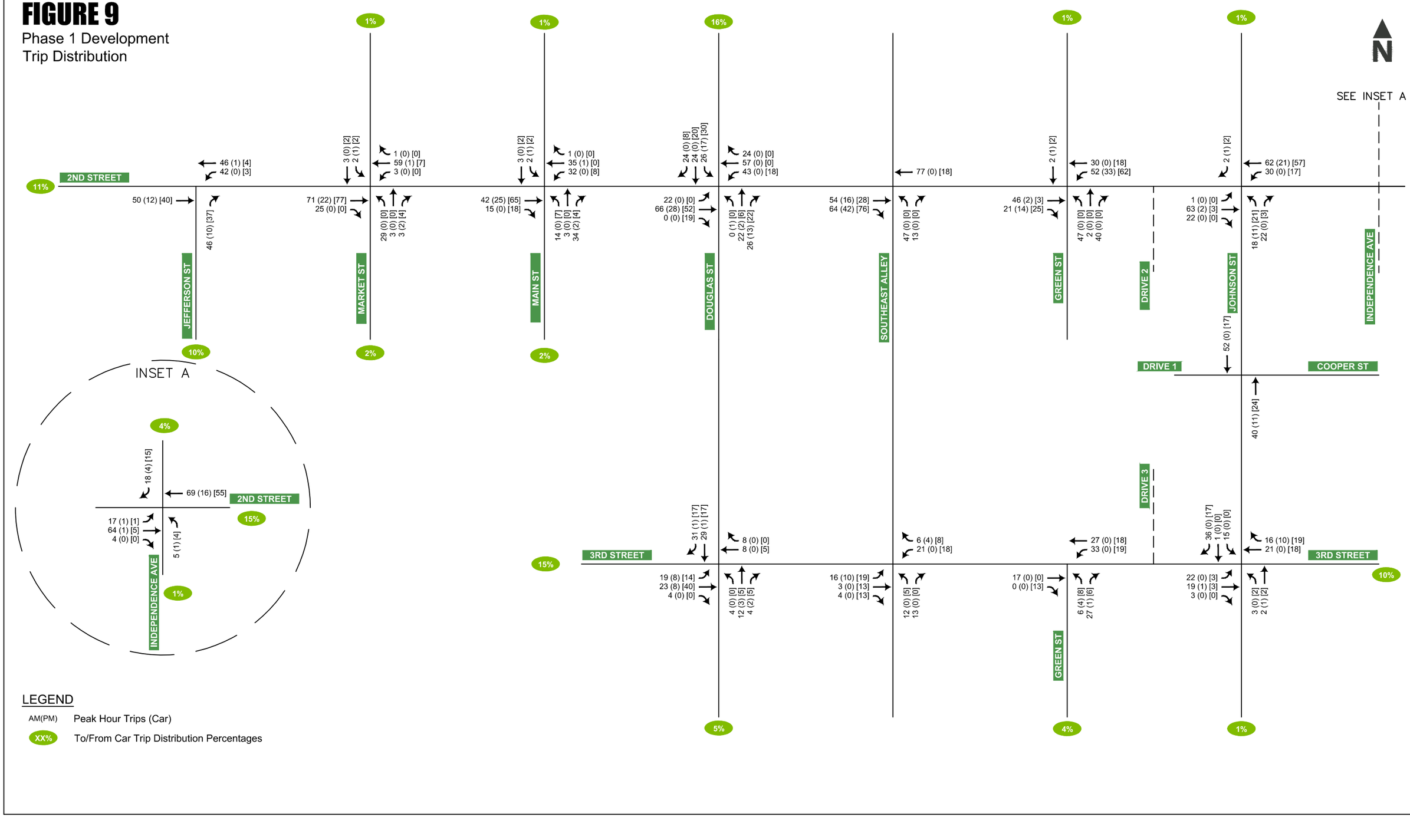
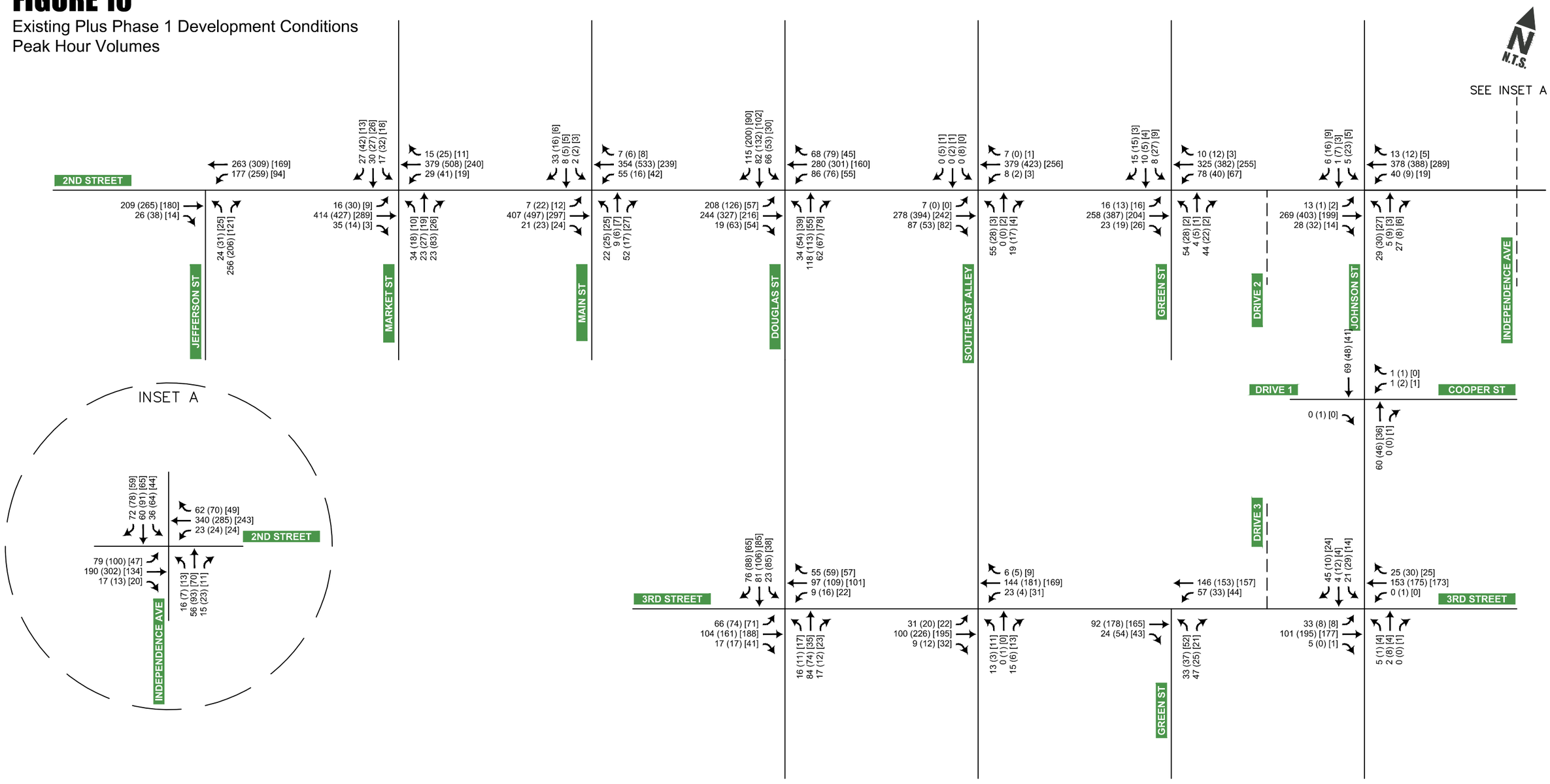


FIGURE 10

Existing Plus Phase 1 Development Conditions
Peak Hour Volumes



LEGEND

AM (PM) [WKND] Peak Hour Volumes

5.2 Parking Conditions

Section 3.1.1 presented existing parking characteristics in the downtown area. The city hall parking garage is expected to service the farmers market and event space. Dependent upon event attendance, when the parking garage is full drivers are expected to start utilizing on street and surface parking lots.

The city provided data from a survey of parking garage usage which was referenced to determine a projected number of available stalls during each analysis period. Based on discussion with city staff, the available parking garage stalls were further reduced by 84 stalls to represent potential stall usage by approved developments.

Reviewing phase 1 trip generation, both the weekday AM farmers market and weekend PM event could generate more vehicular trips than parking that is available in the garage. To represent trip generation to the area, it was assumed that for both land uses the parking garage would be filled first, with any remaining trips utilizing on street and surface parking lots. Ample on street and public surface lots are expected to be available within ¼ mile of the site that should adequately serve typical operations for all analysis periods. Adequate parking in the city hall garage is expected to service a weekday PM event, thus all expected trips were distributed to the garage. Parking garage assumptions and a map of public parking areas is provided in **Appendix D**.

5.3 Access Characteristics

As shown on the site plan presented in **Figure 8**, the proposed development is located in the downtown block east of City Hall bordered by 2nd Street, Johnson Street, 3rd Street, and Green Street. Three new access points are proposed to service phase 1 development: one full access drive along Johnson Street (Drive 1), one gated one-way access along 2nd Street (Drive 2), and a limited access along 3rd Street (Drive 3). Several existing driveways are proposed to be improved, removed, or used in place.

Figure 8 illustrates configuration of drives and alleys within the study area, as summarized below. Detailed discussion of street and driveway configuration is provided further in this section.

- Drive 1 – Two-way from Johnson Street west to Drive 2
- Drive 2 – One-way northbound from Drive 1 to 2nd Street
- Drive 3 – One-way northbound from 3rd Street to Drive 1
- Southeast Alley (alley west of city hall)
    - One-way northbound from 3rd Street to fire station
    - Two-way from fire station to 2nd Street
- Alley south of fire station – Remain one-way eastbound

As presented previously, modifications to the existing road geometrics will occur with phase 1 development. Green Street will be closed between 3rd Street and 2nd Street. The south leg of the intersection of 2nd Street and Green Street will remain, providing access to the city hall parking garage. Southeast Alley is recommended to support northbound traffic only from 3rd Street to south of the fire station. Both streets will continue to provide two-way access between 2nd Street and the garage. Redistribution of trips was presented in **Section 4.0**.

Currently, an east/west alley is located south of 2nd Street providing access between Green Street and Johnson Street. At Johnson Street, the alley is offset from Cooper Street by approximately 20 feet (south of Cooper Street, measured center to center). With redevelopment of the site, the alley is proposed to be removed; however, the existing curb cut with Johnson Drive is proposed to remain (referred to as Drive 1 for the purposes of this report). The Drive 1 access point is expected to service both phase 1 and 2 development and will service two-way traffic. Considering expected traffic conditions, it is recommended to align the west leg of the intersection (Drive 1) 20 feet to the north to eliminate the offset condition.

The City of Lee's Summit *Access Management Code* provides guidance for acceptable access spacing of new streets and driveways. Connections where there is no median provided (no restrictions to access) should provide a minimum separation of 400 feet along minor arterials. Connections at local roadways should be spaced at appropriate distances to accommodate throat length queuing.

The City of Lee's Summit *Unified Development Ordinance* further outlines expectations for design within the downtown core area. In general, the number of curb cuts and the size of access is to be minimized, and access spacing is to be provided as is reasonable.

Drive 2 is located along 2nd Street approximately 185 feet east of Green Street. Drive 2 is proposed to be gated at all times except for events (farmers market vendor drop off/pick up and event support services) and will service exiting (northbound) traffic only. The drive is not proposed to service daily, public traffic. Reviewing potential locations for access, several closely spaced driveways are located along the north side of 2nd Street. The presence of these existing drives hinders location of the drive to prevent offset intersections. If the drive can be adjusted to align with one of the existing drives along the north side of 2nd Street, that would be a preferred condition. However, considering that the drive will have limited usage (gated) and service northbound traffic only, the offset location is acceptable. Drive 2 will consolidate two existing full access drives currently located along 2nd Street within this block.

Drive 3 is proposed along 3rd Street to provide access to phase 1 and 2 development. Drive 3 is proposed to be located approximately 125 feet east of Green Street and 330 feet west of Johnson Street, aligning with an existing access to the south. Although minimum recommended spacing of 400 feet is not met, the removal of the north leg of Green Street and the access

alignment with an existing drive is a preferred location. Drive 3 is proposed as one-way northbound only to provide access to the frontage of pad site 1. The internal loop road connection where Drives 1 and 3 meet will be signed and marked appropriately to restrict two-way access traveling westbound.

Site access should be designed to meet City of Lee's Summit standards.

5.4 Site Circulation and Connectivity

Site circulation and connectivity was reviewed for the site considering phase 1 conditions. The site will be serviced by an internal drive that intersects Johnson Drive (Drive 1) and 3rd Street (Drive 3). A one-way drive (northbound) will intersect the internal drive and provide limited access to 2nd Street. Drive 2 will be gated, with access restricted during non-event periods. Existing access points associated with phase 2 development are expected to remain in place and will be considered during the phase 2 study.

Drive 1 will serve two-way traffic between Johnson Street and Drive 3 and will be the primary access to the east of the site, with limited on street parking proposed along the north side of the road. Under phase 1 development, Drive 1 will provide access to farmer's market vendors/event staff parking along Drive 2. Under phase 1 development the road is expected to service a low volume of traffic. The proposed drive width and direction of travel will be further reviewed under phase 2. Due to the one-way configuration of Drive 3 and the gated condition for Drive 2, adequate turn around should be provided for drivers that enter Drive 1 when Drive 2 is gated. A three-point turn using Drive 2 (prior to the gate) or parking spaces may be required internal to the site.

Drive 2 access will be restricted to egress only for vendors or service providers associated with the events (including farmers market). During an event, access to the drive will be provided internally to the site from Drive 1 or Drive 3. It is anticipated that this gate location will be monitored by staff to restrict access to vehicles only associated with an event. Vendors will be able to access the drive, park to unload/load, and will then exit northbound. At 2nd Street, northbound left and right turn movements will be allowed. Based on discussions with city staff, it is anticipated that the existing farmers market lot (northeast quadrant of 2nd Street and Douglas Street) will serve as parking for vendors during an event. Allowing northbound egress to both the west and east supports this planned circulation. Signage is recommended to be provided along 2nd Street at the drive location to note that it is gated and one way (exit) only.

During non-farmers market periods, the parking will be accessed via Drive 1 or Drive 3, with the gate to 2nd Street closed. This parking area is proposed to be available for limited public parking during non-event periods. If parking is allowed, adequate turn around space should be provided

and access to 2nd Street restricted. Parking management should be in place to ensure public parking is cleared from the space before event periods.

Drive 3 will serve one-way traffic northbound between 3rd Street and Drive 1. At the intersection with Drive 1 traffic can continue east along Drive 1 or continue north along Drive 2 (when the drive is open). Under phase 1 conditions the drive is expected to service a low volume of traffic. The proposed drive width and direction of travel will be further reviewed under phase 2.

Two-way access will be provided to/from the city hall garage at Green Street and at Southeast Alley, consistent with existing conditions. As presented in **Section 4.0**, Southeast Alley is recommended to be restricted to one-way only northbound traffic between 3rd Street and the parking garage access. During high attendance events, consideration should be given to providing staff or barriers at the garage drive (northwest corner of City Hall) to direct traffic north.

Traffic flow interior to the site is illustrated in **Figure 8.**

5.5 Existing Plus Phase 1 Development Warrant Analysis

Turn lane and signal warrants were reviewed for Existing Plus Phase 1 Development conditions following the methodologies stated in **Section 3.2**. Existing Plus Phase 1 Development lane configuration and traffic control for the study network are illustrated in **Figure 11**. Detailed warrant analysis is provided in **Appendix D.**

5.5.1 Signal Warrants

Due to the peak characteristics of the farmers market and event space land uses, warrant 3 was the only signal warrant reviewed for the study intersections outlined in **Section 3.2**. No intersections are expected to warrant signalization under Existing Plus Phase 1 Development Conditions. Intersection traffic control (stop control) is recommended to remain in place considering expected phase 1 operations.

The development of phase 1 (farmers market, event space and pedestrian plaza) may lead to an increase of pedestrian traffic in the study area. Reviewing the site, the majority of surface lot parking and ample on street parking is located in the downtown core south of 2nd Street. With the relocation of the farmers market to the event space it is anticipated that farmers market attendees will park in the parking garage, then transition to on street or surface lot parking when the garage is full. Thus, the intersection of 2nd Street and Green Street is not expected to experience a significant increase of pedestrian traffic volumes. Consistent with existing conditions, warrant 4 (pedestrian activity) is not expected to be met at the intersection of 2nd Street and Green Street. It is anticipated that pedestrian crossing patterns may change with a reduction in pedestrian traffic north/south across 2nd Street as attendees utilize parking available closer to the site.

5.5.2 Intersection Stop Control

The following intersections were reviewed to determine if the addition of phase 1 development volumes warrants a change in stop control. The current intersection control type is noted.

- 2nd Street and Green Street (north/south stop control)
- 2nd Street and Johnson Street (north/south stop control)
- 3rd Street and Green Street (all-way stop control)

The intersection of 2nd Street and Green Street is proposed to remain under its current configuration as a four-leg intersection with stop control for the minor legs (Green Street).

Due to existing building set back in the vicinity of the intersection which limits visibility along 3rd Street and the expected increase of pedestrian traffic, the intersection of Green Street and 3rd Street is recommended to remain under all-way stop control.

The intersection of 2nd Street and Johnson Street is recommended to remain under its current configuration as a four-leg intersection with stop control for the minor legs (Johnson Street).

5.5.3 Turn Lane Warrants

The following is a summary of new or increased warrants the previous existing conditions scenario. Detailed turn lane warrant analysis sheets are provided in **Appendix D.**

5.5.3.1 Left-Turn Lanes

Based on Existing Plus Phase 1 Development volumes, the following left-turn lanes are warranted:

- Northbound on Southeast Alley at 2nd Street (increased warrant, AM and PM)
- Northbound on Johnson Street at 2nd Street (meets all hours)
- Southbound on Johnson Street at 3rd Street (increased warrant, AM and PM)
- Eastbound on 3rd Street at Johnson Street (meets AM peak hour only)
- Westbound on 3rd Street at Southeast Alley (meets AM and weekend)
- Eastbound on 3rd Street at Southeast Alley (meets all hours)

5.5.3.2 Right-Turn Lanes

Based on Existing Plus Phase 1 Development conditions, the following right-turn lanes are warranted based Lee's Summit standards and peak hour volumes:

- Northbound on Douglas Street at 2nd Street (meets all hours)
- Eastbound on 2nd Street at Southeast Alley (meets AM and weekend)
- Southbound on Independence Avenue and 2nd Street (meets AM and PM)
- Southbound on Douglas Street at 3rd Street (increased warrant, meets all hours)

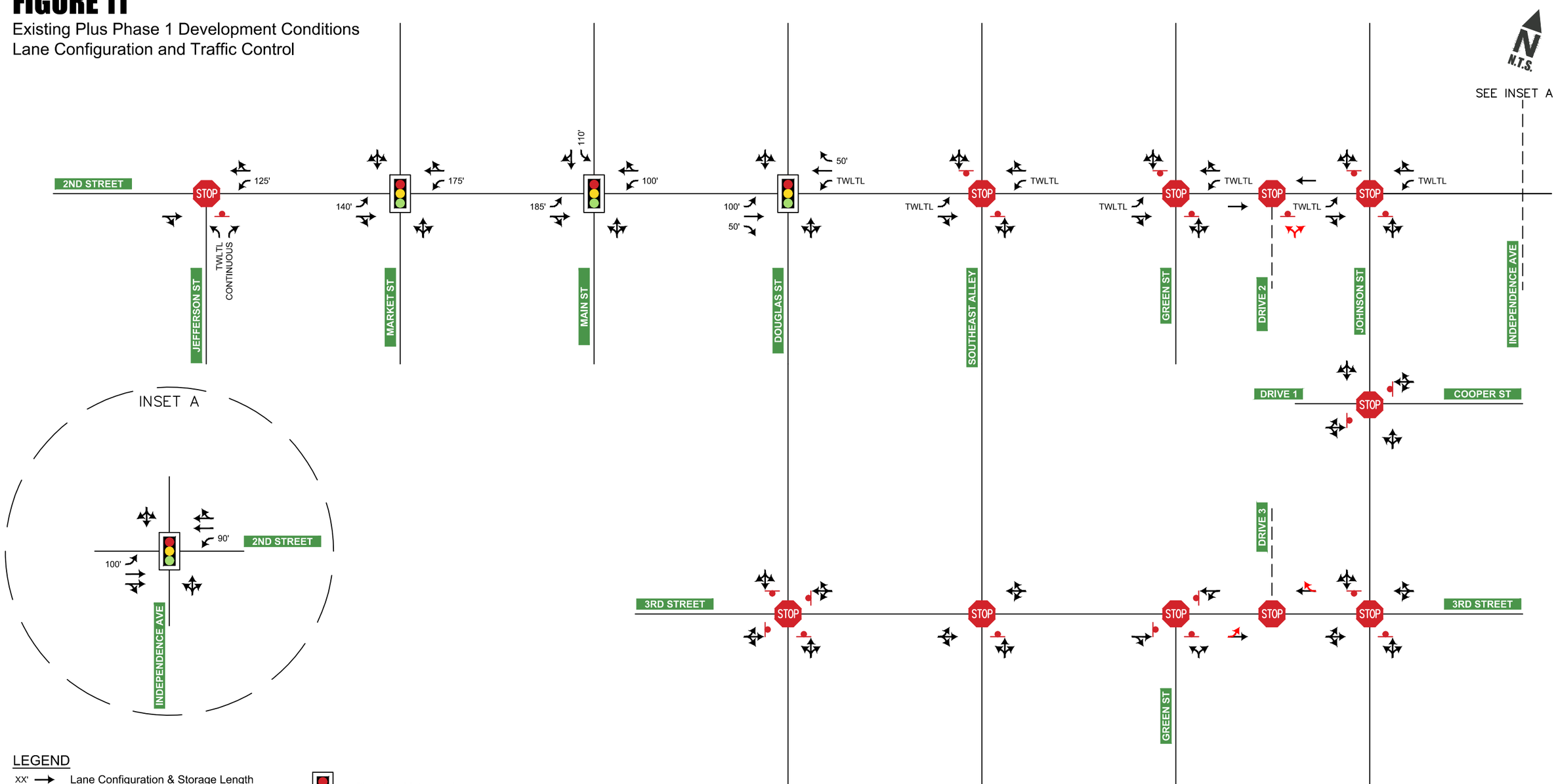
Several movements are on the threshold of meeting warranting volumes, listed below:

- Eastbound on 3rd Street at Green Street (threshold for PM only)
- Westbound on 3rd Street at Douglas Street (threshold for all hours)

Capacity analysis will be reviewed in **Section 5.6** to identify areas with operational deficiencies. Recommendations for turn lanes will be based on feasibility, constructability and benefit of improvement.

FIGURE 11

Existing Plus Phase 1 Development Conditions
Lane Configuration and Traffic Control



5.6 Existing Plus Phase 1 Development Capacity Analysis

Capacity analysis was performed for Existing Plus Phase 1 Development conditions using the methodologies described in **Section 3.3**. The peak hour factors observed under previous scenarios were used for Existing Plus Phase 1 Development conditions at all existing study intersections. Truck percentages were not updated from previous scenarios.

The signalized intersections of 2nd Street with Market Street, Main Street, Douglas Street, and Independence Avenue are expected to operate similar to Existing Redistribution conditions at an overall LOS B or better during all three peak hour periods. Individual signalized movements are expected to operate at a LOS C or better with acceptable 95th-percentile queue lengths during all three peak hour periods.

Unsignalized movements are expected to operate similar to Existing Redistribution conditions at LOS C or better with acceptable 95th percentile queue lengths during all three peak hour periods with the following exceptions:

- Similar to Existing Redistribution conditions, the northbound left turn movement at the intersection of 2nd Street and Jefferson Street is expected to operate at a LOS D during the PM peak hour period. The 95th-percentile queue is contained within the dedicated left-turn lane for this movement.
- The southbound shared left/through/right turn movement at the intersection of 2nd Street and Green Street is expected to operate at a LOS D during the PM peak hour period. Queue lengths are expected to be one vehicle. It is anticipated that the lower level of service is associated with higher east/west traffic volumes that can be expected during an event scenario.

A further analysis of the necessity and practicality of improvements was conducted as outlined in **Section 3.3**. Movements with unchanged volumes from the previous scenario were removed. A summary of factors for turn lane warrants and recommendations are summarized in **Table 8**.

Table 8. Existing Plus Phase 1 Turn Lane Warrant Review.

Intersection		Movement	Criteria	Operations	Recommended?
Left-Turn Lanes	2nd and SE Alley	Northbound	Volumes (2/3)	LOS B-C	NO
	2nd and Johnson	Northbound	Volumes (3/3)	LOS B-C	NO
	3rd and Johnson	Southbound	Volumes (2/3)	LOS B	NO
		Eastbound	Volumes (1/3)	LOS A	NO
	2nd and Green	Southbound	Volumes (1/3)	LOS C-D	NO
	3rd and SE Alley	Westbound	Volumes (2/3)	LOS A	NO
		Eastbound	Volumes (3/3)	LOS A	NO
Right-Turn Lanes	2nd and Douglas	Northbound	Volumes (3/3)	LOS A-B	NO
	2nd and SE Alley	Eastbound	Volumes (2/3)	LOS A	NO
	3rd and Green	Eastbound	Threshold (1/2)	LOS A	NO
	2nd and Indep.	Southbound	Volumes (2/3)	LOS A-B	NO
	3rd and Douglas	Southbound	Volumes (3/3)	LOS A-B	NO
		Westbound	Threshold (3/3)	LOS A-B	NO

Considering phase 1 development, volumes at the intersection of 2nd Street and Douglas Street are expected to be similar to existing/redistribution volumes for the southbound movements. Operations of the southbound movement are similar to the previous conditions.

Under event conditions, heavier traffic may be expected to exit the parking garage through the intersection of 2nd Street and Green Street. During event release times, longer vehicular queuing and delay may be experienced. While providing a dedicated northbound left turn lane at the drive may slightly improve operations, as discussed in previous sections the presence of a turn lane would result in a wider drive width (three-lane section versus two-lane section) increasing the crossing distance for pedestrians. Considering the limited time periods in which queuing and delay may be experienced (high attendance events) and maintenance of the pedestrian environment, a northbound left turn lane is not recommended for the drive intersection 2nd Street and Green Street.

The intersection of 2nd Street and Green Street was also reviewed to determine if additional pedestrian treatment is recommended with phase 1 development. While traffic volumes at the intersection may increase during an event condition, a significant increase in pedestrian movements across 2nd Street are not expected, thus additional pedestrian treatment is not recommended.

Reviewing warranting characteristics, operations and feasibility of construction, several movements do not need additional capacity, have acceptable operations or present construction challenges. With this consideration, no improvements are recommended under Existing Plus Phase 1 Development conditions. The Existing Plus Phase 1 Development capacity analysis summary is illustrated in **Figure 12**. Detailed results are provided in **Appendix D.**

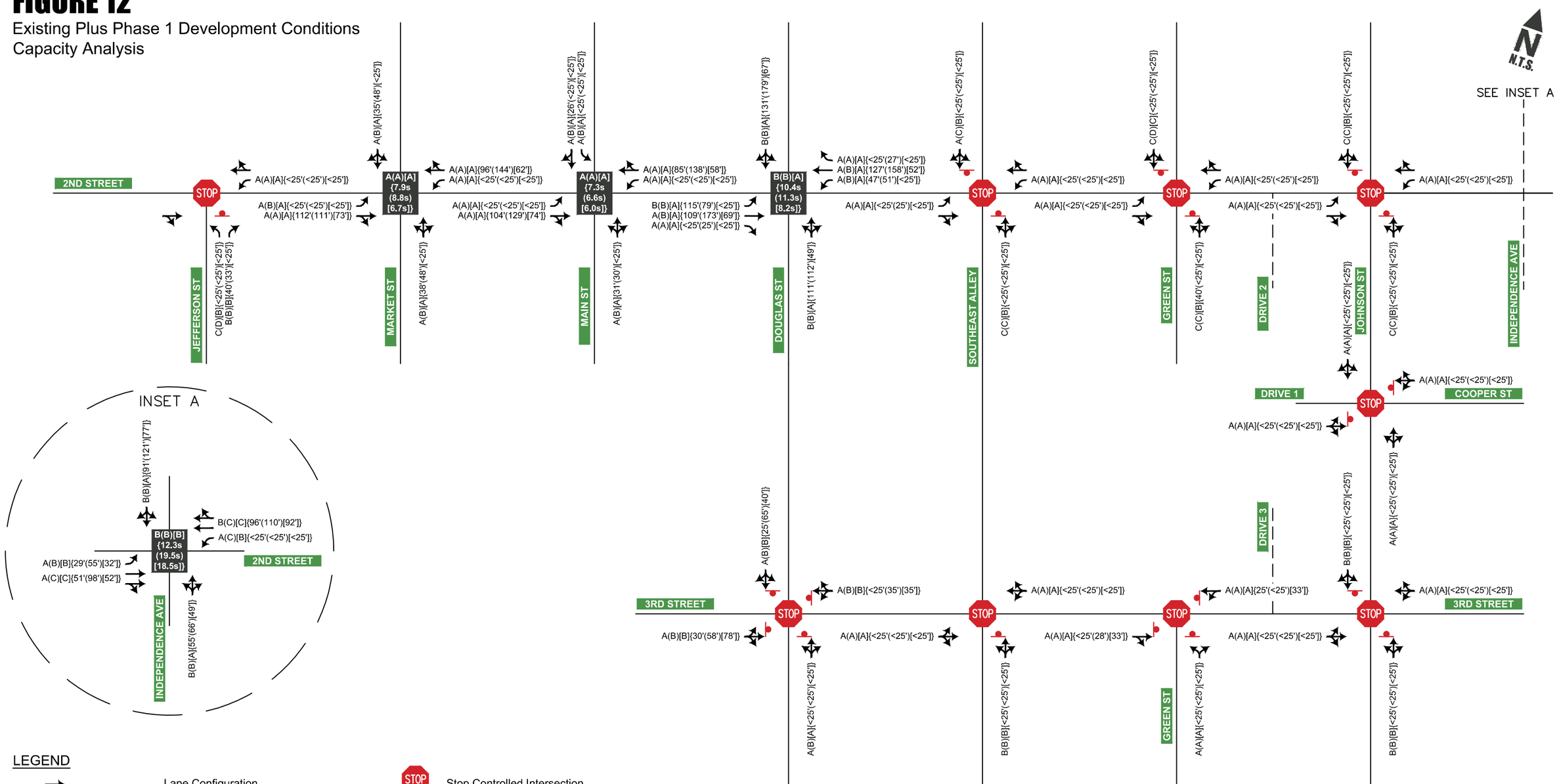
5.7 Event Conditions

As presented in **Section 5.6**, the study area network is expected to operate acceptably during event conditions. Adequate parking within the downtown core is anticipated to be available for a typical farmers market, weekday event, or weekend event considering the expected attendance. Dependent upon event conditions, some event types (i.e., concert or event with a designated start time) may result in heavier loading the hour prior to an event. While higher delay and queuing may be expected before and after events, it is expected to be limited to higher attendance events. With the relocation of the farmers market and development of different event types, it is recommended to observe conditions and provide additional wayfinding or traffic control support as needed to support traffic operations. The following options can be considered when developing an approach to accommodate event traffic:

- Event signage designating preferred traffic routes.
- Wayfinding signage to parking areas.
- Presence of staff to direct traffic into (before event) or out of (after event) high volume drives (parking garage).
- Consider installation of a system to monitor available parking in the garage. Use of dynamic signage or notification services (apps) to notify attendees when the parking garage is full.
    - Monitoring of the parking garage will be important during high attendance events to prevent drivers entering and ‘circling’ the garage.
- City staff noted that under existing conditions garage users (as pedestrians) utilize vehicular access openings rather than doorways to enter/exit the garage after parking. Consider installation of wayfinding signage or painted pedestrian paths to direct pedestrians to preferred garage access locations.
- A one-way circulation plan can be considered for the road network accessing the garage if congestion occurs. Traffic can be designated to enter at one location (Southeast Alley) and exit at an alternate location (Green Street). This may assist in improved circulation and traffic control during higher occupancy events. Appropriate staff and/or signage to support the circulation plan should be provided.

FIGURE 12

Existing Plus Phase 1 Development Conditions
Capacity Analysis



LEGEND

→	Lane Configuration
AM(PM)[WKND]{AM'(PM')[WKND']}	Movement LOS & {95th-Percentile Queue}
C(D)[F] {AMs (PMs) [WKs]}	Signalized Intersection LOS & [Delay]
STOP	Stop Controlled Intersection
	Stop Sign

6. BUILD YEAR 2024 PLUS FULL BUILD DEVELOPMENT CONDITIONS

This scenario considers the addition of Phase 2 development traffic to the study area network. Development was considered for the build year 2024 to identify any potential geometric improvements that could be attributed to the additional traffic associated with Phase 2 of the proposed development. The build year considers 1 year of background traffic growth, applied to all movements at the intersection of 2nd Street and Douglas Street. Growth trips were then applied through adjacent intersections along 2nd Street and Douglas Street. Traffic was also grown along 3rd Street and at the intersection of 2nd Street and Independence Avenue. A 1.0 percentage growth rate was used for the study area. Growth rate was reviewed and approved by city staff.

Phase 2 development is proposed to consist of hotel, restaurant, coffee shop, and apartment land uses. **Figure 8** illustrates the proposed site plan.

This analysis considers phase 1 traffic volumes. As phase 1 traffic is associated with events (farmers market on Wednesday mornings from April to October and other special evening events) the analysis presented is expected to be a conservative representation of potential conditions. During periods when phase 2 traffic is present without phase 1, operations would be expected to improve.

6.1 Phase 2 Trip Generation and Distribution

Trip generation was conducted following typical ITE methodology presented in **Section 5.1**. A detailed summary of Phase 2 daily and peak hour trip generation by land use type is shown in **Table 9**. Detailed trip generation and calculations are provided in **Appendix E**.

Table 9. Phase 2 Development Trip Generation.

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend PM Peak Hour		
	Total	Enter	Total	Total	Total	Exit	Total	Total	Exit
Multifamily Housing	72	17	55	74	45	29	74	38	36
Hotel	33	18	15	31	16	15	58	32	26
High-Turnover Restaurant	48	26	22	45	27	18	56	29	27
Coffee/Donut Shop	186	95	91	65	33	32	113	55	58
TOTAL	**339**	**156**	**183**	**215**	**121**	**94**	**301**	**154**	**147**

When a site supports multiple uses, internal capture can be considered. Internal capture represents the portion of trips generated within a site that begin and end within the development; the trips stay within the site and do not access the external road network. **Table 10** summarizes total trip generation considering internal capture. Internal capture rates are not available for weekend trips, thus an average of AM and PM values were utilized to calculate weekend reductions. Pass-by trips (trips already on the road network that may access a land use) were not considered for phase 2 development. Pass-by trips and internal capture were not considered with phase 1 development, thus the study is anticipated to represent conservative analysis. This approach was presented to the reviewing agency and approved. Internal capture worksheets are provided in **Appendix E**.

Table 10. Phase 2 Development Trip Generation, with Internal Capture.

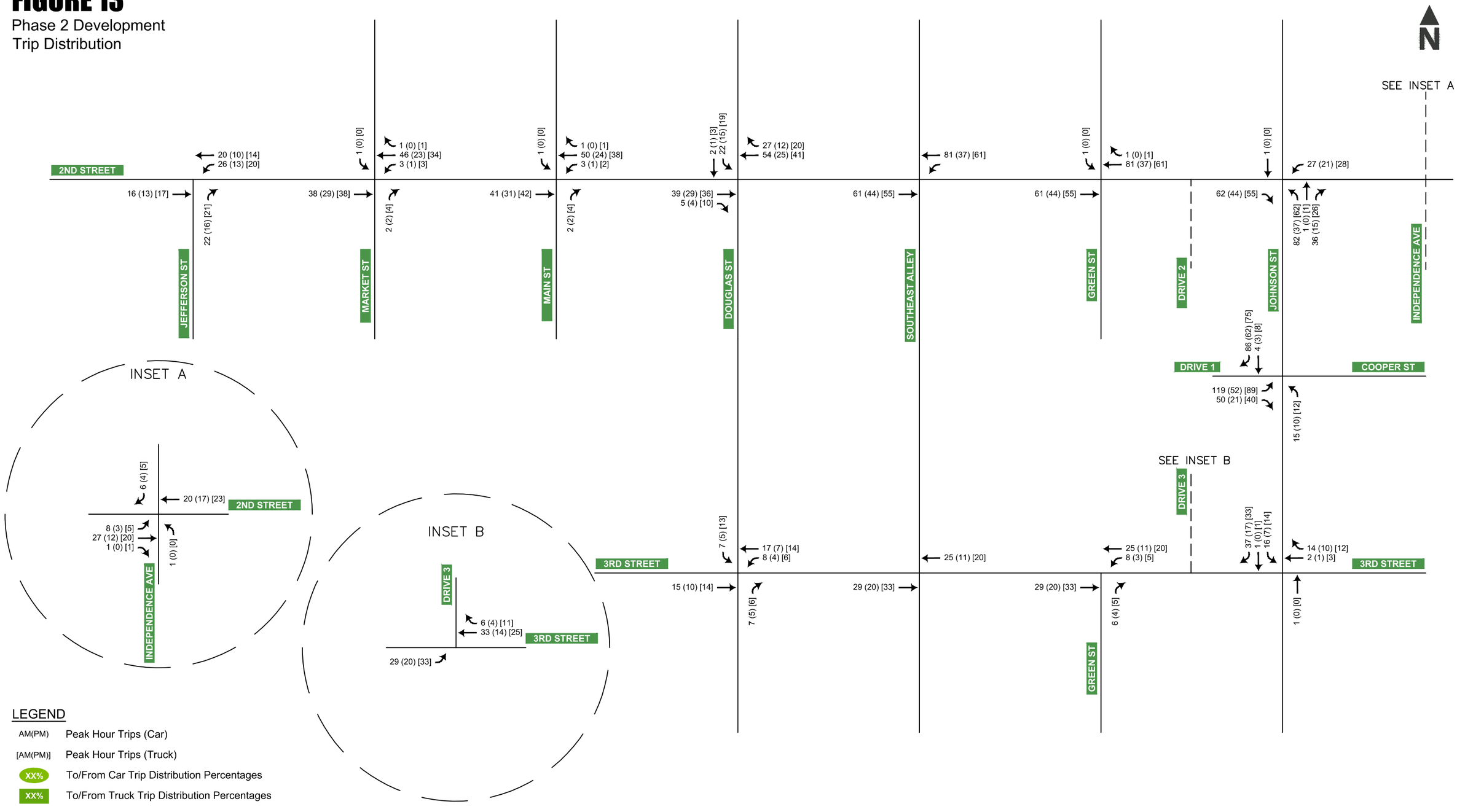
Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend PM Peak Hour		
	Total	Enter	Total	Total	Total	Exit	Total	Total	Exit
Multifamily Housing	60	16	44	60	38	22	61	34	27
Hotel	31	17	14	23	11	12	53	29	24
High-Turnover Restaurant	45	23	22	37	23	14	51	26	25
Coffee/Donut Shop	175	86	89	53	28	25	100	47	53
TOTAL	**311**	**142**	**169**	**173**	**100**	**73**	**265**	**136**	**129**

Expected trips were distributed to the public road network following the trip distribution presented in **Section 5.1**. The expected trip distribution volumes for Phase 2 development are shown in **Figure 13**. The resulting Build Year 2024 Plus Full Build Development volumes are illustrated in **Figure 14**.

The site is not expected to consist of a high volume of truck traffic. A delivery or single-unit truck is expected to be a typical heavy vehicle to service the site. A significant impact to adjacent roadway truck percentages is not expected with the proposed development.

FIGURE 13

Phase 2 Development
Trip Distribution

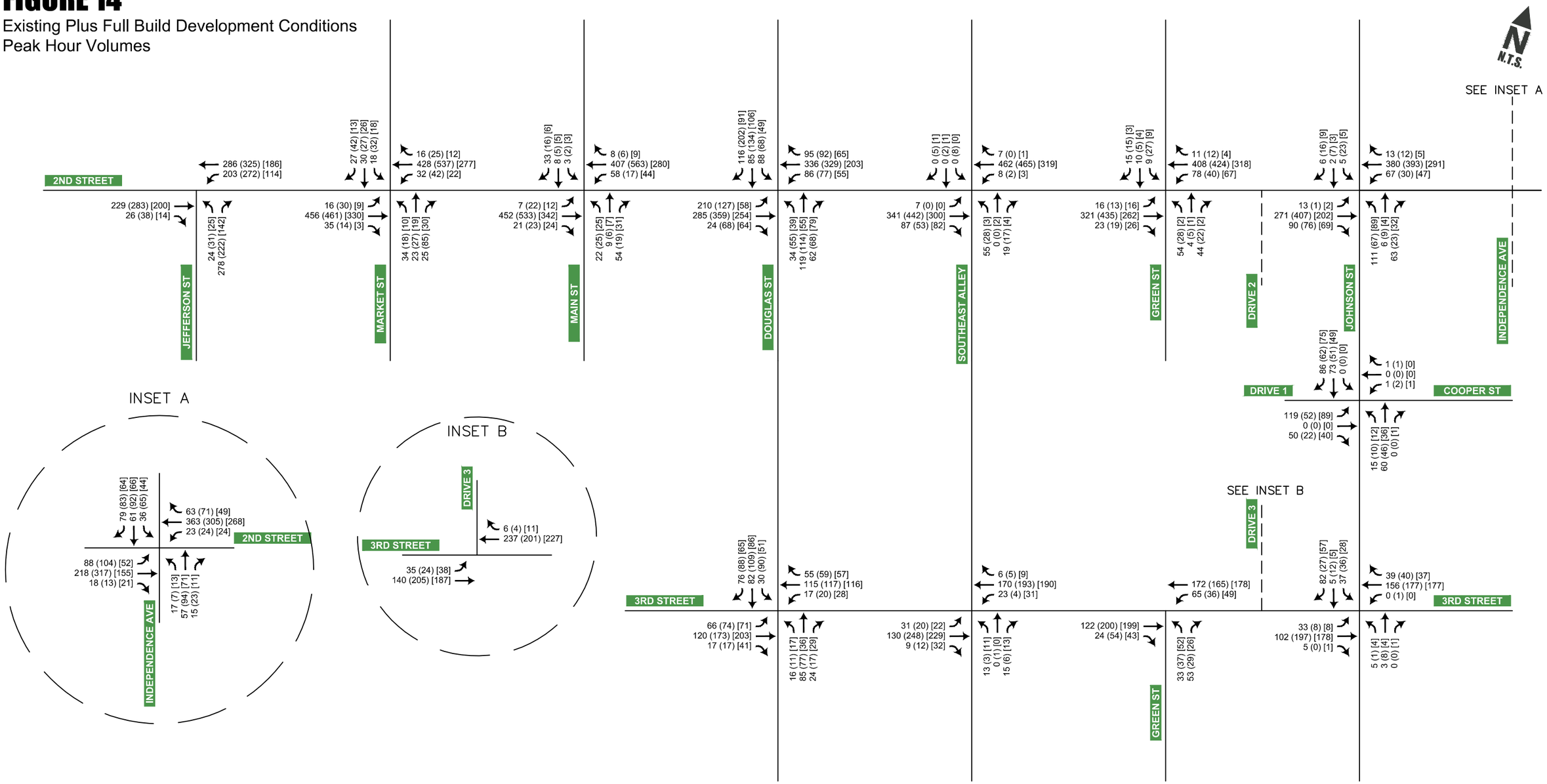


LEGEND

AM(PM)	Peak Hour Trips (Car)
[AM(PM)]	Peak Hour Trips (Truck)
XX%	To/From Car Trip Distribution Percentages
XX%	To/From Truck Trip Distribution Percentages

FIGURE 14

Existing Plus Full Build Development Conditions
Peak Hour Volumes



LEGEND

AM (PM) [WKND] Peak Hour Volumes

6.2 Access Characteristics

Access characteristics and site circulation were reconsidered under Phase 2 development conditions. Site characteristics are outlined in **Sections 5.3** and **5.4**. **Figure 8** illustrates the proposed site plan. Changes to drive/alley circulation are not proposed with phase 2 development, the following summarizes proposed lane configuration.

- Drive 1 – Two-way from Johnson Street west to Drive 2
- Drive 2 – One-way northbound from Drive 1 to 2nd Street
- Drive 3 – One-way northbound from 3rd Street to Drive 1
- Southeast Alley (alley west of city hall)
    - One-way northbound from 3rd Street to fire station
    - Two-way from fire station to 2nd Street
- Alley south of fire station – Remain one-way eastbound

Drive geometrics were reviewed in accordance with the City of Lee's Summit *Access Management Code, Section 18*. Drive 1 was reviewed following criteria for a medium volume driveway. Drives 2 and 3 were reviewed following criteria for a low volume driveway.

With phase 2 development, Drive 1 is proposed to remain as a two-way access between Johnson Drive and Drive 2. Under phase 1, Drive 1 was recommended to align with Cooper Street which is consistent with recommendations in the city access management policy. Drive 1 will provide access to limited parking along the drive as well as to a parking garage located on site. Access to the parking garage is proposed approximately 125 feet west of Johnson Street. Reviewing expected operations of the drive, eastbound queuing is not expected to extend past the garage access thus adequate throat length is provided. A drive width of 22 feet is proposed, which is less than the minimum width guidance provided in the city access management policy. Considering the downtown location, pedestrian environment and two-way travel, a narrower drive is supported. Drive width and curb radius should support expected largest design vehicle. Building set back should support adequate sight distance of the pedestrian and vehicular environment.

Drive 2 is proposed to remain as one-way northbound access between Drive 1 and 2nd Street. The access to Drive 2 from Drive 1 is expected to remain gated with limited use during non-event periods. If parking is allowed along Drive 2 outside of event periods, adequate turn around space should be provided and access to 2nd Street restricted. Parking management should be in place to ensure public parking is cleared from the space before event periods. A drive width of 20 feet is proposed, which is expected to be adequate for one-lane travel. Approximately 20 feet of throat length is proposed along Drive 2 between 2nd Street and the first parking stall. This does not meet the city recommended minimum throat length. Parking configuration should be

evaluated to confirm that drivers can enter and exit parking stalls when traveling in the northbound direction along Drive 2.

Drive 3 is proposed as a one-way northbound access between 3rd Street and Drive 1. The northbound circulation of the access is expected to best service both valet and regular parking hotel guests (located on pad site 1). Should redevelopment occur in the southeast quadrant of the property, two-way access along Drive 3 should be reviewed. A drive width of 22 feet is proposed for Drive 3, which is expected to be adequate for one-lane travel. Approximately 15 feet of throat length is proposed along Drive 3 between 2nd Street and the first parking stall. Traffic will not be exiting this drive location, so a reduced throat length may be acceptable. However, parking should be reviewed to confirm that vehicles accessing parking stalls can maneuver without blocking the pedestrian network (sidewalk) or extending onto 3rd Street. On-site parking management should manage vehicular traffic accessing the site to maintain through access along Drive 3 (do not allow parked cars to block traffic).

At all drive locations, drive width and curb radius should support expected largest design vehicle. Building set back should support adequate sight distance at the access location of the vehicular and pedestrian approaches.

Phase 2 development is expected to further increase pedestrian activity in the redeveloped areas, specifically within the pedestrian plaza south of 2nd Street. Pedestrian accommodations (sidewalk, ramps, crosswalk markings) and connectivity to the site should be provided along the public roadways adjacent to the site.

6.3 Build Year 2024 Plus Full Build Development Warrant Analysis

Turn lane and signal warrants were reviewed for Build Year 2024 Plus Full Build Development volumes with the methodologies presented in **Section 3.2**. Build Year 2024 Plus Full Build Development lane configuration and traffic control for the study network are illustrated in **Figure 15**. Detailed warrant analysis is provided in **Appendix E.**

6.3.1 Signal Warrants

No intersections are expected to warrant signalization under Build Year 2024 Plus Full Build Development conditions. An increase of pedestrian activity across 2nd Street at Green Street that would warrant additional traffic control is not expected.

6.3.2 Intersection Stop Control

The following intersections were reviewed to determine if the addition of phase 2 development volumes warrants a change in stop control. The current intersection control type is noted.

- 2nd Street and Green Street (north/south stop control)
- 2nd Street and Johnson Street (north/south stop control)

- 3rd Street and Green Street (all-way stop control)
- 3rd Street and Johnson Street (north/south stop control)

The intersection of 2nd Street and Green Street is proposed to remain under its current configuration as a four-leg intersection with stop control for the minor legs (Green Street).

Due to existing building set back in the vicinity of the intersection which limits visibility along 3rd Street and the expected increase of pedestrian traffic, the intersection of Green Street and 3rd Street is recommended to remain under all-way stop control.

The intersection of 2nd Street and Johnson Street is recommended to remain under its current configuration as a four-leg intersection with stop control for the minor legs (Johnson Street).

Reviewing expected traffic volumes, the intersection of 3rd Street and Johnson Street is recommended to remain two-way stop controlled north/south. However, reviewing the site plan it appears that on street parking is proposed along the south side of 3rd Street, west of Johnson Street. On street parking would be expected to impact sight distance at the intersection. When designing parking, intersection sight distance should be reviewed and parking not allowed adjacent to the intersection if sight distance is impacted.

6.3.3 Turn Lane Warrants

The following is a summary of new or increased warrants the previous Existing plus Phase 1 Development conditions scenario. Detailed turn lane warrant analysis sheets are provided in **Appendix E.**

6.3.3.1 Left-Turn Lanes

Based on Build Year 2024 Plus Full Build Development conditions, the following left-turn lanes are warranted based Lee's Summit standards and peak hour volumes:

- Southbound on Johnson Street at 3rd Street (increased warrant, meets all hours)
- Eastbound on 3rd Street at Drive 3 (meets all hours)

6.3.3.2 Right-Turn Lanes

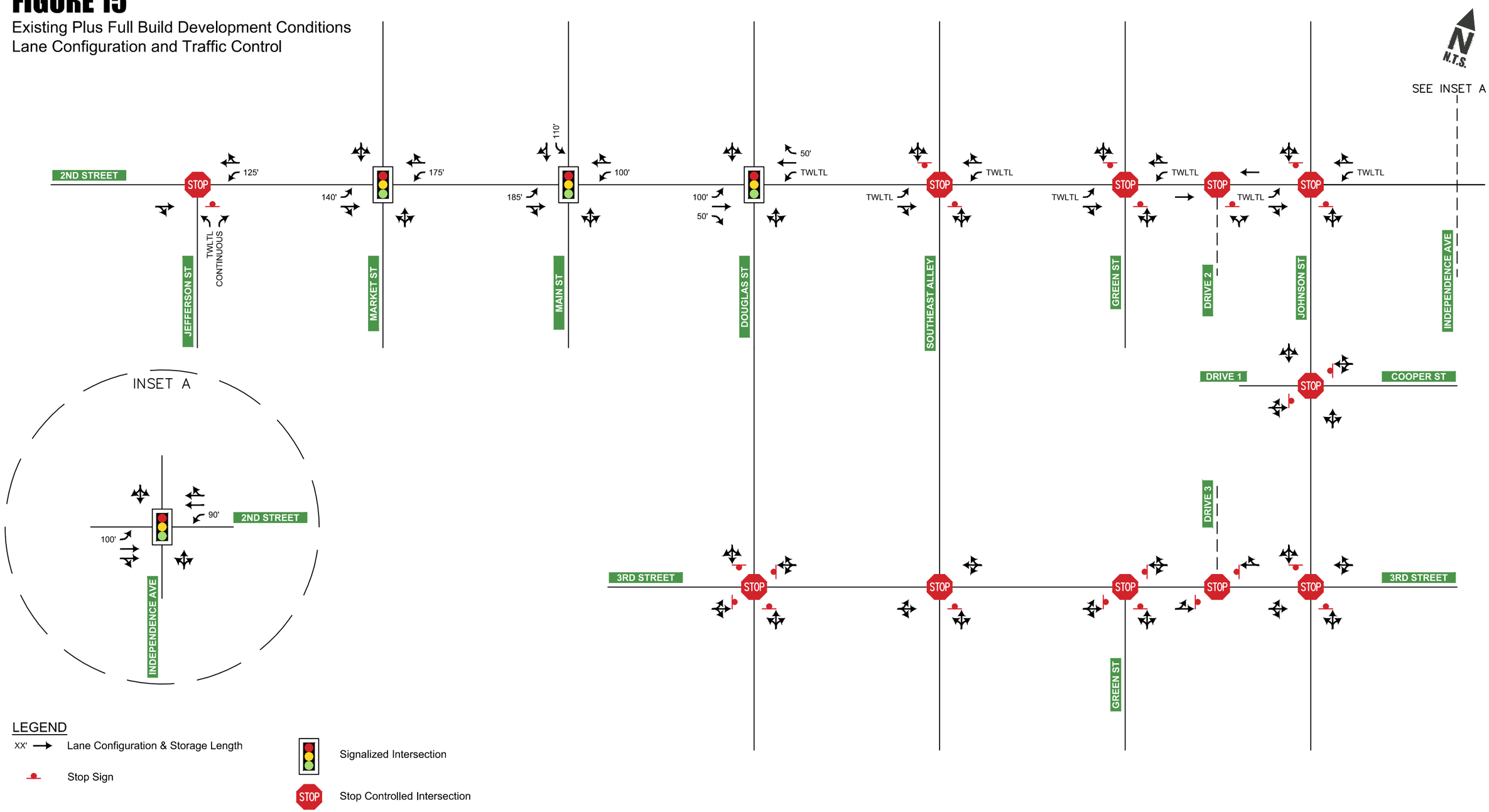
Based on Build Year 2024 Plus Full Build Development conditions, the following right-turn lanes are warranted based Lee's Summit standards and peak hour volumes:

- Eastbound on 2nd Street at Douglas Street (meets all hours)
- Eastbound on 2nd Street at Southeast Alley (meets AM and weekend)

Capacity analysis will be reviewed in **Section 6.4** to identify areas with operational deficiencies. Recommendations for turn lanes will be based on feasibility, constructability and benefit of improvement.

FIGURE 15

Existing Plus Full Build Development Conditions
Lane Configuration and Traffic Control



6.4 Build Year 2024 Plus Full Build Development Capacity Analysis

Capacity analysis was performed for Build Year 2024 Plus Full Build Development conditions using the methodologies described in **Section 3.3**. The peak hour factors observed under previous scenarios were used for Build Year 2024 Plus Full Build Development conditions at all existing study intersections, except for the intersections of Johnson Street with Cooper Street/Drive 1 and 3rd Street with Drive 3 which were updated to 0.92 to account for new traffic patterns. Truck percentages were not updated from previous scenarios.

The signalized intersections of 2nd Street with Market Street, Main Street, Douglas Street, and Independence Avenue are expected to operate similar to Existing Plus Phase 1 Development conditions at an overall LOS B or better during all three peak hour periods. Individual signalized movements are expected to operate at a LOS C or better with acceptable 95th-percentile queue lengths during all three peak hour periods.

Unsignalized movements are expected to operate similar to Existing Plus Phase 1 Development conditions at LOS C or better with acceptable 95th percentile queue lengths during all three peak hour periods with the following exceptions:

- The northbound left turn movement at the intersection of 2nd Street and Jefferson Street is expected to operate at a LOS E during the PM peak hour period. The 95th-percentile queue is contained within the dedicated left-turn lane for this movement.
- The southbound shared left/through/right turn movement at the intersection of 2nd Street and Green Street is expected to operate at a LOS D during the PM peak hour period. The northbound shared left/through/right turn movement is also expected to operate at a LOS D during the AM and PM peak hour periods. Queue lengths are expected to be two vehicles. It is anticipated that the lower level of service is associated with higher east/west traffic volumes that can be expected during an event scenario. Considering expected queuing and preservation of the pedestrian environment, additional turn lanes are not recommended at this intersection.
- The northbound shared left/through/right turn movement at the intersection of 2nd Street and Johnson Street is expected to operate at a LOS E during the AM and PM peak hour periods. Queue lengths are expected to be between three and five vehicles. It is anticipated that the lower level of service is associated with higher east/west traffic volumes that can be expected during an event scenario.

A further analysis of the necessity and practicality of improvements was conducted as outlined in **Section 3.3**. Movements with unchanged volumes from the previous scenario were removed. A summary of factors for turn lane warrants and recommendations are summarized in **Table 11**.

Table 11. Build Year 2024 Plus Phases 1 and 2 Turn Lane Warrant Review.

Intersection		Movement	Criteria	Operations	Recommended?
Left-Turn Lanes	2nd and Douglas	Southbound	Signalized	LOS A-B	NO
	2nd and Johnson	Northbound	Volumes (3/3)	LOS C-E	NO
	3rd and Johnson	Southbound	Volumes (3/3)	LOS B	NO
	3rd and Green	Westbound	Volumes (3/3)	LOS A	NO
	3rd and Douglas	Westbound	Arterial	LOS A-B	NO
		Southbound	Arterial	LOS B	NO
	3rd and Drive 3	Eastbound	Volumes (3/3)	LOS A	NO
Right-Turn Lanes	2nd and Douglas	Northbound	Volumes (3/3)	LOS A-B	NO
	2nd and Johnson	Southbound	Volumes (3/3)	LOS B-C	NO
		Eastbound	Volumes (3/3)	LOS A	NO
	2nd and Independence	Southbound	Volumes (3/3)	LOS A-B	NO
		Westbound	Volumes (2/3)	LOS B-C	NO

Considering phase 2 development, volumes at the intersection of 2nd Street and Douglas Street are expected to be similar to existing/redistribution volumes for the southbound movements. The southbound 95th-percentile queue length is expected to increase through the progression of analysis scenarios. As presented previously, a southbound right turn lane would be expected to improve operations if it could be provided while maintaining north/south through lane alignment.

Phase 2 development is primarily expected to utilize Drives 1 and 3 for access to the site, thus significant impact to side street volumes at the intersection of 2nd Street and Green Street is not expected. Additionally, phase 2 development is not expected to result in a significant increase in pedestrian volumes. Additional pedestrian accommodations are not recommended.

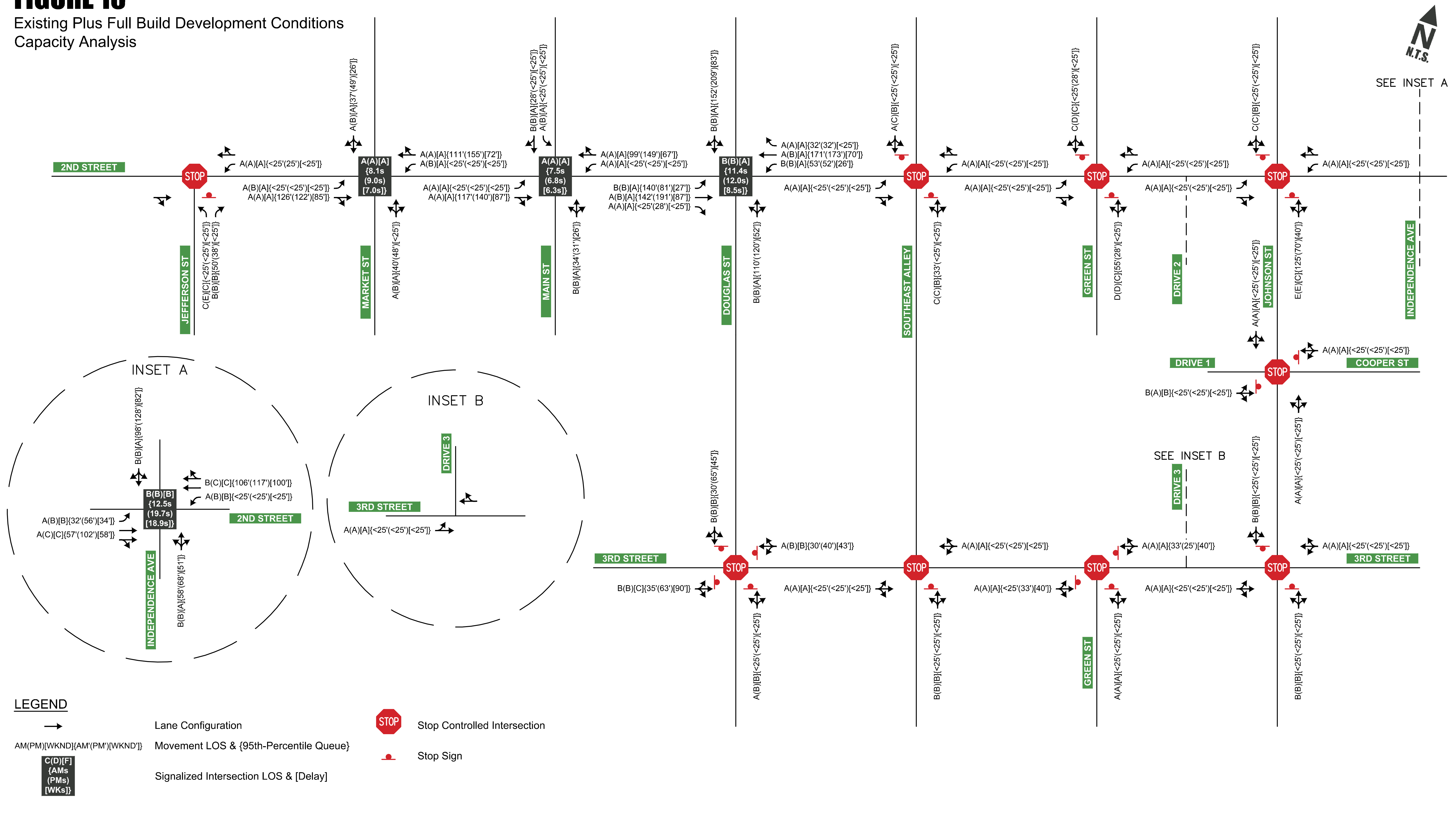
Further consideration was given to the northbound movement at 2nd Street and Johnson Street due to the expected queuing of the movement. The impact to intersection operations with a northbound left turn lane was considered. Capacity analysis indicates that while queuing would minimally decrease with the addition of a northbound left turn lane, the expected LOS would remain at an E for both AM and PM peak hour periods. Reviewing the existing geometrics and characteristics of the intersection, providing a northbound left turn lane would result in poor through movement alignment across 2nd Street. Additionally, there is existing single-family residential development located in the southeast quadrant of the intersection that limits opportunities for road widening. Right-of-way should be retained along the west side of Johnson Street to support the construction of a northbound left turn lane if other redevelopment around

the intersection occurs. Alternative routes are available to drivers if queuing or delay is not acceptable to a user.

Reviewing warranting characteristics, operations and feasibility of construction, several movements do not need additional capacity, have acceptable operations or present construction challenges. With this consideration, no geometric improvements are recommended under Build Year 2024 Plus Full Build Development conditions. The Build Year 2024 Plus Full Build Development capacity analysis summary is illustrated in **Figure 16**. Detailed results are provided in **Appendix E.**

FIGURE 16

Existing Plus Full Build Development Conditions
Capacity Analysis



7. FUTURE YEAR 2043 PLUS FULL BUILD DEVELOPMENT CONDITIONS

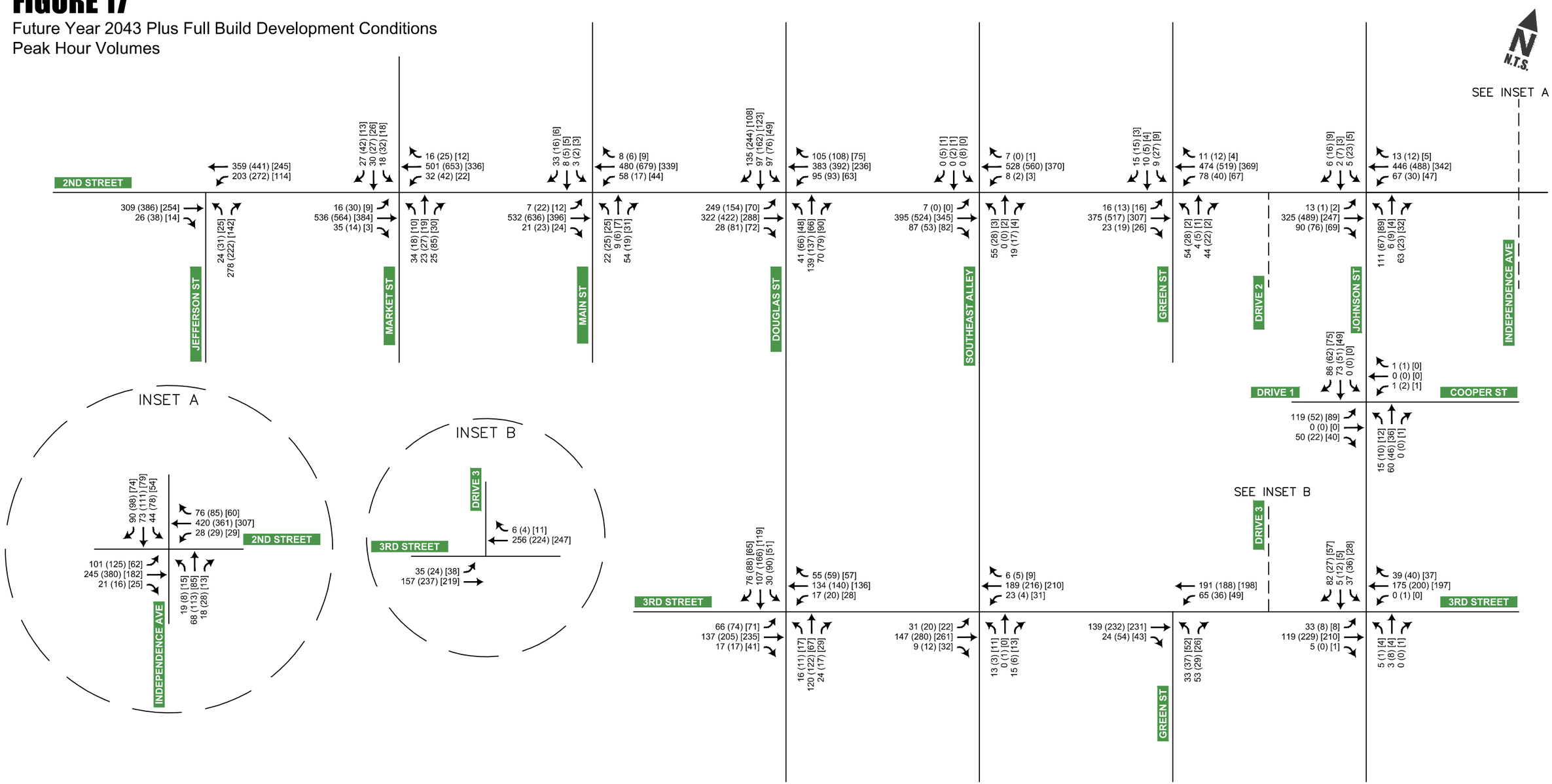
This scenario considers operations of the future roadway network considering background traffic growth with the addition of proposed development volumes. Traffic growth was applied as presented in **Section 6.0**. Background traffic growth volumes were added to existing redistribution plus phases 1 and 2 volumes to obtain future year 2043 plus full build development volumes.

As presented in **Section 6.0**, this analysis considers phase 1 and 2 traffic volumes. During future year periods when phase 2 traffic is present without phase 1, operations would be expected to improve.

Figure 17 illustrates the expected Future Year 2043 Plus Full Build Development volumes. Additional information for the calculation of future year background traffic volumes is provided in **Appendix F**.

FIGURE 17

Future Year 2043 Plus Full Build Development Conditions
Peak Hour Volumes



LEGEND

AM (PM) [WKND] Peak Hour Volumes

7.1 Future Year 2043 Plus Full Build Development Warrant Analysis

Turn lane and signal warrants were reviewed for Future Year 2043 Plus Full Build Development volumes with the methodologies presented in **Section 3.2**. Future Year 2043 Plus Full Build Development lane configuration and traffic control for the study network are illustrated in **Figure 18**. Detailed warrant analysis is presented in **Appendix F.**

7.1.1 Signal Warrants

No intersections are expected to warrant signalization under Future Year 2043 Plus Full Build Development conditions. The intersection of 2nd Street and Johnson Street is expected to be on the threshold of meeting Warrant 1 during the AM peak hour period only. Future volumes should be incrementally monitored along 2nd Street to determine if expected growth is actualized. Existing stop control at study unsignalized intersections is expected to be adequate as presented in **Section 6.3.2**.

7.1.2 Turn Lane Warrants

The following is a summary of new or increased warrants the previous Build Year plus Phases 1 and 2 Development conditions scenario. Detailed turn lane warrant analysis sheets are provided in **Appendix F.**

7.1.2.1 Left-Turn Lanes

Based on Future Year 2043 Plus Full Build Development conditions, no additional left-turn lanes are warranted based Lee's Summit standards and peak hour volumes.

7.1.2.2 Right-Turn Lanes

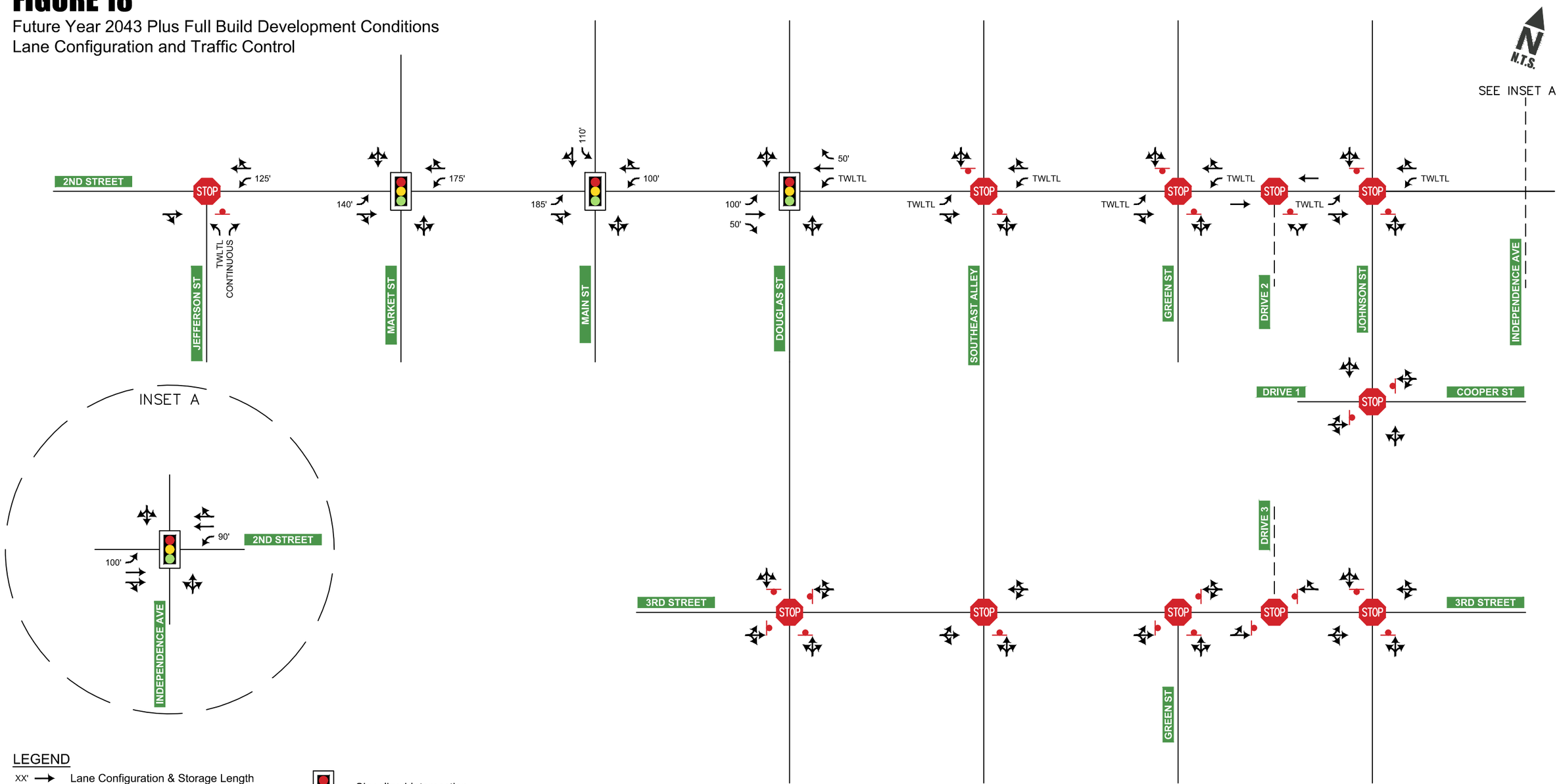
Based on Future Year 2043 Plus Full Build Development conditions, the following right-turn lane is warranted based Lee's Summit standards and peak hour volumes:

- Westbound on 2nd Street at Independence Avenue (increased, meets all hours)

Capacity analysis will be reviewed in **Section 7.2** to identify areas with operational deficiencies. Recommendations for turn lanes will be based on feasibility, constructability and benefit of improvement.

FIGURE 18

Future Year 2043 Plus Full Build Development Conditions
Lane Configuration and Traffic Control



7.2 Future Year 2043 Plus Full Build Development Capacity Analysis

Capacity analysis was performed for Future Year 2043 Plus Full Build Development conditions using the methodologies described in **Section 3.3**. The peak hour factors observed under previous scenarios were used for Future Year 2043 Plus Full Build Development conditions at all existing study intersections. Truck percentages were not updated from previous scenarios.

The signalized intersections of 2nd Street with Market Street, Main Street, Douglas Street, and Independence Avenue are expected to operate similar to Build Year 2024 Plus Full Build Development conditions at an overall LOS C or better during all three peak hour periods. Individual signalized movements are expected to operate at a LOS C or better with acceptable 95th-percentile queue lengths during all three peak hour periods with the exception of the intersection of 2nd Street and Douglas Street. The following movement are noted to operate with longer vehicular queuing under future year conditions.

- The eastbound left turn movement at the intersection of 2nd Street and Douglas Street is expected to operate at a LOS C with a 95th-percentile queue length of 231 feet during the AM peak hour period.
- The southbound shared left/through/right turn movement is expected to operate at a LOS B with a 95th percentile queue length of 288 feet during the PM peak hour. While the queue length extends to the mid-block, the LOS and delay remains low. As presented previously, a southbound right turn lane would be expected to improve operations but may not be feasible for construction due to existing building setback and/or available right-of-way.

Unsignalized movements are expected to operate similar to Build Year 2024 Plus Full Build Development conditions at LOS C or better with acceptable 95th percentile queue lengths during all three peak hour periods with the following exceptions:

- The northbound left turn movement at the intersection of 2nd Street and Jefferson Street is expected to operate at a LOS D and F with acceptable queuing during the AM and PM peak hour period, respectively. The 95th-percentile queue is contained within the dedicated left-turn lane for this movement. The intersection is not expected to meet signal warrants.
- The southbound shared left/through/right turn movement at the intersection of 2nd Street and Green Street is expected to operate at a LOS D and E with acceptable queuing during the AM and PM peak hour period, respectively. The northbound shared left/through/right turn movement is also expected to operate at a LOS E during the AM and PM peak hour periods. Northbound queue lengths are expected to be approximately three vehicles.

- The northbound shared left/through/right turn movement at the intersection of 2nd Street and Johnson Street is expected to operate at a LOS F during the AM and PM peak hour periods. Queue lengths are expected to be up to seven vehicles. The southbound shared left/through/right turn movement is also expected to operate at a LOS E with acceptable queues during the PM peak hour period. The intersection is expected to start approaching the threshold for warranting consideration of a signal and should be monitored under future year conditions.
- The northbound shared left/through/right turn movement at the intersection of 2nd Street and SE Alley is expected to operate at a LOS D with acceptable queue lengths during both AM and PM peak hour periods. The southbound shared left/through/right turn movement is expected to operate at a LOS D with acceptable queue lengths during the PM peak hour period.

A further analysis of the necessity and practicality of improvements was conducted as outlined in **Section 3.3**. Movements with unchanged volumes from the previous scenario were removed. A summary of factors for turn lane warrants and recommendations are summarized in **Table 12.**

Table 12. Future Year 2043 Plus Full Build Turn Lane Warrant Review.

Intersection		Movement	Criteria	Operations	Recommended?
Left-Turn Lanes	2nd and Douglas	Southbound	Signalized	LOS A-C	NO
		Northbound	Signalized	LOS A-B	NO
	2nd and Independence	Southbound	Signalized	LOS B	NO
		Northbound	Signalized	LOS A-B	NO
Right-Turn Lanes	2nd and Douglas	Southbound	Volumes (3/3)	LOS A-C	NO
		Northbound	Volumes (3/3)	LOS A-B	NO
	2nd and Independence	Southbound	Volumes (3/3)	LOS B	NO
		Westbound	Volumes (3/3)	LOS B-C	NO

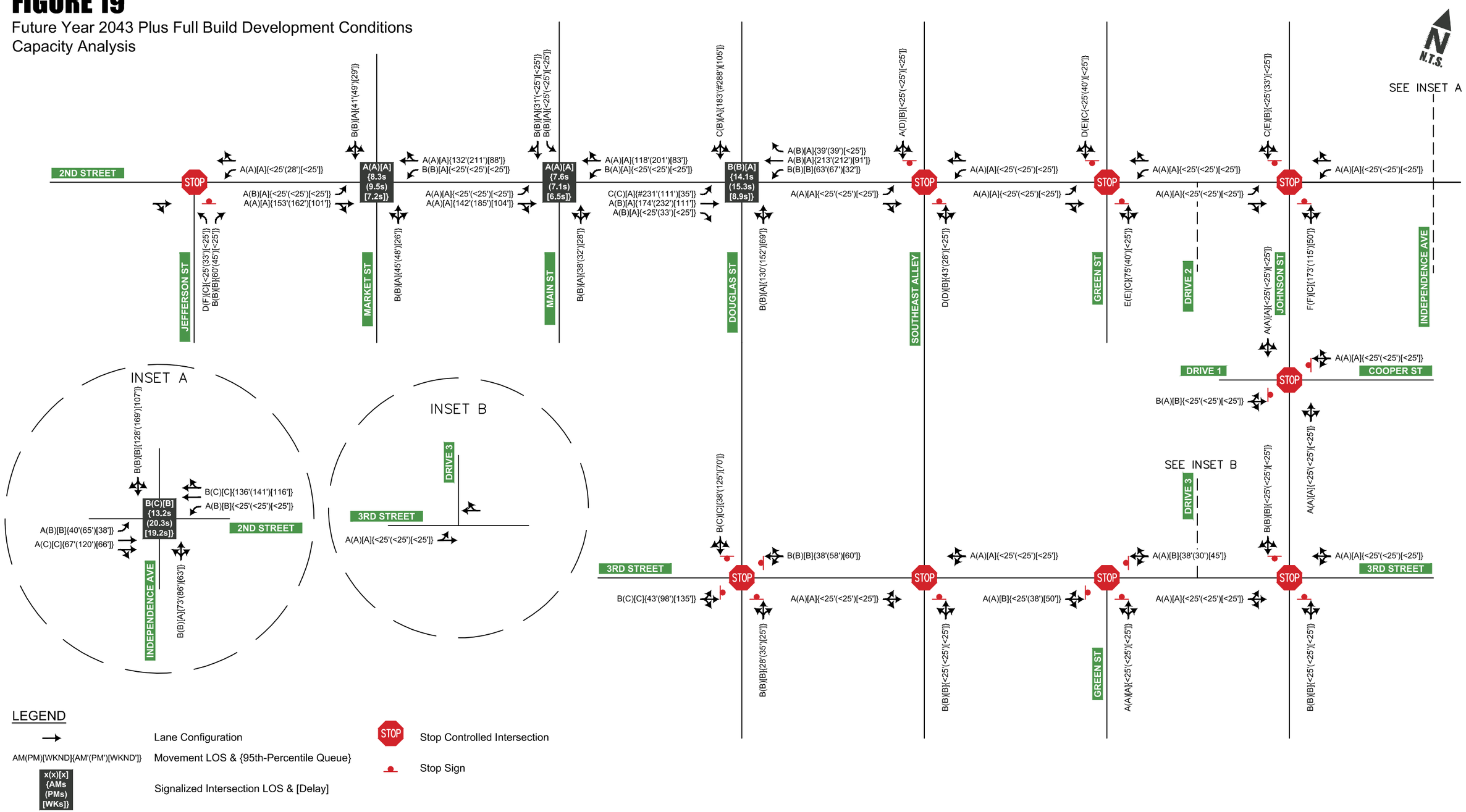
Delay is expected for side street movements along 2nd Street with influence of background growth combined with an event scenario. However, signal warrants are not expected to meet at Green Street or Johnson Street. No additional turn lanes are expected to alleviate delays of side street movements due to lack of gaps from through traffic. Future volumes should be monitored along 2nd Street to determine if adequate gaps are being provided in mainline traffic.

Reviewing warranting characteristics, operations and feasibility of construction, several movements do not need additional capacity, have acceptable operations or present construction challenges. With this consideration, no improvements are recommended under Future Year 2043 Plus Full Build Development conditions.

The Future Year 2043 Plus Full Build Development capacity analysis summary is illustrated in **Figure 19**. Detailed results are provided in **Appendix F.**

FIGURE 19

Future Year 2043 Plus Full Build Development Conditions
Capacity Analysis



8. SUMMARY

This report summarizes analysis conducted for the Lee's Summit Downtown Market Plaza redevelopment project located in Lee's Summit, Missouri. The project represents redevelopment of the area bordered by Green Street, 2nd Street, Johnson Street, and 3rd Street. Redevelopment was considered to occur in two phases.

8.1 Conclusions

The general findings for this traffic impact study include the following:

1. To support the proposed project, Green Street will be removed between 3rd Street and 2nd Street. Full access is proposed to remain to and from the parking garage at Green Street and at Southeast Alley.
2. Limited data is available for the proposed phase 1 site uses (farmers market and event). Expected attendance and vendors were considered, as well as ITE land uses, to conduct trip generation for phase 1 of the site. ITE land uses and internal capture rates were utilized to conduct trip generation for phase 2 of the site. City staff were involved in the development of trip generation assumptions.
3. Three access drives are proposed with this site; one existing access will be used. Drive 1 is an existing full access (two-way) curb cut (alley) along the west side of Johnson Drive. Drive 2 is a restricted access out only (one-way northbound) drive that is to be used during events only. This access is located on the south of 2nd Street east of Green Street. Drive 3 is a new access on the north side of 3rd Street (one-way northbound), east of Green Street.
4. To support the proposed project, the following traffic circulation in the vicinity of the project area is recommended:
    - Drive 1 – Two-way from Johnson Street west to Drive 2
    - Drive 2 – One-way northbound from Drive 1 to 2nd Street
    - Drive 3 – One-way northbound from 3rd Street to Drive 1
    - Southeast Alley (alley west of city hall)
        - One-way northbound from 3rd Street to fire station (Recommendation addresses existing sight distance limitations. If reconfiguration is not supported, operations of the alley would be expected to be similar to existing conditions.)
        - Two-way from fire station to 2nd Street
    - Alley south of fire station – Remain one-way eastbound
5. No study intersections currently meet or are expected to meet signal warrants based on analysis conducted. Existing intersection traffic control is expected to be adequate.

6. Pedestrian activity at the intersection of 2nd Street and Green Street was reviewed. Considering existing pedestrian control (signage, marking and presence of staff during school crossing periods) changes to control are not recommended. With the relocation of the farmers market, pedestrian activity through the area is expected to migrate with more pedestrian activity south of 2nd Street, associated with opportunities for on street and surface lot parking located within the downtown core.
7. Considering Lee's Summit criteria, several turn lane warrants are met under various analysis periods within the study area. Reviewing operations, the majority of the movements warranting additional turn lanes are expected to operate at acceptable levels of service with minimal queuing throughout the study periods. In addition to operations, other factors that influenced consideration of the recommendation of turn lanes included feasibility of construction associated with limited right-of-way and/or existing building setback. Due to the current development of the downtown area, there are limited opportunities for turn lane improvements. Other considerations when determining if turn lanes should be installed should include pedestrian activity and the impact of additional lanes to pedestrian crossing distances.
8. Based on the analysis conducted for this study, both phases of the proposed development are expected to have minimal impact on the existing operations of the system. Capacity analysis results are similar for the study area from existing to redistribution to full build development conditions.
9. This study is expected to be a conservative representation of potential operations. Phase 1 represents event conditions, with a farmers market (Wednesday and Saturday operations, April through October) and PM events of varying capacity. With phase 2 development in place, operations would be expected to improve when the farmers market or an event is not occurring.

8.2 Recommendations

Proposed drives and recommended improvements should be constructed following agency guidelines. Sight distance should be provided at new intersections.

Based on review and analysis of the proposed development, the following improvements are recommended:

8.2.1 Existing Conditions

1. A southbound right-turn lane at the intersection of 2nd Street and Douglas Street would be expected to improve operations. Construction of this turn lane may be limited by existing right-of-way limitations and/or building setback.

8.2.2 Existing Redistribution Conditions

1. With the closure of Green Street, existing traffic control (stop control) at both 2nd Street and 3rd Street is recommended to remain.
2. There are no traffic control improvements recommended at the intersections of 2nd Street and 3rd Street with Johnson Street associated with the redistribution of traffic.
3. The Southeast Alley is recommended to be closed to southbound traffic between the fire station/parking garage entrances and 3rd Street (resulting in one-way northbound circulation).
    - Appropriate do not enter and one-way signage as well as pavement markings should be installed along the alley. If the alley is not reconfigured to service northbound traffic only, consideration should be given to providing staff or barriers at the garage drive (northwest corner of City Hall) to direct traffic north.

8.2.3 Existing Plus Phase 1 Development Conditions

1. Realign the existing alleyway (proposed Drive 1) on the west leg of the intersection of Johnson Street and Cooper Street 20 feet to the north to align the intersection.
2. Provide signage at Drive 2 to indicate one-way directional flow (exit only) and gate closure.
3. Provide signage at Drive 3 to indicate one-way direction flow northbound.
4. All drives should be constructed to meet agency requirements.
5. To support one-way directional flow, adequate opportunity for vehicular turn around internal to the site should be provided.
6. Parking internal to the site along Drive 2 and Drive 3 should support the recommended directional flow. Adequate drive throat should be provided to ensure parking maneuvers do not impact the pedestrian or public street network.
7. Dependent upon event occupancy, consider event traffic control measures such as enhanced signing, garage monitoring, or circulation plans to improve traffic operations.

8.2.4 Build Year 2024 Plus Full Build Development Conditions

1. Retain right-of-way along the west side of Johnson Street to support potential construction of a northbound left turn lane at the intersection of 2nd Street and Johnson Street.
2. On street parking along the south side of 3rd Street, west of Johnson Street, should not impact available intersection sight distance.
3. Building set back should support adequate sight distance at the access location of the vehicular and pedestrian approaches.
4. Pedestrian accommodations (sidewalk, ramps, crosswalk markings) and connectivity to the site should be provided along the public roadways adjacent to the site.

8.2.5 Future Year 2043 Plus Full Build Development Conditions

1. Monitor volumes at intersections along 2nd Street (Green Street and Johnson Street) for signal warrant evaluation. Signalization at either intersection is not recommended until volumes (pedestrian or vehicular) warrant a signal.
2. Future vehicular and pedestrian volumes should be monitored throughout project vicinity to determine if additional traffic control measures are needed (for example, signalization, RRFB, parking restrictions, etc.)

APPENDIX A

Data Collection

Count Data

2nd and City Hall Alley - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065182, Location: 38.914261, -94.376536

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

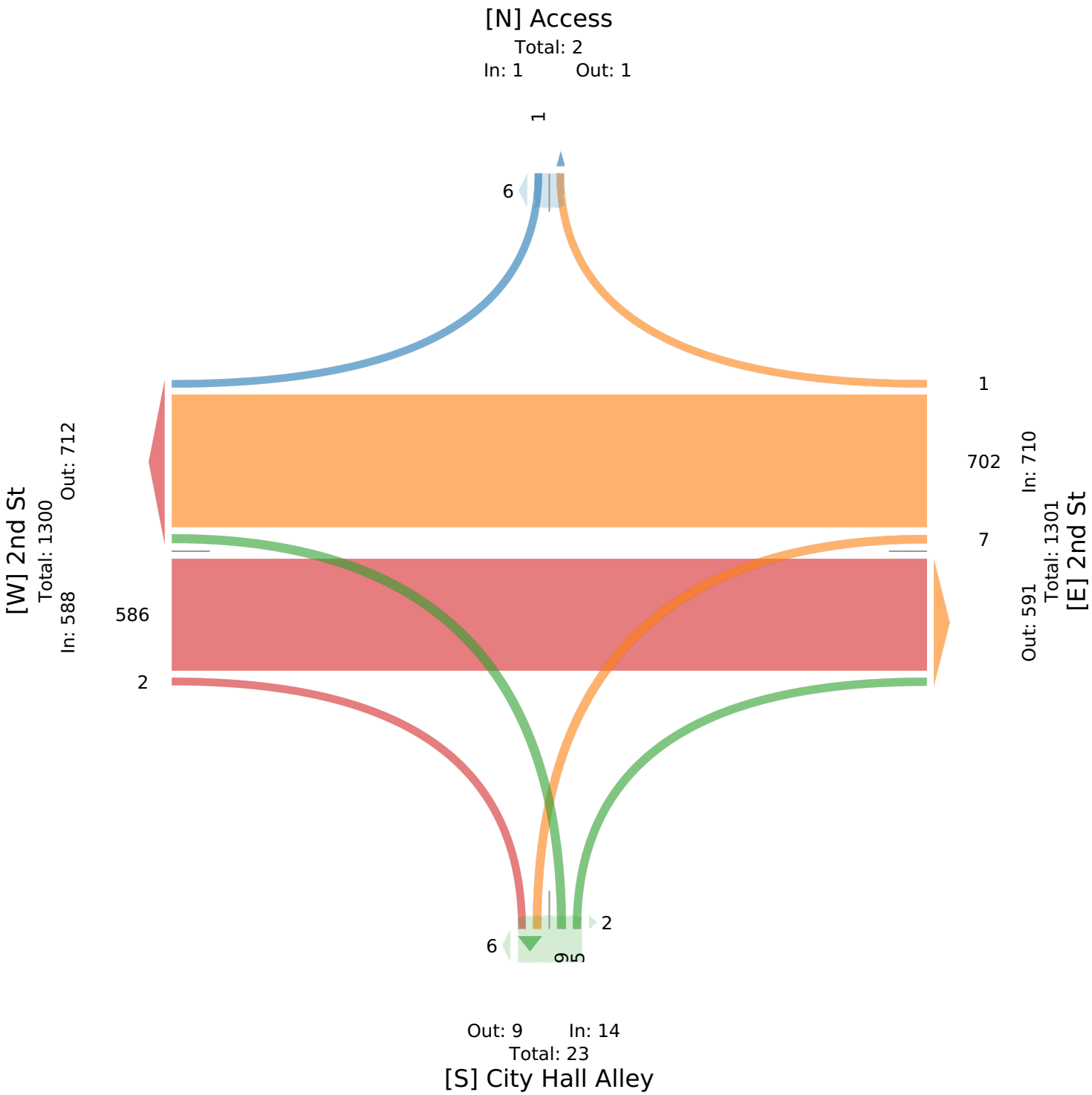
Leg / Direction	Access Southbound						2nd St Westbound						City Hall Alley Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	1	0	0	0	**1**	0	1	74	1	0	**76**	0	1	0	0	0	**1**	0	1	49	0	0	**50**	0	**128**
6:45PM	0	0	0	0	**0**	0	0	69	1	0	**70**	0	0	0	0	0	**0**	0	0	56	0	0	**56**	0	**126**
Hourly Total	1	0	0	0	**1**	0	1	143	2	0	**146**	0	1	0	0	0	**1**	0	1	105	0	0	**106**	0	**254**
7:00PM	0	0	0	0	**0**	0	0	50	1	0	**51**	0	1	0	0	0	**1**	4	0	52	0	0	**52**	0	**104**
7:15PM	0	0	0	0	**0**	0	0	64	0	0	**64**	0	0	0	0	0	**0**	0	0	45	0	0	**45**	0	**109**
7:30PM	0	0	0	0	**0**	0	0	54	0	0	**54**	0	0	0	0	0	**0**	0	0	39	0	0	**39**	0	**93**
7:45PM	0	0	0	0	**0**	2	0	55	1	0	**56**	0	0	0	3	0	**3**	0	0	47	0	0	**47**	0	**106**
Hourly Total	0	0	0	0	**0**	2	0	223	2	0	**225**	0	1	0	3	0	**4**	4	0	183	0	0	**183**	0	**412**
8:00PM	0	0	0	0	**0**	2	0	71	1	0	**72**	0	0	0	0	0	**0**	0	0	65	0	0	**65**	0	**137**
8:15PM	0	0	0	0	**0**	1	0	55	0	0	**55**	0	0	0	3	0	**3**	0	0	44	0	0	**44**	0	**102**
8:30PM	0	0	0	0	**0**	0	0	55	1	0	**56**	0	0	0	0	0	**0**	1	0	43	0	0	**43**	0	**99**
8:45PM	0	0	0	0	**0**	0	0	50	1	0	**51**	0	1	0	1	0	**2**	0	0	53	0	0	**53**	0	**106**
Hourly Total	0	0	0	0	**0**	3	0	231	3	0	**234**	0	1	0	4	0	**5**	1	0	205	0	0	**205**	0	**444**
9:00PM	0	0	0	0	**0**	1	0	62	0	0	**62**	0	0	0	0	0	**0**	0	0	47	0	0	**47**	0	**109**
9:15PM	0	0	0	0	**0**	0	0	43	0	0	**43**	0	2	0	2	0	**4**	3	1	46	0	0	**47**	0	**94**
Hourly Total	0	0	0	0	**0**	1	0	105	0	0	**105**	0	2	0	2	0	**4**	3	1	93	0	0	**94**	0	**203**
Total	1	0	0	0	**1**	6	1	702	7	0	**710**	0	5	0	9	0	**14**	8	2	586	0	0	**588**	0	**1313**
% Approach	100%	0%	0%	0%	**-**	-	0.1%	98.9%	1.0%	0%	**-**	-	35.7%	0%	64.3%	0%	**-**	-	0.3%	99.7%	0%	0%	**-**	-	-
% Total	0.1%	0%	0%	0%	**0.1%**	-	0.1%	53.5%	0.5%	0%	**54.1%**	-	0.4%	0%	0.7%	0%	**1.1%**	-	0.2%	44.6%	0%	0%	**44.8%**	-	-
Lights	1	0	0	0	**1**	-	1	701	6	0	**708**	-	5	0	9	0	**14**	-	2	585	0	0	**587**	-	1310
% Lights	100%	0%	0%	0%	**100%**	-	100%	99.9%	85.7%	0%	**99.7%**	-	100%	0%	100%	0%	**100%**	-	100%	99.8%	0%	0%	**99.8%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.1%	14.3%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and City Hall Alley - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065182, Location: 38.914261, -94.376536

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and City Hall Alley - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065182, Location: 38.914261, -94.376536

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

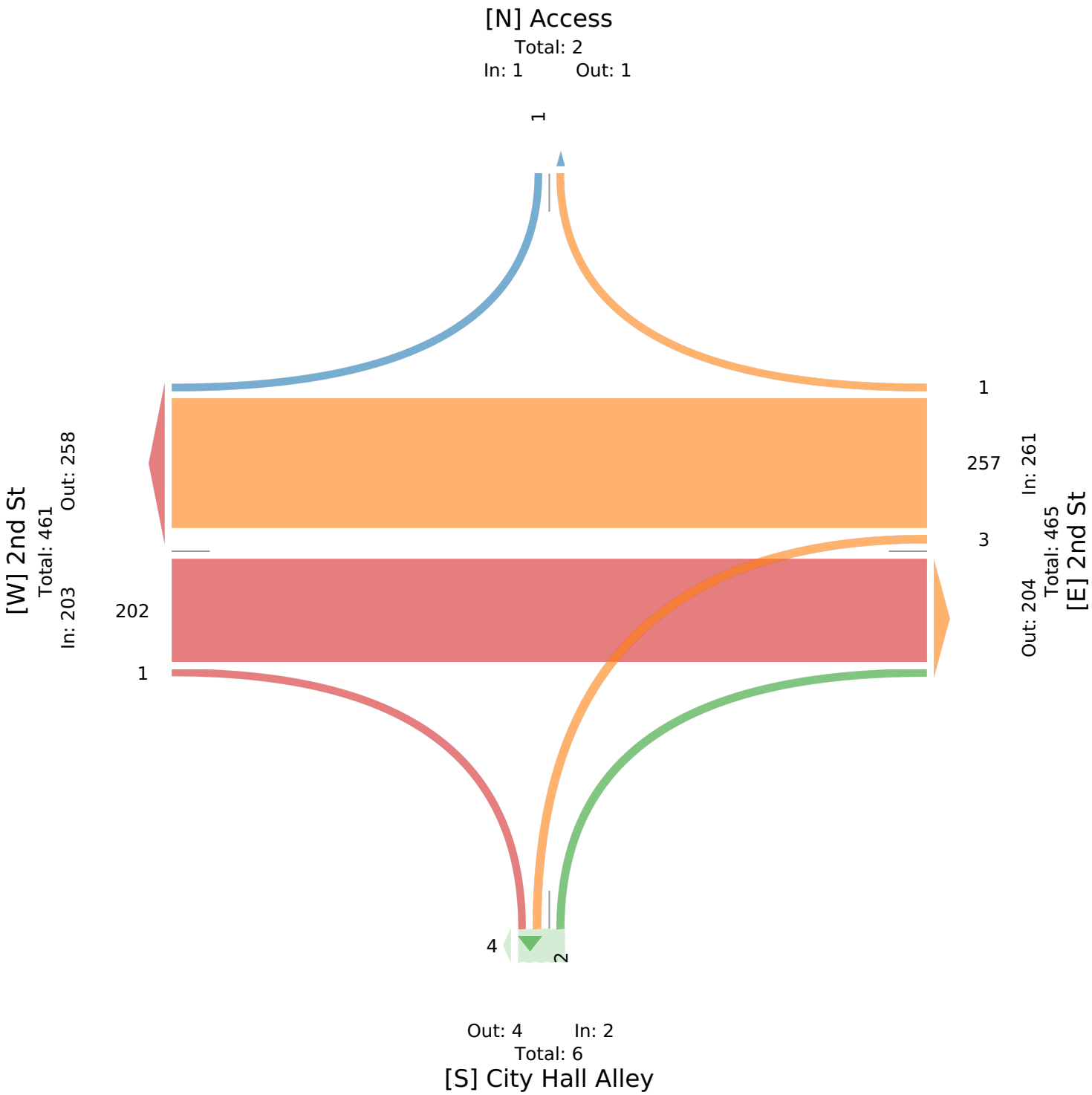
Leg / Direction	Access / Southbound						2nd St / Westbound						City Hall Alley / Northbound						2nd St / Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	1	0	0	0	**1**	0	1	74	1	0	**76**	0	1	0	0	0	**1**	0	1	49	0	0	**50**	0	**128**
6:45PM	0	0	0	0	**0**	0	0	69	1	0	**70**	0	0	0	0	0	**0**	0	0	56	0	0	**56**	0	**126**
7:00PM	0	0	0	0	**0**	0	0	50	1	0	**51**	0	1	0	0	0	**1**	4	0	52	0	0	**52**	0	**104**
7:15PM	0	0	0	0	**0**	0	0	64	0	0	**64**	0	0	0	0	0	**0**	0	0	45	0	0	**45**	0	**109**
Total	1	0	0	0	**1**	0	1	257	3	0	**261**	0	2	0	0	0	**2**	4	1	202	0	0	**203**	0	**467**
% Approach	100%	0%	0%	0%	**-**	-	0.4%	98.5%	1.1%	0%	**-**	-	100%	0%	0%	0%	**-**	-	0.5%	99.5%	0%	0%	**-**	-	**-**
% Total	0.2%	0%	0%	0%	**0.2%**	-	0.2%	55.0%	0.6%	0%	**55.9%**	-	0.4%	0%	0%	0%	**0.4%**	-	0.2%	43.3%	0%	0%	**43.5%**	-	**-**
PHF	0.250	-	-	-	**0.250**	-	0.250	0.868	0.750	-	**0.859**	-	0.500	-	-	-	**0.500**	-	0.250	0.902	-	-	**0.906**	-	0.912
Lights	1	0	0	0	**1**	-	1	257	2	0	**260**	-	2	0	0	0	**2**	-	1	201	0	0	**202**	-	465
% Lights	100%	0%	0%	0%	**100%**	-	100%	100%	66.7%	0%	**99.6%**	-	100%	0%	0%	0%	**100%**	-	100%	99.5%	0%	0%	**99.5%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	33.3%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and City Hall Alley - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065182, Location: 38.914261, -94.376536

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and City Hall Alley - TMC

Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065173, Location: 38.914261, -94.376536

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

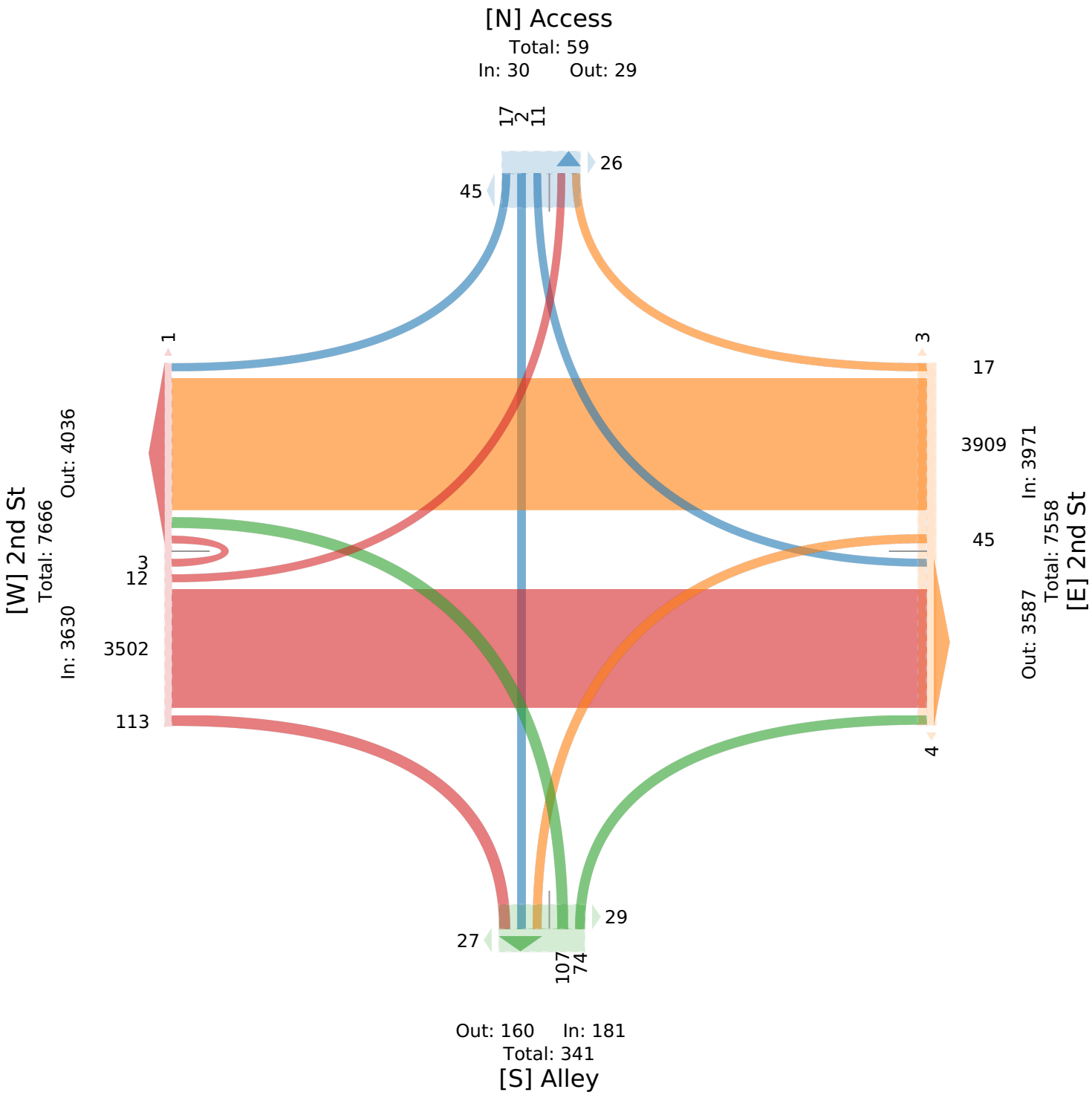
Leg	Access						2nd St						Alley						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 6:00AM	0	0	0	0	**0**	0	0	14	0	0	**14**	0	0	0	0	0	**0**	0	1	5	0	0	**6**	0	**20**
6:15AM	0	0	0	0	**0**	0	0	23	0	0	**23**	0	0	0	1	0	**1**	1	0	16	0	0	**16**	0	**40**
6:30AM	0	0	0	0	**0**	0	0	47	0	0	**47**	0	0	0	0	0	**0**	0	0	12	0	0	**12**	0	**59**
6:45AM	0	0	0	0	**0**	0	0	64	1	0	**65**	0	0	0	0	0	**0**	1	5	27	0	0	**32**	0	**97**
Hourly Total	0	0	0	0	**0**	0	0	148	1	0	**149**	0	0	0	1	0	**1**	2	6	60	0	0	**66**	0	**216**
7:00AM	1	0	0	0	**1**	0	1	44	1	0	**46**	0	1	0	1	0	**2**	3	7	27	0	0	**34**	0	**83**
7:15AM	0	0	1	0	**1**	0	1	58	2	0	**61**	0	1	0	1	0	**2**	2	6	48	1	0	**55**	0	**119**
7:30AM	0	0	0	0	**0**	0	1	75	0	0	**76**	0	0	0	1	0	**1**	3	2	52	1	0	**55**	0	**132**
7:45AM	0	0	0	0	**0**	1	3	84	4	0	**91**	0	2	0	0	0	**2**	1	5	56	4	0	**65**	0	**158**
Hourly Total	1	0	1	0	**2**	1	6	261	7	0	**274**	0	4	0	3	0	**7**	9	20	183	6	0	**209**	0	**492**
8:00AM	0	0	0	0	**0**	1	1	77	0	0	**78**	1	4	0	2	0	**6**	0	4	48	0	0	**52**	0	**136**
8:15AM	0	0	0	0	**0**	0	2	67	4	0	**73**	0	0	0	1	0	**1**	0	5	56	2	0	**63**	0	**137**
8:30AM	2	0	0	0	**2**	3	3	62	1	0	**66**	0	1	0	1	0	**2**	0	3	58	0	0	**61**	0	**131**
8:45AM	1	0	0	0	**1**	4	0	74	0	0	**74**	0	1	0	1	0	**2**	2	1	60	0	0	**61**	0	**138**
Hourly Total	3	0	0	0	**3**	8	6	280	5	0	**291**	1	6	0	5	0	**11**	2	13	222	2	0	**237**	0	**542**
9:00AM	0	0	0	0	**0**	3	0	78	0	0	**78**	0	2	0	0	0	**2**	2	0	55	1	0	**56**	0	**136**
9:15AM	1	0	0	0	**1**	3	0	59	0	0	**59**	2	2	0	0	0	**2**	0	3	62	0	0	**65**	0	**127**
9:30AM	0	0	0	0	**0**	0	0	79	1	0	**80**	0	3	0	1	0	**4**	0	4	68	0	0	**72**	0	**156**
9:45AM	0	0	0	0	**0**	4	0	73	1	0	**74**	0	0	0	1	0	**1**	1	2	57	0	0	**59**	0	**134**
Hourly Total	1	0	0	0	**1**	10	0	289	2	0	**291**	2	7	0	2	0	**9**	3	9	242	1	0	**252**	0	**553**
10:00AM	2	0	0	0	**2**	1	0	68	2	0	**70**	0	0	0	2	0	**2**	0	2	48	1	0	**51**	0	**125**
10:15AM	0	0	1	0	**1**	2	1	65	2	0	**68**	0	0	0	1	0	**1**	1	2	59	0	0	**61**	0	**131**
10:30AM	1	0	0	0	**1**	4	0	72	1	0	**73**	0	4	0	2	0	**6**	1	5	65	1	0	**71**	0	**151**
10:45AM	1	0	0	0	**1**	16	1	61	1	0	**63**	0	3	0	2	0	**5**	0	1	66	0	0	**67**	0	**136**
Hourly Total	4	0	1	0	**5**	23	2	266	6	0	**274**	0	7	0	7	0	**14**	2	10	238	2	0	**250**	0	**543**
11:00AM	0	0	1	0	**1**	0	1	82	1	0	**84**	3	2	0	2	0	**4**	0	3	57	0	0	**60**	0	**149**
11:15AM	0	0	0	0	**0**	1	1	70	1	0	**72**	0	2	0	6	0	**8**	0	2	68	0	2	**72**	1	**152**
11:30AM	0	0	0	0	**0**	2	0	80	3	0	**83**	0	0	0	1	0	**1**	2	4	65	0	0	**69**	0	**153**
11:45AM	0	0	0	0	**0**	0	0	97	0	0	**97**	0	2	0	3	0	**5**	0	0	70	0	0	**70**	0	**172**
Hourly Total	0	0	1	0	**1**	3	2	329	5	0	**336**	3	6	0	12	0	**18**	2	9	260	0	2	**271**	1	**626**
12:00PM	0	0	0	0	**0**	1	0	70	3	0	**73**	0	2	0	3	0	**5**	3	2	94	0	0	**96**	0	**174**
12:15PM	1	0	0	0	**1**	2	0	96	0	0	**96**	0	1	0	5	0	**6**	0	2	78	0	0	**80**	0	**183**
12:30PM	0	0	0	0	**0**	1	0	84	4	0	**88**	0	1	0	5	0	**6**	2	2	84	0	0	**86**	0	**180**
12:45PM	0	0	0	0	**0**	1	0	75	1	0	**76**	0	2	0	0	0	**2**	0	1	81	0	0	**82**	0	**160**
Hourly Total	1	0	0	0	**1**	5	0	325	8	0	**333**	0	6	0	13	0	**19**	5	7	337	0	0	**344**	0	**697**
1:00PM	0	0	0	0	**0**	2	0	69	1	0	**70**	0	0	0	6	0	**6**	2	6	69	0	0	**75**	0	**151**
1:15PM	0	0	0	0	**0**	0	0	88	0	0	**88**	0	1	0	1	0	**2**	2	2	81	0	1	**84**	0	**174**
1:30PM	0	0	0	0	**0**	3	0	75	0	0	**75**	0	0	0	0	0	**0**	1	4	78	0	0	**82**	0	**157**
1:45PM	0	0	0	0	**0**	0	0	70	1	0	**71**	0	2	0	2	0	**4**	2	3	63	0	0	**66**	0	**141**
Hourly Total	0	0	0	0	**0**	5	0	302	2	0	**304**	0	3	0	9	0	**12**	7	15	291	0	1	**307**	0	**623**
2:00PM	0	0	0	0	**0**	0	0	75	0	0	**75**	0	2	0	3	0	**5**	3	2	74	0	0	**76**	0	**156**
2:15PM	0	0	0	0	**0**	2	0	64	1	0	**65**	0	0	0	2	0	**2**	0	1	73	0	0	**74**	0	**141**
2:30PM	0	0	0	0	**0**	0	0	80	0	0	**80**	0	1	0	2	0	**3**	0	1	77	0	0	**78**	0	**161**
2:45PM	1	0	0	0	**1**	0	1	88	0	0	**89**	0	0	0	2	0	**2**	0	5	86	1	0	**92**	0	**184**
Hourly Total	1	0	0	0	**1**	2	1	307	1	0	**309**	0	3	0	9	0	**12**	3	9	310	1	0	**320**	0	**642**
3:00PM	0	0	0	0	**0**	2	0	86	1	0	**87**	0	0	0	2	0	**2**	1	1	82	0	0	**83**	0	**172**
3:15PM	0	0	0	0	**0**	0	0	74	1	0	**75**	0	1	0	1	0	**2**	0	0	83	0	0	**83**	0	**160**
3:30PM	0	0	0	0	**0**	1	0	78	0	0	**78**	0	0	0	0	0	**0**	0	3	85	0	0	**88**	0	**166**
3:45PM	0	0	0	0	**0**	0	0	95	0	0	**95**	0	1	0	2	0	**3**	1	0	94	0	0	**94**	0	**192**
Hourly Total	0	0	0	0	**0**	3	0	333	2	0	**335**	0	2	0	5	0	**7**	2	4	344	0	0	**348**	0	**690**
4:00PM	0	0	0	0	**0**	5	0	89	0	0	**89**	0	3	0	5	0	**8**	3	0	77	0	0	**77**	0	**174**
4:15PM	1	1	3	0	**5**	0	0	95	1	0	**96**	1	4	0	1	0	**5**	2	1	75	0	0	**76**	0	**182**
4:30PM	4	0	4	0	**8**	0	0	96	0	0	**96**	0	3	0	3	0	**6**	2	1	96	0	0	**97**	0	**207**
4:45PM	0	0	0	0	**0**	3	0	102	0	0	**102**	0	0	0	4	0	**4**	2	4	96	0	0	**100**	0	**206**
Hourly Total	5	1	7	0	**13**	8	0	382	1	0	**383**	1	10	0	13	0	**23**	9	6	344	0	0	**350**	0	**769**
5:00PM	0	1	1	0	**2**	0	0	111	1	0	**112**	0	7	0	11	0	**18**	0	0	118	0	0	**118**	0	**250**
5:15PM	1	0	0	0	**1**	1	0	75	0	0	**75**	0	4	0	5	0	**9**	0	1	93	0	0	**94**	0	**179**

Leg Direction	Access Southbound						2nd St Westbound						Alley Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
5:30PM	0	0	0	0	**0**	0	0	94	1	0	**95**	0	1	0	1	0	**2**	2	0	91	0	0	**91**	0	**188**
5:45PM	0	0	0	0	**0**	1	0	82	0	0	**82**	0	1	0	1	0	**2**	2	0	79	0	0	**79**	0	**163**
Hourly Total	1	1	1	0	**3**	2	0	362	2	0	**364**	0	13	0	18	0	**31**	4	1	381	0	0	**382**	0	**780**
6:00PM	0	0	0	0	**0**	0	0	81	2	0	**83**	0	3	0	5	0	**8**	0	1	80	0	0	**81**	0	**172**
6:15PM	0	0	0	0	**0**	0	0	79	0	0	**79**	0	2	0	1	0	**3**	2	1	70	0	0	**71**	0	**153**
6:30PM	0	0	0	0	**0**	1	0	75	0	0	**75**	0	1	0	3	0	**4**	0	2	70	0	0	**72**	0	**151**
6:45PM	0	0	0	0	**0**	0	0	90	1	0	**91**	0	1	0	1	0	**2**	4	0	70	0	0	**70**	0	**163**
Hourly Total	0	0	0	0	**0**	1	0	325	3	0	**328**	0	7	0	10	0	**17**	6	4	290	0	0	**294**	0	**639**
Total	17	2	11	0	**30**	71	17	3909	45	0	**3971**	7	74	0	107	0	**181**	56	113	3502	12	3	**3630**	1	**7812**
% Approach	56.7%	6.7%	36.7%	0%	**-**	-	0.4%	98.4%	1.1%	0%	**-**	-	40.9%	0%	59.1%	0%	**-**	-	3.1%	96.5%	0.3%	0.1%	**-**	-	**-**
% Total	0.2%	0%	0.1%	0%	**0.4%**	-	0.2%	50.0%	0.6%	0%	**50.8%**	-	0.9%	0%	1.4%	0%	**2.3%**	-	1.4%	44.8%	0.2%	0%	**46.5%**	-	**-**
Lights	17	2	11	0	**30**	-	17	3858	39	0	**3914**	-	70	0	106	0	**176**	-	110	3448	12	3	**3573**	-	7693
% Lights	100%	100%	100%	0%	**100%**	-	100%	98.7%	86.7%	0%	**98.6%**	-	94.6%	0%	99.1%	0%	**97.2%**	-	97.3%	98.5%	100%	100%	**98.4%**	-	98.5%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	49	6	0	**55**	-	4	0	1	0	**5**	-	3	51	0	0	**54**	-	114
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.3%	13.3%	0%	**1.4%**	-	5.4%	0%	0.9%	0%	**2.8%**	-	2.7%	1.5%	0%	0%	**1.5%**	-	1.5%
Pedestrians	-	-	-	-	-	69	-	-	-	-	-	7	-	-	-	-	-	55	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	97.2%	-	-	-	-	-	100%	-	-	-	-	-	98.2%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	2.8%	-	-	-	-	-	0%	-	-	-	-	-	1.8%	-	-	-	-	-	0%	-

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

2nd and City Hall Alley - TMC
Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065173, Location: 38.914261, -94.376536

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and City Hall Alley - TMC

Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065173, Location: 38.914261, -94.376536

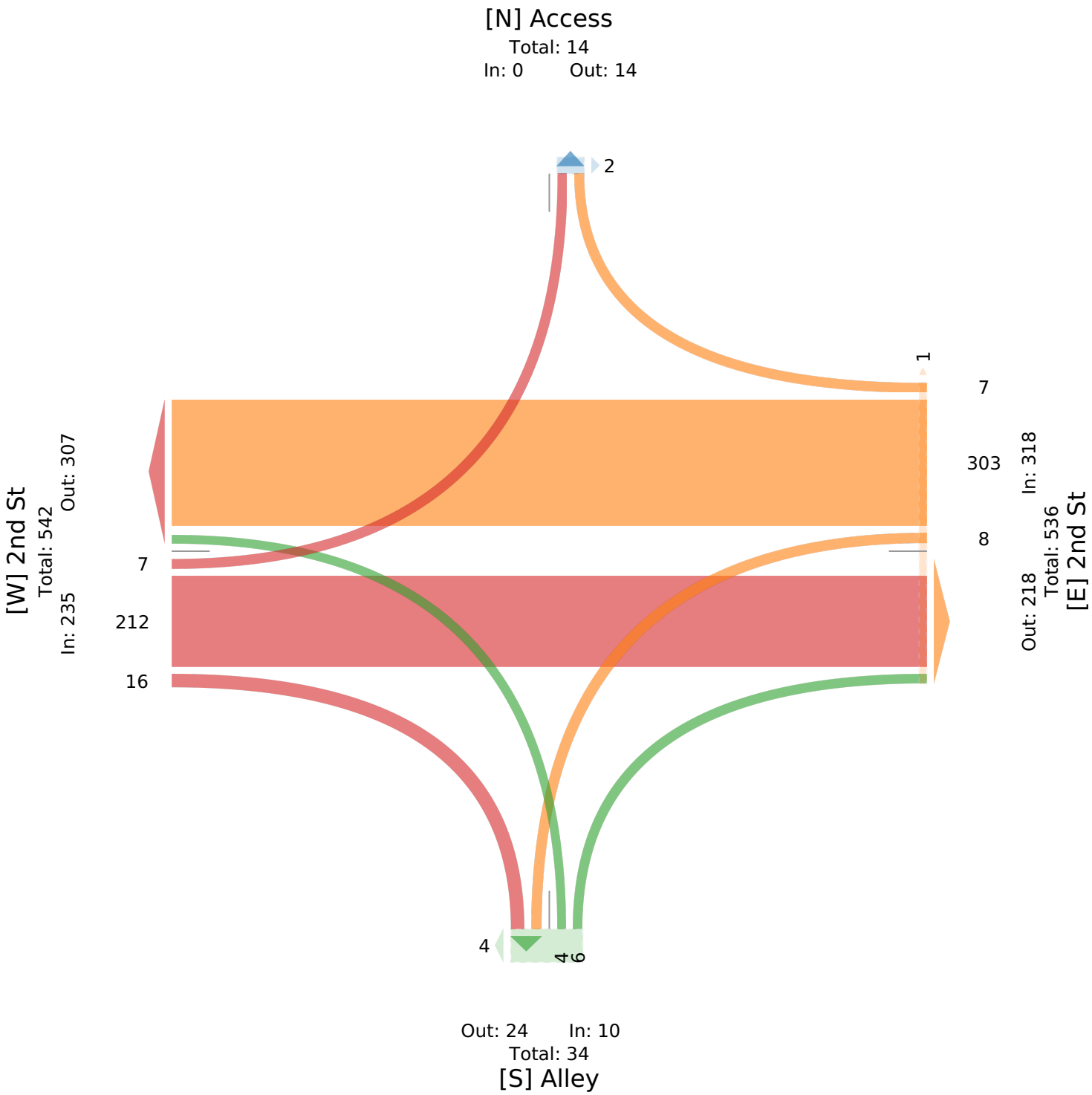
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Access Southbound						2nd St Westbound						Alley Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 7:30AM	0	0	0	0	**0**	0	1	75	0	0	**76**	0	0	0	1	0	**1**	3	2	52	1	0	**55**	0	**132**
7:45AM	0	0	0	0	**0**	1	3	84	4	0	**91**	0	2	0	0	0	**2**	1	5	56	4	0	**65**	0	**158**
8:00AM	0	0	0	0	**0**	1	1	77	0	0	**78**	1	4	0	2	0	**6**	0	4	48	0	0	**52**	0	**136**
8:15AM	0	0	0	0	**0**	0	2	67	4	0	**73**	0	0	0	1	0	**1**	0	5	56	2	0	**63**	0	**137**
Total	0	0	0	0	**0**	2	7	303	8	0	**318**	1	6	0	4	0	**10**	4	16	212	7	0	**235**	0	**563**
% Approach	0%	0%	0%	0%	**-**	-	2.2%	95.3%	2.5%	0%	**-**	-	60.0%	0%	40.0%	0%	**-**	-	6.8%	90.2%	3.0%	0%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	1.2%	53.8%	1.4%	0%	**56.5%**	-	1.1%	0%	0.7%	0%	**1.8%**	-	2.8%	37.7%	1.2%	0%	**41.7%**	-	-
PHF	-	-	-	-	**-**	-	0.583	0.902	0.500	-	**0.874**	-	0.375	-	0.500	-	**0.417**	-	0.800	0.946	0.438	-	**0.904**	-	0.891
Lights	0	0	0	0	**0**	-	7	297	8	0	**312**	-	6	0	4	0	**10**	-	16	207	7	0	**230**	-	552
% Lights	0%	0%	0%	0%	**-**	-	100%	98.0%	100%	0%	**98.1%**	-	100%	0%	100%	0%	**100%**	-	100%	97.6%	100%	0%	**97.9%**	-	98.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	11
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	2.0%	0%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	0%	2.4%	0%	0%	**2.1%**	-	2.0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and City Hall Alley - TMC
Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065173, Location: 38.914261, -94.376536

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and City Hall Alley - TMC

Wed May 10, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065173, Location: 38.914261, -94.376536

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

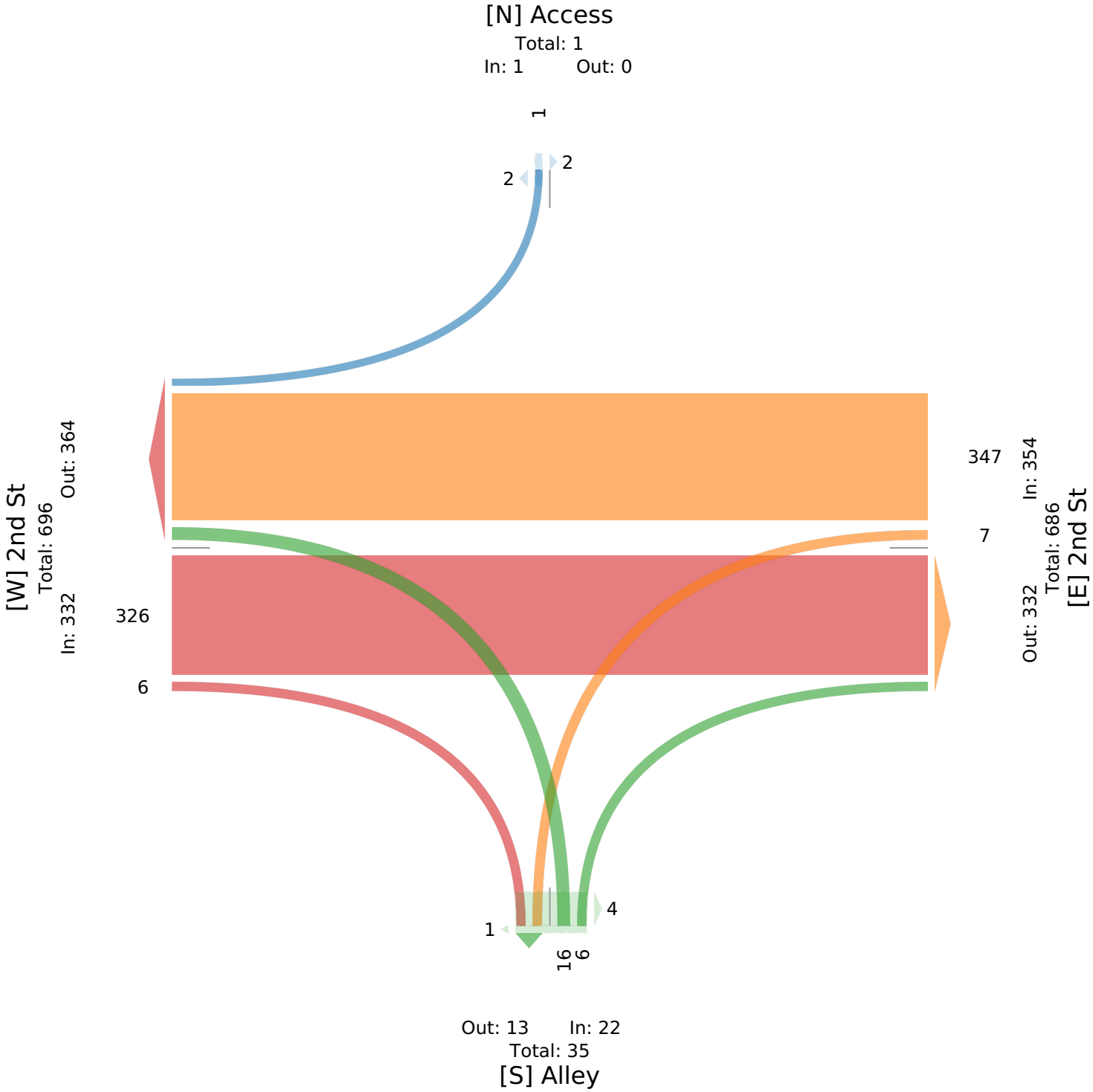
Leg / Direction	Access Southbound						2nd St Westbound						Alley Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 11:45AM	0	0	0	0	**0**	0	0	97	0	0	**97**	0	2	0	3	0	**5**	0	0	70	0	0	**70**	0	**172**
12:00PM	0	0	0	0	**0**	1	0	70	3	0	**73**	0	2	0	3	0	**5**	3	2	94	0	0	**96**	0	**174**
12:15PM	1	0	0	0	**1**	2	0	96	0	0	**96**	0	1	0	5	0	**6**	0	2	78	0	0	**80**	0	**183**
12:30PM	0	0	0	0	**0**	1	0	84	4	0	**88**	0	1	0	5	0	**6**	2	2	84	0	0	**86**	0	**180**
Total	1	0	0	0	**1**	4	0	347	7	0	**354**	0	6	0	16	0	**22**	5	6	326	0	0	**332**	0	**709**
% Approach	100%	0%	0%	0%	**-**	-	0%	98.0%	2.0%	0%	**-**	-	27.3%	0%	72.7%	0%	**-**	-	1.8%	98.2%	0%	0%	**-**	-	-
% Total	0.1%	0%	0%	0%	**0.1%**	-	0%	48.9%	1.0%	0%	**49.9%**	-	0.8%	0%	2.3%	0%	**3.1%**	-	0.8%	46.0%	0%	0%	**46.8%**	-	-
PHF	0.250	-	-	-	**0.250**	-	-	0.894	0.438	-	**0.912**	-	0.750	-	0.800	-	**0.917**	-	0.750	0.867	-	-	**0.865**	-	0.969
Lights	1	0	0	0	**1**	-	0	345	5	0	**350**	-	5	0	16	0	**21**	-	6	320	0	0	**326**	-	698
% Lights	100%	0%	0%	0%	**100%**	-	0%	99.4%	71.4%	0%	**98.9%**	-	83.3%	0%	100%	0%	**95.5%**	-	100%	98.2%	0%	0%	**98.2%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	2	2	0	**4**	-	1	0	0	0	**1**	-	0	6	0	0	**6**	-	11
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.6%	28.6%	0%	**1.1%**	-	16.7%	0%	0%	0%	**4.5%**	-	0%	1.8%	0%	0%	**1.8%**	-	1.6%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and City Hall Alley - TMC

Wed May 10, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065173, Location: 38.914261, -94.376536

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and City Hall Alley - TMC

Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065173, Location: 38.914261, -94.376536

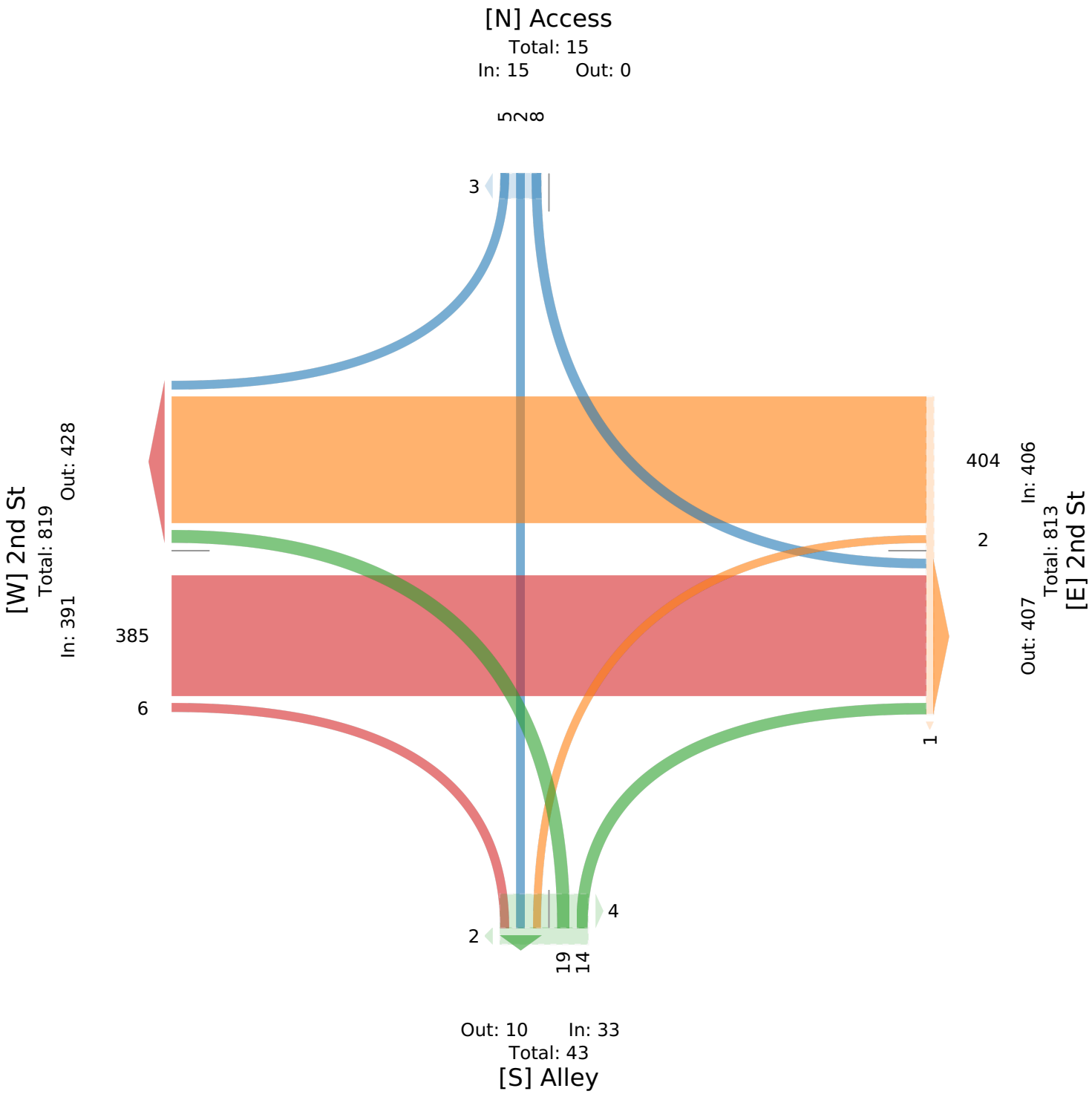
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Access Southbound						2nd St Westbound						Alley Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 4:15PM	1	1	3	0	**5**	0	0	95	1	0	**96**	1	4	0	1	0	**5**	2	1	75	0	0	**76**	0	**182**
4:30PM	4	0	4	0	**8**	0	0	96	0	0	**96**	0	3	0	3	0	**6**	2	1	96	0	0	**97**	0	**207**
4:45PM	0	0	0	0	**0**	3	0	102	0	0	**102**	0	0	0	4	0	**4**	2	4	96	0	0	**100**	0	**206**
5:00PM	0	1	1	0	**2**	0	0	111	1	0	**112**	0	7	0	11	0	**18**	0	0	118	0	0	**118**	0	**250**
Total	5	2	8	0	**15**	3	0	404	2	0	**406**	1	14	0	19	0	**33**	6	6	385	0	0	**391**	0	**845**
% Approach	33.3%	13.3%	53.3%	0%	**-**	-	0%	99.5%	0.5%	0%	**-**	-	42.4%	0%	57.6%	0%	**-**	-	1.5%	98.5%	0%	0%	**-**	-	-
% Total	0.6%	0.2%	0.9%	0%	**1.8%**	-	0%	47.8%	0.2%	0%	**48.0%**	-	1.7%	0%	2.2%	0%	**3.9%**	-	0.7%	45.6%	0%	0%	**46.3%**	-	-
PHF	0.313	0.500	0.500	-	**0.469**	-	-	0.910	0.500	-	**0.906**	-	0.500	-	0.432	-	**0.458**	-	0.375	0.816	-	-	**0.828**	-	0.845
Lights	5	2	8	0	**15**	-	0	399	2	0	**401**	-	14	0	19	0	**33**	-	6	383	0	0	**389**	-	838
% Lights	100%	100%	100%	0%	**100%**	-	0%	98.8%	100%	0%	**98.8%**	-	100%	0%	100%	0%	**100%**	-	100%	99.5%	0%	0%	**99.5%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	7
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.2%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.8%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and City Hall Alley - TMC
Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065173, Location: 38.914261, -94.376536

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Douglas - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065181, Location: 38.913933, -94.377216

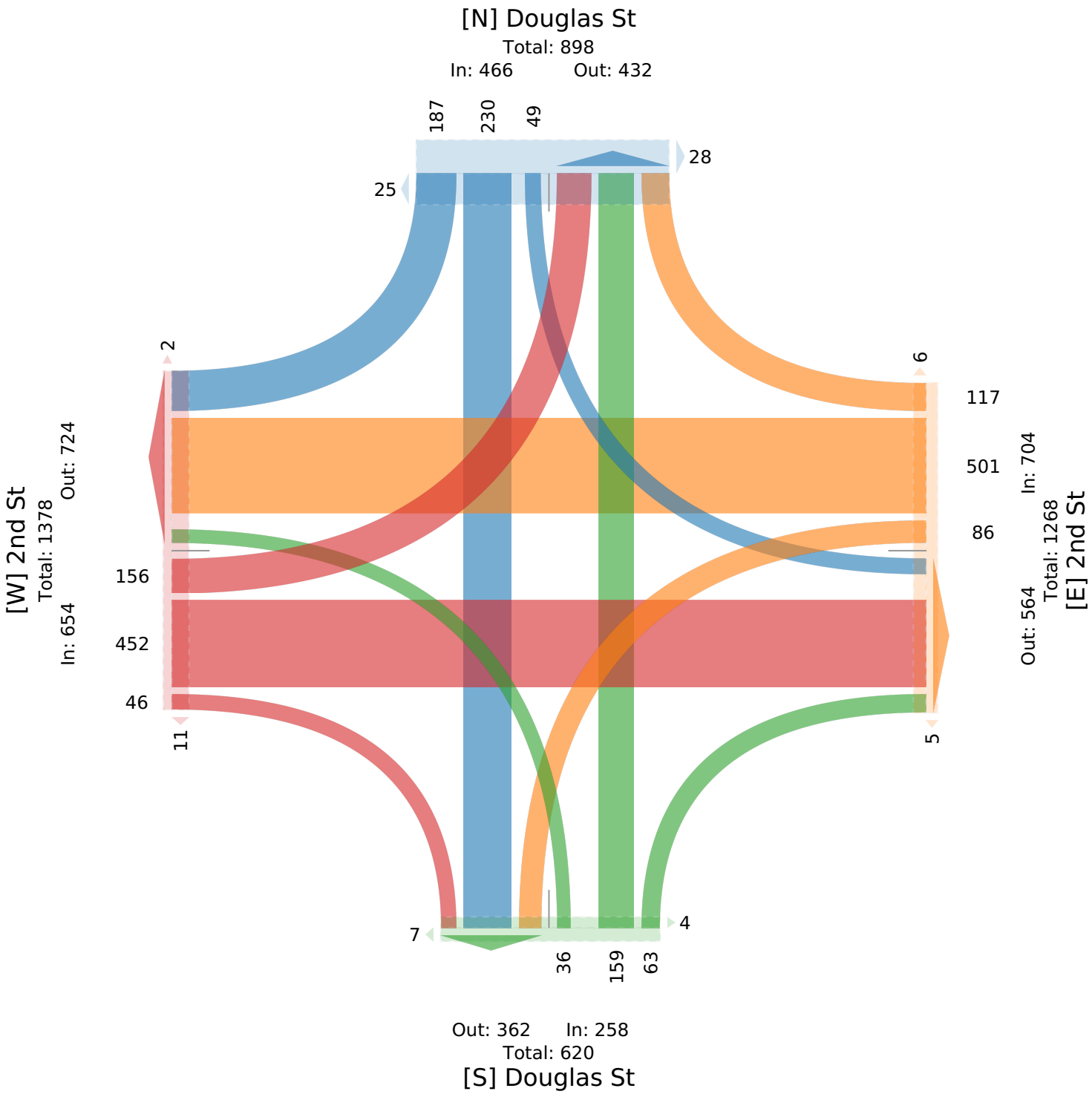
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Douglas St						2nd St						Douglas St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	15	22	0	0	**37**	17	8	51	10	0	**69**	2	3	14	3	0	**20**	0	4	42	19	0	**65**	0	**191**
6:45PM	19	21	0	0	**40**	2	12	49	6	0	**67**	3	8	14	2	0	**24**	0	3	41	11	0	**55**	0	**186**
Hourly Total	34	43	0	0	**77**	19	20	100	16	0	**136**	5	11	28	5	0	**44**	0	7	83	30	0	**120**	0	**377**
7:00PM	22	19	0	0	**41**	0	10	40	4	0	**54**	0	5	7	1	0	**13**	4	8	41	18	0	**67**	2	**175**
7:15PM	26	20	0	0	**46**	3	15	41	7	0	**63**	1	6	10	5	0	**21**	0	3	39	9	0	**51**	0	**181**
7:30PM	17	12	10	0	**39**	4	6	42	5	0	**53**	0	3	17	2	0	**22**	0	5	26	18	0	**49**	5	**163**
7:45PM	15	31	3	0	**49**	5	10	41	5	0	**56**	2	8	13	6	0	**27**	0	1	36	11	0	**48**	1	**180**
Hourly Total	80	82	13	0	**175**	12	41	164	21	0	**226**	3	22	47	14	0	**83**	4	17	142	56	0	**215**	8	**699**
8:00PM	14	17	15	0	**46**	7	5	51	11	0	**67**	1	4	16	1	0	**21**	0	2	46	17	0	**65**	1	**199**
8:15PM	18	15	3	0	**36**	2	17	38	9	0	**64**	1	4	20	2	0	**26**	0	0	36	8	0	**44**	2	**170**
8:30PM	11	17	7	0	**35**	4	12	36	6	0	**54**	0	6	17	6	0	**29**	1	7	30	9	0	**46**	0	**164**
8:45PM	11	21	2	0	**34**	3	8	34	10	0	**52**	0	2	11	2	0	**15**	0	5	48	17	0	**70**	1	**171**
Hourly Total	54	70	27	0	**151**	16	42	159	36	0	**237**	2	16	64	11	0	**91**	1	14	160	51	0	**225**	4	**704**
9:00PM	9	13	3	0	**25**	5	5	47	9	0	**61**	0	10	8	2	0	**20**	2	2	32	9	0	**43**	0	**149**
9:15PM	10	22	6	0	**38**	1	9	31	4	0	**44**	1	4	12	4	0	**20**	4	6	35	10	0	**51**	1	**153**
Hourly Total	19	35	9	0	**63**	6	14	78	13	0	**105**	1	14	20	6	0	**40**	6	8	67	19	0	**94**	1	**302**
Total	187	230	49	0	**466**	53	117	501	86	0	**704**	11	63	159	36	0	**258**	11	46	452	156	0	**654**	13	**2082**
% Approach	40.1%	49.4%	10.5%	0%	**-**	-	16.6%	71.2%	12.2%	0%	**-**	-	24.4%	61.6%	14.0%	0%	**-**	-	7.0%	69.1%	23.9%	0%	**-**	-	-
% Total	9.0%	11.0%	2.4%	0%	**22.4%**	-	5.6%	24.1%	4.1%	0%	**33.8%**	-	3.0%	7.6%	1.7%	0%	**12.4%**	-	2.2%	21.7%	7.5%	0%	**31.4%**	-	-
Lights	187	229	49	0	**465**	-	117	500	86	0	**703**	-	62	159	35	0	**256**	-	46	452	156	0	**654**	-	2078
% Lights	100%	99.6%	100%	0%	**99.8%**	-	100%	99.8%	100%	0%	**99.9%**	-	98.4%	100%	97.2%	0%	**99.2%**	-	100%	100%	100%	0%	**100%**	-	99.8%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.4%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1	0	1	0	**2**	-	0	0	0	0	**0**	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	1.6%	0%	2.8%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	53	-	-	-	-	-	9	-	-	-	-	-	11	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	81.8%	-	-	-	-	-	100%	-	-	-	-	-	84.6%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	18.2%	-	-	-	-	-	0%	-	-	-	-	-	15.4%	-

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

2nd and Douglas - TMC
Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065181, Location: 38.913933, -94.377216

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Douglas - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065181, Location: 38.913933, -94.377216

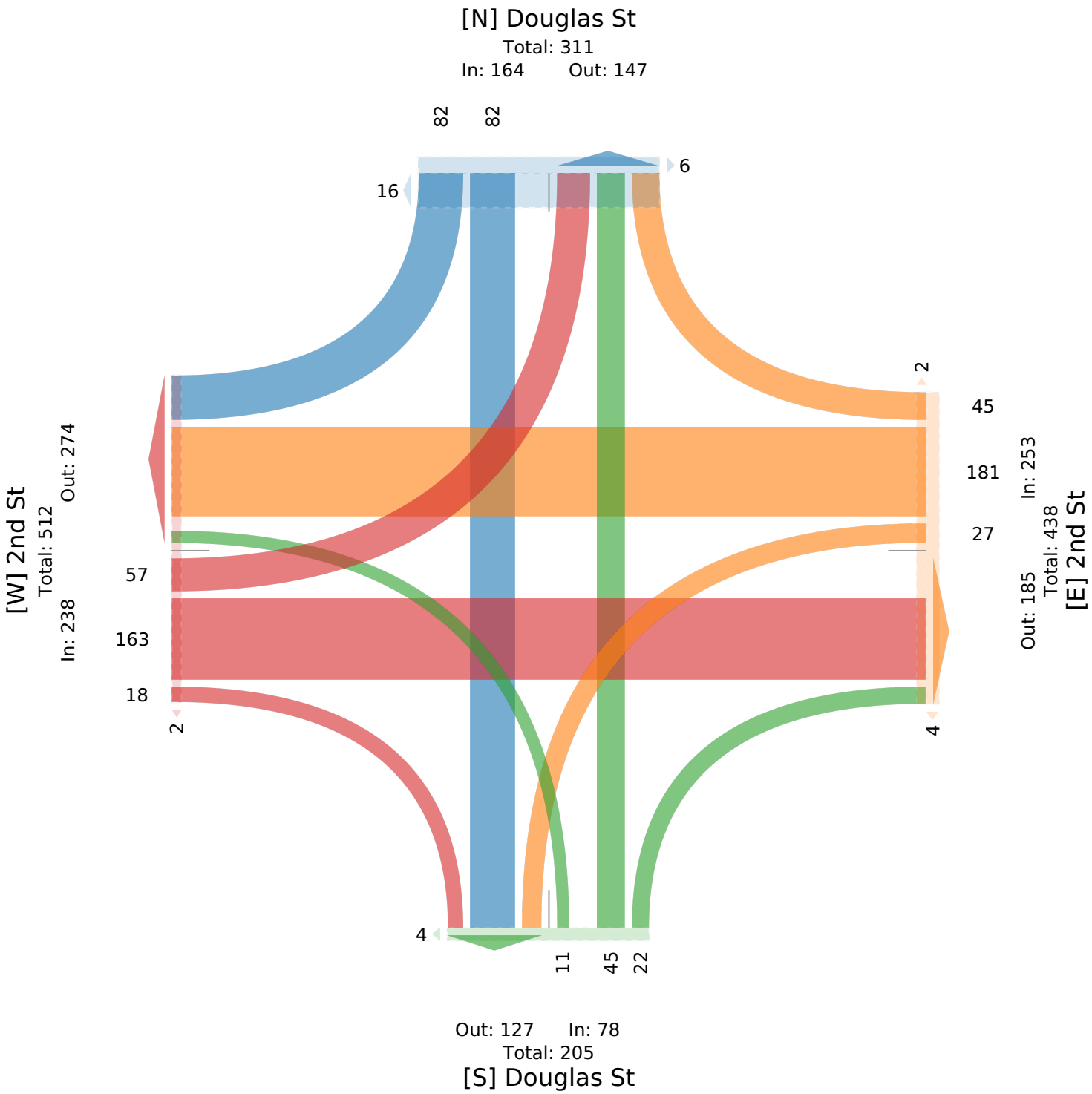
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Douglas St						2nd St						Douglas St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	15	22	0	0	**37**	17	8	51	10	0	**69**	2	3	14	3	0	**20**	0	4	42	19	0	**65**	0	**191**
6:45PM	19	21	0	0	**40**	2	12	49	6	0	**67**	3	8	14	2	0	**24**	0	3	41	11	0	**55**	0	**186**
7:00PM	22	19	0	0	**41**	0	10	40	4	0	**54**	0	5	7	1	0	**13**	4	8	41	18	0	**67**	2	**175**
7:15PM	26	20	0	0	**46**	3	15	41	7	0	**63**	1	6	10	5	0	**21**	0	3	39	9	0	**51**	0	**181**
Total	82	82	0	0	**164**	22	45	181	27	0	**253**	6	22	45	11	0	**78**	4	18	163	57	0	**238**	2	**733**
% Approach	50.0%	50.0%	0%	0%	**-**	-	17.8%	71.5%	10.7%	0%	**-**	-	28.2%	57.7%	14.1%	0%	**-**	-	7.6%	68.5%	23.9%	0%	**-**	-	-
% Total	11.2%	11.2%	0%	0%	**22.4%**	-	6.1%	24.7%	3.7%	0%	**34.5%**	-	3.0%	6.1%	1.5%	0%	**10.6%**	-	2.5%	22.2%	7.8%	0%	**32.5%**	-	-
PHF	0.788	0.932	-	-	**0.891**	-	0.750	0.887	0.675	-	**0.917**	-	0.688	0.804	0.550	-	**0.813**	-	0.563	0.970	0.750	-	**0.888**	-	0.959
Lights	82	81	0	0	**163**	-	45	181	27	0	**253**	-	21	45	11	0	**77**	-	18	163	57	0	**238**	-	731
% Lights	100%	98.8%	0%	0%	**99.4%**	-	100%	100%	100%	0%	**100%**	-	95.5%	100%	100%	0%	**98.7%**	-	100%	100%	100%	0%	**100%**	-	99.7%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	1.2%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	4.5%	0%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	22	-	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

2nd and Douglas - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065181, Location: 38.913933, -94.377216

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Douglas - TMC

Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065196, Location: 38.913933, -94.377216

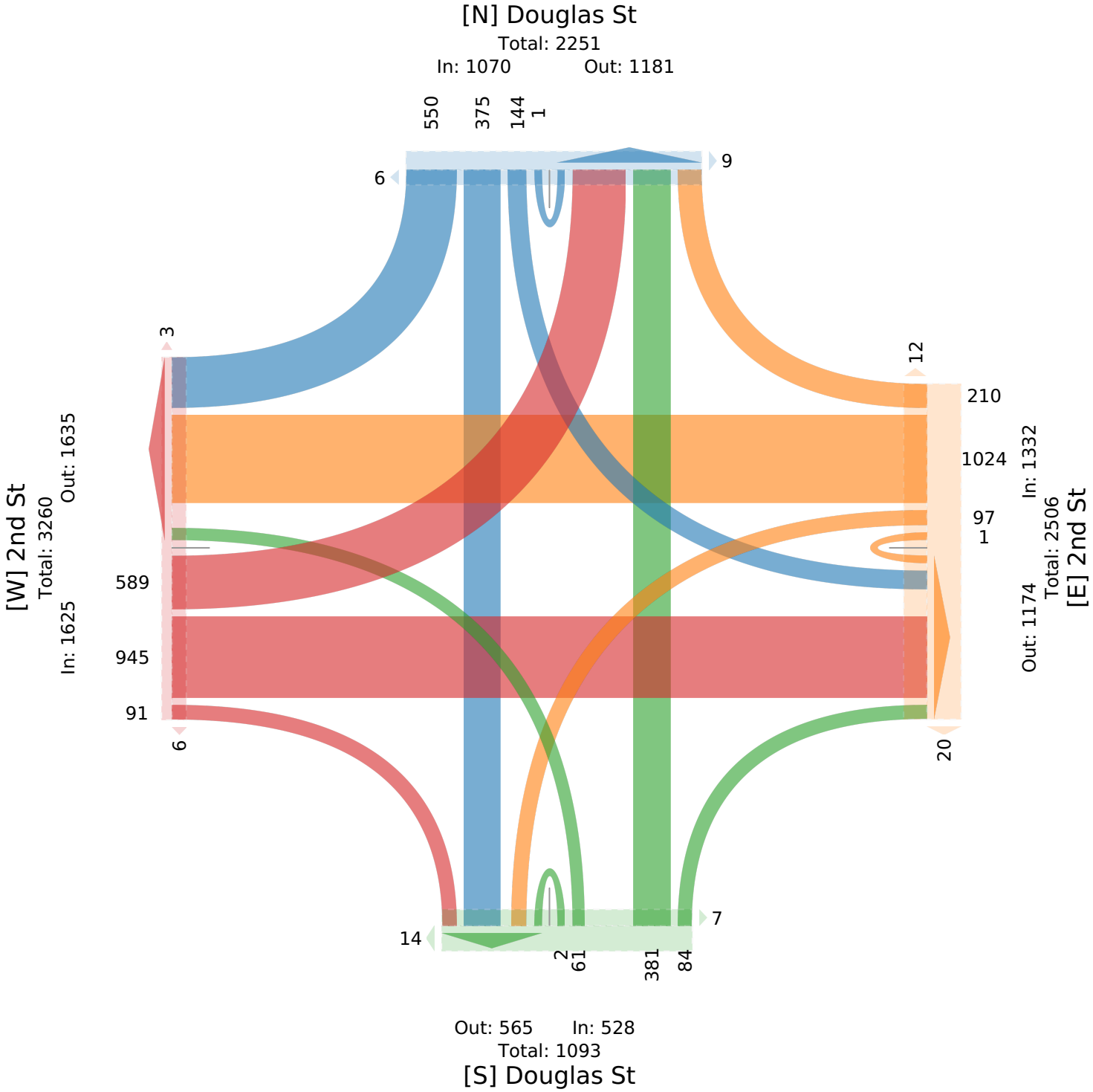
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Douglas St						2nd St						Douglas St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 7:00AM	19	14	6	0	**39**	0	4	41	4	0	**49**	0	1	21	2	0	**24**	3	2	27	37	0	**66**	0	**178**
7:15AM	26	5	8	0	**39**	0	10	48	1	0	**59**	0	3	26	3	0	**32**	2	8	45	50	0	**103**	0	**233**
7:30AM	24	11	8	0	**43**	0	8	63	5	0	**76**	1	2	25	5	0	**32**	3	3	46	59	0	**108**	0	**259**
7:45AM	23	17	9	0	**49**	0	12	68	3	0	**83**	2	1	31	2	0	**34**	1	5	53	59	0	**117**	1	**283**
Hourly Total	92	47	31	0	**170**	0	34	220	13	0	**267**	3	7	103	12	0	**122**	9	18	171	205	0	**394**	1	**953**
8:00AM	26	14	14	0	**54**	3	15	61	3	0	**79**	4	5	18	5	0	**28**	2	1	33	40	0	**74**	2	**235**
8:15AM	18	16	9	0	**43**	0	9	48	9	0	**66**	6	5	17	2	0	**24**	4	3	48	28	0	**79**	0	**212**
8:30AM	19	16	13	0	**48**	0	5	55	4	0	**64**	3	5	15	3	0	**23**	0	5	40	31	0	**76**	0	**211**
8:45AM	27	27	8	0	**62**	0	11	51	11	1	**74**	7	7	21	2	0	**30**	0	2	49	30	0	**81**	0	**247**
Hourly Total	90	73	44	0	**207**	3	40	215	27	1	**283**	20	22	71	12	0	**105**	6	11	170	129	0	**310**	2	**905**
4:00PM	42	35	11	1	**89**	3	18	68	5	0	**91**	0	6	26	2	0	**34**	0	8	57	25	0	**90**	0	**304**
4:15PM	51	30	5	0	**86**	1	14	80	7	0	**101**	1	0	25	2	1	**28**	1	11	73	34	0	**118**	0	**333**
4:30PM	50	33	12	0	**95**	0	25	70	5	0	**100**	0	9	25	10	0	**44**	2	4	75	24	0	**103**	0	**342**
4:45PM	45	44	9	0	**98**	2	18	75	17	0	**110**	2	6	29	10	0	**45**	0	17	89	37	0	**143**	1	**396**
Hourly Total	188	142	37	1	**368**	6	75	293	34	0	**402**	3	21	105	24	1	**151**	3	40	294	120	0	**454**	1	**1375**
5:00PM	54	25	10	0	**89**	3	22	93	8	0	**123**	0	15	32	4	1	**52**	0	3	90	31	0	**124**	2	**388**
5:15PM	54	34	9	0	**97**	0	10	63	8	0	**81**	0	6	32	5	0	**43**	0	4	77	22	0	**103**	0	**324**
5:30PM	39	32	7	0	**78**	0	15	73	3	0	**91**	1	5	20	0	0	**25**	2	6	76	37	0	**119**	0	**313**
5:45PM	33	22	6	0	**61**	3	14	67	4	0	**85**	5	8	18	4	0	**30**	1	9	67	45	0	**121**	3	**297**
Hourly Total	180	113	32	0	**325**	6	61	296	23	0	**380**	6	34	102	13	1	**150**	3	22	310	135	0	**467**	5	**1322**
Total	550	375	144	1	**1070**	15	210	1024	97	1	**1332**	32	84	381	61	2	**528**	21	91	945	589	0	**1625**	9	**4555**
% Approach	51.4%	35.0%	13.5%	0.1%	**-**	-	15.8%	76.9%	7.3%	0.1%	**-**	-	15.9%	72.2%	11.6%	0.4%	**-**	-	5.6%	58.2%	36.2%	0%	**-**	-	**-**
% Total	12.1%	8.2%	3.2%	0%	**23.5%**	-	4.6%	22.5%	2.1%	0%	**29.2%**	-	1.8%	8.4%	1.3%	0%	**11.6%**	-	2.0%	20.7%	12.9%	0%	**35.7%**	-	**-**
Lights	540	371	140	1	**1052**	-	207	1014	96	1	**1318**	-	84	371	60	2	**517**	-	89	934	584	0	**1607**	-	4494
% Lights	98.2%	98.9%	97.2%	100%	**98.3%**	-	98.6%	99.0%	99.0%	100%	**98.9%**	-	100%	97.4%	98.4%	100%	**97.9%**	-	97.8%	98.8%	99.2%	0%	**98.9%**	-	98.7%
Articulated Trucks	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0.3%	0.7%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	10	3	3	0	**16**	-	3	10	1	0	**14**	-	0	9	1	0	**10**	-	2	10	5	0	**17**	-	57
% Buses and Single-Unit Trucks	1.8%	0.8%	2.1%	0%	**1.5%**	-	1.4%	1.0%	1.0%	0%	**1.1%**	-	0%	2.4%	1.6%	0%	**1.9%**	-	2.2%	1.1%	0.8%	0%	**1.0%**	-	1.3%
Pedestrians	-	-	-	-	-	15	-	-	-	-	-	31	-	-	-	-	-	21	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	96.9%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	3.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

2nd and Douglas - TMC
Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065196, Location: 38.913933, -94.377216

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Douglas - TMC

Wed May 10, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065196, Location: 38.913933, -94.377216

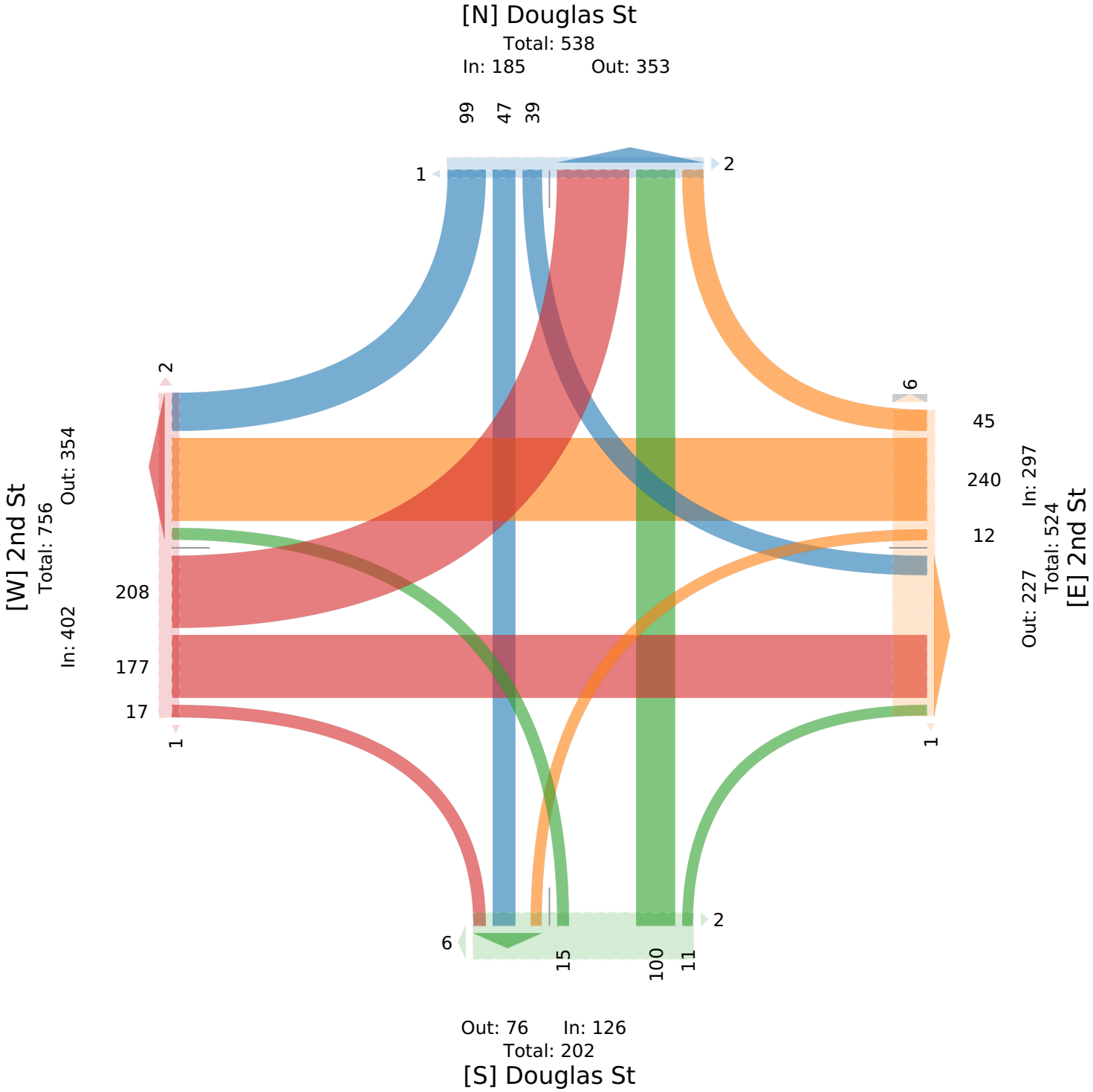
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Douglas St						2nd St						Douglas St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 7:15AM	26	5	8	0	**39**	0	10	48	1	0	**59**	0	3	26	3	0	**32**	2	8	45	50	0	**103**	0	**233**
7:30AM	24	11	8	0	**43**	0	8	63	5	0	**76**	1	2	25	5	0	**32**	3	3	46	59	0	**108**	0	**259**
7:45AM	23	17	9	0	**49**	0	12	68	3	0	**83**	2	1	31	2	0	**34**	1	5	53	59	0	**117**	1	**283**
8:00AM	26	14	14	0	**54**	3	15	61	3	0	**79**	4	5	18	5	0	**28**	2	1	33	40	0	**74**	2	**235**
Total	99	47	39	0	**185**	3	45	240	12	0	**297**	7	11	100	15	0	**126**	8	17	177	208	0	**402**	3	**1010**
% Approach	53.5%	25.4%	21.1%	0%	**-**	-	15.2%	80.8%	4.0%	0%	**-**	-	8.7%	79.4%	11.9%	0%	**-**	-	4.2%	44.0%	51.7%	0%	**-**	-	-
% Total	9.8%	4.7%	3.9%	0%	**18.3%**	-	4.5%	23.8%	1.2%	0%	**29.4%**	-	1.1%	9.9%	1.5%	0%	**12.5%**	-	1.7%	17.5%	20.6%	0%	**39.8%**	-	-
PHF	0.952	0.691	0.696	-	**0.856**	-	0.750	0.882	0.600	-	**0.895**	-	0.550	0.806	0.750	-	**0.926**	-	0.531	0.835	0.881	-	**0.859**	-	0.892
Lights	95	45	38	0	**178**	-	44	236	11	0	**291**	-	11	94	14	0	**119**	-	17	173	206	0	**396**	-	984
% Lights	96.0%	95.7%	97.4%	0%	**96.2%**	-	97.8%	98.3%	91.7%	0%	**98.0%**	-	100%	94.0%	93.3%	0%	**94.4%**	-	100%	97.7%	99.0%	0%	**98.5%**	-	97.4%
Articulated Trucks	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	2.1%	2.6%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	4	1	0	0	**5**	-	1	4	1	0	**6**	-	0	5	1	0	**6**	-	0	4	2	0	**6**	-	23
% Buses and Single-Unit Trucks	4.0%	2.1%	0%	0%	**2.7%**	-	2.2%	1.7%	8.3%	0%	**2.0%**	-	0%	5.0%	6.7%	0%	**4.8%**	-	0%	2.3%	1.0%	0%	**1.5%**	-	2.3%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

2nd and Douglas - TMC
Wed May 10, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065196, Location: 38.913933, -94.377216

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Douglas - TMC

Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065196, Location: 38.913933, -94.377216

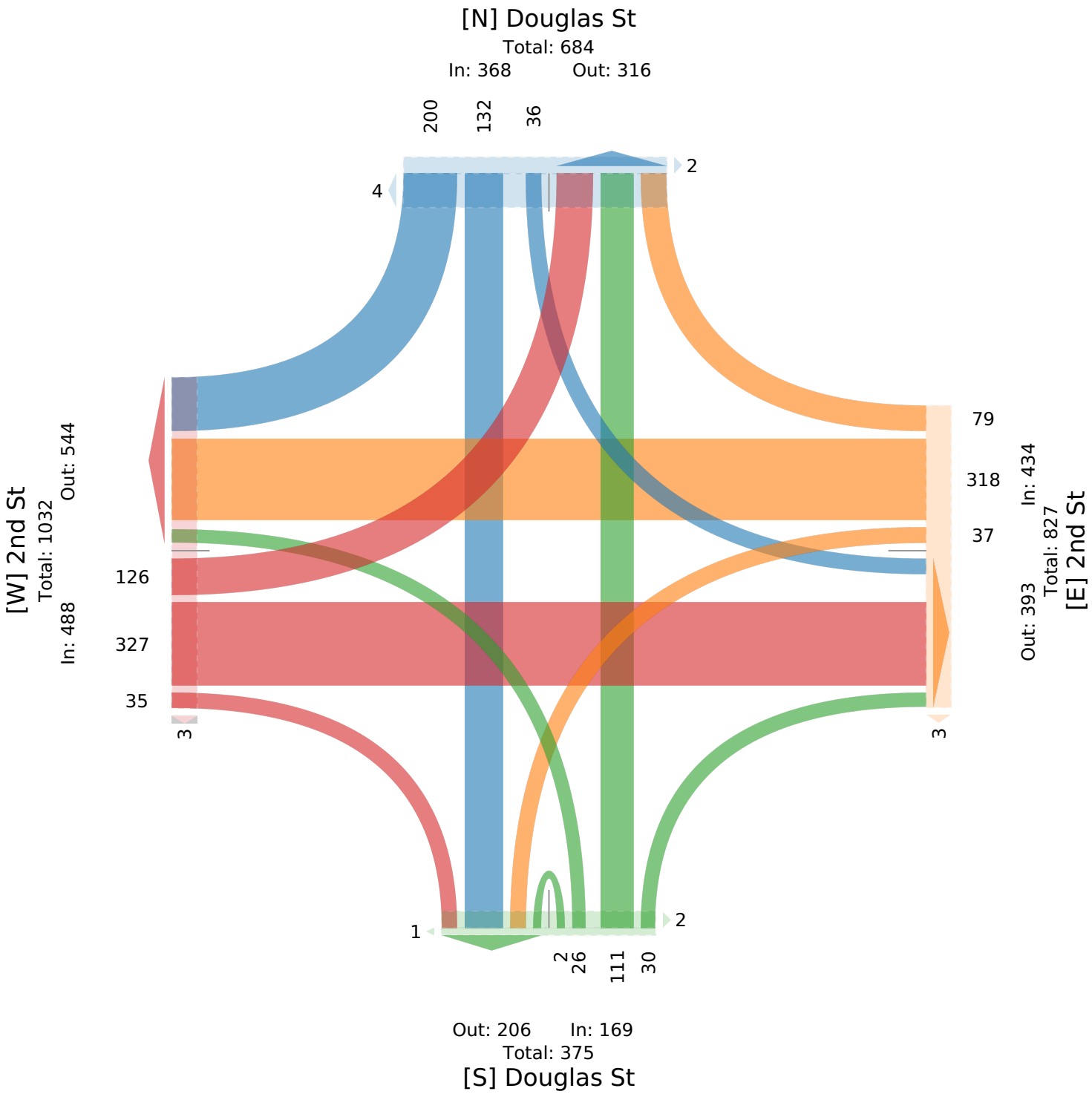
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Douglas St						2nd St						Douglas St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 4:15PM	51	30	5	0	**86**	1	14	80	7	0	**101**	1	0	25	2	1	**28**	1	11	73	34	0	**118**	0	**333**
4:30PM	50	33	12	0	**95**	0	25	70	5	0	**100**	0	9	25	10	0	**44**	2	4	75	24	0	**103**	0	**342**
4:45PM	45	44	9	0	**98**	2	18	75	17	0	**110**	2	6	29	10	0	**45**	0	17	89	37	0	**143**	1	**396**
5:00PM	54	25	10	0	**89**	3	22	93	8	0	**123**	0	15	32	4	1	**52**	0	3	90	31	0	**124**	2	**388**
Total	200	132	36	0	**368**	6	79	318	37	0	**434**	3	30	111	26	2	**169**	3	35	327	126	0	**488**	3	**1459**
% Approach	54.3%	35.9%	9.8%	0%	**-**	-	18.2%	73.3%	8.5%	0%	**-**	-	17.8%	65.7%	15.4%	1.2%	**-**	-	7.2%	67.0%	25.8%	0%	**-**	-	**-**
% Total	13.7%	9.0%	2.5%	0%	**25.2%**	-	5.4%	21.8%	2.5%	0%	**29.7%**	-	2.1%	7.6%	1.8%	0.1%	**11.6%**	-	2.4%	22.4%	8.6%	0%	**33.4%**	-	**-**
PHF	0.926	0.750	0.750		**0.939**	-	0.790	0.855	0.544		**0.882**	-	0.500	0.867	0.650	0.500	**0.813**	-	0.515	0.908	0.851		**0.853**	-	0.921
Lights	198	132	35	0	**365**	-	78	315	37	0	**430**	-	30	111	26	2	**169**	-	35	327	126	0	**488**	-	1452
% Lights	99.0%	100%	97.2%	0%	**99.2%**	-	98.7%	99.1%	100%	0%	**99.1%**	-	100%	100%	100%	100%	**100%**	-	100%	100%	100%	0%	**100%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	2	0	1	0	**3**	-	1	3	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	7
% Buses and Single-Unit Trucks	1.0%	0%	2.8%	0%	**0.8%**	-	1.3%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

2nd and Douglas - TMC
Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065196, Location: 38.913933, -94.377216

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Green - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065183, Location: 38.914589, -94.375681

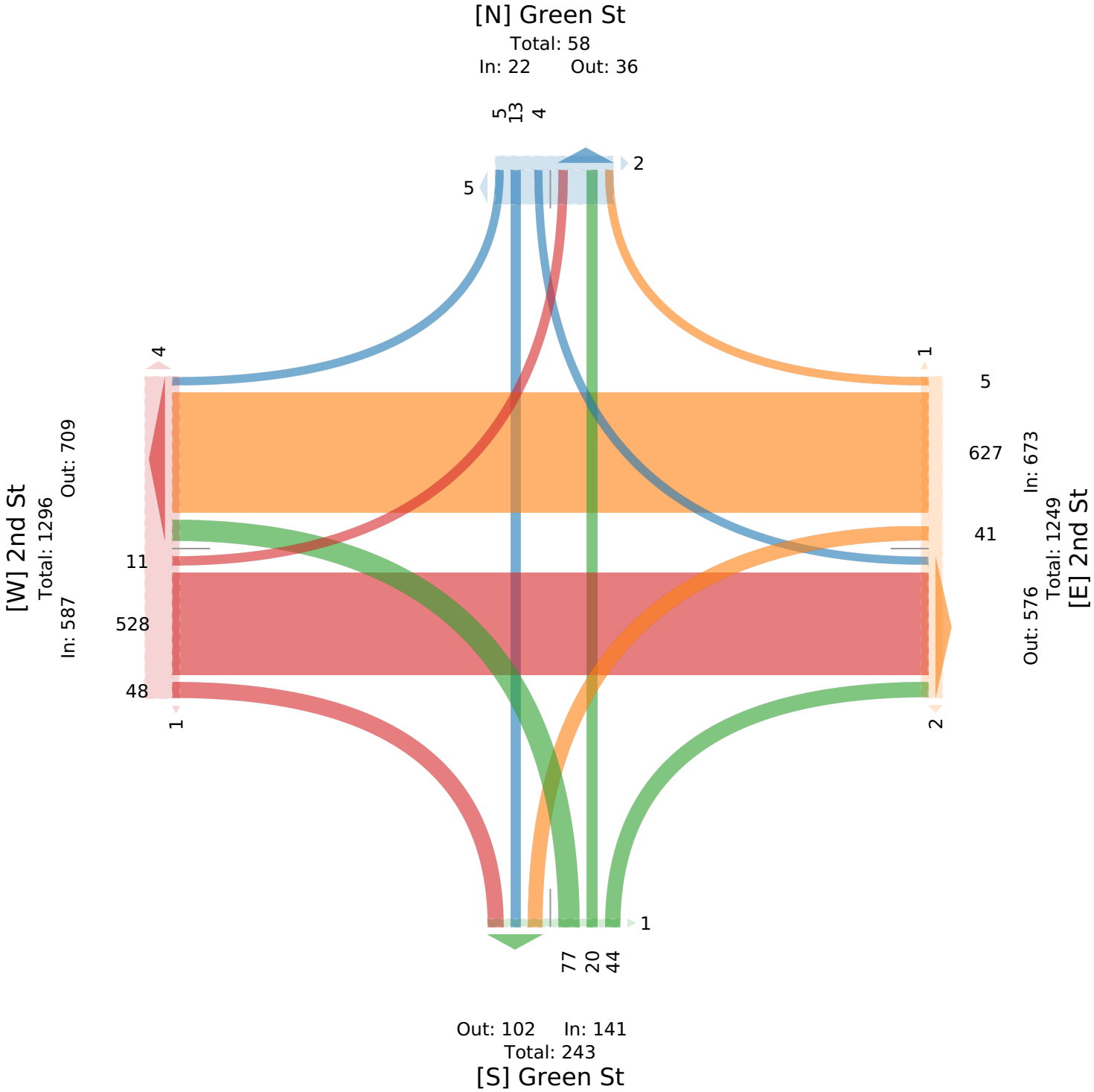
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Green St						2nd St						Green St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	2	0	0	0	**2**	0	0	65	4	0	**69**	0	8	5	9	0	**22**	0	7	43	0	0	**50**	0	**143**
6:45PM	0	2	1	0	**3**	0	1	66	3	0	**70**	2	5	1	4	0	**10**	0	4	50	2	0	**56**	0	**139**
Hourly Total	2	2	1	0	**5**	0	1	131	7	0	**139**	2	13	6	13	0	**32**	0	11	93	2	0	**106**	0	**282**
7:00PM	1	0	1	0	**2**	0	1	45	4	0	**50**	0	7	2	4	0	**13**	0	1	49	2	0	**52**	0	**117**
7:15PM	0	3	0	0	**3**	1	1	54	1	0	**56**	0	1	1	11	0	**13**	0	6	40	0	0	**46**	1	**118**
7:30PM	1	0	0	0	**1**	2	0	49	2	0	**51**	0	1	2	5	0	**8**	0	4	34	1	0	**39**	0	**99**
7:45PM	0	1	0	0	**1**	0	1	53	10	0	**64**	0	0	2	2	0	**4**	0	6	39	1	0	**46**	0	**115**
Hourly Total	2	4	1	0	**7**	3	3	201	17	0	**221**	0	9	7	22	0	**38**	0	17	162	4	0	**183**	1	**449**
8:00PM	0	3	0	0	**3**	2	0	63	2	0	**65**	0	2	1	8	0	**11**	1	3	63	0	0	**66**	2	**145**
8:15PM	0	0	1	0	**1**	1	1	48	3	0	**52**	0	4	1	7	0	**12**	0	3	39	2	0	**44**	0	**109**
8:30PM	0	0	0	0	**0**	0	0	47	2	0	**49**	0	3	2	9	0	**14**	0	4	38	1	0	**43**	0	**106**
8:45PM	0	1	1	0	**2**	0	0	49	2	0	**51**	1	2	2	3	0	**7**	0	4	48	2	0	**54**	0	**114**
Hourly Total	0	4	2	0	**6**	3	1	207	9	0	**217**	1	11	6	27	0	**44**	1	14	188	5	0	**207**	2	**474**
9:00PM	1	2	0	0	**3**	0	0	51	6	0	**57**	0	7	1	10	0	**18**	0	2	42	0	0	**44**	1	**122**
9:15PM	0	1	0	0	**1**	1	0	37	2	0	**39**	0	4	0	5	0	**9**	0	4	43	0	0	**47**	1	**96**
Hourly Total	1	3	0	0	**4**	1	0	88	8	0	**96**	0	11	1	15	0	**27**	0	6	85	0	0	**91**	2	**218**
Total	5	13	4	0	**22**	7	5	627	41	0	**673**	3	44	20	77	0	**141**	1	48	528	11	0	**587**	5	**1423**
% Approach	22.7%	59.1%	18.2%	0%	**-**	-	0.7%	93.2%	6.1%	0%	**-**	-	31.2%	14.2%	54.6%	0%	**-**	-	8.2%	89.9%	1.9%	0%	**-**	-	**-**
% Total	0.4%	0.9%	0.3%	0%	**1.5%**	-	0.4%	44.1%	2.9%	0%	**47.3%**	-	3.1%	1.4%	5.4%	0%	**9.9%**	-	3.4%	37.1%	0.8%	0%	**41.3%**	-	**-**
Lights	5	13	4	0	**22**	-	5	626	41	0	**672**	-	44	20	77	0	**141**	-	48	527	11	0	**586**	-	1421
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.8%	100%	0%	**99.9%**	-	100%	100%	100%	0%	**100%**	-	100%	99.8%	100%	0%	**99.8%**	-	99.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-

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

2nd and Green - TMC
Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065183, Location: 38.914589, -94.375681

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Green - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065183, Location: 38.914589, -94.375681

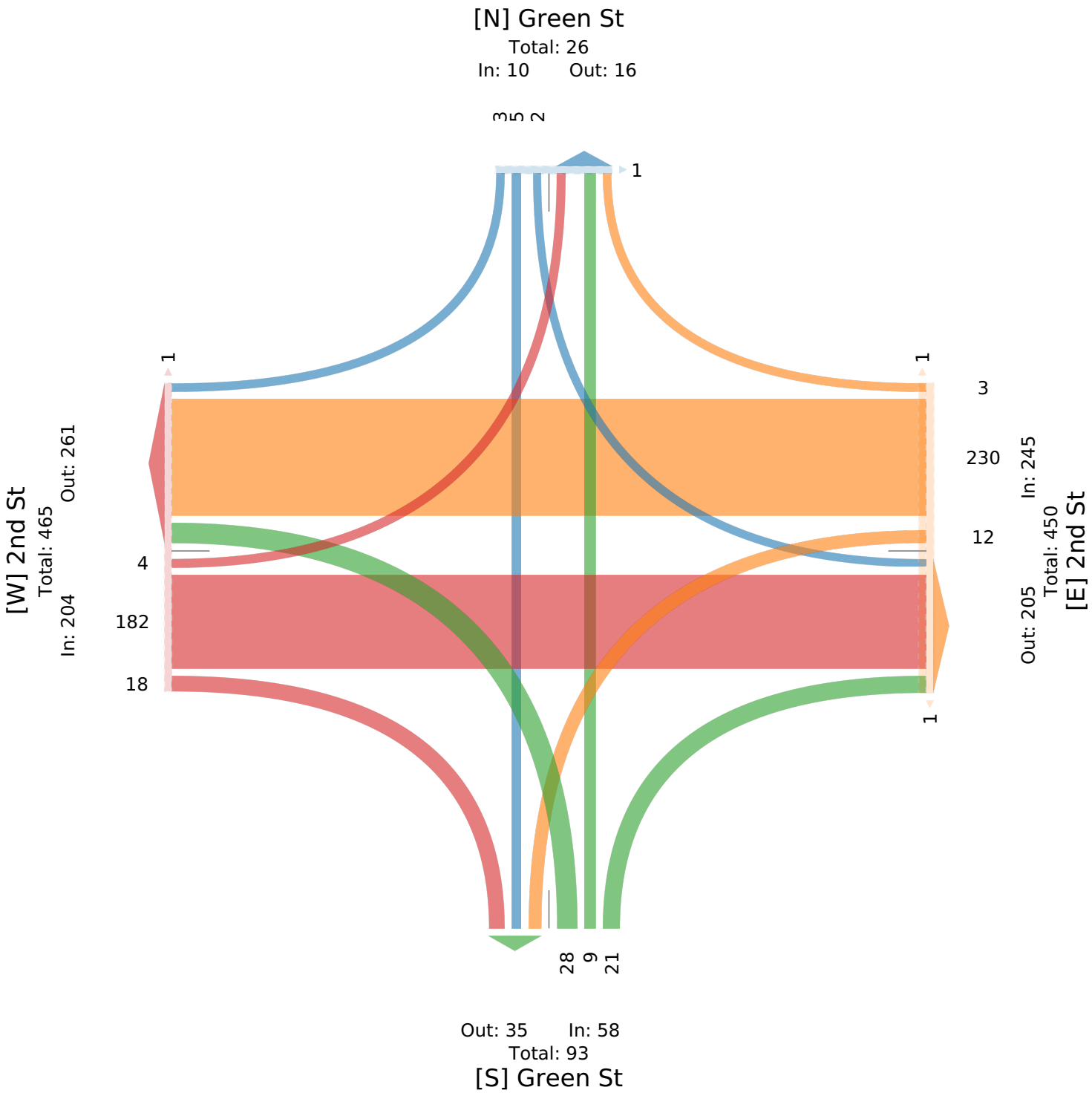
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Green St Southbound						2nd St Westbound						Green St Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	2	0	0	0	**2**	0	0	65	4	0	**69**	0	8	5	9	0	**22**	0	7	43	0	0	**50**	0	**143**
6:45PM	0	2	1	0	**3**	0	1	66	3	0	**70**	2	5	1	4	0	**10**	0	4	50	2	0	**56**	0	**139**
7:00PM	1	0	1	0	**2**	0	1	45	4	0	**50**	0	7	2	4	0	**13**	0	1	49	2	0	**52**	0	**117**
7:15PM	0	3	0	0	**3**	1	1	54	1	0	**56**	0	1	1	11	0	**13**	0	6	40	0	0	**46**	1	**118**
Total	3	5	2	0	**10**	1	3	230	12	0	**245**	2	21	9	28	0	**58**	0	18	182	4	0	**204**	1	**517**
% Approach	30.0%	50.0%	20.0%	0%	**-**	-	1.2%	93.9%	4.9%	0%	**-**	-	36.2%	15.5%	48.3%	0%	**-**	-	8.8%	89.2%	2.0%	0%	**-**	-	**-**
% Total	0.6%	1.0%	0.4%	0%	**1.9%**	-	0.6%	44.5%	2.3%	0%	**47.4%**	-	4.1%	1.7%	5.4%	0%	**11.2%**	-	3.5%	35.2%	0.8%	0%	**39.5%**	-	**-**
PHF	0.375	0.417	0.500	-	**0.833**	-	0.750	0.871	0.750	-	**0.875**	-	0.656	0.450	0.636	-	**0.659**	-	0.643	0.910	0.500	-	**0.911**	-	0.904
Lights	3	5	2	0	**10**	-	3	230	12	0	**245**	-	21	9	28	0	**58**	-	18	181	4	0	**203**	-	516
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.5%	100%	0%	**99.5%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

2nd and Green - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065183, Location: 38.914589, -94.375681

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Green - TMC

Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065174, Location: 38.914589, -94.375681

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

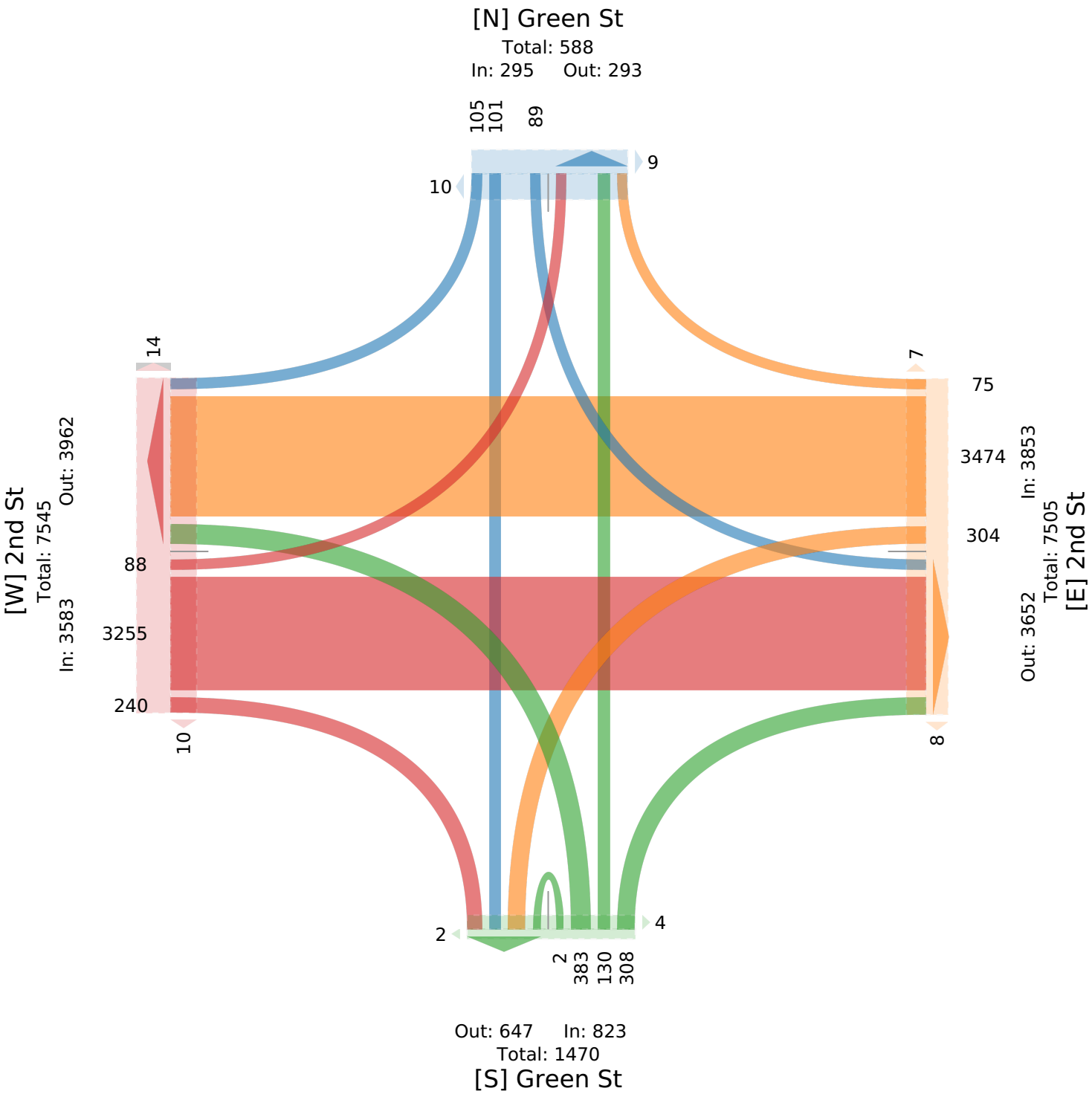
Leg	Green St						2nd St						Green St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 6:00AM	1	0	0	0	**1**	0	1	12	5	0	**18**	0	0	0	1	0	**1**	0	0	5	0	0	**5**	0	**25**
6:15AM	0	0	0	0	**0**	0	0	19	3	0	**22**	0	1	0	4	0	**5**	0	3	11	2	0	**16**	0	**43**
6:30AM	2	0	1	0	**3**	1	1	45	1	0	**47**	0	1	1	1	0	**3**	0	0	12	0	0	**12**	0	**65**
6:45AM	4	4	0	0	**8**	0	2	60	8	0	**70**	0	1	0	0	0	**1**	0	1	25	1	0	**27**	1	**106**
Hourly Total	7	4	1	0	**12**	1	4	136	17	0	**157**	0	3	1	6	0	**10**	0	4	53	3	0	**60**	1	**239**
7:00AM	1	0	6	0	**7**	0	0	44	4	0	**48**	0	1	0	2	0	**3**	0	1	26	1	0	**28**	0	**86**
7:15AM	1	2	0	0	**3**	0	3	55	6	0	**64**	1	3	0	4	0	**7**	0	7	42	1	0	**50**	0	**124**
7:30AM	2	1	1	0	**4**	0	3	66	9	0	**78**	0	2	1	7	0	**10**	0	0	51	1	0	**52**	0	**144**
7:45AM	5	2	0	0	**7**	0	4	76	12	0	**92**	0	7	2	10	0	**19**	0	2	55	1	0	**58**	0	**176**
Hourly Total	9	5	7	0	**21**	0	10	241	31	0	**282**	1	13	3	23	0	**39**	0	10	174	4	0	**188**	0	**530**
8:00AM	4	3	5	0	**12**	1	3	70	10	0	**83**	0	4	1	3	0	**8**	0	6	44	2	0	**52**	0	**155**
8:15AM	1	5	0	0	**6**	1	0	70	6	0	**76**	0	4	2	2	0	**8**	0	1	49	5	0	**55**	0	**145**
8:30AM	2	1	1	0	**4**	1	2	59	6	0	**67**	0	7	2	5	0	**14**	0	5	53	1	0	**59**	0	**144**
8:45AM	5	3	3	0	**11**	0	1	60	8	0	**69**	1	3	3	10	0	**16**	0	3	52	6	0	**61**	4	**157**
Hourly Total	12	12	9	0	**33**	3	6	259	30	0	**295**	1	18	8	20	0	**46**	0	15	198	14	0	**227**	4	**601**
9:00AM	4	3	6	0	**13**	0	3	67	2	0	**72**	0	14	5	6	0	**25**	1	2	50	2	0	**54**	3	**164**
9:15AM	1	2	1	0	**4**	0	1	54	9	0	**64**	0	1	0	3	0	**4**	0	6	55	3	0	**64**	0	**136**
9:30AM	3	3	1	0	**7**	0	1	70	3	0	**74**	0	2	1	6	0	**9**	0	7	63	3	0	**73**	0	**163**
9:45AM	3	1	1	0	**5**	0	1	66	4	0	**71**	4	3	3	6	0	**12**	0	6	48	2	0	**56**	1	**144**
Hourly Total	11	9	9	0	**29**	0	6	257	18	0	**281**	4	20	9	21	0	**50**	1	21	216	10	0	**247**	4	**607**
10:00AM	3	2	0	0	**5**	0	1	59	4	0	**64**	0	5	2	7	0	**14**	0	4	45	1	0	**50**	0	**133**
10:15AM	0	2	4	0	**6**	0	1	64	2	0	**67**	0	8	2	4	0	**14**	0	5	51	4	0	**60**	1	**147**
10:30AM	2	1	3	0	**6**	0	1	64	4	0	**69**	0	6	1	7	0	**14**	0	8	57	3	0	**68**	0	**157**
10:45AM	2	2	0	0	**4**	0	2	53	8	0	**63**	0	6	0	8	0	**14**	0	2	65	3	0	**70**	0	**151**
Hourly Total	7	7	7	0	**21**	0	5	240	18	0	**263**	0	25	5	26	0	**56**	0	19	218	11	0	**248**	1	**588**
11:00AM	3	1	0	0	**4**	0	0	74	3	0	**77**	0	3	4	8	0	**15**	0	6	51	4	0	**61**	1	**157**
11:15AM	1	2	0	0	**3**	2	0	66	5	0	**71**	0	2	0	5	0	**7**	0	6	63	0	0	**69**	1	**150**
11:30AM	0	2	0	0	**2**	3	2	73	6	0	**81**	3	9	1	11	0	**21**	1	5	59	1	0	**65**	0	**169**
11:45AM	1	1	2	0	**4**	0	3	82	6	0	**91**	0	11	2	11	0	**24**	0	2	68	1	0	**71**	0	**190**
Hourly Total	5	6	2	0	**13**	5	5	295	20	0	**320**	3	25	7	35	0	**67**	1	19	241	6	0	**266**	2	**666**
12:00PM	1	2	2	0	**5**	0	1	66	5	0	**72**	0	10	4	6	0	**20**	0	5	88	0	0	**93**	0	**190**
12:15PM	3	3	0	0	**6**	1	0	84	11	0	**95**	2	6	3	11	0	**20**	0	6	76	1	0	**83**	2	**204**
12:30PM	4	1	2	0	**7**	1	1	71	8	0	**80**	0	8	6	11	0	**25**	0	9	69	3	0	**81**	0	**193**
12:45PM	1	1	2	0	**4**	1	0	67	10	0	**77**	0	7	8	7	1	**23**	0	6	81	0	0	**87**	0	**191**
Hourly Total	9	7	6	0	**22**	3	2	288	34	0	**324**	2	31	21	35	1	**88**	0	26	314	4	0	**344**	2	**778**
1:00PM	1	0	0	0	**1**	0	0	57	7	0	**64**	0	7	4	12	0	**23**	0	5	62	1	0	**68**	2	**156**
1:15PM	1	2	3	0	**6**	0	1	73	8	0	**82**	0	5	2	14	0	**21**	0	8	75	0	0	**83**	0	**192**
1:30PM	0	3	2	0	**5**	0	2	69	5	0	**76**	0	4	3	8	0	**15**	0	3	75	0	0	**78**	0	**174**
1:45PM	2	1	3	0	**6**	0	0	61	5	0	**66**	0	2	1	6	0	**9**	0	8	55	1	0	**64**	0	**145**
Hourly Total	4	6	8	0	**18**	0	3	260	25	0	**288**	0	18	10	40	0	**68**	0	24	267	2	0	**293**	2	**667**
2:00PM	3	0	1	0	**4**	0	2	64	4	0	**70**	0	5	5	8	0	**18**	0	6	69	1	0	**76**	0	**168**
2:15PM	1	1	1	0	**3**	1	2	51	3	0	**56**	2	7	3	12	0	**22**	0	6	67	0	0	**73**	0	**154**
2:30PM	1	3	1	0	**5**	0	0	64	4	0	**68**	0	5	4	15	0	**24**	0	4	73	1	0	**78**	0	**175**
2:45PM	1	3	2	0	**6**	0	2	76	5	0	**83**	0	8	3	12	0	**23**	0	5	78	0	0	**83**	0	**195**
Hourly Total	6	7	5	0	**18**	1	6	255	16	0	**277**	2	25	15	47	0	**87**	0	21	287	2	0	**310**	0	**692**
3:00PM	0	2	4	0	**6**	0	2	81	5	0	**88**	0	9	4	5	0	**18**	0	12	69	2	0	**83**	2	**195**
3:15PM	0	6	2	0	**8**	0	2	68	9	0	**79**	0	6	5	7	0	**18**	0	2	80	4	0	**86**	0	**191**
3:30PM	1	0	1	0	**2**	0	2	72	7	0	**81**	1	13	2	7	0	**22**	0	4	80	1	0	**85**	1	**190**
3:45PM	0	2	2	0	**4**	0	2	80	4	0	**86**	0	13	3	11	0	**27**	1	10	79	1	0	**90**	0	**207**
Hourly Total	1	10	9	0	**20**	0	8	301	25	0	**334**	1	41	14	30	0	**85**	1	28	308	8	0	**344**	3	**783**
4:00PM	5	1	1	0	**7**	2	4	76	9	0	**89**	1	6	9	9	0	**24**	0	2	76	4	0	**82**	0	**202**
4:15PM	7	5	7	0	**19**	0	5	79	2	0	**86**	0	5	4	10	0	**19**	0	4	75	1	0	**80**	0	**204**
4:30PM	3	0	3	0	**6**	0	4	88	7	0	**99**	0	7	1	7	0	**15**	0	8	93	5	0	**106**	1	**226**
4:45PM	3	6	1	0	**10**	1	2	91	6	0	**99**	0	10	5	8	1	**24**	1	11	82	2	0	**95**	0	**228**
Hourly Total	18	12	12	0	**42**	3	15	334	24	0	**373**	1	28	19	34	1	**82**	1	25	326	12	0	**363**	1	**860**
5:00PM	2	6	3	0	**11**	0	1	97	8	0	**106**	0	14	0	12	0	**26**	0	10	117	0	0	**127**	0	**270**
5:15PM	0	3	1	0	**4**	0	0	68	6	0	**74**	0	10	4	7	0	**21**	0	2	89	4	0	**95**	0	**194**
5:30PM	3	0	3	0	**6**	0	0	83	6	0	**89**	0	4	2	10	0	**16**	0	0	91	2	0	**93**	0	**204**
5:45PM	5	2	1	0	**8**	0	1	68	11	0	**80**	0	5	2	8	0	**15**	0	5	72	2	0	**79**	0	**182**

Leg Direction	Green St Southbound						2nd St Westbound						Green St Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Hourly Total	10	11	8	0	**29**	0	2	316	31	0	**349**	0	33	8	37	0	**78**	0	17	369	8	0	**394**	0	**850**
6:00PM	2	0	1	0	**3**	0	0	71	5	0	**76**	0	5	2	9	0	**16**	0	5	76	2	0	**83**	0	**178**
6:15PM	1	3	1	0	**5**	0	1	74	3	0	**78**	0	8	2	4	0	**14**	0	2	70	1	0	**73**	0	**170**
6:30PM	2	2	2	0	**6**	3	2	65	4	0	**71**	0	6	3	9	0	**18**	0	1	69	1	0	**71**	4	**166**
6:45PM	1	0	2	0	**3**	0	0	82	3	0	**85**	0	9	3	7	0	**19**	2	3	69	0	0	**72**	0	**179**
Hourly Total	6	5	6	0	**17**	3	3	292	15	0	**310**	0	28	10	29	0	**67**	2	11	284	4	0	**299**	4	**693**
Total	105	101	89	0	**295**	19	75	3474	304	0	**3853**	15	308	130	383	2	**823**	6	240	3255	88	0	**3583**	24	**8554**
% Approach	35.6%	34.2%	30.2%	0%	**-**	-	1.9%	90.2%	7.9%	0%	**-**	-	37.4%	15.8%	46.5%	0.2%	**-**	-	6.7%	90.8%	2.5%	0%	**-**	-	**-**
% Total	1.2%	1.2%	1.0%	0%	**3.4%**	-	0.9%	40.6%	3.6%	0%	**45.0%**	-	3.6%	1.5%	4.5%	0%	**9.6%**	-	2.8%	38.1%	1.0%	0%	**41.9%**	-	**-**
Lights	99	96	84	0	**279**	-	73	3432	304	0	**3809**	-	302	126	377	2	**807**	-	232	3209	88	0	**3529**	-	8424
% Lights	94.3%	95.0%	94.4%	0%	**94.6%**	-	97.3%	98.8%	100%	0%	**98.9%**	-	98.1%	96.9%	98.4%	100%	**98.1%**	-	96.7%	98.6%	100%	0%	**98.5%**	-	98.5%
Articulated Trucks	0	1	0	0	**1**	-	0	2	0	0	**2**	-	0	0	1	0	**1**	-	0	2	0	0	**2**	-	6
% Articulated Trucks	0%	1.0%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0.3%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	6	4	5	0	**15**	-	2	40	0	0	**42**	-	6	4	5	0	**15**	-	8	44	0	0	**52**	-	124
% Buses and Single-Unit Trucks	5.7%	4.0%	5.6%	0%	**5.1%**	-	2.7%	1.2%	0%	0%	**1.1%**	-	1.9%	3.1%	1.3%	0%	**1.8%**	-	3.3%	1.4%	0%	0%	**1.5%**	-	1.4%
Pedestrians	-	-	-	-	-	17	-	-	-	-	-	15	-	-	-	-	-	5	-	-	-	-	-	24	
% Pedestrians	-	-	-	-	-	89.5%	-	-	-	-	-	100%	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	10.5%	-	-	-	-	-	0%	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-

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

2nd and Green - TMC
Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065174, Location: 38.914589, -94.375681

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Green - TMC

Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065174, Location: 38.914589, -94.375681

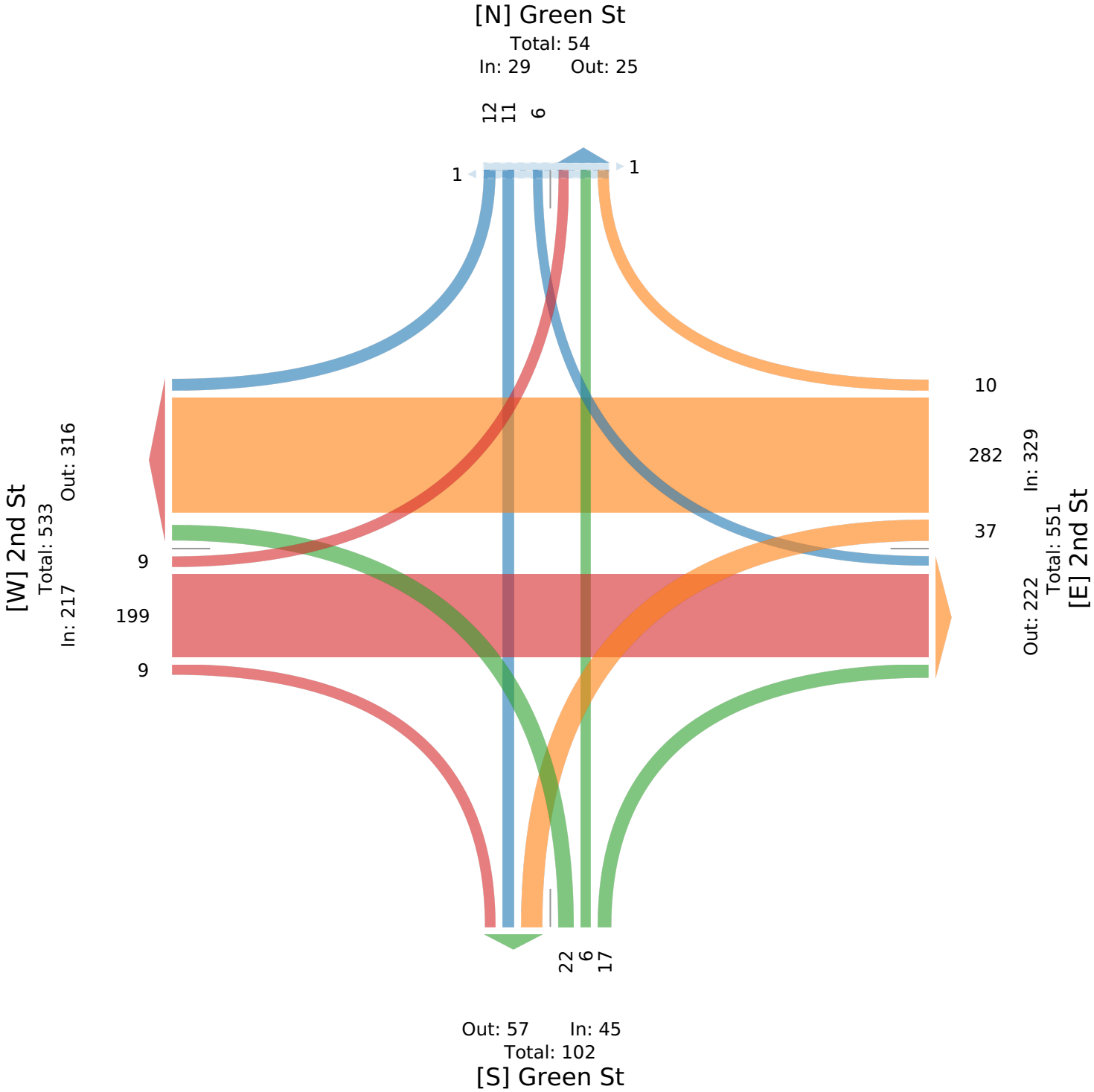
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Green St Southbound						2nd St Westbound						Green St Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 7:30AM	2	1	1	0	**4**	0	3	66	9	0	**78**	0	2	1	7	0	**10**	0	0	51	1	0	**52**	0	**144**
7:45AM	5	2	0	0	**7**	0	4	76	12	0	**92**	0	7	2	10	0	**19**	0	2	55	1	0	**58**	0	**176**
8:00AM	4	3	5	0	**12**	1	3	70	10	0	**83**	0	4	1	3	0	**8**	0	6	44	2	0	**52**	0	**155**
8:15AM	1	5	0	0	**6**	1	0	70	6	0	**76**	0	4	2	2	0	**8**	0	1	49	5	0	**55**	0	**145**
Total	12	11	6	0	**29**	2	10	282	37	0	**329**	0	17	6	22	0	**45**	0	9	199	9	0	**217**	0	**620**
% Approach	41.4%	37.9%	20.7%	0%	**-**	-	3.0%	85.7%	11.2%	0%	**-**	-	37.8%	13.3%	48.9%	0%	**-**	-	4.1%	91.7%	4.1%	0%	**-**	-	**-**
% Total	1.9%	1.8%	1.0%	0%	**4.7%**	-	1.6%	45.5%	6.0%	0%	**53.1%**	-	2.7%	1.0%	3.5%	0%	**7.3%**	-	1.5%	32.1%	1.5%	0%	**35.0%**	-	**-**
PHF	0.600	0.550	0.300		**0.604**	-	0.625	0.928	0.771		**0.894**	-	0.607	0.750	0.550		**0.592**	-	0.375	0.905	0.450		**0.935**	-	0.881
Lights	12	11	6	0	**29**	-	9	278	37	0	**324**	-	17	6	22	0	**45**	-	9	194	9	0	**212**	-	610
% Lights	100%	100%	100%	0%	**100%**	-	90.0%	98.6%	100%	0%	**98.5%**	-	100%	100%	100%	0%	**100%**	-	100%	97.5%	100%	0%	**97.7%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	4	0	0	**5**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	10
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	10.0%	1.4%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	2.5%	0%	0%	**2.3%**	-	1.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2nd and Green - TMC
Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065174, Location: 38.914589, -94.375681

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Green - TMC

Wed May 10, 2023
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065174, Location: 38.914589, -94.375681

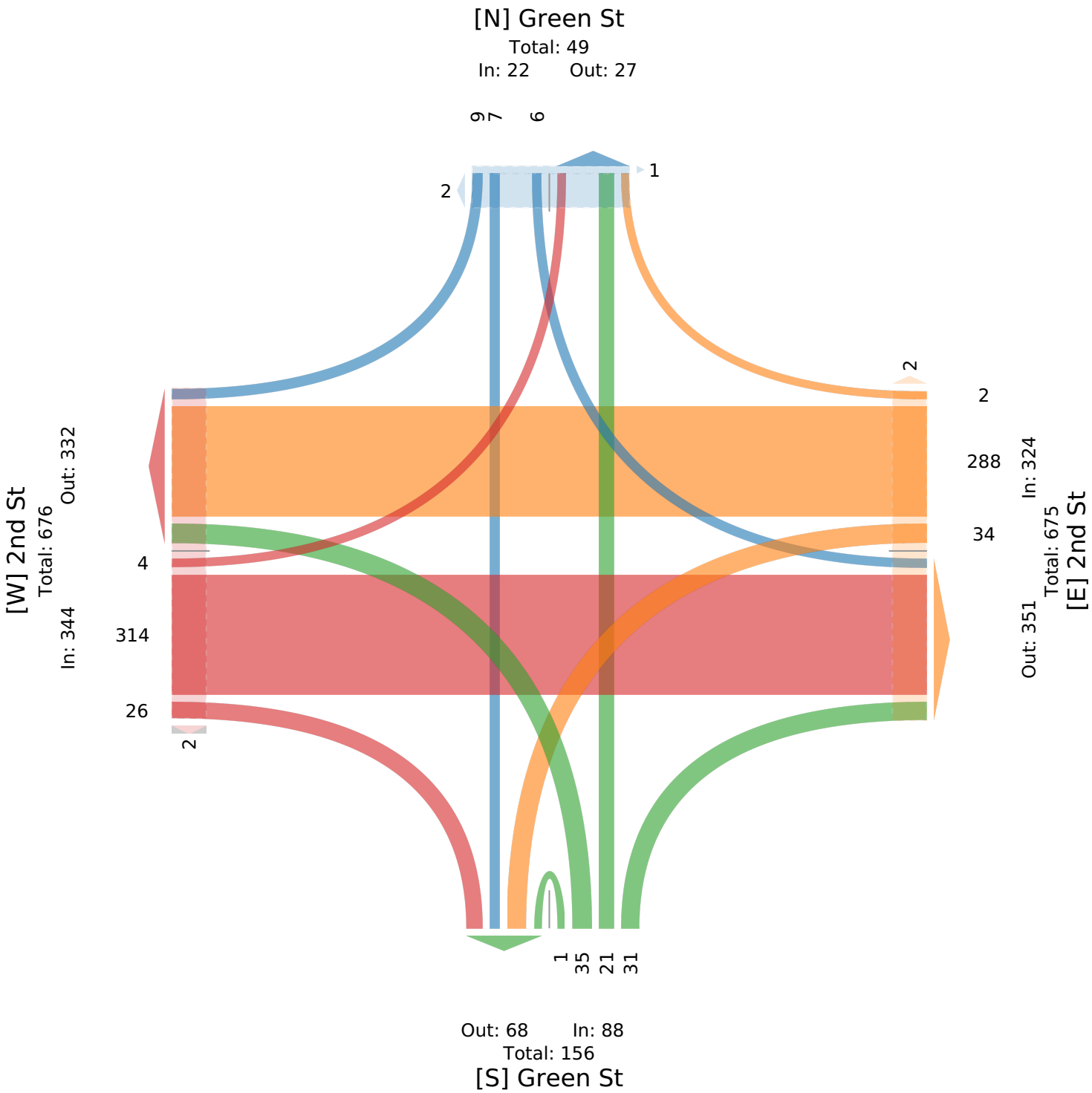
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Green St						2nd St						Green St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 12:00PM	1	2	2	0	**5**	0	1	66	5	0	**72**	0	10	4	6	0	**20**	0	5	88	0	0	**93**	0	**190**
12:15PM	3	3	0	0	**6**	1	0	84	11	0	**95**	2	6	3	11	0	**20**	0	6	76	1	0	**83**	2	**204**
12:30PM	4	1	2	0	**7**	1	1	71	8	0	**80**	0	8	6	11	0	**25**	0	9	69	3	0	**81**	0	**193**
12:45PM	1	1	2	0	**4**	1	0	67	10	0	**77**	0	7	8	7	1	**23**	0	6	81	0	0	**87**	0	**191**
Total	9	7	6	0	**22**	3	2	288	34	0	**324**	2	31	21	35	1	**88**	0	26	314	4	0	**344**	2	**778**
% Approach	40.9%	31.8%	27.3%	0%	**-**	-	0.6%	88.9%	10.5%	0%	**-**	-	35.2%	23.9%	39.8%	1.1%	**-**	-	7.6%	91.3%	1.2%	0%	**-**	-	-
% Total	1.2%	0.9%	0.8%	0%	**2.8%**	-	0.3%	37.0%	4.4%	0%	**41.6%**	-	4.0%	2.7%	4.5%	0.1%	**11.3%**	-	3.3%	40.4%	0.5%	0%	**44.2%**	-	-
PHF	0.563	0.583	0.750	-	**0.786**	-	0.500	0.857	0.773	-	**0.853**	-	0.775	0.656	0.795	0.250	**0.880**	-	0.722	0.892	0.333	-	**0.925**	-	0.953
Lights	9	7	6	0	**22**	-	2	283	34	0	**319**	-	31	20	35	1	**87**	-	25	307	4	0	**336**	-	764
% Lights	100%	100%	100%	0%	**100%**	-	100%	98.3%	100%	0%	**98.5%**	-	100%	95.2%	100%	100%	**98.9%**	-	96.2%	97.8%	100%	0%	**97.7%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	1	0	0	**1**	-	1	7	0	0	**8**	-	14
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**1.5%**	-	0%	4.8%	0%	0%	**1.1%**	-	3.8%	2.2%	0%	0%	**2.3%**	-	1.8%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

2nd and Green - TMC
Wed May 10, 2023
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065174, Location: 38.914589, -94.375681

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Green - TMC

Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065174, Location: 38.914589, -94.375681

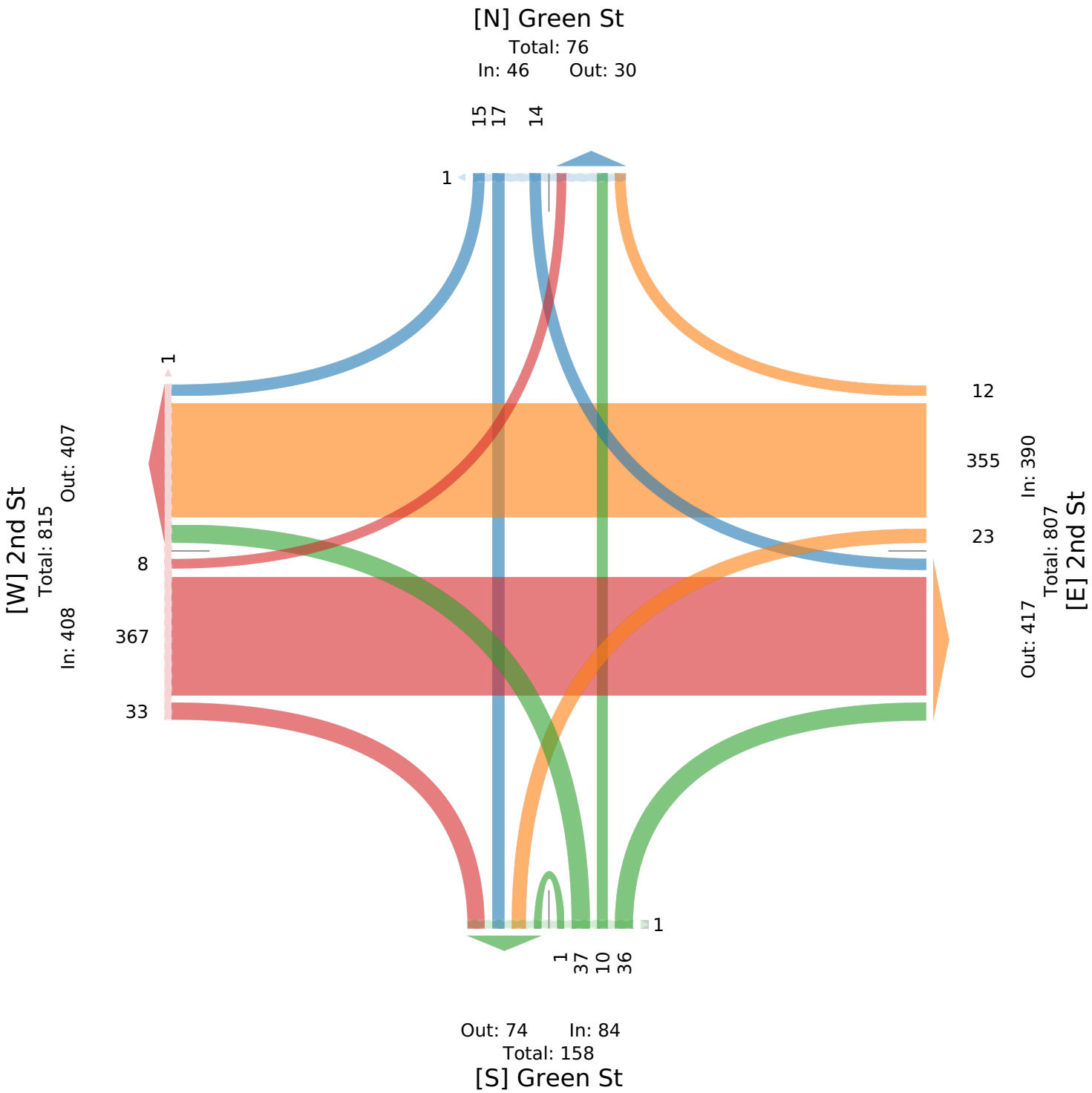
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Green St						2nd St						Green St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 4:15PM	7	5	7	0	**19**	0	5	79	2	0	**86**	0	5	4	10	0	**19**	0	4	75	1	0	**80**	0	**204**
4:30PM	3	0	3	0	**6**	0	4	88	7	0	**99**	0	7	1	7	0	**15**	0	8	93	5	0	**106**	1	**226**
4:45PM	3	6	1	0	**10**	1	2	91	6	0	**99**	0	10	5	8	1	**24**	1	11	82	2	0	**95**	0	**228**
5:00PM	2	6	3	0	**11**	0	1	97	8	0	**106**	0	14	0	12	0	**26**	0	10	117	0	0	**127**	0	**270**
Total	15	17	14	0	**46**	1	12	355	23	0	**390**	0	36	10	37	1	**84**	1	33	367	8	0	**408**	1	**928**
% Approach	32.6%	37.0%	30.4%	0%	**-**	-	3.1%	91.0%	5.9%	0%	**-**	-	42.9%	11.9%	44.0%	1.2%	**-**	-	8.1%	90.0%	2.0%	0%	**-**	-	-
% Total	1.6%	1.8%	1.5%	0%	**5.0%**	-	1.3%	38.3%	2.5%	0%	**42.0%**	-	3.9%	1.1%	4.0%	0.1%	**9.1%**	-	3.6%	39.5%	0.9%	0%	**44.0%**	-	-
PHF	0.536	0.708	0.500	-	**0.605**	-	0.600	0.915	0.719	-	**0.920**	-	0.643	0.500	0.771	0.250	**0.808**	-	0.750	0.784	0.400	-	**0.803**	-	0.859
Lights	14	17	12	0	**43**	-	12	352	23	0	**387**	-	35	10	37	1	**83**	-	32	366	8	0	**406**	-	919
% Lights	93.3%	100%	85.7%	0%	**93.5%**	-	100%	99.2%	100%	0%	**99.2%**	-	97.2%	100%	100%	100%	**98.8%**	-	97.0%	99.7%	100%	0%	**99.5%**	-	99.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	2	0	**3**	-	0	3	0	0	**3**	-	1	0	0	0	**1**	-	1	1	0	0	**2**	-	9
% Buses and Single-Unit Trucks	6.7%	0%	14.3%	0%	**6.5%**	-	0%	0.8%	0%	0%	**0.8%**	-	2.8%	0%	0%	0%	**1.2%**	-	3.0%	0.3%	0%	0%	**0.5%**	-	1.0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

2nd and Green - TMC
Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065174, Location: 38.914589, -94.375681

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Independence - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065185, Location: 38.917668, -94.365365

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

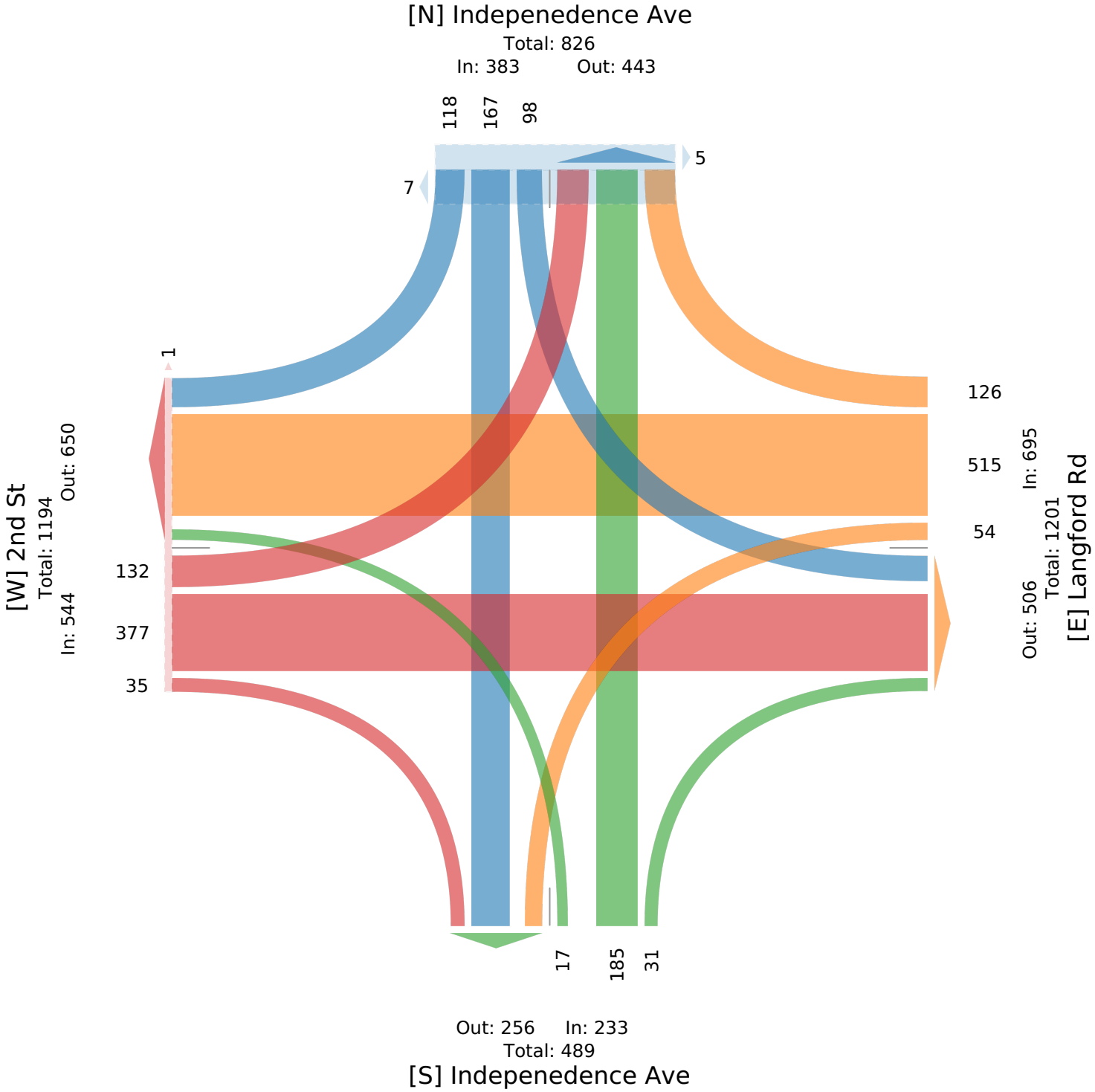
Leg	Indepenedence Ave						Langford Rd						Indepenedence Ave						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	12	14	11	0	**37**	1	9	49	6	0	**64**	0	3	21	4	0	**28**	0	6	29	10	0	**45**	0	**174**
6:45PM	16	16	13	0	**45**	0	14	50	5	0	**69**	0	2	16	1	0	**19**	0	3	39	15	0	**57**	0	**190**
Hourly Total	28	30	24	0	**82**	1	23	99	11	0	**133**	0	5	37	5	0	**47**	0	9	68	25	0	**102**	0	**364**
7:00PM	9	12	12	0	**33**	0	14	35	5	0	**54**	0	5	14	2	0	**21**	0	4	36	13	0	**53**	0	**161**
7:15PM	7	23	8	0	**38**	0	12	54	8	0	**74**	0	1	19	2	0	**22**	0	7	25	8	0	**40**	0	**174**
7:30PM	14	19	14	0	**47**	3	5	38	5	0	**48**	0	2	19	0	0	**21**	0	1	26	8	0	**35**	1	**151**
7:45PM	15	13	8	0	**36**	0	17	58	7	0	**82**	0	5	11	1	0	**17**	0	2	29	12	0	**43**	0	**178**
Hourly Total	45	67	42	0	**154**	3	48	185	25	0	**258**	0	13	63	5	0	**81**	0	14	116	41	0	**171**	1	**664**
8:00PM	8	14	8	0	**30**	1	13	54	5	0	**72**	0	5	13	1	0	**19**	0	3	45	10	0	**58**	0	**179**
8:15PM	9	17	6	0	**32**	1	8	37	4	0	**49**	0	3	12	1	0	**16**	0	3	27	10	0	**40**	0	**137**
8:30PM	4	10	9	0	**23**	2	7	39	4	0	**50**	0	1	16	2	0	**19**	0	3	30	10	0	**43**	0	**135**
8:45PM	7	9	4	0	**20**	0	9	37	1	0	**47**	0	2	6	1	0	**9**	0	1	29	11	0	**41**	0	**117**
Hourly Total	28	50	27	0	**105**	4	37	167	14	0	**218**	0	11	47	5	0	**63**	0	10	131	41	0	**182**	0	**568**
9:00PM	10	13	2	0	**25**	2	10	37	3	0	**50**	0	2	24	2	0	**28**	0	0	33	11	0	**44**	0	**147**
9:15PM	7	7	3	0	**17**	2	8	27	1	0	**36**	0	0	14	0	0	**14**	0	2	29	14	0	**45**	0	**112**
Hourly Total	17	20	5	0	**42**	4	18	64	4	0	**86**	0	2	38	2	0	**42**	0	2	62	25	0	**89**	0	**259**
Total	118	167	98	0	**383**	12	126	515	54	0	**695**	0	31	185	17	0	**233**	0	35	377	132	0	**544**	1	**1855**
% Approach	30.8%	43.6%	25.6%	0%	**-**	-	18.1%	74.1%	7.8%	0%	**-**	-	13.3%	79.4%	7.3%	0%	**-**	-	6.4%	69.3%	24.3%	0%	**-**	-	-
% Total	6.4%	9.0%	5.3%	0%	**20.6%**	-	6.8%	27.8%	2.9%	0%	**37.5%**	-	1.7%	10.0%	0.9%	0%	**12.6%**	-	1.9%	20.3%	7.1%	0%	**29.3%**	-	-
Lights	118	167	98	0	**383**	-	126	513	54	0	**693**	-	31	185	17	0	**233**	-	35	377	131	0	**543**	-	1852
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.6%	100%	0%	**99.7%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	99.2%	0%	**99.8%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.8%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

2nd and Independence - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065185, Location: 38.917668, -94.365365

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Independence - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065185, Location: 38.917668, -94.365365

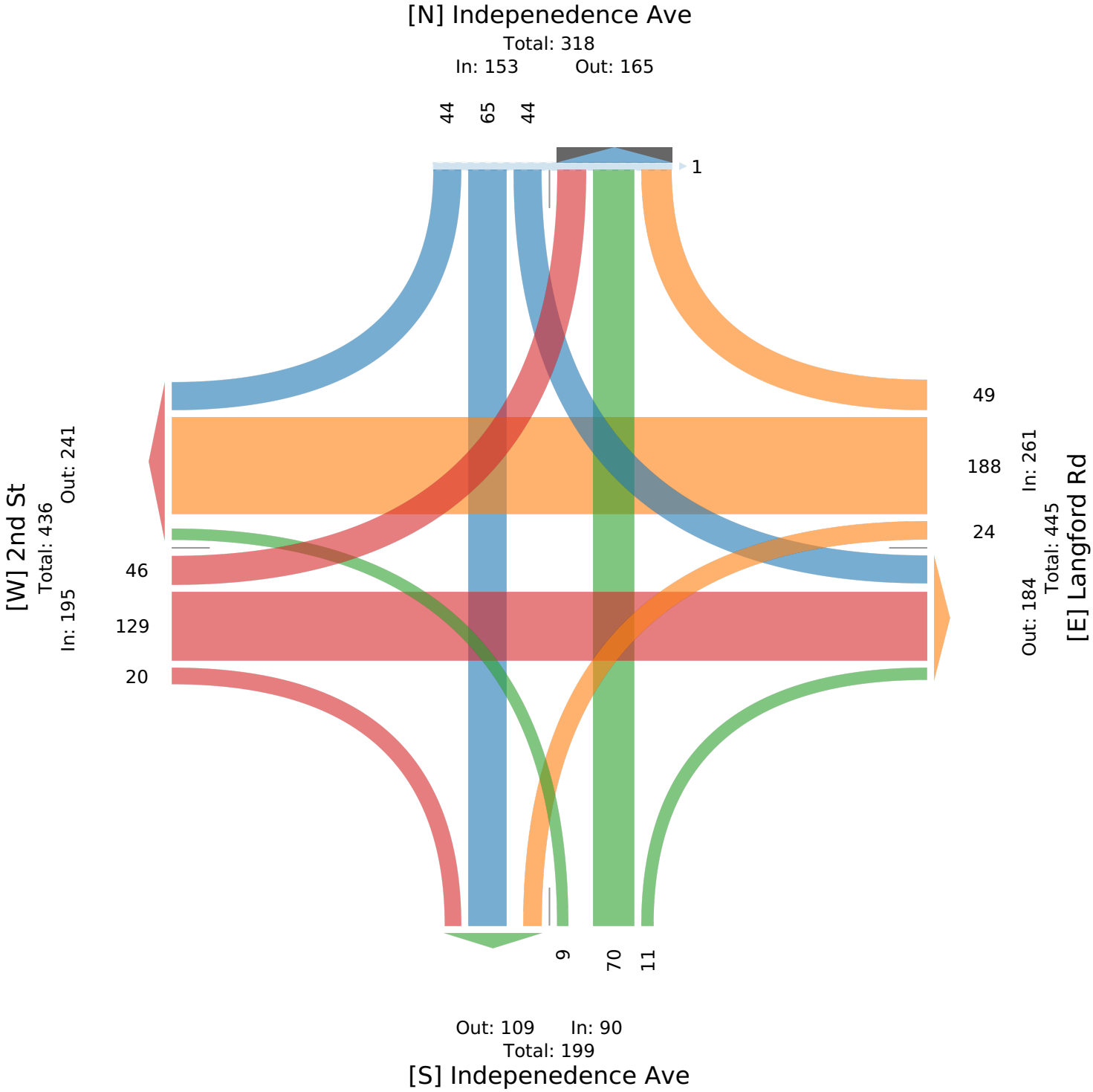
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Indepenedence Ave						Langford Rd						Indepenedence Ave						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	12	14	11	0	**37**	1	9	49	6	0	**64**	0	3	21	4	0	**28**	0	6	29	10	0	**45**	0	**174**
6:45PM	16	16	13	0	**45**	0	14	50	5	0	**69**	0	2	16	1	0	**19**	0	3	39	15	0	**57**	0	**190**
7:00PM	9	12	12	0	**33**	0	14	35	5	0	**54**	0	5	14	2	0	**21**	0	4	36	13	0	**53**	0	**161**
7:15PM	7	23	8	0	**38**	0	12	54	8	0	**74**	0	1	19	2	0	**22**	0	7	25	8	0	**40**	0	**174**
Total	44	65	44	0	**153**	1	49	188	24	0	**261**	0	11	70	9	0	**90**	0	20	129	46	0	**195**	0	**699**
% Approach	28.8%	42.5%	28.8%	0%	**-**	-	18.8%	72.0%	9.2%	0%	**-**	-	12.2%	77.8%	10.0%	0%	**-**	-	10.3%	66.2%	23.6%	0%	**-**	-	-
% Total	6.3%	9.3%	6.3%	0%	**21.9%**	-	7.0%	26.9%	3.4%	0%	**37.3%**	-	1.6%	10.0%	1.3%	0%	**12.9%**	-	2.9%	18.5%	6.6%	0%	**27.9%**	-	-
PHF	0.688	0.707	0.846	-	**0.850**	-	0.875	0.870	0.750	-	**0.882**	-	0.550	0.833	0.563	-	**0.804**	-	0.714	0.827	0.767	-	**0.855**	-	0.920
Lights	44	65	44	0	**153**	-	49	187	24	0	**260**	-	11	70	9	0	**90**	-	20	129	45	0	**194**	-	697
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.5%	100%	0%	**99.6%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	97.8%	0%	**99.5%**	-	99.7%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.2%	0%	**0.5%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2nd and Independence - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065185, Location: 38.917668, -94.365365

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Independence - TMC

Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065201, Location: 38.917668, -94.365365

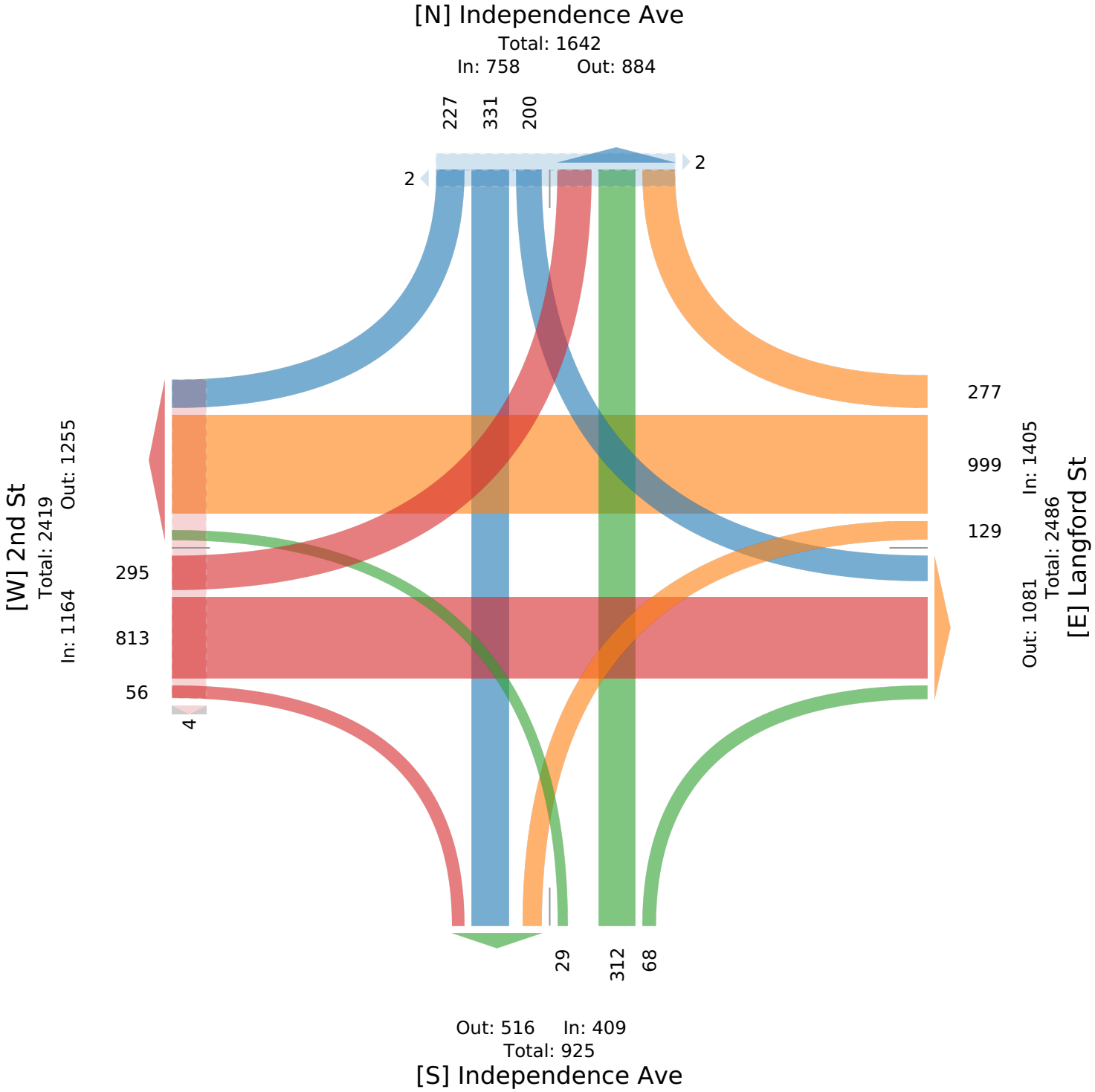
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Independence Ave						Langford St						Independence Ave						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 7:00AM	6	15	2	0	**23**	0	24	38	4	0	**66**	0	6	11	0	0	**17**	0	0	18	8	0	**26**	0	**132**
7:15AM	5	14	8	0	**27**	0	29	58	8	0	**95**	0	4	13	3	0	**20**	0	2	28	14	0	**44**	0	**186**
7:30AM	13	12	11	0	**36**	0	12	64	4	0	**80**	0	6	10	3	0	**19**	0	5	31	20	0	**56**	0	**191**
7:45AM	22	16	6	0	**44**	0	18	72	7	0	**97**	0	1	17	2	0	**20**	0	2	37	16	0	**55**	0	**216**
Hourly Total	46	57	27	0	**130**	0	83	232	23	0	**338**	0	17	51	8	0	**76**	0	9	114	58	0	**181**	0	**725**
8:00AM	11	16	9	0	**36**	0	16	67	5	0	**88**	0	3	13	3	0	**19**	0	4	23	15	0	**42**	0	**185**
8:15AM	8	16	10	0	**34**	0	16	68	7	0	**91**	0	5	16	3	0	**24**	0	2	35	11	0	**48**	0	**197**
8:30AM	8	15	3	0	**26**	0	15	65	5	0	**85**	0	3	18	1	0	**22**	0	4	30	18	0	**52**	0	**185**
8:45AM	11	17	10	0	**38**	0	12	63	7	0	**82**	0	1	10	1	0	**12**	0	5	28	18	0	**51**	1	**183**
Hourly Total	38	64	32	0	**134**	0	59	263	24	0	**346**	0	12	57	8	0	**77**	0	15	116	62	0	**193**	1	**750**
4:00PM	18	26	20	0	**64**	0	19	60	6	0	**85**	0	5	19	3	0	**27**	0	1	78	15	0	**94**	1	**270**
4:15PM	22	18	16	0	**56**	1	21	56	4	0	**81**	0	7	20	3	0	**30**	0	2	60	16	0	**78**	0	**245**
4:30PM	20	29	14	0	**63**	0	18	71	6	0	**95**	0	3	19	1	0	**23**	0	2	74	24	0	**100**	0	**281**
4:45PM	14	23	21	0	**58**	1	19	73	5	0	**97**	0	5	26	0	0	**31**	0	6	70	28	0	**104**	0	**290**
Hourly Total	74	96	71	0	**241**	2	77	260	21	0	**358**	0	20	84	7	0	**111**	0	11	282	83	0	**376**	1	**1086**
5:00PM	18	21	13	0	**52**	1	12	69	9	0	**90**	0	8	28	2	0	**38**	0	3	97	31	0	**131**	0	**311**
5:15PM	22	26	19	0	**67**	1	15	50	11	0	**76**	0	3	29	1	0	**33**	0	3	79	20	0	**102**	1	**278**
5:30PM	17	30	19	0	**66**	0	18	61	18	0	**97**	0	2	21	1	0	**24**	0	5	74	25	0	**104**	1	**291**
5:45PM	12	37	19	0	**68**	0	13	64	23	0	**100**	0	6	42	2	0	**50**	0	10	51	16	0	**77**	0	**295**
Hourly Total	69	114	70	0	**253**	2	58	244	61	0	**363**	0	19	120	6	0	**145**	0	21	301	92	0	**414**	2	**1175**
Total	227	331	200	0	**758**	4	277	999	129	0	**1405**	0	68	312	29	0	**409**	0	56	813	295	0	**1164**	4	**3736**
% Approach	29.9%	43.7%	26.4%	0%	**-**	-	19.7%	71.1%	9.2%	0%	**-**	-	16.6%	76.3%	7.1%	0%	**-**	-	4.8%	69.8%	25.3%	0%	**-**	-	**-**
% Total	6.1%	8.9%	5.4%	0%	**20.3%**	-	7.4%	26.7%	3.5%	0%	**37.6%**	-	1.8%	8.4%	0.8%	0%	**10.9%**	-	1.5%	21.8%	7.9%	0%	**31.2%**	-	**-**
Lights	219	324	198	0	**741**	-	267	988	127	0	**1382**	-	67	307	28	0	**402**	-	54	805	289	0	**1148**	-	3673
% Lights	96.5%	97.9%	99.0%	0%	**97.8%**	-	96.4%	98.9%	98.4%	0%	**98.4%**	-	98.5%	98.4%	96.6%	0%	**98.3%**	-	96.4%	99.0%	98.0%	0%	**98.6%**	-	98.3%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	2
% Articulated Trucks	0%	0.3%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.3%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	8	6	2	0	**16**	-	10	11	2	0	**23**	-	1	5	1	0	**7**	-	2	8	5	0	**15**	-	61
% Buses and Single-Unit Trucks	3.5%	1.8%	1.0%	0%	**2.1%**	-	3.6%	1.1%	1.6%	0%	**1.6%**	-	1.5%	1.6%	3.4%	0%	**1.7%**	-	3.6%	1.0%	1.7%	0%	**1.3%**	-	1.6%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-

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

2nd and Independence - TMC
Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065201, Location: 38.917668, -94.365365

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Independence - TMC

Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065201, Location: 38.917668, -94.365365

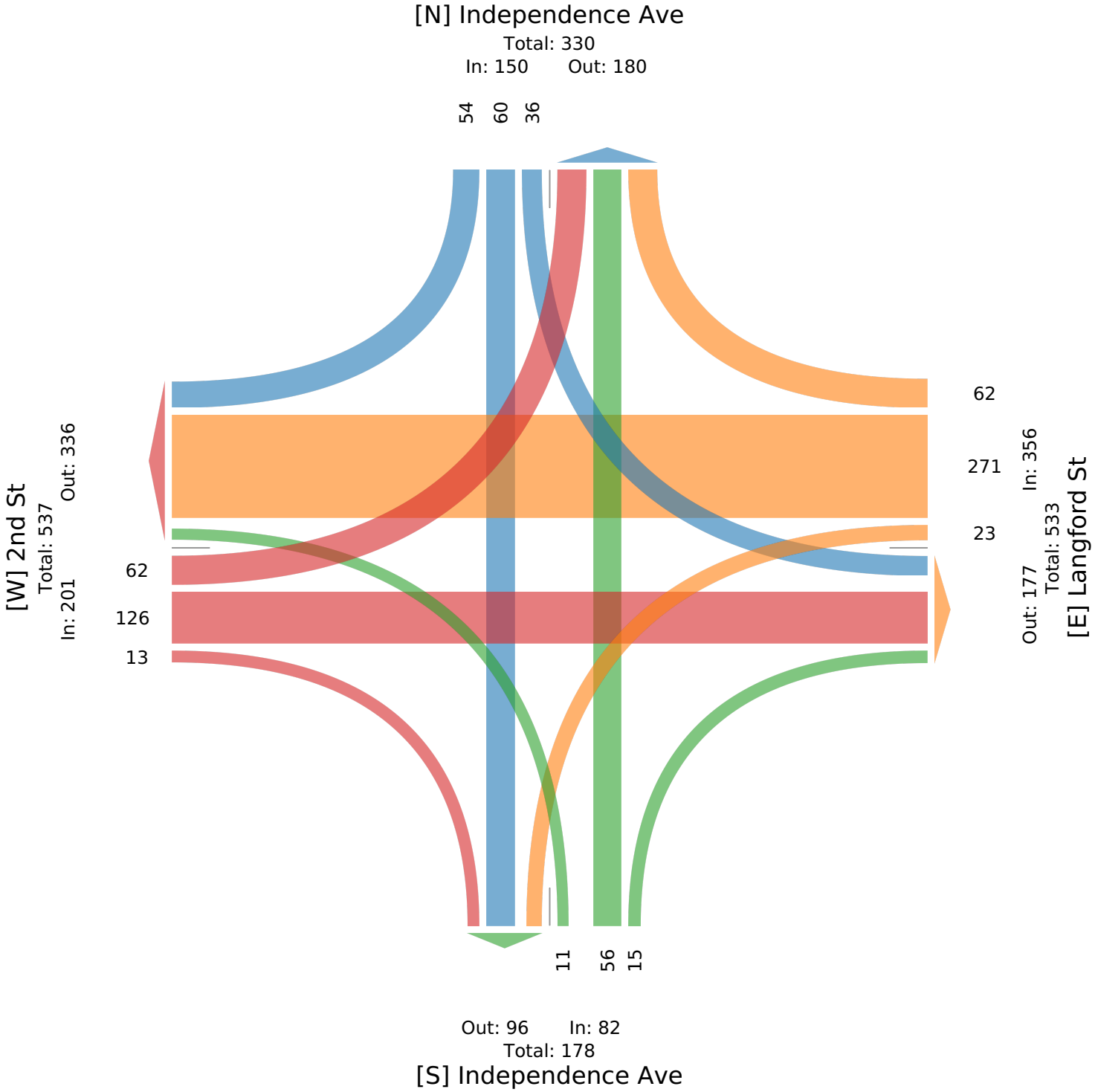
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Independence Ave Southbound						Langford St Westbound						Independence Ave Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 7:30AM	13	12	11	0	**36**	0	12	64	4	0	**80**	0	6	10	3	0	**19**	0	5	31	20	0	**56**	0	**191**
7:45AM	22	16	6	0	**44**	0	18	72	7	0	**97**	0	1	17	2	0	**20**	0	2	37	16	0	**55**	0	**216**
8:00AM	11	16	9	0	**36**	0	16	67	5	0	**88**	0	3	13	3	0	**19**	0	4	23	15	0	**42**	0	**185**
8:15AM	8	16	10	0	**34**	0	16	68	7	0	**91**	0	5	16	3	0	**24**	0	2	35	11	0	**48**	0	**197**
Total	54	60	36	0	**150**	0	62	271	23	0	**356**	0	15	56	11	0	**82**	0	13	126	62	0	**201**	0	**789**
% Approach	36.0%	40.0%	24.0%	0%	**-**	-	17.4%	76.1%	6.5%	0%	**-**	-	18.3%	68.3%	13.4%	0%	**-**	-	6.5%	62.7%	30.8%	0%	**-**	-	-
% Total	6.8%	7.6%	4.6%	0%	**19.0%**	-	7.9%	34.3%	2.9%	0%	**45.1%**	-	1.9%	7.1%	1.4%	0%	**10.4%**	-	1.6%	16.0%	7.9%	0%	**25.5%**	-	-
PHF	0.614	0.938	0.818	-	**0.852**	-	0.861	0.941	0.821	-	**0.918**	-	0.625	0.824	0.917	-	**0.854**	-	0.650	0.851	0.775	-	**0.897**	-	0.913
Lights	51	58	35	0	**144**	-	58	269	23	0	**350**	-	15	55	10	0	**80**	-	13	123	60	0	**196**	-	770
% Lights	94.4%	96.7%	97.2%	0%	**96.0%**	-	93.5%	99.3%	100%	0%	**98.3%**	-	100%	98.2%	90.9%	0%	**97.6%**	-	100%	97.6%	96.8%	0%	**97.5%**	-	97.6%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	1.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	3	1	1	0	**5**	-	4	2	0	0	**6**	-	0	1	1	0	**2**	-	0	3	2	0	**5**	-	18
% Buses and Single-Unit Trucks	5.6%	1.7%	2.8%	0%	**3.3%**	-	6.5%	0.7%	0%	0%	**1.7%**	-	0%	1.8%	9.1%	0%	**2.4%**	-	0%	2.4%	3.2%	0%	**2.5%**	-	2.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2nd and Independence - TMC
Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065201, Location: 38.917668, -94.365365

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Independence - TMC

Wed May 10, 2023
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065201, Location: 38.917668, -94.365365

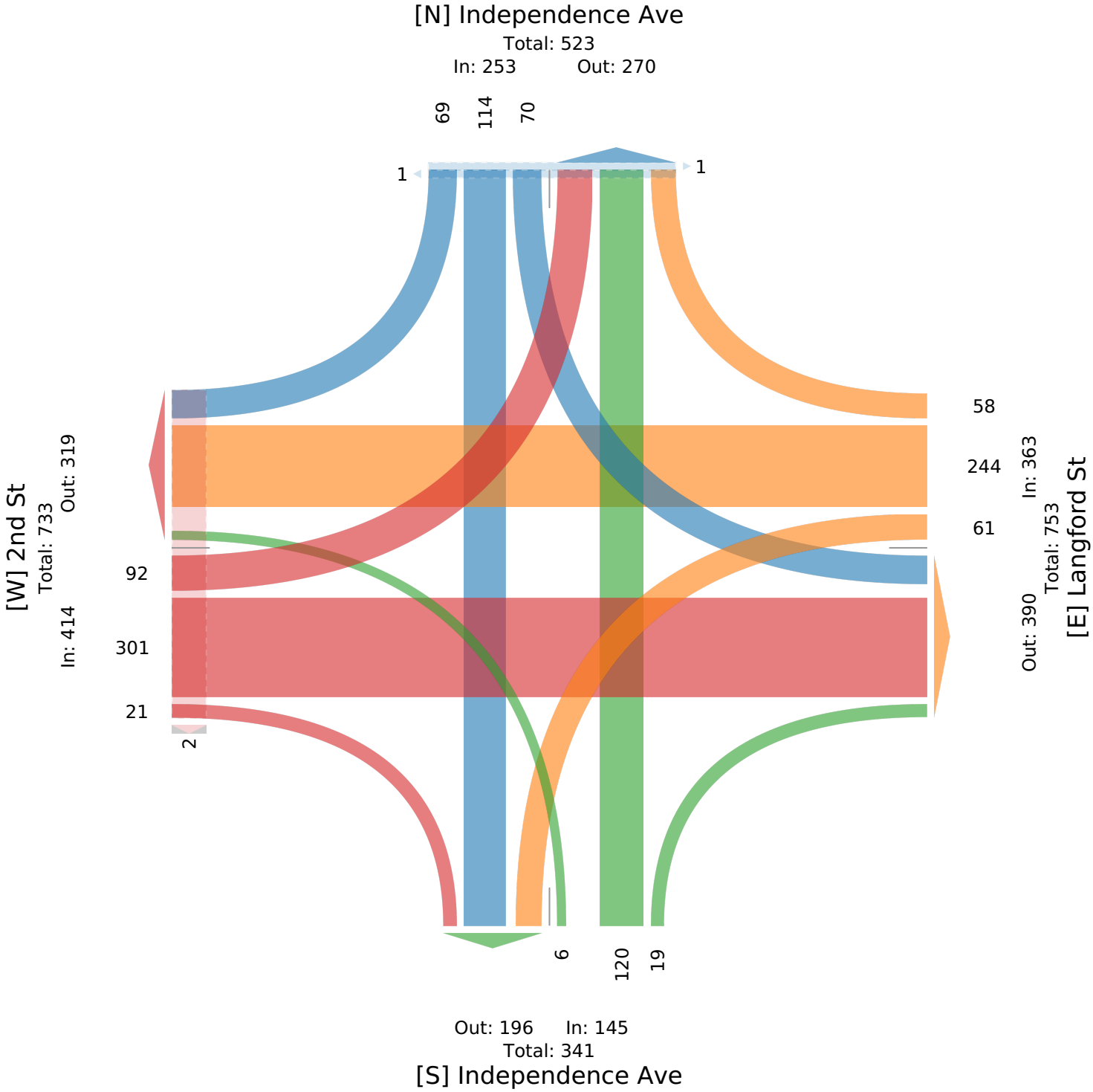
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Independence Ave						Langford St						Independence Ave						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 5:00PM	18	21	13	0	**52**	1	12	69	9	0	**90**	0	8	28	2	0	**38**	0	3	97	31	0	**131**	0	**311**
5:15PM	22	26	19	0	**67**	1	15	50	11	0	**76**	0	3	29	1	0	**33**	0	3	79	20	0	**102**	1	**278**
5:30PM	17	30	19	0	**66**	0	18	61	18	0	**97**	0	2	21	1	0	**24**	0	5	74	25	0	**104**	1	**291**
5:45PM	12	37	19	0	**68**	0	13	64	23	0	**100**	0	6	42	2	0	**50**	0	10	51	16	0	**77**	0	**295**
Total	69	114	70	0	**253**	2	58	244	61	0	**363**	0	19	120	6	0	**145**	0	21	301	92	0	**414**	2	**1175**
% Approach	27.3%	45.1%	27.7%	0%	**-**	-	16.0%	67.2%	16.8%	0%	**-**	-	13.1%	82.8%	4.1%	0%	**-**	-	5.1%	72.7%	22.2%	0%	**-**	-	**-**
% Total	5.9%	9.7%	6.0%	0%	**21.5%**	-	4.9%	20.8%	5.2%	0%	**30.9%**	-	1.6%	10.2%	0.5%	0%	**12.3%**	-	1.8%	25.6%	7.8%	0%	**35.2%**	-	**-**
PHF	0.784	0.770	0.921	-	**0.930**	-	0.806	0.884	0.663	-	**0.908**	-	0.594	0.714	0.750	-	**0.725**	-	0.525	0.776	0.742	-	**0.790**	-	0.945
Lights	69	114	70	0	**253**	-	57	242	61	0	**360**	-	19	119	6	0	**144**	-	21	301	91	0	**413**	-	1170
% Lights	100%	100%	100%	0%	**100%**	-	98.3%	99.2%	100%	0%	**99.2%**	-	100%	99.2%	100%	0%	**99.3%**	-	100%	100%	98.9%	0%	**99.8%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.1%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.7%	0.8%	0%	0%	**0.8%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

2nd and Independence - TMC
Wed May 10, 2023
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065201, Location: 38.917668, -94.365365

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Jefferson - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065180, Location: 38.912298, -94.381224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

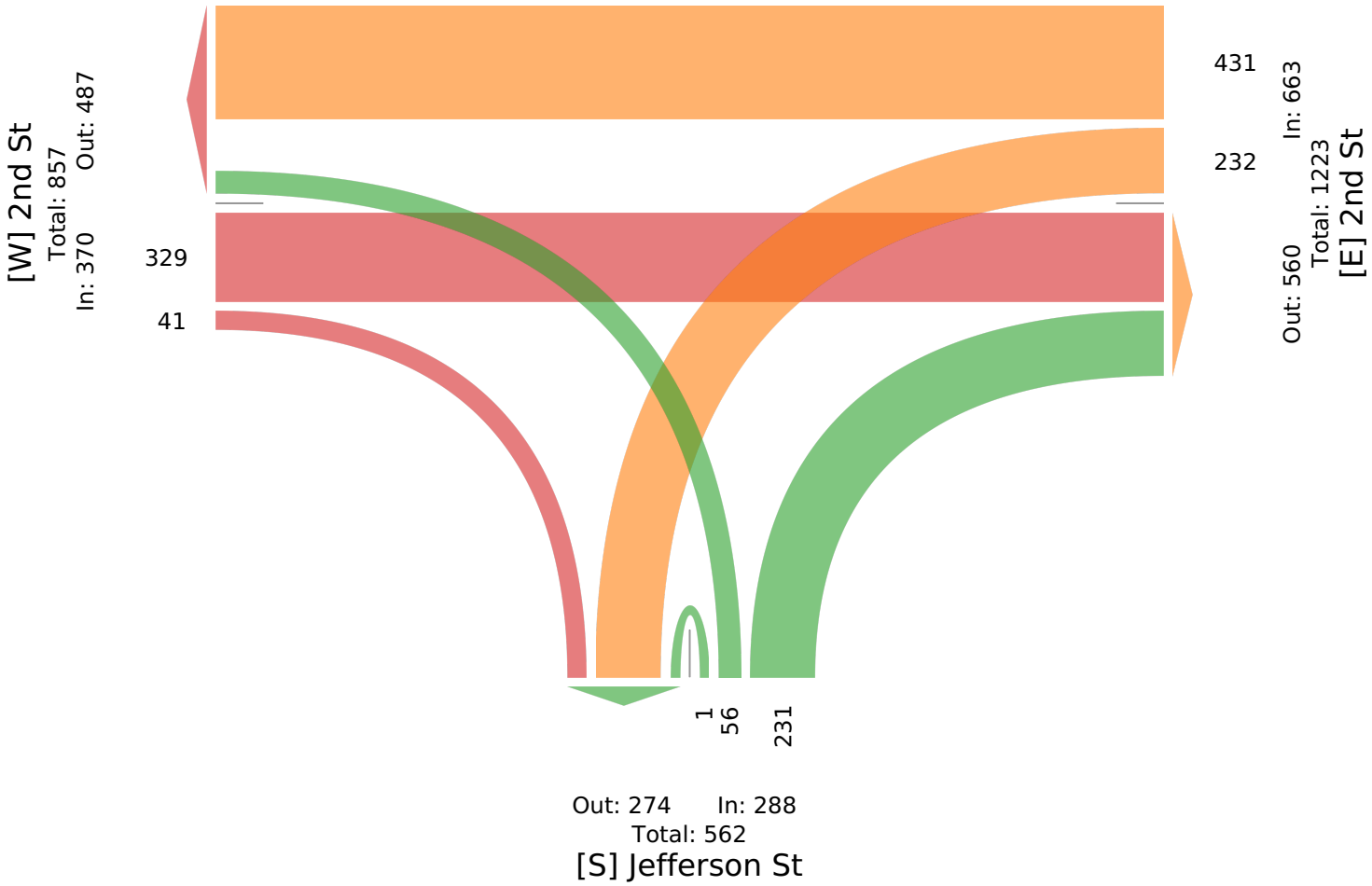
Leg	2nd St					Jefferson St					2nd St					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	47	21	0	**68**	0	22	8	0	**30**	0	4	33	0	**37**	0	**135**
6:45PM	32	27	0	**59**	0	23	5	0	**28**	0	3	24	0	**27**	0	**114**
Hourly Total	79	48	0	**127**	0	45	13	0	**58**	0	7	57	0	**64**	0	**249**
7:00PM	35	23	0	**58**	0	24	4	0	**28**	0	3	40	0	**43**	0	**129**
7:15PM	42	20	0	**62**	0	15	8	0	**23**	0	4	31	0	**35**	0	**120**
7:30PM	37	21	0	**58**	0	20	1	1	**22**	0	5	21	0	**26**	0	**106**
7:45PM	41	16	0	**57**	0	16	8	0	**24**	0	7	24	0	**31**	0	**112**
Hourly Total	155	80	0	**235**	0	75	21	1	**97**	0	19	116	0	**135**	0	**467**
8:00PM	41	21	0	**62**	0	22	3	0	**25**	0	4	34	0	**38**	0	**125**
8:15PM	32	17	0	**49**	0	17	4	0	**21**	0	5	22	0	**27**	0	**97**
8:30PM	27	19	0	**46**	0	18	3	0	**21**	0	4	29	0	**33**	0	**100**
8:45PM	29	23	0	**52**	0	26	5	0	**31**	0	1	33	0	**34**	0	**117**
Hourly Total	129	80	0	**209**	0	83	15	0	**98**	0	14	118	0	**132**	0	**439**
9:00PM	33	8	0	**41**	0	12	3	0	**15**	0	1	20	0	**21**	0	**77**
9:15PM	35	16	0	**51**	0	16	4	0	**20**	0	0	18	0	**18**	0	**89**
Hourly Total	68	24	0	**92**	0	28	7	0	**35**	0	1	38	0	**39**	0	**166**
Total	431	232	0	**663**	0	231	56	1	**288**	0	41	329	0	**370**	0	**1321**
% Approach	65.0%	35.0%	0%	**-**	-	80.2%	19.4%	0.3%	**-**	-	11.1%	88.9%	0%	**-**	-	-
% Total	32.6%	17.6%	0%	**50.2%**	-	17.5%	4.2%	0.1%	**21.8%**	-	3.1%	24.9%	0%	**28.0%**	-	-
Lights	430	231	0	**661**	-	231	56	1	**288**	-	41	329	0	**370**	-	1319
% Lights	99.8%	99.6%	0%	**99.7%**	-	100%	100%	100%	**100%**	-	100%	100%	0%	**100%**	-	99.8%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	1	0	**2**	-	0	0	0	**0**	-	0	0	0	**0**	-	2
% Buses and Single-Unit Trucks	0.2%	0.4%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2nd and Jefferson - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065180, Location: 38.912298, -94.381224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Jefferson - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065180, Location: 38.912298, -94.381224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

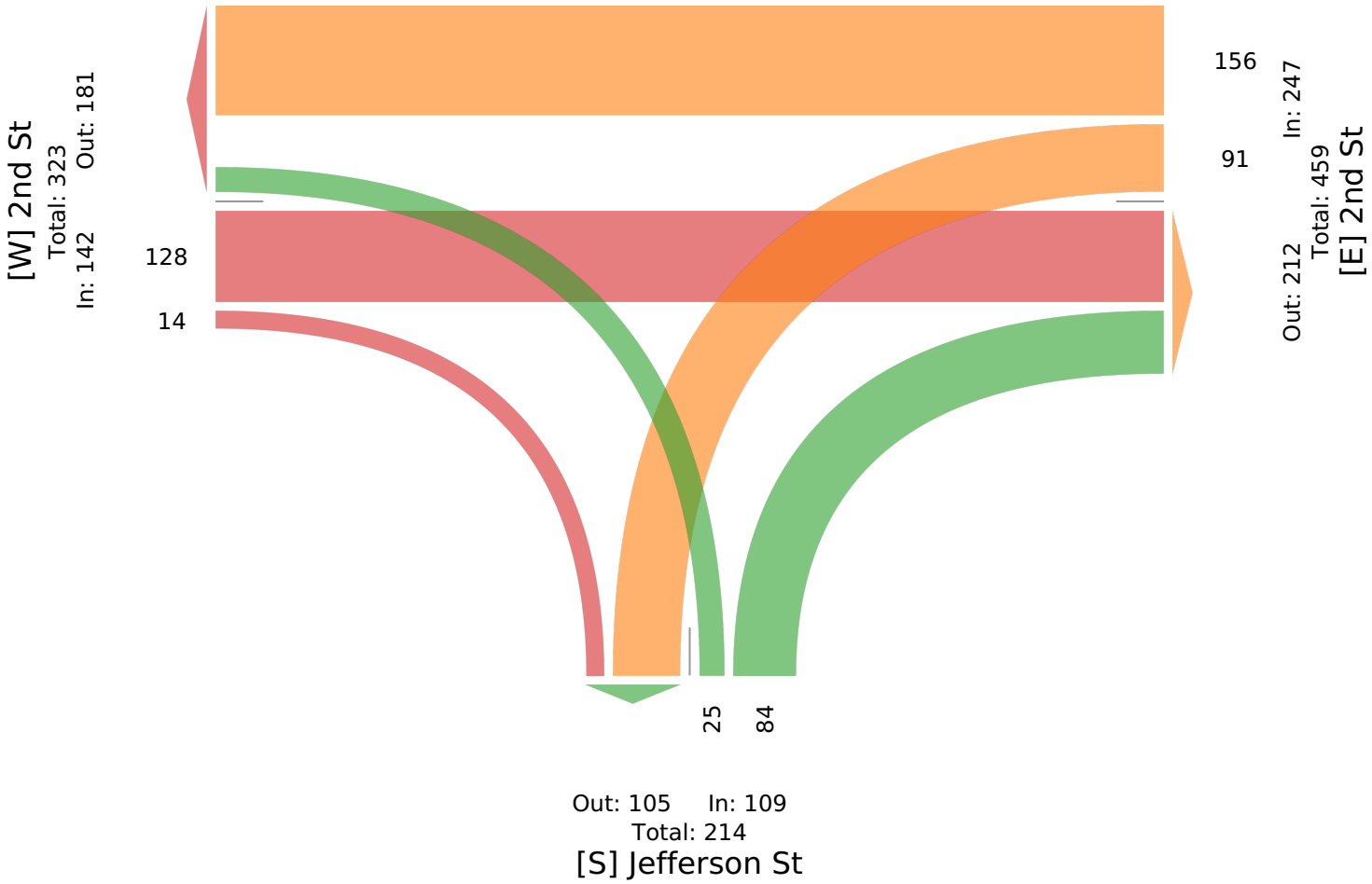
Leg Direction	2nd St Westbound					Jefferson St Northbound					2nd St Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	47	21	0	**68**	0	22	8	0	**30**	0	4	33	0	**37**	0	**135**
6:45PM	32	27	0	**59**	0	23	5	0	**28**	0	3	24	0	**27**	0	**114**
7:00PM	35	23	0	**58**	0	24	4	0	**28**	0	3	40	0	**43**	0	**129**
7:15PM	42	20	0	**62**	0	15	8	0	**23**	0	4	31	0	**35**	0	**120**
Total	156	91	0	**247**	0	84	25	0	**109**	0	14	128	0	**142**	0	**498**
% Approach	63.2%	36.8%	0%	**-**	-	77.1%	22.9%	0%	**-**	-	9.9%	90.1%	0%	**-**	-	**-**
% Total	31.3%	18.3%	0%	**49.6%**	-	16.9%	5.0%	0%	**21.9%**	-	2.8%	25.7%	0%	**28.5%**	-	**-**
PHF	0.830	0.843	-	**0.908**	-	0.875	0.781	-	**0.908**	-	0.875	0.800	-	**0.826**	-	0.922
Lights	156	91	0	**247**	-	84	25	0	**109**	-	14	128	0	**142**	-	498
% Lights	100%	100%	0%	**100%**	-	100%	100%	0%	**100%**	-	100%	100%	0%	**100%**	-	100%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2nd and Jefferson - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065180, Location: 38.912298, -94.381224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Jefferson - TMC

Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065195, Location: 38.912298, -94.381224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

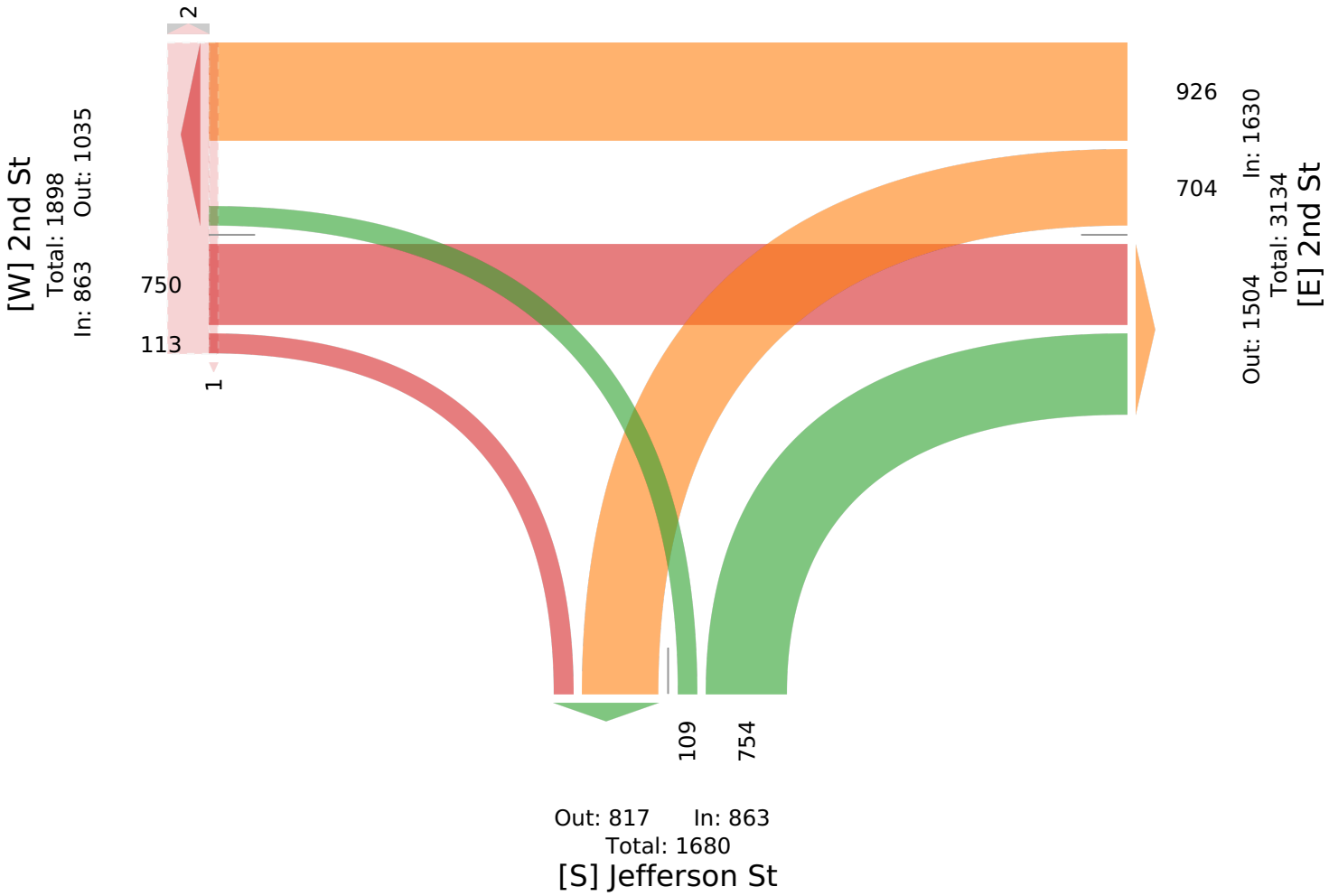
Leg Direction	2nd St Westbound					Jefferson St Northbound					2nd St Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-05-10 7:00AM	33	25	0	**58**	0	34	3	0	**37**	0	7	25	0	**32**	0	**127**
7:15AM	51	32	0	**83**	0	52	9	0	**61**	0	6	35	0	**41**	0	**185**
7:30AM	64	30	0	**94**	0	62	13	0	**75**	0	11	39	0	**50**	0	**219**
7:45AM	50	38	0	**88**	0	54	4	0	**58**	0	6	54	0	**60**	0	**206**
Hourly Total	198	125	0	**323**	0	202	29	0	**231**	0	30	153	0	**183**	0	**737**
8:00AM	53	40	0	**93**	0	49	3	0	**52**	0	7	26	0	**33**	0	**178**
8:15AM	46	27	0	**73**	0	45	4	0	**49**	0	2	40	0	**42**	0	**164**
8:30AM	33	24	0	**57**	0	46	1	0	**47**	0	2	31	0	**33**	0	**137**
8:45AM	37	25	0	**62**	0	32	6	0	**38**	0	7	43	0	**50**	0	**150**
Hourly Total	169	116	0	**285**	0	172	14	0	**186**	0	18	140	0	**158**	0	**629**
4:00PM	69	47	0	**116**	0	35	6	0	**41**	0	9	47	0	**56**	2	**213**
4:15PM	71	66	0	**137**	0	50	6	0	**56**	0	8	61	0	**69**	1	**262**
4:30PM	70	66	0	**136**	0	43	8	0	**51**	0	6	44	0	**50**	0	**237**
4:45PM	72	64	0	**136**	0	59	10	0	**69**	0	8	59	0	**67**	0	**272**
Hourly Total	282	243	0	**525**	0	187	30	0	**217**	0	31	211	0	**242**	3	**984**
5:00PM	95	63	0	**158**	0	44	7	0	**51**	0	16	63	0	**79**	0	**288**
5:15PM	60	69	0	**129**	0	40	12	0	**52**	0	4	57	0	**61**	0	**242**
5:30PM	67	51	0	**118**	0	44	8	0	**52**	0	4	69	0	**73**	0	**243**
5:45PM	55	37	0	**92**	0	65	9	0	**74**	0	10	57	0	**67**	0	**233**
Hourly Total	277	220	0	**497**	0	193	36	0	**229**	0	34	246	0	**280**	0	**1006**
Total	926	704	0	**1630**	0	754	109	0	**863**	0	113	750	0	**863**	3	**3356**
% Approach	56.8%	43.2%	0%	**-**	-	87.4%	12.6%	0%	**-**	-	13.1%	86.9%	0%	**-**	-	-
% Total	27.6%	21.0%	0%	**48.6%**	-	22.5%	3.2%	0%	**25.7%**	-	3.4%	22.3%	0%	**25.7%**	-	-
Lights	911	693	0	**1604**	-	749	106	0	**855**	-	110	739	0	**849**	-	3308
% Lights	98.4%	98.4%	0%	**98.4%**	-	99.3%	97.2%	0%	**99.1%**	-	97.3%	98.5%	0%	**98.4%**	-	98.6%
Articulated Trucks	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	15	11	0	**26**	-	4	3	0	**7**	-	3	11	0	**14**	-	47
% Buses and Single-Unit Trucks	1.6%	1.6%	0%	**1.6%**	-	0.5%	2.8%	0%	**0.8%**	-	2.7%	1.5%	0%	**1.6%**	-	1.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

2nd and Jefferson - TMC

Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065195, Location: 38.912298, -94.381224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Jefferson - TMC

Wed May 10, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065195, Location: 38.912298, -94.381224

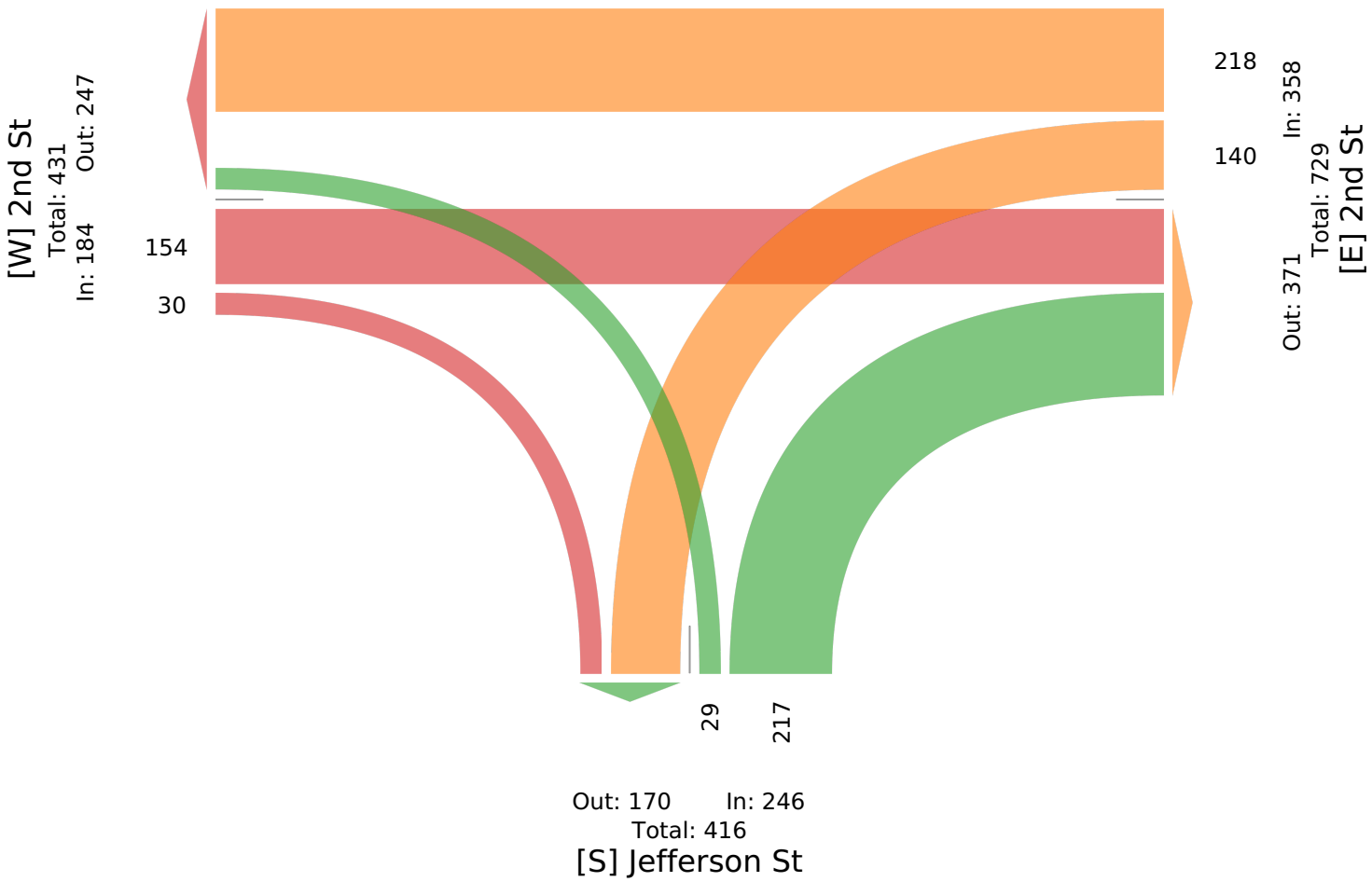
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	2nd St Westbound					Jefferson St Northbound					2nd St Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-05-10 7:15AM	51	32	0	**83**	0	52	9	0	**61**	0	6	35	0	**41**	0	**185**
7:30AM	64	30	0	**94**	0	62	13	0	**75**	0	11	39	0	**50**	0	**219**
7:45AM	50	38	0	**88**	0	54	4	0	**58**	0	6	54	0	**60**	0	**206**
8:00AM	53	40	0	**93**	0	49	3	0	**52**	0	7	26	0	**33**	0	**178**
Total	218	140	0	**358**	0	217	29	0	**246**	0	30	154	0	**184**	0	**788**
% Approach	60.9%	39.1%	0%	**-**	-	88.2%	11.8%	0%	**-**	-	16.3%	83.7%	0%	**-**	-	-
% Total	27.7%	17.8%	0%	**45.4%**	-	27.5%	3.7%	0%	**31.2%**	-	3.8%	19.5%	0%	**23.4%**	-	-
PHF	0.852	0.875	-	**0.952**	-	0.875	0.558	-	**0.820**	-	0.682	0.713	-	**0.767**	-	0.900
Lights	212	135	0	**347**	-	216	28	0	**244**	-	29	148	0	**177**	-	768
% Lights	97.2%	96.4%	0%	**96.9%**	-	99.5%	96.6%	0%	**99.2%**	-	96.7%	96.1%	0%	**96.2%**	-	97.5%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	6	5	0	**11**	-	1	1	0	**2**	-	1	6	0	**7**	-	20
% Buses and Single-Unit Trucks	2.8%	3.6%	0%	**3.1%**	-	0.5%	3.4%	0%	**0.8%**	-	3.3%	3.9%	0%	**3.8%**	-	2.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2nd and Jefferson - TMC
Wed May 10, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065195, Location: 38.912298, -94.381224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Jefferson - TMC

Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065195, Location: 38.912298, -94.381224

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

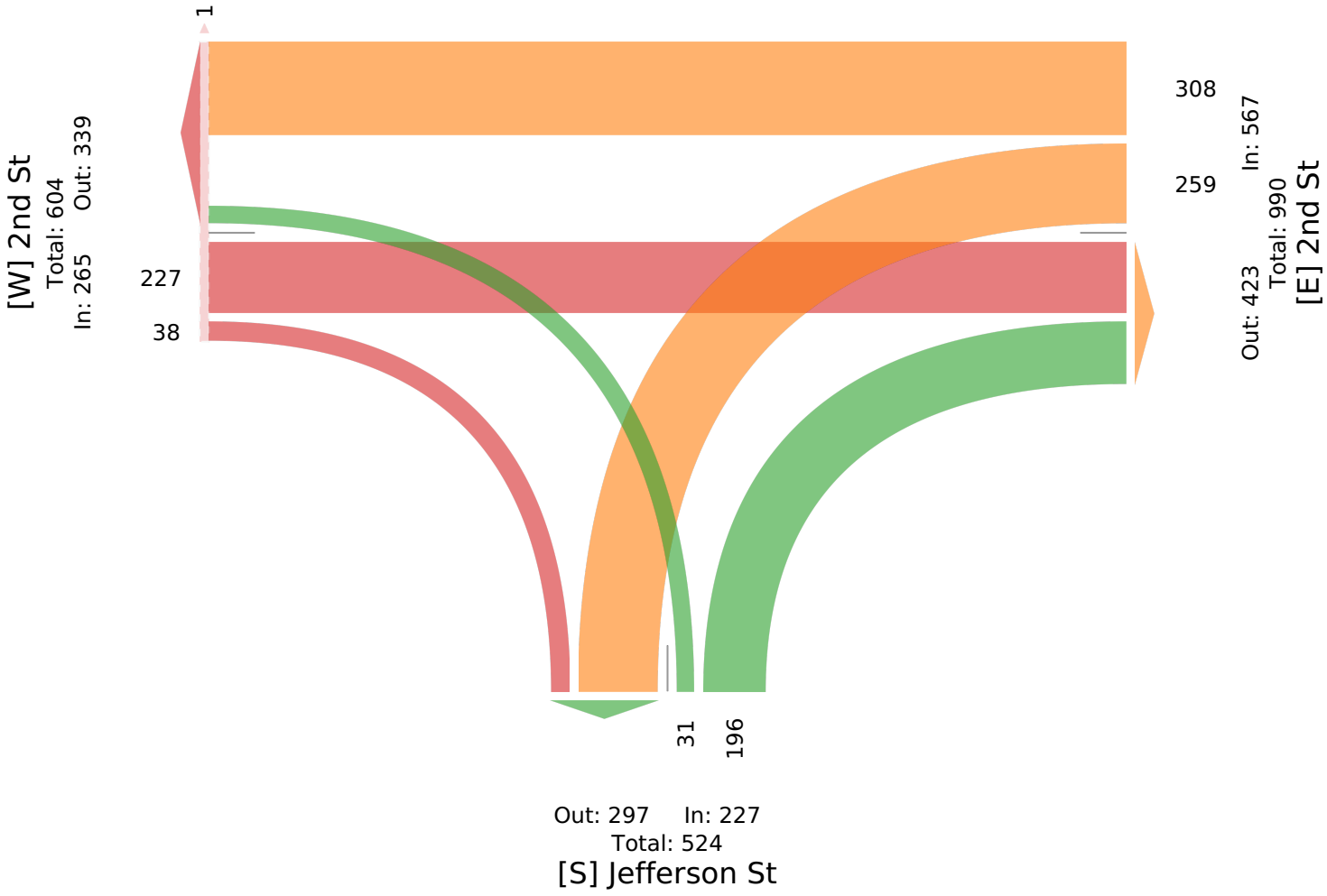
Leg Direction	2nd St Westbound					Jefferson St Northbound					2nd St Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-05-10 4:15PM	71	66	0	**137**	0	50	6	0	**56**	0	8	61	0	**69**	1	**262**
4:30PM	70	66	0	**136**	0	43	8	0	**51**	0	6	44	0	**50**	0	**237**
4:45PM	72	64	0	**136**	0	59	10	0	**69**	0	8	59	0	**67**	0	**272**
5:00PM	95	63	0	**158**	0	44	7	0	**51**	0	16	63	0	**79**	0	**288**
Total	308	259	0	**567**	0	196	31	0	**227**	0	38	227	0	**265**	1	**1059**
% Approach	54.3%	45.7%	0%	**-**	-	86.3%	13.7%	0%	**-**	-	14.3%	85.7%	0%	**-**	-	**-**
% Total	29.1%	24.5%	0%	**53.5%**	-	18.5%	2.9%	0%	**21.4%**	-	3.6%	21.4%	0%	**25.0%**	-	**-**
PHF	0.811	0.981	-	**0.897**	-	0.831	0.775	-	**0.822**	-	0.594	0.901	-	**0.839**	-	0.919
Lights	305	256	0	**561**	-	195	31	0	**226**	-	38	227	0	**265**	-	1052
% Lights	99.0%	98.8%	0%	**98.9%**	-	99.5%	100%	0%	**99.6%**	-	100%	100%	0%	**100%**	-	99.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	3	3	0	**6**	-	1	0	0	**1**	-	0	0	0	**0**	-	7
% Buses and Single-Unit Trucks	1.0%	1.2%	0%	**1.1%**	-	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

2nd and Jefferson - TMC

Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065195, Location: 38.912298, -94.381224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Johnson - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065184, Location: 38.915212, -94.37427

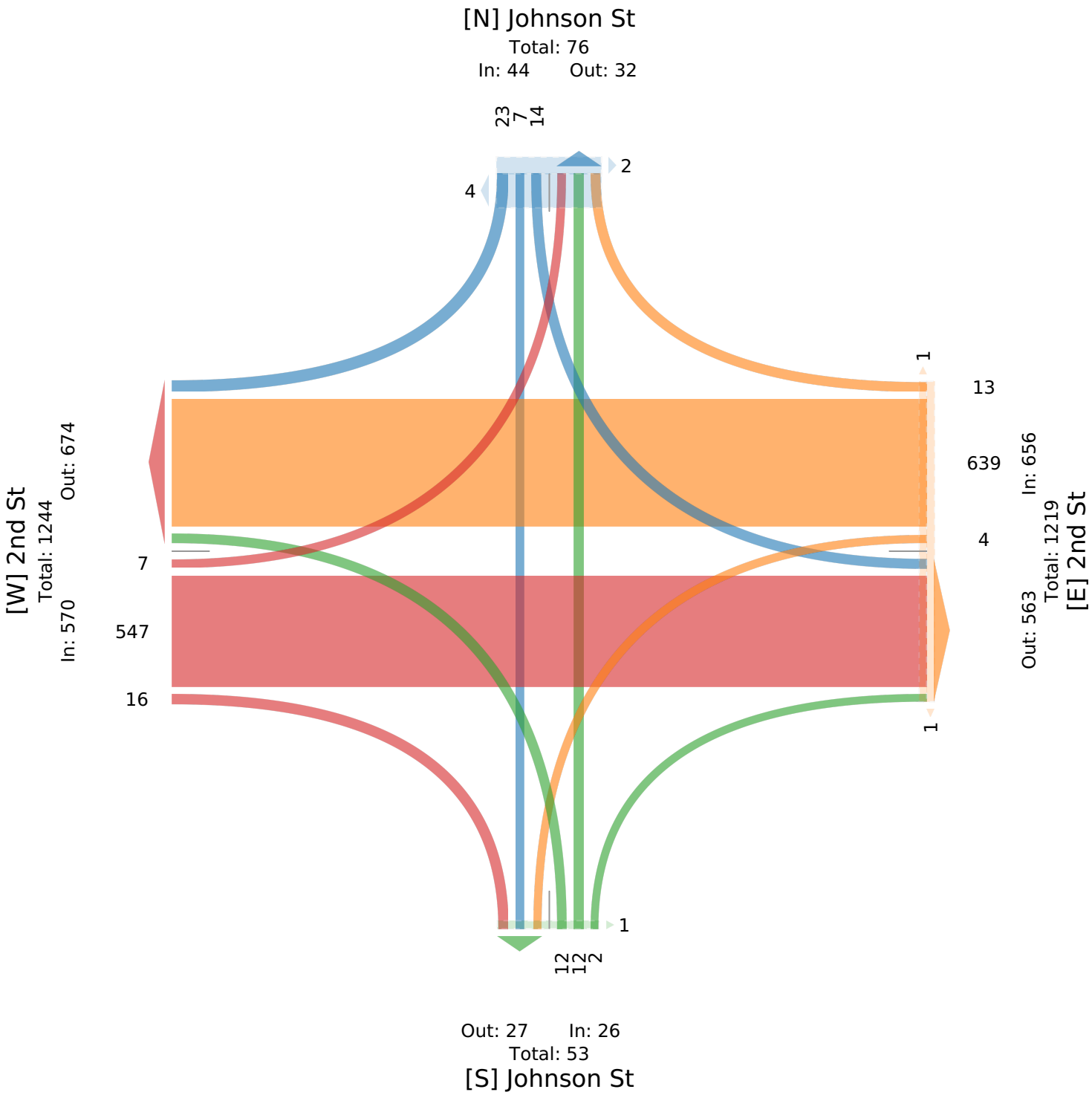
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Johnson St						2nd St						Johnson St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	0	1	2	0	**3**	2	1	68	2	0	**71**	0	0	0	2	0	**2**	0	1	46	0	0	**47**	0	**123**
6:45PM	4	0	2	0	**6**	1	2	68	0	0	**70**	1	0	0	1	0	**1**	0	1	52	1	0	**54**	0	**131**
Hourly Total	4	1	4	0	**9**	3	3	136	2	0	**141**	1	0	0	3	0	**3**	0	2	98	1	0	**101**	0	**254**
7:00PM	2	2	0	0	**4**	0	1	45	0	0	**46**	1	0	0	0	0	**0**	0	1	56	1	0	**58**	0	**108**
7:15PM	1	0	1	0	**2**	0	1	56	0	0	**57**	0	0	2	0	0	**2**	1	1	41	0	0	**42**	0	**103**
7:30PM	1	0	1	0	**2**	0	0	48	1	0	**49**	0	0	0	2	0	**2**	0	1	35	0	0	**36**	0	**89**
7:45PM	0	0	2	0	**2**	0	2	63	0	0	**65**	0	0	2	1	0	**3**	0	0	37	1	0	**38**	0	**108**
Hourly Total	4	2	4	0	**10**	0	4	212	1	0	**217**	1	0	4	3	0	**7**	1	3	169	2	0	**174**	0	**408**
8:00PM	2	1	0	0	**3**	0	2	61	0	0	**63**	0	0	0	2	0	**2**	0	1	64	0	0	**65**	0	**133**
8:15PM	0	1	1	0	**2**	1	1	53	0	0	**54**	0	0	1	1	0	**2**	0	3	41	0	0	**44**	0	**102**
8:30PM	2	2	2	0	**6**	0	1	46	0	0	**47**	0	1	1	0	0	**2**	0	2	39	1	0	**42**	0	**97**
8:45PM	4	0	1	0	**5**	1	0	45	0	0	**45**	0	1	1	1	0	**3**	0	3	44	0	0	**47**	0	**100**
Hourly Total	8	4	4	0	**16**	2	4	205	0	0	**209**	0	2	3	4	0	**9**	0	9	188	1	0	**198**	0	**432**
9:00PM	3	0	2	0	**5**	0	1	52	0	0	**53**	0	0	1	1	0	**2**	0	2	47	1	0	**50**	0	**110**
9:15PM	4	0	0	0	**4**	1	1	34	1	0	**36**	0	0	4	1	0	**5**	0	0	45	2	0	**47**	0	**92**
Hourly Total	7	0	2	0	**9**	1	2	86	1	0	**89**	0	0	5	2	0	**7**	0	2	92	3	0	**97**	0	**202**
Total	23	7	14	0	**44**	6	13	639	4	0	**656**	2	2	12	12	0	**26**	1	16	547	7	0	**570**	0	**1296**
% Approach	52.3%	15.9%	31.8%	0%	**-**	-	2.0%	97.4%	0.6%	0%	**-**	-	7.7%	46.2%	46.2%	0%	**-**	-	2.8%	96.0%	1.2%	0%	**-**	-	-
% Total	1.8%	0.5%	1.1%	0%	**3.4%**	-	1.0%	49.3%	0.3%	0%	**50.6%**	-	0.2%	0.9%	0.9%	0%	**2.0%**	-	1.2%	42.2%	0.5%	0%	**44.0%**	-	-
Lights	23	7	14	0	**44**	-	13	637	4	0	**654**	-	2	12	12	0	**26**	-	16	546	7	0	**569**	-	1293
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.7%	100%	0%	**99.7%**	-	100%	100%	100%	0%	**100%**	-	100%	99.8%	100%	0%	**99.8%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and Johnson - TMC
Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065184, Location: 38.915212, -94.37427

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Johnson - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065184, Location: 38.915212, -94.37427

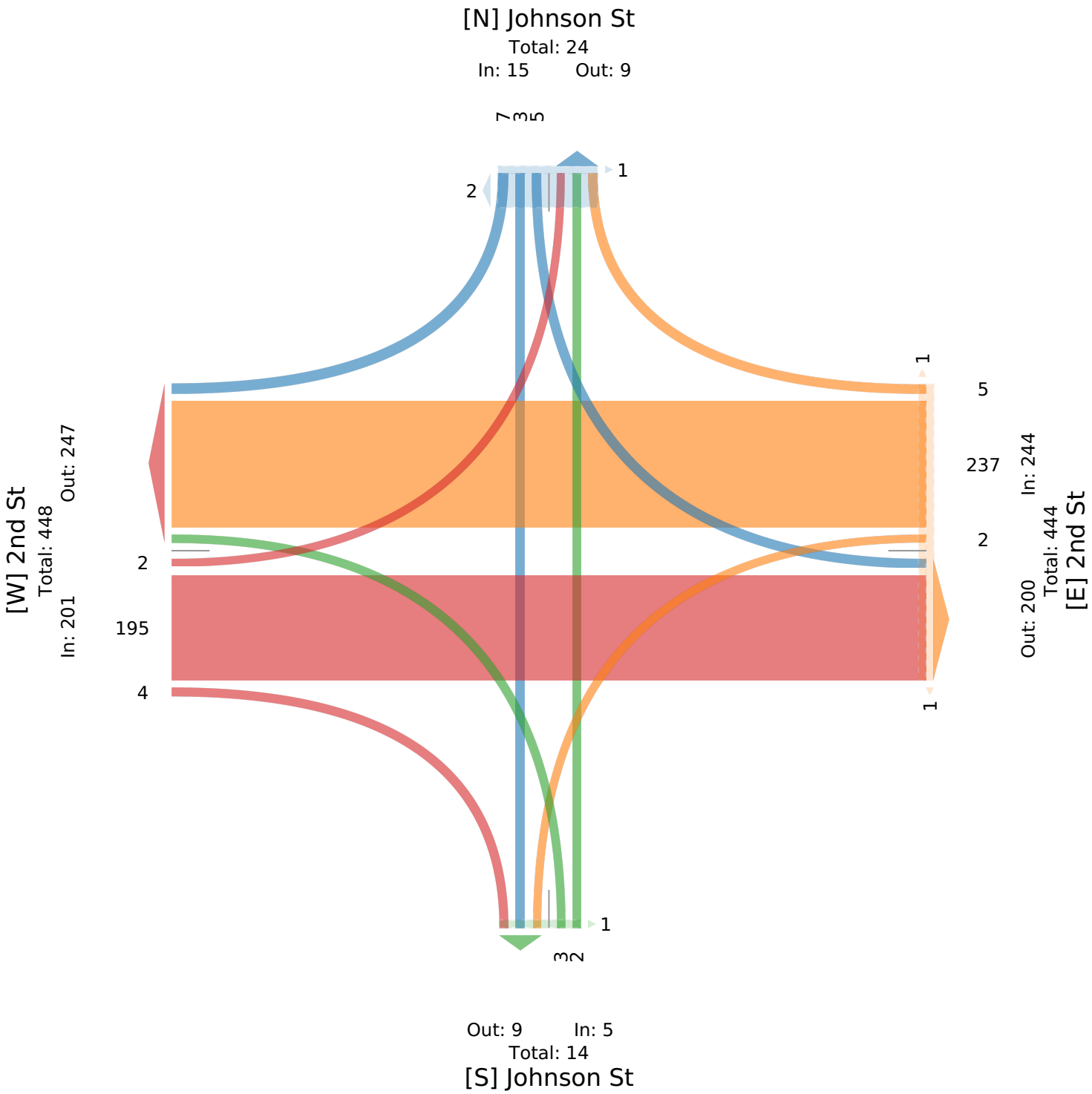
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Johnson St Southbound						2nd St Westbound						Johnson St Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	0	1	2	0	**3**	2	1	68	2	0	**71**	0	0	0	2	0	**2**	0	1	46	0	0	**47**	0	**123**
6:45PM	4	0	2	0	**6**	1	2	68	0	0	**70**	1	0	0	1	0	**1**	0	1	52	1	0	**54**	0	**131**
7:00PM	2	2	0	0	**4**	0	1	45	0	0	**46**	1	0	0	0	0	**0**	0	1	56	1	0	**58**	0	**108**
7:15PM	1	0	1	0	**2**	0	1	56	0	0	**57**	0	0	2	0	0	**2**	1	1	41	0	0	**42**	0	**103**
Total	7	3	5	0	**15**	3	5	237	2	0	**244**	2	0	2	3	0	**5**	1	4	195	2	0	**201**	0	**465**
% Approach	46.7%	20.0%	33.3%	0%	**-**	-	2.0%	97.1%	0.8%	0%	**-**	-	0%	40.0%	60.0%	0%	**-**	-	2.0%	97.0%	1.0%	0%	**-**	-	-
% Total	1.5%	0.6%	1.1%	0%	**3.2%**	-	1.1%	51.0%	0.4%	0%	**52.5%**	-	0%	0.4%	0.6%	0%	**1.1%**	-	0.9%	41.9%	0.4%	0%	**43.2%**	-	-
PHF	0.438	0.375	0.625	-	**0.625**	-	0.625	0.871	0.250	-	**0.859**	-	-	0.250	0.375	-	**0.625**	-	1.000	0.871	0.500	-	**0.866**	-	0.887
Lights	7	3	5	0	**15**	-	5	236	2	0	**243**	-	0	2	3	0	**5**	-	4	194	2	0	**200**	-	463
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.6%	100%	0%	**99.6%**	-	0%	100%	100%	0%	**100%**	-	100%	99.5%	100%	0%	**99.5%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and Johnson - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065184, Location: 38.915212, -94.37427

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Johnson - TMC

Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065175, Location: 38.915212, -94.37427

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

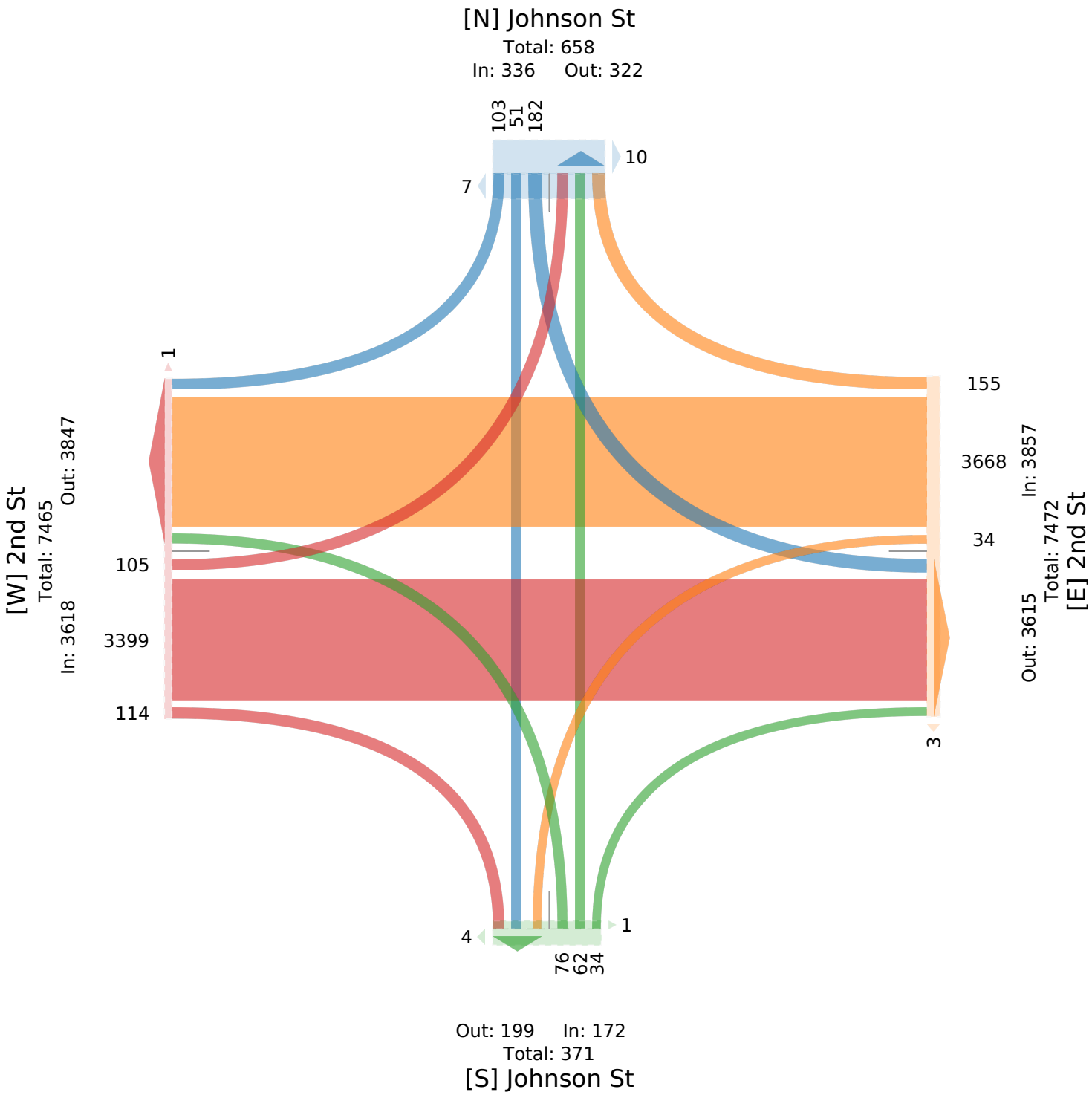
Leg	Johnson St						2nd St						Johnson St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 6:00AM	1	2	1	0	**4**	0	0	17	0	0	**17**	0	0	0	0	0	**0**	0	2	3	0	0	**5**	0	**26**
6:15AM	0	2	0	0	**2**	1	0	23	0	0	**23**	0	1	0	0	0	**1**	0	0	12	0	0	**12**	0	**38**
6:30AM	0	1	1	0	**2**	1	0	46	0	0	**46**	0	0	1	0	0	**1**	0	0	11	3	0	**14**	0	**63**
6:45AM	0	1	1	0	**2**	0	0	70	2	0	**72**	0	0	0	0	0	**0**	0	0	25	1	0	**26**	0	**100**
Hourly Total	1	6	3	0	**10**	2	0	156	2	0	**158**	0	1	1	0	0	**2**	0	2	51	4	0	**57**	0	**227**
7:00AM	0	1	1	0	**2**	0	0	48	0	0	**48**	0	0	0	0	0	**0**	0	2	31	0	0	**33**	0	**83**
7:15AM	0	3	0	0	**3**	0	4	64	0	0	**68**	0	1	1	1	0	**3**	0	0	43	1	0	**44**	0	**118**
7:30AM	1	0	2	0	**3**	0	3	75	1	0	**79**	0	0	2	0	0	**2**	0	1	51	2	0	**54**	0	**138**
7:45AM	2	1	1	0	**4**	0	5	89	1	0	**95**	0	0	1	1	0	**2**	0	0	55	6	0	**61**	0	**162**
Hourly Total	3	5	4	0	**12**	0	12	276	2	0	**290**	0	1	4	2	0	**7**	0	3	180	9	0	**192**	0	**501**
8:00AM	1	0	1	0	**2**	3	2	81	0	0	**83**	0	0	1	1	0	**2**	0	1	51	2	0	**54**	0	**141**
8:15AM	0	0	1	0	**1**	0	3	76	0	0	**79**	0	0	1	1	0	**2**	0	1	50	2	0	**53**	0	**135**
8:30AM	1	0	3	0	**4**	1	4	64	0	0	**68**	0	0	3	0	0	**3**	0	2	51	6	0	**59**	0	**134**
8:45AM	2	0	6	0	**8**	0	9	66	1	0	**76**	0	0	0	1	0	**1**	0	2	53	5	0	**60**	0	**145**
Hourly Total	4	0	11	0	**15**	4	18	287	1	0	**306**	0	0	5	3	0	**8**	0	6	205	15	0	**226**	0	**555**
9:00AM	4	4	6	0	**14**	0	7	69	0	0	**76**	0	1	2	0	0	**3**	0	2	62	3	0	**67**	0	**160**
9:15AM	2	0	3	0	**5**	0	1	64	2	0	**67**	0	0	0	0	0	**0**	0	1	55	1	0	**57**	0	**129**
9:30AM	3	0	3	0	**6**	0	0	66	0	0	**66**	0	0	3	2	0	**5**	0	0	60	3	0	**63**	0	**140**
9:45AM	1	2	2	0	**5**	0	6	70	0	0	**76**	0	0	0	1	0	**1**	0	3	49	1	0	**53**	0	**135**
Hourly Total	10	6	14	0	**30**	0	14	269	2	0	**285**	0	1	5	3	0	**9**	0	6	226	8	0	**240**	0	**564**
10:00AM	1	0	2	0	**3**	0	1	61	3	0	**65**	0	1	1	0	0	**2**	0	4	44	0	0	**48**	0	**118**
10:15AM	1	0	2	0	**3**	0	1	63	0	0	**64**	0	0	2	3	0	**5**	0	2	61	0	0	**63**	0	**135**
10:30AM	3	1	2	0	**6**	0	4	66	0	0	**70**	0	5	0	1	0	**6**	0	4	62	1	0	**67**	0	**149**
10:45AM	3	1	3	0	**7**	0	3	59	0	0	**62**	0	1	0	0	0	**1**	0	3	61	4	0	**68**	0	**138**
Hourly Total	8	2	9	0	**19**	0	9	249	3	0	**261**	0	7	3	4	0	**14**	0	13	228	5	0	**246**	0	**540**
11:00AM	1	1	2	0	**4**	0	3	74	1	0	**78**	0	4	0	1	0	**5**	0	0	54	2	0	**56**	0	**143**
11:15AM	2	2	1	0	**5**	1	4	68	1	0	**73**	0	0	0	0	0	**0**	0	3	61	2	0	**66**	0	**144**
11:30AM	4	4	7	0	**15**	1	4	79	2	0	**85**	0	0	0	0	0	**0**	0	2	67	1	0	**70**	0	**170**
11:45AM	1	0	7	0	**8**	0	2	84	1	0	**87**	0	1	2	1	0	**4**	0	3	75	1	0	**79**	0	**178**
Hourly Total	8	7	17	0	**32**	2	13	305	5	0	**323**	0	5	2	2	0	**9**	0	8	257	6	0	**271**	0	**635**
12:00PM	2	1	4	0	**7**	0	4	68	0	0	**72**	0	1	2	2	0	**5**	0	3	96	1	0	**100**	0	**184**
12:15PM	3	2	4	0	**9**	2	5	93	0	0	**98**	0	0	2	2	0	**4**	0	5	75	1	0	**81**	0	**192**
12:30PM	1	0	7	0	**8**	1	1	73	0	0	**74**	0	0	3	3	0	**6**	0	2	71	5	0	**78**	0	**166**
12:45PM	2	1	5	0	**8**	0	8	74	2	0	**84**	0	0	2	2	0	**4**	0	3	82	5	0	**90**	0	**186**
Hourly Total	8	4	20	0	**32**	3	18	308	2	0	**328**	0	1	9	9	0	**19**	0	13	324	12	0	**349**	0	**728**
1:00PM	3	0	3	0	**6**	0	1	58	1	0	**60**	3	0	1	1	0	**2**	3	1	62	6	0	**69**	0	**137**
1:15PM	2	0	4	0	**6**	0	4	80	2	0	**86**	0	1	2	1	0	**4**	0	1	79	1	0	**81**	0	**177**
1:30PM	4	0	5	0	**9**	0	1	65	2	0	**68**	0	0	3	4	0	**7**	0	2	78	1	0	**81**	0	**165**
1:45PM	2	3	4	0	**9**	0	3	63	1	0	**67**	0	0	2	1	0	**3**	0	4	51	3	0	**58**	0	**137**
Hourly Total	11	3	16	0	**30**	0	9	266	6	0	**281**	3	1	8	7	0	**16**	3	8	270	11	0	**289**	0	**616**
2:00PM	1	2	5	0	**8**	0	4	66	3	0	**73**	0	0	1	1	0	**2**	0	2	74	0	0	**76**	0	**159**
2:15PM	2	0	2	0	**4**	0	2	54	1	0	**57**	0	1	2	1	0	**4**	0	3	67	3	0	**73**	0	**138**
2:30PM	3	1	4	0	**8**	0	0	61	0	0	**61**	0	1	1	4	0	**6**	0	2	74	4	0	**80**	1	**155**
2:45PM	1	0	2	0	**3**	1	7	81	0	0	**88**	0	0	6	2	0	**8**	0	6	78	1	0	**85**	0	**184**
Hourly Total	7	3	13	0	**23**	1	13	262	4	0	**279**	0	2	10	8	0	**20**	0	13	293	8	0	**314**	1	**636**
3:00PM	2	2	4	0	**8**	0	2	82	0	0	**84**	0	0	1	4	0	**5**	0	2	77	3	0	**82**	0	**179**
3:15PM	3	0	4	0	**7**	0	2	75	1	0	**78**	0	0	2	0	0	**2**	0	4	81	1	0	**86**	0	**173**
3:30PM	4	0	4	0	**8**	1	5	76	1	0	**82**	0	0	0	1	0	**1**	0	3	90	1	0	**94**	0	**185**
3:45PM	2	1	5	0	**8**	0	7	88	0	0	**95**	0	2	0	0	0	**2**	1	2	86	5	0	**93**	0	**198**
Hourly Total	11	3	17	0	**31**	1	16	321	2	0	**339**	0	2	3	5	0	**10**	1	11	334	10	0	**355**	0	**735**
4:00PM	4	1	9	0	**14**	1	6	79	0	0	**85**	0	2	0	2	0	**4**	0	4	77	2	0	**83**	0	**186**
4:15PM	2	2	6	0	**10**	1	5	81	2	0	**88**	0	1	2	3	0	**6**	0	4	83	0	0	**87**	0	**191**
4:30PM	3	0	4	0	**7**	0	5	92	2	0	**99**	0	1	1	6	0	**8**	0	3	100	0	0	**103**	0	**217**
4:45PM	3	4	5	0	**12**	0	2	92	0	0	**94**	0	2	1	5	0	**8**	1	1	90	0	0	**91**	0	**205**
Hourly Total	12	7	24	0	**43**	2	18	344	4	0	**366**	0	6	4	16	0	**26**	1	12	350	2	0	**364**	0	**799**
5:00PM	7	1	8	0	**16**	0	0	100	0	0	**100**	0	0	5	1	0	**6**	0	4	127	1	0	**132**	0	**254**
5:15PM	2	2	8	0	**12**	0	0	70	1	0	**71**	0	4	0	2	0	**6**	0	3	96	0	0	**99**	0	**188**
5:30PM	2	0	4	0	**6**	0	2	85	0	0	**87**	0	1	0	4	0	**5**	0	2	92	4	0	**98**	0	**196**

Leg	Johnson St						2nd St						Johnson St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
5:45PM	1	1	4	0	**6**	0	2	73	0	0	**75**	0	0	1	3	0	**4**	0	1	71	2	0	**74**	0	**159**
Hourly Total	12	4	24	0	**40**	0	4	328	1	0	**333**	0	5	6	10	0	**21**	0	10	386	7	0	**403**	0	**797**
6:00PM	2	0	4	0	**6**	0	3	71	0	0	**74**	0	1	1	2	0	**4**	0	3	73	4	0	**80**	0	**164**
6:15PM	5	0	1	0	**6**	0	2	72	0	0	**74**	0	1	0	2	0	**3**	0	1	74	1	0	**76**	0	**159**
6:30PM	0	1	2	0	**3**	2	1	69	0	0	**70**	0	0	0	3	0	**3**	0	5	72	1	0	**78**	0	**154**
6:45PM	1	0	3	0	**4**	0	5	85	0	0	**90**	0	0	1	0	0	**1**	0	0	76	2	0	**78**	0	**173**
Hourly Total	8	1	10	0	**19**	2	11	297	0	0	**308**	0	2	2	7	0	**11**	0	9	295	8	0	**312**	0	**650**
Total	103	51	182	0	**336**	17	155	3668	34	0	**3857**	3	34	62	76	0	**172**	5	114	3399	105	0	**3618**	1	**7983**
% Approach	30.7%	15.2%	54.2%	0%	**-**	-	4.0%	95.1%	0.9%	0%	**-**	-	19.8%	36.0%	44.2%	0%	**-**	-	3.2%	93.9%	2.9%	0%	**-**	-	**-**
% Total	1.3%	0.6%	2.3%	0%	**4.2%**	-	1.9%	45.9%	0.4%	0%	**48.3%**	-	0.4%	0.8%	1.0%	0%	**2.2%**	-	1.4%	42.6%	1.3%	0%	**45.3%**	-	**-**
Lights	103	49	179	0	**331**	-	150	3623	32	0	**3805**	-	33	59	75	0	**167**	-	114	3351	102	0	**3567**	-	7870
% Lights	100%	96.1%	98.4%	0%	**98.5%**	-	96.8%	98.8%	94.1%	0%	**98.7%**	-	97.1%	95.2%	98.7%	0%	**97.1%**	-	100%	98.6%	97.1%	0%	**98.6%**	-	98.6%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	2	3	0	**5**	-	5	43	2	0	**50**	-	1	3	1	0	**5**	-	0	46	3	0	**49**	-	109
% Buses and Single-Unit Trucks	0%	3.9%	1.6%	0%	**1.5%**	-	3.2%	1.2%	5.9%	0%	**1.3%**	-	2.9%	4.8%	1.3%	0%	**2.9%**	-	0%	1.4%	2.9%	0%	**1.4%**	-	1.4%
Pedestrians	-	-	-	-	-	17	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

2nd and Johnson - TMC
Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065175, Location: 38.915212, -94.37427

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Johnson - TMC

Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065175, Location: 38.915212, -94.37427

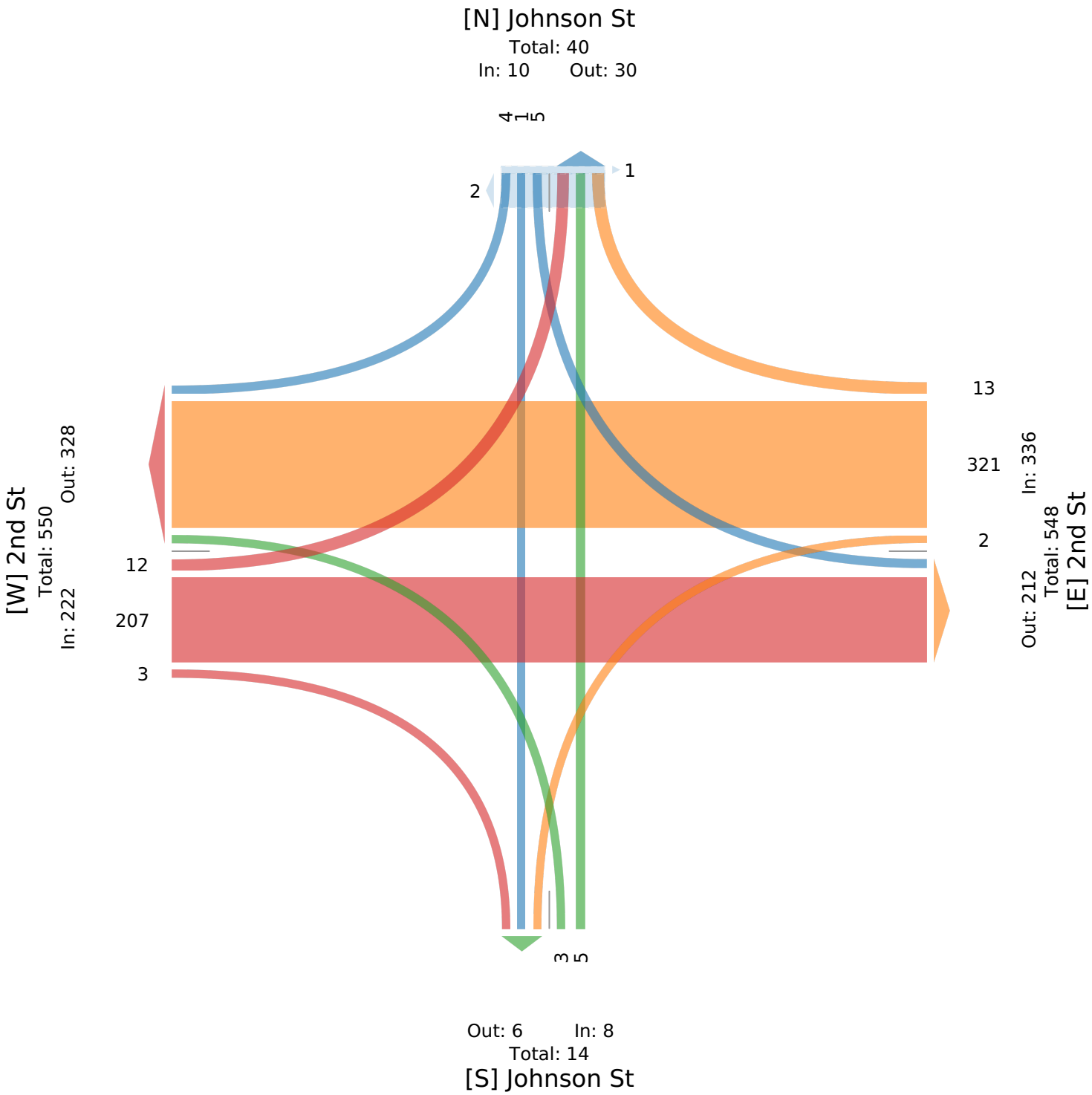
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Johnson St						2nd St						Johnson St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 7:30AM	1	0	2	0	**3**	0	3	75	1	0	**79**	0	0	2	0	0	**2**	0	1	51	2	0	**54**	0	**138**
7:45AM	2	1	1	0	**4**	0	5	89	1	0	**95**	0	0	1	1	0	**2**	0	0	55	6	0	**61**	0	**162**
8:00AM	1	0	1	0	**2**	3	2	81	0	0	**83**	0	0	1	1	0	**2**	0	1	51	2	0	**54**	0	**141**
8:15AM	0	0	1	0	**1**	0	3	76	0	0	**79**	0	0	1	1	0	**2**	0	1	50	2	0	**53**	0	**135**
Total	4	1	5	0	**10**	3	13	321	2	0	**336**	0	0	5	3	0	**8**	0	3	207	12	0	**222**	0	**576**
% Approach	40.0%	10.0%	50.0%	0%	**-**	-	3.9%	95.5%	0.6%	0%	**-**	-	0%	62.5%	37.5%	0%	**-**	-	1.4%	93.2%	5.4%	0%	**-**	-	-
% Total	0.7%	0.2%	0.9%	0%	**1.7%**	-	2.3%	55.7%	0.3%	0%	**58.3%**	-	0%	0.9%	0.5%	0%	**1.4%**	-	0.5%	35.9%	2.1%	0%	**38.5%**	-	-
PHF	0.500	0.250	0.625	-	**0.625**	-	0.650	0.902	0.500	-	**0.884**	-	-	0.625	0.750	-	**1.000**	-	0.750	0.941	0.500	-	**0.910**	-	0.889
Lights	4	1	5	0	**10**	-	13	316	2	0	**331**	-	0	4	3	0	**7**	-	3	202	12	0	**217**	-	565
% Lights	100%	100%	100%	0%	**100%**	-	100%	98.4%	100%	0%	**98.5%**	-	0%	80.0%	100%	0%	**87.5%**	-	100%	97.6%	100%	0%	**97.7%**	-	98.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	1	0	0	**1**	-	0	5	0	0	**5**	-	11
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.6%	0%	0%	**1.5%**	-	0%	20.0%	0%	0%	**12.5%**	-	0%	2.4%	0%	0%	**2.3%**	-	1.9%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2nd and Johnson - TMC
Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065175, Location: 38.915212, -94.37427

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Johnson - TMC

Wed May 10, 2023
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065175, Location: 38.915212, -94.37427

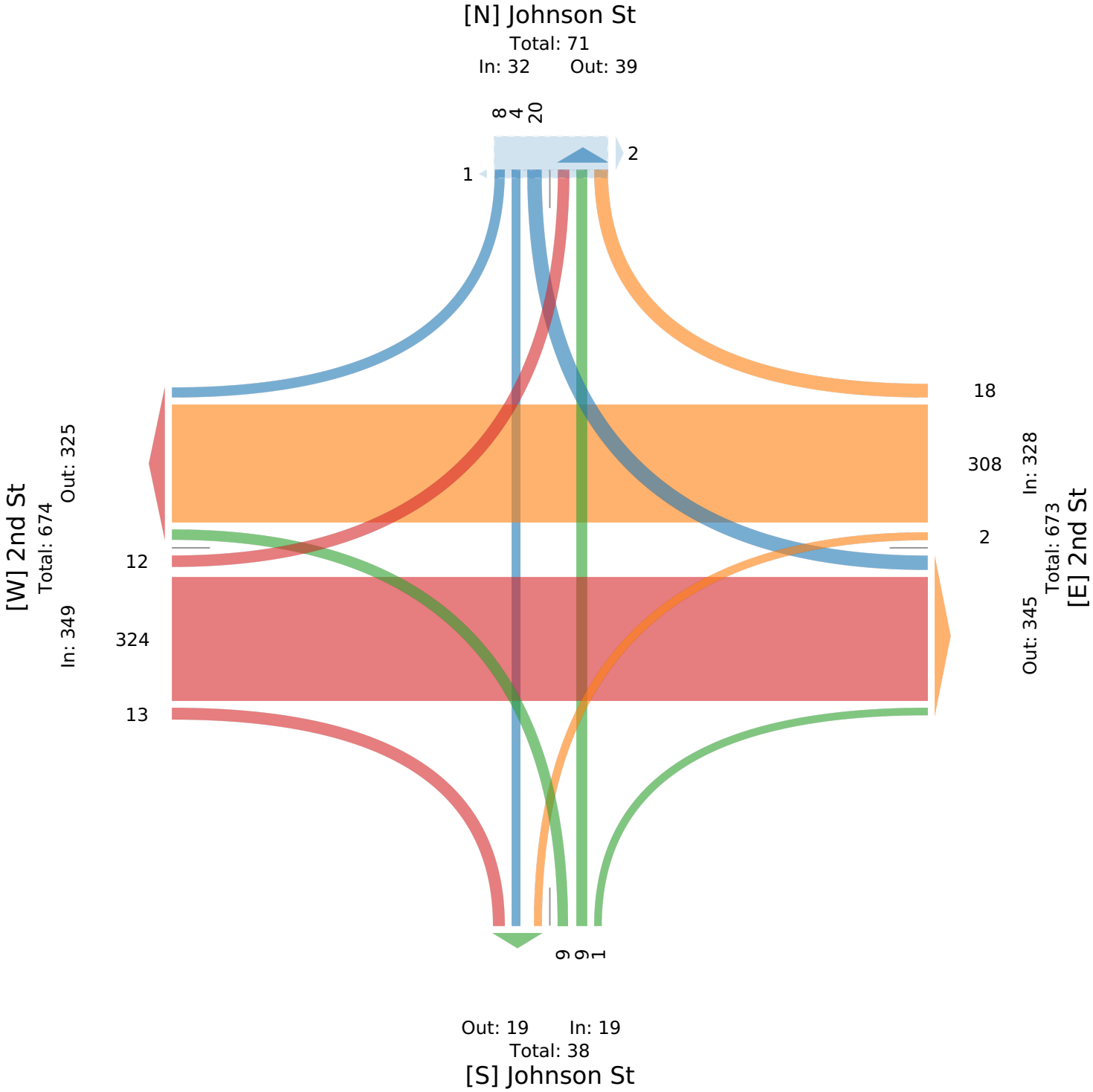
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Johnson St						2nd St						Johnson St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 12:00PM	2	1	4	0	**7**	0	4	68	0	0	**72**	0	1	2	2	0	**5**	0	3	96	1	0	**100**	0	**184**
12:15PM	3	2	4	0	**9**	2	5	93	0	0	**98**	0	0	2	2	0	**4**	0	5	75	1	0	**81**	0	**192**
12:30PM	1	0	7	0	**8**	1	1	73	0	0	**74**	0	0	3	3	0	**6**	0	2	71	5	0	**78**	0	**166**
12:45PM	2	1	5	0	**8**	0	8	74	2	0	**84**	0	0	2	2	0	**4**	0	3	82	5	0	**90**	0	**186**
Total	8	4	20	0	**32**	3	18	308	2	0	**328**	0	1	9	9	0	**19**	0	13	324	12	0	**349**	0	**728**
% Approach	25.0%	12.5%	62.5%	0%	**-**	-	5.5%	93.9%	0.6%	0%	**-**	-	5.3%	47.4%	47.4%	0%	**-**	-	3.7%	92.8%	3.4%	0%	**-**	-	-
% Total	1.1%	0.5%	2.7%	0%	**4.4%**	-	2.5%	42.3%	0.3%	0%	**45.1%**	-	0.1%	1.2%	1.2%	0%	**2.6%**	-	1.8%	44.5%	1.6%	0%	**47.9%**	-	-
PHF	0.667	0.500	0.714	-	**0.889**	-	0.563	0.828	0.250	-	**0.837**	-	0.250	0.750	0.750	-	**0.792**	-	0.650	0.844	0.600	-	**0.873**	-	0.948
Lights	8	3	20	0	**31**	-	17	302	2	0	**321**	-	1	9	9	0	**19**	-	13	317	12	0	**342**	-	713
% Lights	100%	75.0%	100%	0%	**96.9%**	-	94.4%	98.1%	100%	0%	**97.9%**	-	100%	100%	100%	0%	**100%**	-	100%	97.8%	100%	0%	**98.0%**	-	97.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	1	6	0	0	**7**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	15
% Buses and Single-Unit Trucks	0%	25.0%	0%	0%	**3.1%**	-	5.6%	1.9%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	2.2%	0%	0%	**2.0%**	-	2.1%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2nd and Johnson - TMC
Wed May 10, 2023
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065175, Location: 38.915212, -94.37427

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Johnson - TMC

Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065175, Location: 38.915212, -94.37427

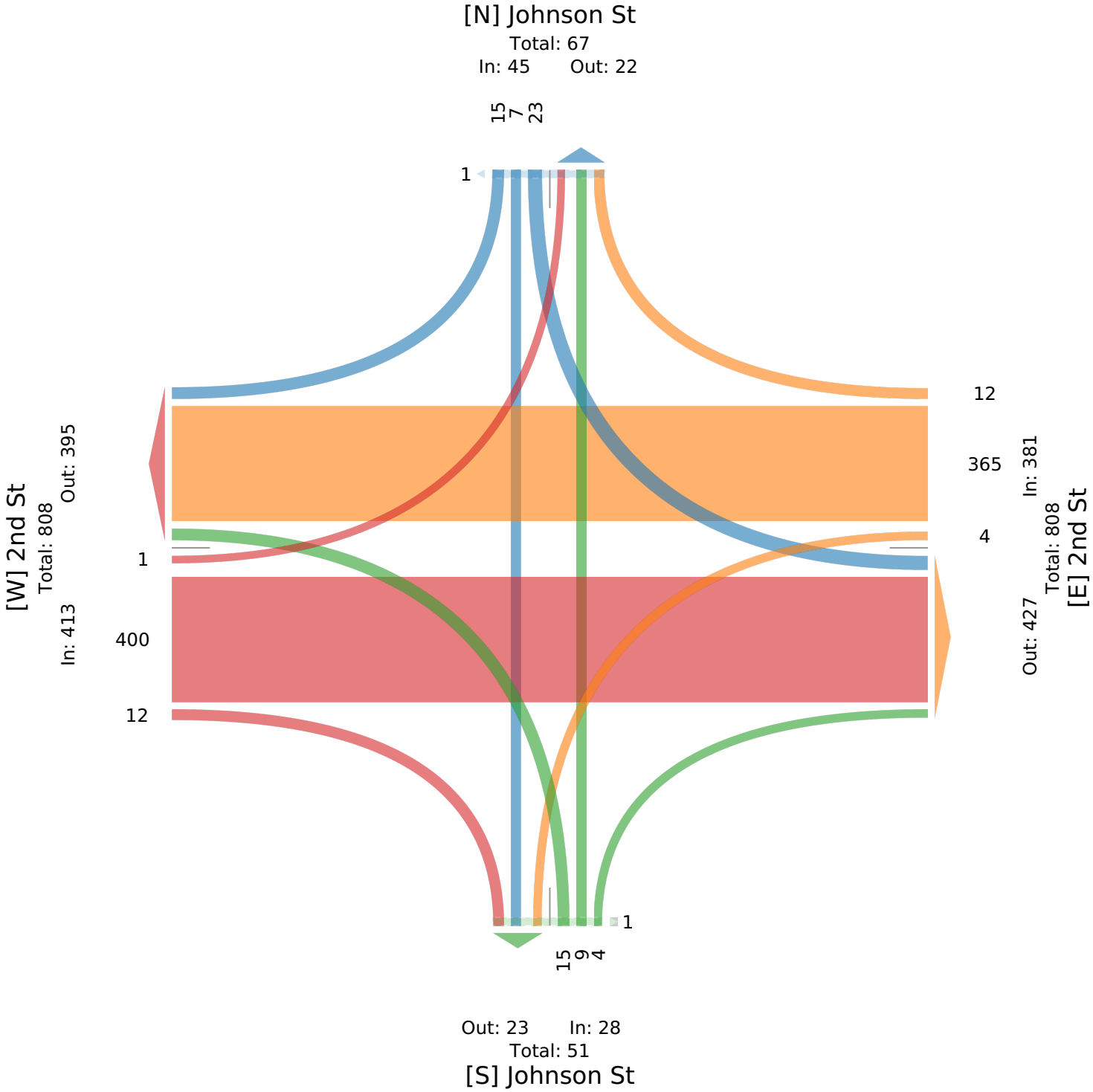
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Johnson St Southbound						2nd St Westbound						Johnson St Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 4:15PM	2	2	6	0	**10**	1	5	81	2	0	**88**	0	1	2	3	0	**6**	0	4	83	0	0	**87**	0	**191**
4:30PM	3	0	4	0	**7**	0	5	92	2	0	**99**	0	1	1	6	0	**8**	0	3	100	0	0	**103**	0	**217**
4:45PM	3	4	5	0	**12**	0	2	92	0	0	**94**	0	2	1	5	0	**8**	1	1	90	0	0	**91**	0	**205**
5:00PM	7	1	8	0	**16**	0	0	100	0	0	**100**	0	0	5	1	0	**6**	0	4	127	1	0	**132**	0	**254**
Total	15	7	23	0	**45**	1	12	365	4	0	**381**	0	4	9	15	0	**28**	1	12	400	1	0	**413**	0	**867**
% Approach	33.3%	15.6%	51.1%	0%	**-**	-	3.1%	95.8%	1.0%	0%	**-**	-	14.3%	32.1%	53.6%	0%	**-**	-	2.9%	96.9%	0.2%	0%	**-**	-	-
% Total	1.7%	0.8%	2.7%	0%	**5.2%**	-	1.4%	42.1%	0.5%	0%	**43.9%**	-	0.5%	1.0%	1.7%	0%	**3.2%**	-	1.4%	46.1%	0.1%	0%	**47.6%**	-	-
PHF	0.536	0.438	0.719	-	**0.703**	-	0.600	0.913	0.500	-	**0.953**	-	0.500	0.450	0.625	-	**0.875**	-	0.750	0.787	0.250	-	**0.782**	-	0.853
Lights	15	7	23	0	**45**	-	11	363	4	0	**378**	-	3	9	15	0	**27**	-	12	396	1	0	**409**	-	859
% Lights	100%	100%	100%	0%	**100%**	-	91.7%	99.5%	100%	0%	**99.2%**	-	75.0%	100%	100%	0%	**96.4%**	-	100%	99.0%	100%	0%	**99.0%**	-	99.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	2	0	0	**3**	-	1	0	0	0	**1**	-	0	4	0	0	**4**	-	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	8.3%	0.5%	0%	0%	**0.8%**	-	25.0%	0%	0%	0%	**3.6%**	-	0%	1.0%	0%	0%	**1.0%**	-	0.9%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and Johnson - TMC
Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065175, Location: 38.915212, -94.37427

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Main - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065194, Location: 38.91344, -94.378337

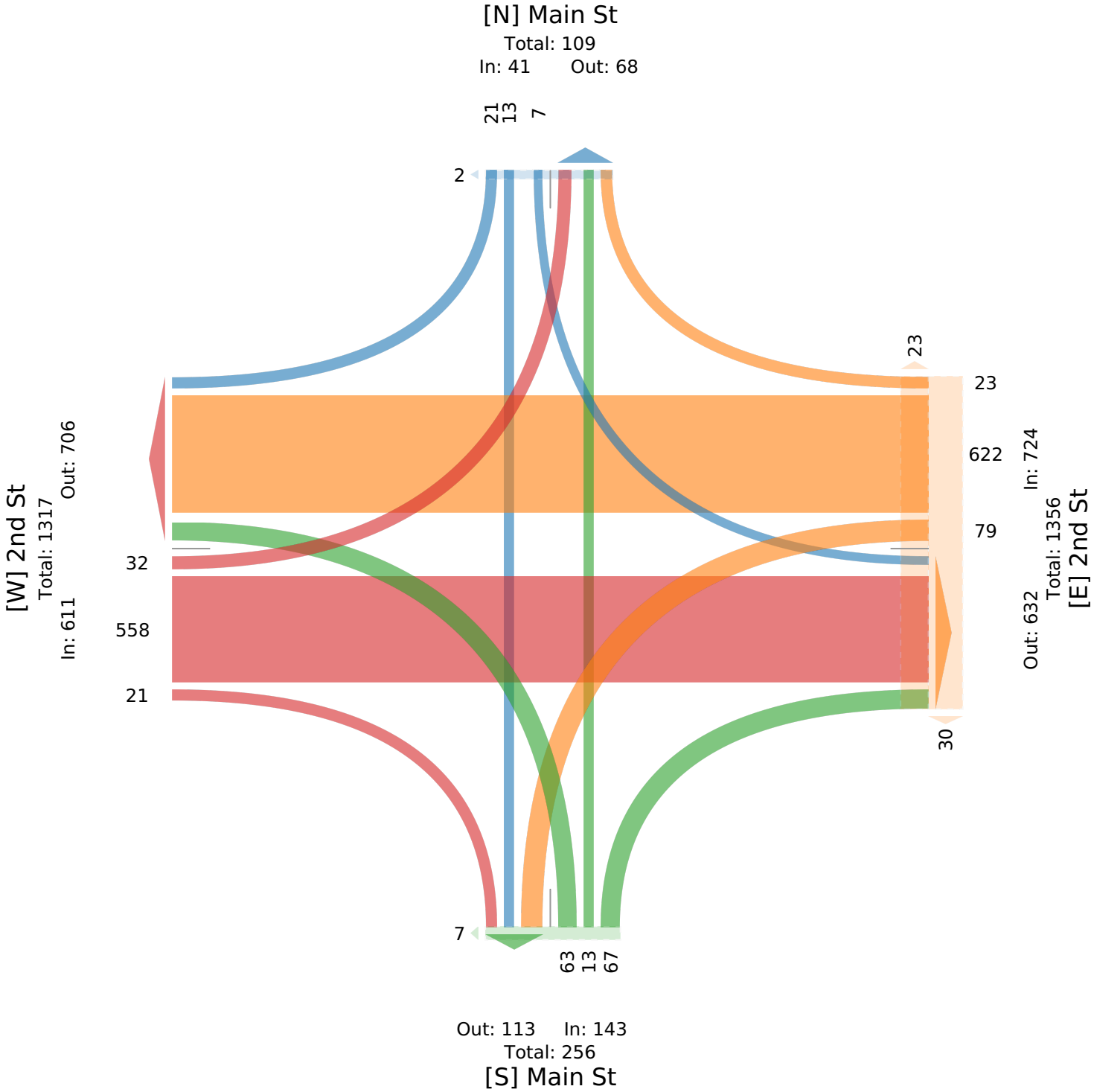
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Main St						2nd St						Main St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	1	3	0	0	**4**	0	1	64	6	0	**71**	4	7	1	3	0	**11**	0	3	61	3	0	**67**	0	**153**
6:45PM	0	0	0	0	**0**	0	4	57	9	0	**70**	0	6	2	3	0	**11**	2	1	44	4	0	**49**	0	**130**
Hourly Total	1	3	0	0	**4**	0	5	121	15	0	**141**	4	13	3	6	0	**22**	2	4	105	7	0	**116**	0	**283**
7:00PM	2	0	0	0	**2**	0	2	50	8	0	**60**	5	7	4	5	0	**16**	1	1	57	3	0	**61**	0	**139**
7:15PM	3	0	1	0	**4**	0	1	56	11	0	**68**	8	3	0	7	0	**10**	2	1	45	2	0	**48**	0	**130**
7:30PM	4	0	0	0	**4**	0	9	54	5	0	**68**	2	7	1	4	0	**12**	2	2	40	3	0	**45**	0	**129**
7:45PM	4	2	1	0	**7**	0	1	55	5	0	**61**	7	8	1	8	0	**17**	0	1	37	1	0	**39**	0	**124**
Hourly Total	13	2	2	0	**17**	0	13	215	29	0	**257**	22	25	6	24	0	**55**	5	5	179	9	0	**193**	0	**522**
8:00PM	3	1	1	0	**5**	0	0	56	10	0	**66**	2	6	1	8	0	**15**	0	2	56	1	0	**59**	0	**145**
8:15PM	1	1	0	0	**2**	0	0	52	5	0	**57**	0	3	0	3	0	**6**	0	2	37	3	0	**42**	0	**107**
8:30PM	0	0	2	0	**2**	1	3	45	6	0	**54**	5	3	1	4	0	**8**	0	2	40	5	0	**47**	0	**111**
8:45PM	2	1	1	0	**4**	0	1	39	7	0	**47**	13	3	0	9	0	**12**	0	5	65	3	0	**73**	0	**136**
Hourly Total	6	3	4	0	**13**	1	4	192	28	0	**224**	20	15	2	24	0	**41**	0	11	198	12	0	**221**	0	**499**
9:00PM	1	3	0	0	**4**	0	1	51	4	0	**56**	2	7	1	6	0	**14**	0	1	36	4	0	**41**	0	**115**
9:15PM	0	2	1	0	**3**	1	0	43	3	0	**46**	5	7	1	3	0	**11**	0	0	40	0	0	**40**	0	**100**
Hourly Total	1	5	1	0	**7**	1	1	94	7	0	**102**	7	14	2	9	0	**25**	0	1	76	4	0	**81**	0	**215**
Total	21	13	7	0	**41**	2	23	622	79	0	**724**	53	67	13	63	0	**143**	7	21	558	32	0	**611**	0	**1519**
% Approach	51.2%	31.7%	17.1%	0%	**-**	-	3.2%	85.9%	10.9%	0%	**-**	-	46.9%	9.1%	44.1%	0%	**-**	-	3.4%	91.3%	5.2%	0%	**-**	-	-
% Total	1.4%	0.9%	0.5%	0%	**2.7%**	-	1.5%	40.9%	5.2%	0%	**47.7%**	-	4.4%	0.9%	4.1%	0%	**9.4%**	-	1.4%	36.7%	2.1%	0%	**40.2%**	-	-
Lights	21	13	7	0	**41**	-	23	620	79	0	**722**	-	67	13	63	0	**143**	-	21	558	32	0	**611**	-	1517
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.7%	100%	0%	**99.7%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	99.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	53	-	-	-	-	-	7	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and Main - TMC
Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065194, Location: 38.91344, -94.378337

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Main - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065194, Location: 38.91344, -94.378337

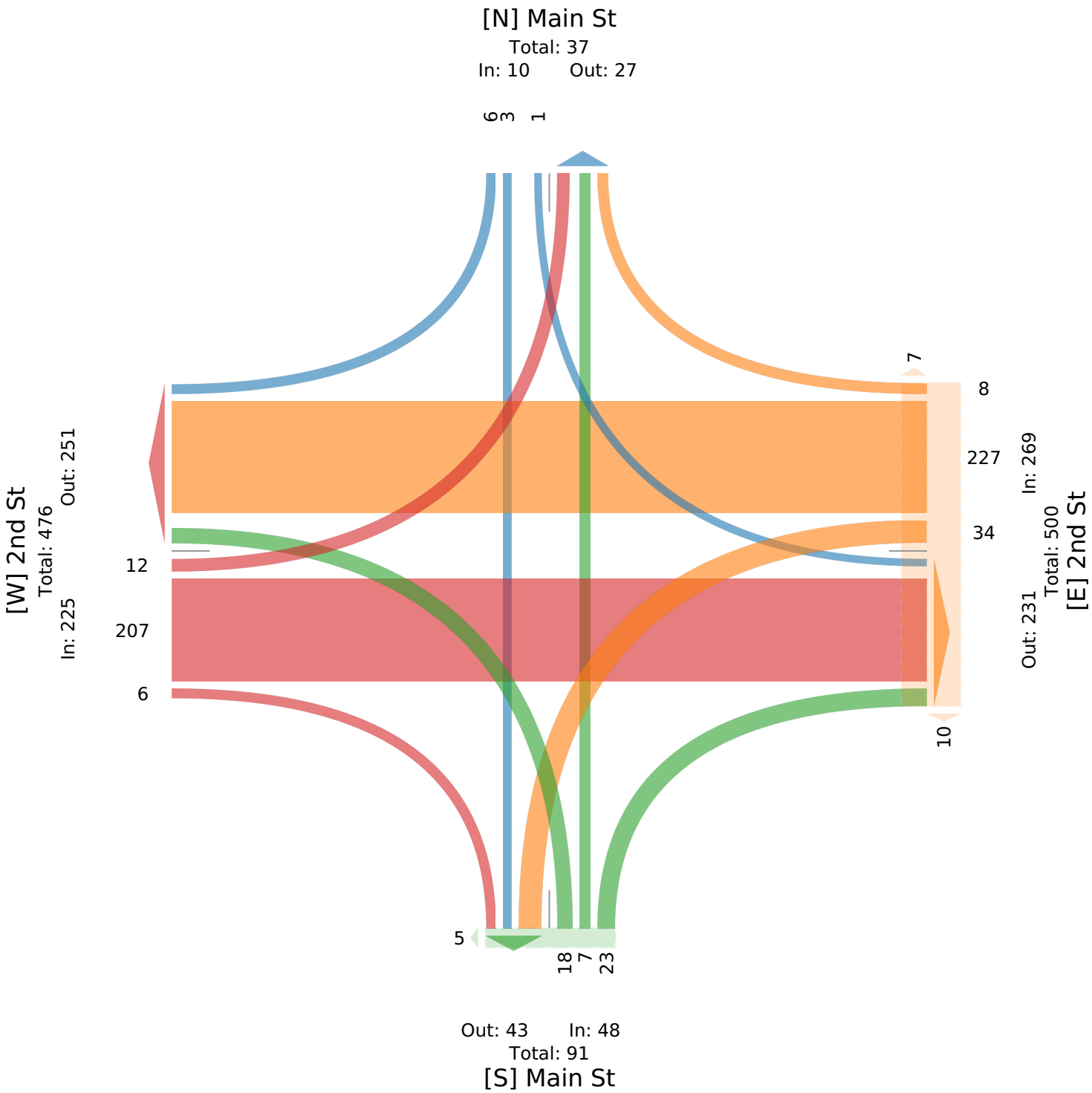
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Main St Southbound						2nd St Westbound						Main St Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	1	3	0	0	**4**	0	1	64	6	0	**71**	4	7	1	3	0	**11**	0	3	61	3	0	**67**	0	**153**
6:45PM	0	0	0	0	**0**	0	4	57	9	0	**70**	0	6	2	3	0	**11**	2	1	44	4	0	**49**	0	**130**
7:00PM	2	0	0	0	**2**	0	2	50	8	0	**60**	5	7	4	5	0	**16**	1	1	57	3	0	**61**	0	**139**
7:15PM	3	0	1	0	**4**	0	1	56	11	0	**68**	8	3	0	7	0	**10**	2	1	45	2	0	**48**	0	**130**
Total	6	3	1	0	**10**	0	8	227	34	0	**269**	17	23	7	18	0	**48**	5	6	207	12	0	**225**	0	**552**
% Approach	60.0%	30.0%	10.0%	0%	**-**	-	3.0%	84.4%	12.6%	0%	**-**	-	47.9%	14.6%	37.5%	0%	**-**	-	2.7%	92.0%	5.3%	0%	**-**	-	**-**
% Total	1.1%	0.5%	0.2%	0%	**1.8%**	-	1.4%	41.1%	6.2%	0%	**48.7%**	-	4.2%	1.3%	3.3%	0%	**8.7%**	-	1.1%	37.5%	2.2%	0%	**40.8%**	-	**-**
PHF	0.500	0.250	0.250		**0.625**	-	0.500	0.887	0.773		**0.947**	-	0.821	0.438	0.643		**0.750**	-	0.500	0.848	0.750		**0.840**	-	0.902
Lights	6	3	1	0	**10**	-	8	227	34	0	**269**	-	23	7	18	0	**48**	-	6	207	12	0	**225**	-	552
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	17	-	-	-	-	-	5	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and Main - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065194, Location: 38.91344, -94.378337

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Main - TMC

Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065200, Location: 38.91344, -94.378337

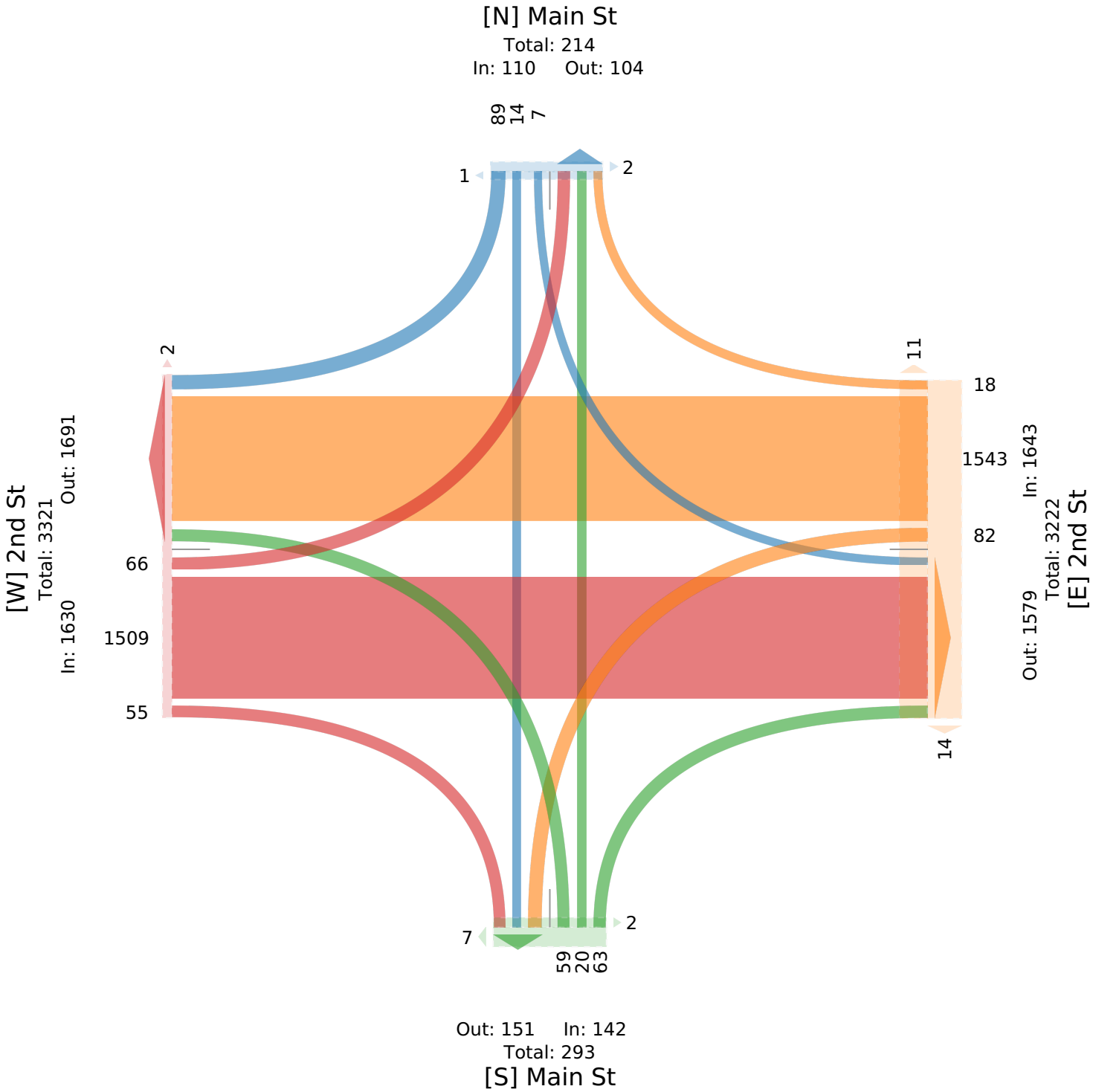
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Main St						2nd St						Main St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 7:00AM	6	0	0	0	**6**	0	0	59	2	0	**61**	2	1	0	1	0	**2**	2	1	57	1	0	**59**	0	**128**
7:15AM	9	0	0	0	**9**	0	0	75	2	0	**77**	2	2	2	2	0	**6**	1	2	101	3	0	**106**	0	**198**
7:30AM	11	0	0	0	**11**	0	3	83	5	0	**91**	1	7	4	1	0	**12**	2	0	98	2	0	**100**	0	**214**
7:45AM	6	2	0	0	**8**	0	2	84	6	0	**92**	1	4	0	1	0	**5**	0	2	109	2	0	**113**	0	**218**
Hourly Total	32	2	0	0	**34**	0	5	301	15	0	**321**	6	14	6	5	0	**25**	5	5	365	8	0	**378**	0	**758**
8:00AM	10	0	0	0	**10**	1	0	85	8	0	**93**	0	2	1	2	0	**5**	0	1	72	1	0	**74**	0	**182**
8:15AM	6	3	0	0	**9**	1	1	63	4	0	**68**	0	5	1	4	0	**10**	0	3	74	2	0	**79**	0	**166**
8:30AM	6	1	2	0	**9**	1	2	62	11	0	**75**	1	4	0	4	0	**8**	0	0	72	1	0	**73**	0	**165**
8:45AM	5	1	0	0	**6**	0	0	74	5	0	**79**	2	2	1	2	0	**5**	0	3	77	3	0	**83**	0	**173**
Hourly Total	27	5	2	0	**34**	3	3	284	28	0	**315**	3	13	3	12	0	**28**	0	7	295	7	0	**309**	0	**686**
4:00PM	3	0	0	0	**3**	0	1	111	6	0	**118**	2	4	1	4	0	**9**	0	4	78	5	0	**87**	0	**217**
4:15PM	2	2	1	0	**5**	0	2	128	3	0	**133**	6	5	0	6	0	**11**	0	2	112	4	0	**118**	0	**267**
4:30PM	2	1	0	0	**3**	0	0	131	2	0	**133**	1	2	3	5	0	**10**	2	4	96	6	0	**106**	2	**252**
4:45PM	6	2	0	0	**8**	0	0	125	5	0	**130**	3	6	1	7	0	**14**	0	12	134	6	0	**152**	0	**304**
Hourly Total	13	5	1	0	**19**	0	3	495	16	0	**514**	12	17	5	22	0	**44**	2	22	420	21	0	**463**	2	**1040**
5:00PM	6	0	0	0	**6**	0	4	142	6	0	**152**	0	2	2	7	0	**11**	0	5	112	6	0	**123**	0	**292**
5:15PM	6	1	2	0	**9**	0	1	113	6	0	**120**	0	5	3	5	0	**13**	0	4	91	5	0	**100**	0	**242**
5:30PM	3	1	0	0	**4**	0	1	111	6	0	**118**	1	6	0	8	0	**14**	0	7	117	12	0	**136**	0	**272**
5:45PM	2	0	2	0	**4**	0	1	97	5	0	**103**	3	6	1	0	0	**7**	2	5	109	7	0	**121**	0	**235**
Hourly Total	17	2	4	0	**23**	0	7	463	23	0	**493**	4	19	6	20	0	**45**	2	21	429	30	0	**480**	0	**1041**
Total	89	14	7	0	**110**	3	18	1543	82	0	**1643**	25	63	20	59	0	**142**	9	55	1509	66	0	**1630**	2	**3525**
% Approach	80.9%	12.7%	6.4%	0%	**-**	-	1.1%	93.9%	5.0%	0%	**-**	-	44.4%	14.1%	41.5%	0%	**-**	-	3.4%	92.6%	4.0%	0%	**-**	-	-
% Total	2.5%	0.4%	0.2%	0%	**3.1%**	-	0.5%	43.8%	2.3%	0%	**46.6%**	-	1.8%	0.6%	1.7%	0%	**4.0%**	-	1.6%	42.8%	1.9%	0%	**46.2%**	-	-
Lights	89	14	7	0	**110**	-	18	1522	82	0	**1622**	-	62	20	59	0	**141**	-	53	1490	65	0	**1608**	-	3481
% Lights	100%	100%	100%	0%	**100%**	-	100%	98.6%	100%	0%	**98.7%**	-	98.4%	100%	100%	0%	**99.3%**	-	96.4%	98.7%	98.5%	0%	**98.7%**	-	98.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	21	0	0	**21**	-	1	0	0	0	**1**	-	2	18	1	0	**21**	-	43
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.3%**	-	1.6%	0%	0%	0%	**0.7%**	-	3.6%	1.2%	1.5%	0%	**1.3%**	-	1.2%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	25	-	-	-	-	-	9	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

2nd and Main - TMC
Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065200, Location: 38.91344, -94.378337

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Main - TMC

Wed May 10, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065200, Location: 38.91344, -94.378337

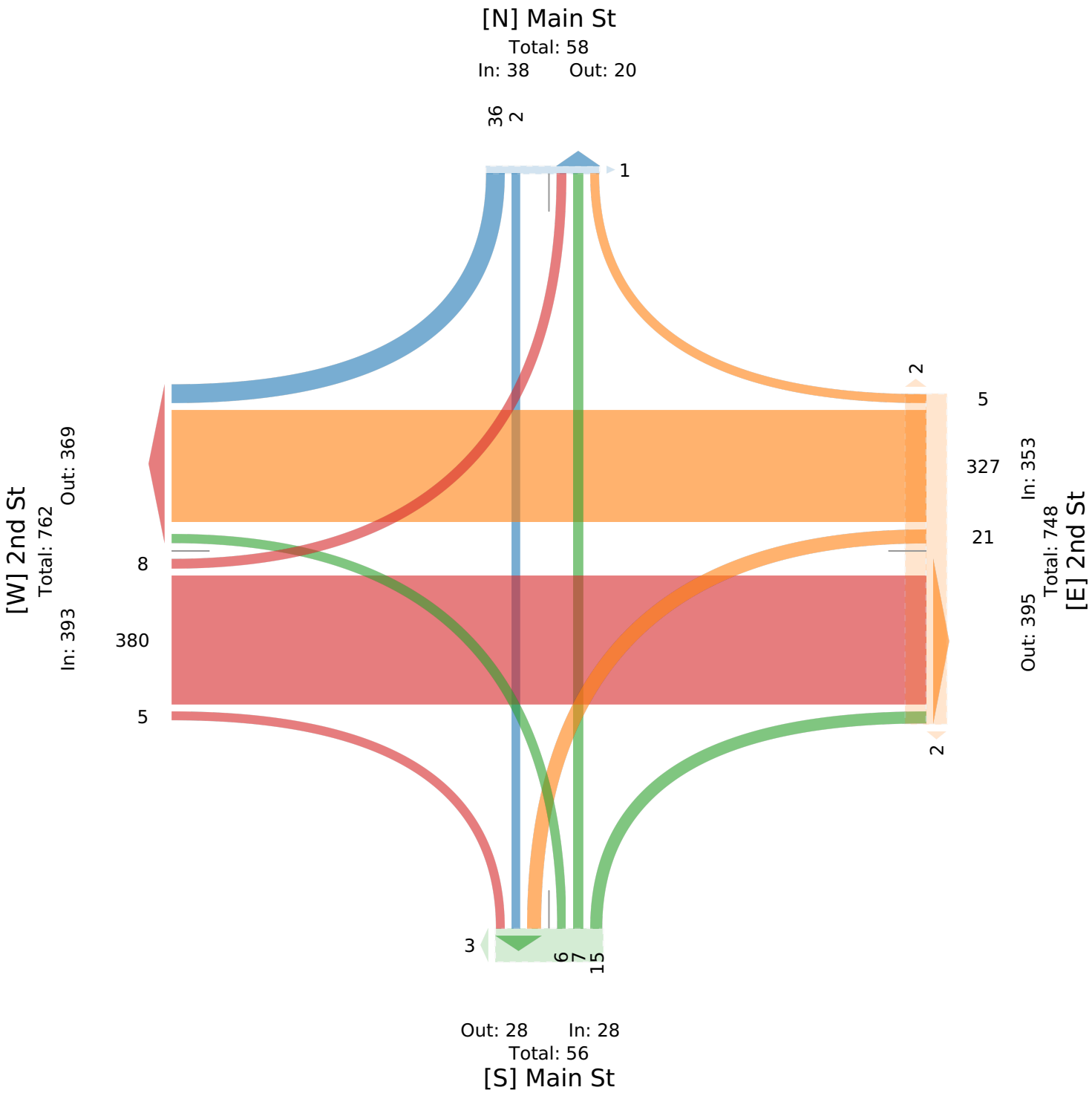
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Main St						2nd St						Main St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 7:15AM	9	0	0	0	**9**	0	0	75	2	0	**77**	2	2	2	2	0	**6**	1	2	101	3	0	**106**	0	**198**
7:30AM	11	0	0	0	**11**	0	3	83	5	0	**91**	1	7	4	1	0	**12**	2	0	98	2	0	**100**	0	**214**
7:45AM	6	2	0	0	**8**	0	2	84	6	0	**92**	1	4	0	1	0	**5**	0	2	109	2	0	**113**	0	**218**
8:00AM	10	0	0	0	**10**	1	0	85	8	0	**93**	0	2	1	2	0	**5**	0	1	72	1	0	**74**	0	**182**
Total	36	2	0	0	**38**	1	5	327	21	0	**353**	4	15	7	6	0	**28**	3	5	380	8	0	**393**	0	**812**
% Approach	94.7%	5.3%	0%	0%	**-**	-	1.4%	92.6%	5.9%	0%	**-**	-	53.6%	25.0%	21.4%	0%	**-**	-	1.3%	96.7%	2.0%	0%	**-**	-	**-**
% Total	4.4%	0.2%	0%	0%	**4.7%**	-	0.6%	40.3%	2.6%	0%	**43.5%**	-	1.8%	0.9%	0.7%	0%	**3.4%**	-	0.6%	46.8%	1.0%	0%	**48.4%**	-	**-**
PHF	0.818	0.250	**-**	**-**	**0.864**	-	0.417	0.962	0.656	**-**	**0.949**	-	0.536	0.438	0.750	**-**	**0.583**	-	0.625	0.872	0.667	**-**	**0.869**	-	0.931
Lights	36	2	0	0	**38**	-	5	316	21	0	**342**	-	15	7	6	0	**28**	-	4	374	8	0	**386**	-	794
% Lights	100%	100%	0%	0%	**100%**	-	100%	96.6%	100%	0%	**96.9%**	-	100%	100%	100%	0%	**100%**	-	80.0%	98.4%	100%	0%	**98.2%**	-	97.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	1	6	0	0	**7**	-	18
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	3.4%	0%	0%	**3.1%**	-	0%	0%	0%	0%	**0%**	-	20.0%	1.6%	0%	0%	**1.8%**	-	2.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and Main - TMC
Wed May 10, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065200, Location: 38.91344, -94.378337

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Main - TMC

Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065200, Location: 38.91344, -94.378337

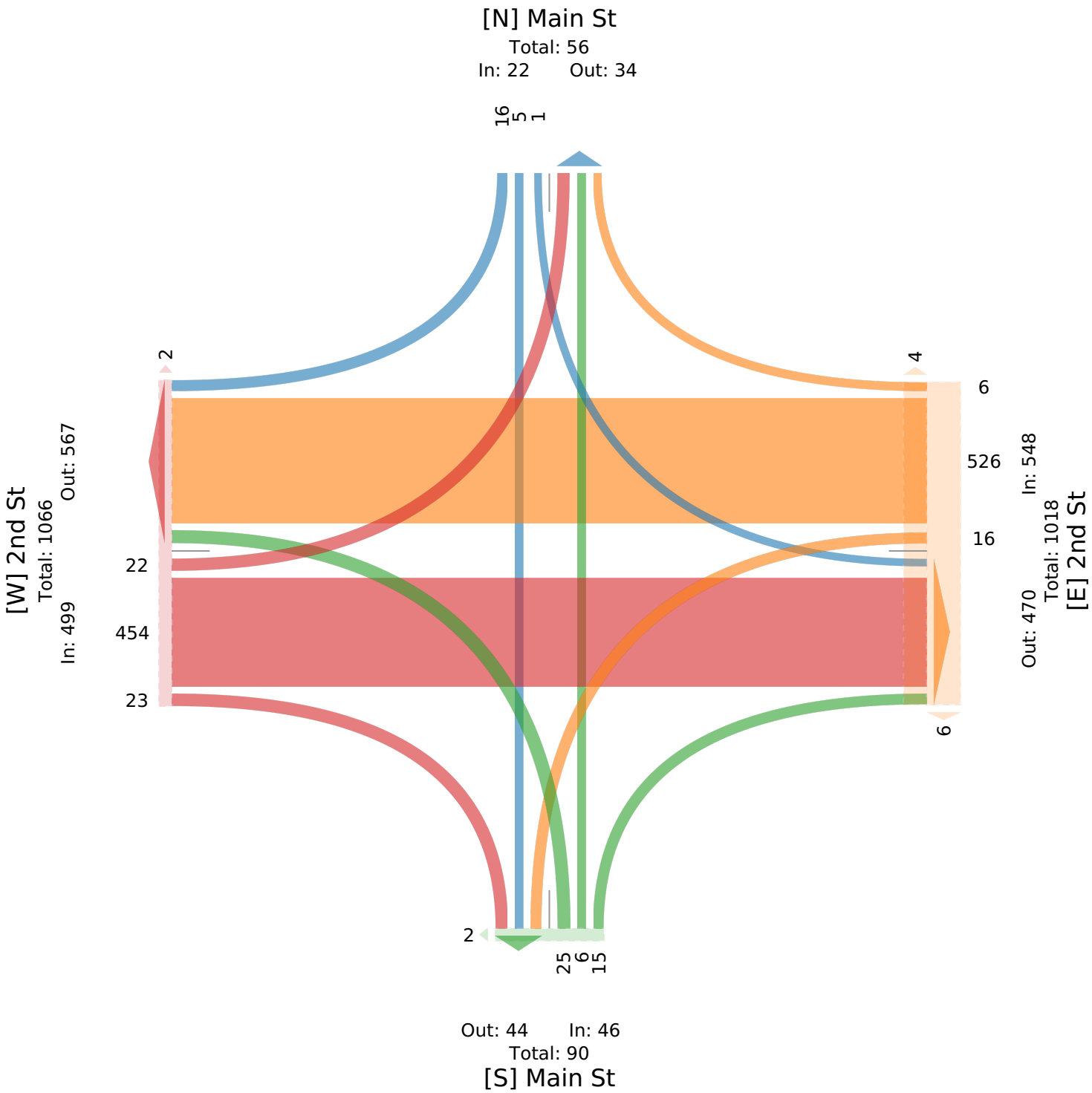
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Main St Southbound						2nd St Westbound						Main St Northbound						2nd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 4:15PM	2	2	1	0	**5**	0	2	128	3	0	**133**	6	5	0	6	0	**11**	0	2	112	4	0	**118**	0	**267**
4:30PM	2	1	0	0	**3**	0	0	131	2	0	**133**	1	2	3	5	0	**10**	2	4	96	6	0	**106**	2	**252**
4:45PM	6	2	0	0	**8**	0	0	125	5	0	**130**	3	6	1	7	0	**14**	0	12	134	6	0	**152**	0	**304**
5:00PM	6	0	0	0	**6**	0	4	142	6	0	**152**	0	2	2	7	0	**11**	0	5	112	6	0	**123**	0	**292**
Total	16	5	1	0	**22**	0	6	526	16	0	**548**	10	15	6	25	0	**46**	2	23	454	22	0	**499**	2	**1115**
% Approach	72.7%	22.7%	4.5%	0%	**-**	-	1.1%	96.0%	2.9%	0%	**-**	-	32.6%	13.0%	54.3%	0%	**-**	-	4.6%	91.0%	4.4%	0%	**-**	-	-
% Total	1.4%	0.4%	0.1%	0%	**2.0%**	-	0.5%	47.2%	1.4%	0%	**49.1%**	-	1.3%	0.5%	2.2%	0%	**4.1%**	-	2.1%	40.7%	2.0%	0%	**44.8%**	-	-
PHF	0.667	0.625	0.250	-	**0.688**	-	0.375	0.926	0.667	-	**0.901**	-	0.625	0.500	0.893	-	**0.821**	-	0.479	0.847	0.917	-	**0.821**	-	0.917
Lights	16	5	1	0	**22**	-	6	522	16	0	**544**	-	15	6	25	0	**46**	-	23	453	21	0	**497**	-	1109
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.2%	100%	0%	**99.3%**	-	100%	100%	100%	0%	**100%**	-	100%	99.8%	95.5%	0%	**99.6%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	4.5%	0%	**0.4%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

2nd and Main - TMC
Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065200, Location: 38.91344, -94.378337

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Market - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065193, Location: 38.912779, -94.379941

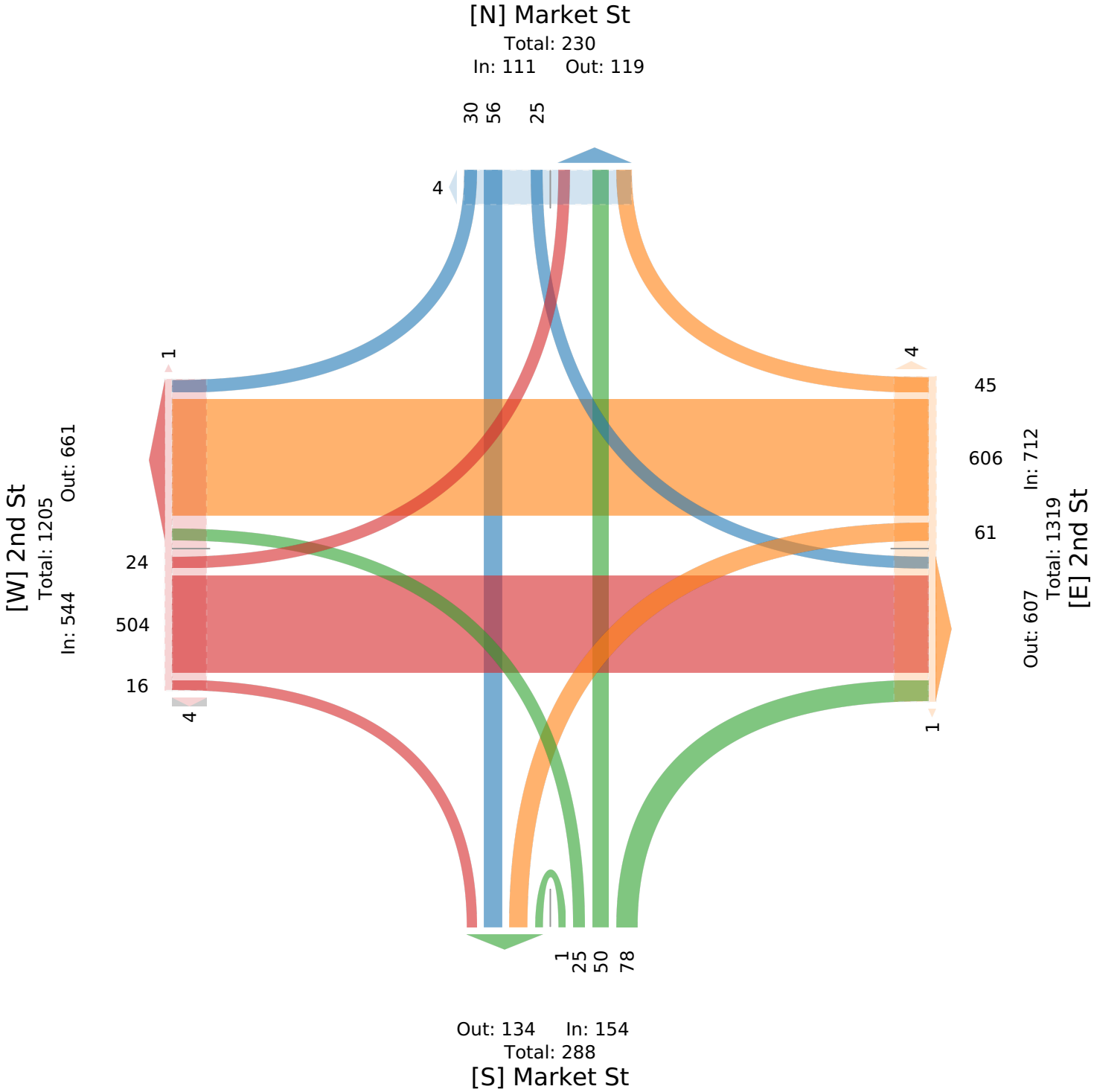
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Market St						2nd St						Market St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	3	8	7	0	**18**	0	4	60	3	0	**67**	0	7	5	4	0	**16**	0	0	54	0	0	**54**	0	**155**
6:45PM	3	10	1	0	**14**	0	2	53	6	0	**61**	0	5	8	1	0	**14**	0	0	44	2	0	**46**	0	**135**
Hourly Total	6	18	8	0	**32**	0	6	113	9	0	**128**	0	12	13	5	0	**30**	0	0	98	2	0	**100**	0	**290**
7:00PM	4	4	6	0	**14**	0	3	49	5	0	**57**	0	4	2	5	0	**11**	0	2	56	4	0	**62**	1	**144**
7:15PM	3	2	2	0	**7**	0	2	60	5	0	**67**	0	6	4	0	0	**10**	0	1	43	3	0	**47**	0	**131**
7:30PM	2	6	1	0	**9**	0	3	55	4	0	**62**	0	5	4	2	1	**12**	0	4	35	2	0	**41**	0	**124**
7:45PM	2	2	3	0	**7**	0	5	53	5	0	**63**	0	4	10	0	0	**14**	0	2	33	4	0	**39**	4	**123**
Hourly Total	11	14	12	0	**37**	0	13	217	19	0	**249**	0	19	20	7	1	**47**	0	9	167	13	0	**189**	5	**522**
8:00PM	2	7	1	0	**10**	0	8	56	8	0	**72**	0	5	1	6	0	**12**	0	3	44	1	0	**48**	0	**142**
8:15PM	0	3	0	0	**3**	4	5	48	5	0	**58**	4	5	3	2	0	**10**	0	1	37	3	0	**41**	0	**112**
8:30PM	2	3	1	0	**6**	0	1	43	5	0	**49**	0	7	4	0	0	**11**	0	2	36	2	0	**40**	0	**106**
8:45PM	5	5	3	0	**13**	0	2	44	8	0	**54**	0	13	2	2	0	**17**	0	1	58	0	0	**59**	0	**143**
Hourly Total	9	18	5	0	**32**	4	16	191	26	0	**233**	4	30	10	10	0	**50**	0	7	175	6	0	**188**	0	**503**
9:00PM	0	5	0	0	**5**	0	6	41	6	0	**53**	1	9	6	1	0	**16**	0	0	32	1	0	**33**	0	**107**
9:15PM	4	1	0	0	**5**	0	4	44	1	0	**49**	0	8	1	2	0	**11**	0	0	32	2	0	**34**	0	**99**
Hourly Total	4	6	0	0	**10**	0	10	85	7	0	**102**	1	17	7	3	0	**27**	0	0	64	3	0	**67**	0	**206**
Total	30	56	25	0	**111**	4	45	606	61	0	**712**	5	78	50	25	1	**154**	0	16	504	24	0	**544**	5	**1521**
% Approach	27.0%	50.5%	22.5%	0%	**-**	-	6.3%	85.1%	8.6%	0%	**-**	-	50.6%	32.5%	16.2%	0.6%	**-**	-	2.9%	92.6%	4.4%	0%	**-**	-	**-**
% Total	2.0%	3.7%	1.6%	0%	**7.3%**	-	3.0%	39.8%	4.0%	0%	**46.8%**	-	5.1%	3.3%	1.6%	0.1%	**10.1%**	-	1.1%	33.1%	1.6%	0%	**35.8%**	-	**-**
Lights	30	56	25	0	**111**	-	45	603	61	0	**709**	-	78	50	25	1	**154**	-	16	504	24	0	**544**	-	1518
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.5%	100%	0%	**99.6%**	-	100%	100%	100%	100%	**100%**	-	100%	100%	100%	0%	**100%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

2nd and Market - TMC
Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065193, Location: 38.912779, -94.379941

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Market - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065193, Location: 38.912779, -94.379941

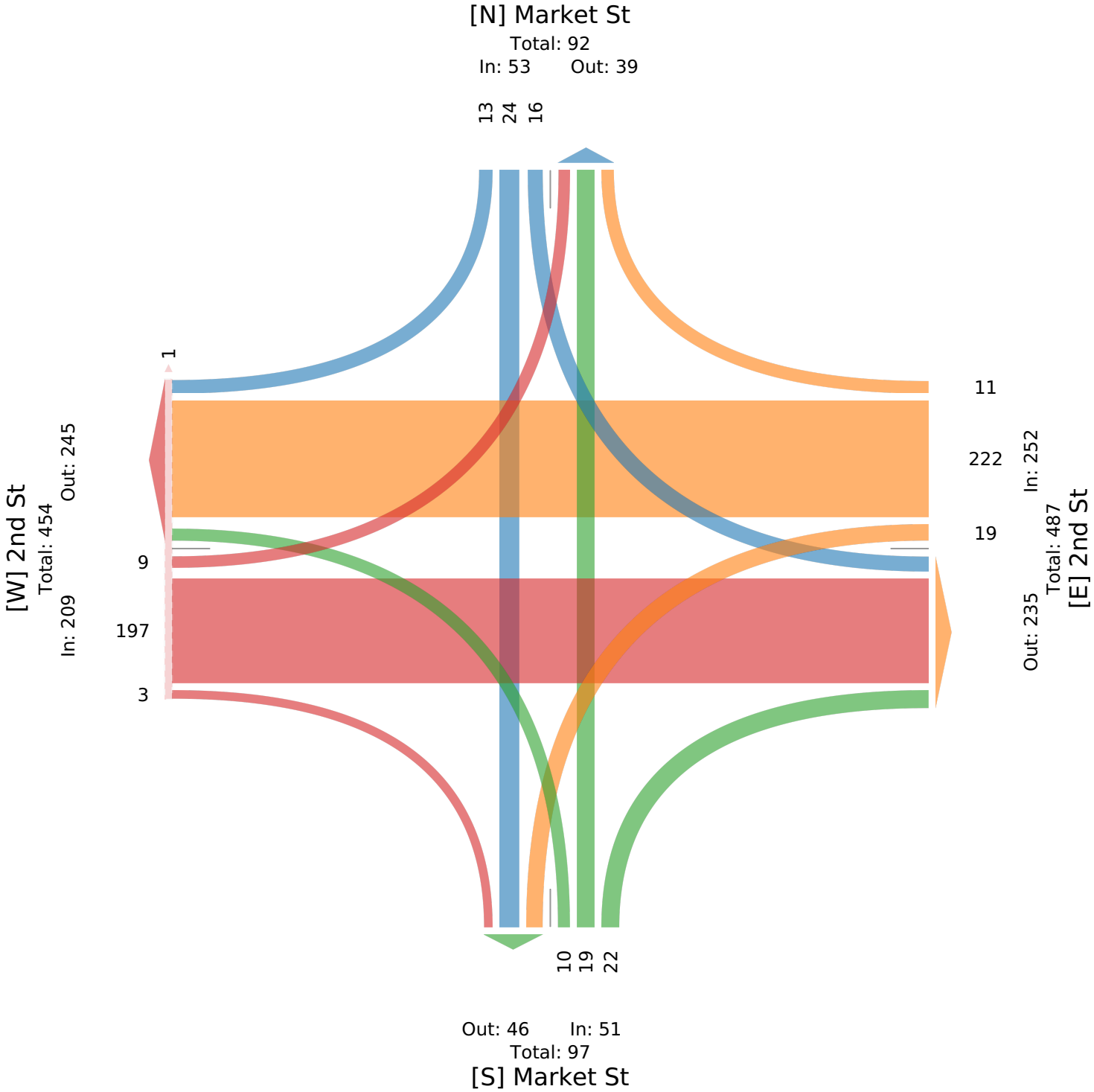
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Market St						2nd St						Market St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	3	8	7	0	**18**	0	4	60	3	0	**67**	0	7	5	4	0	**16**	0	0	54	0	0	**54**	0	**155**
6:45PM	3	10	1	0	**14**	0	2	53	6	0	**61**	0	5	8	1	0	**14**	0	0	44	2	0	**46**	0	**135**
7:00PM	4	4	6	0	**14**	0	3	49	5	0	**57**	0	4	2	5	0	**11**	0	2	56	4	0	**62**	1	**144**
7:15PM	3	2	2	0	**7**	0	2	60	5	0	**67**	0	6	4	0	0	**10**	0	1	43	3	0	**47**	0	**131**
Total	13	24	16	0	**53**	0	11	222	19	0	**252**	0	22	19	10	0	**51**	0	3	197	9	0	**209**	1	**565**
% Approach	24.5%	45.3%	30.2%	0%	**-**	-	4.4%	88.1%	7.5%	0%	**-**	-	43.1%	37.3%	19.6%	0%	**-**	-	1.4%	94.3%	4.3%	0%	**-**	-	-
% Total	2.3%	4.2%	2.8%	0%	**9.4%**	-	1.9%	39.3%	3.4%	0%	**44.6%**	-	3.9%	3.4%	1.8%	0%	**9.0%**	-	0.5%	34.9%	1.6%	0%	**37.0%**	-	-
PHF	0.813	0.600	0.571	-	**0.736**	-	0.688	0.925	0.792	-	**0.940**	-	0.786	0.594	0.500	-	**0.797**	-	0.375	0.879	0.563	-	**0.843**	-	0.911
Lights	13	24	16	0	**53**	-	11	222	19	0	**252**	-	22	19	10	0	**51**	-	3	197	9	0	**209**	-	565
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

2nd and Market - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065193, Location: 38.912779, -94.379941

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Market - TMC

Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065199, Location: 38.912779, -94.379941

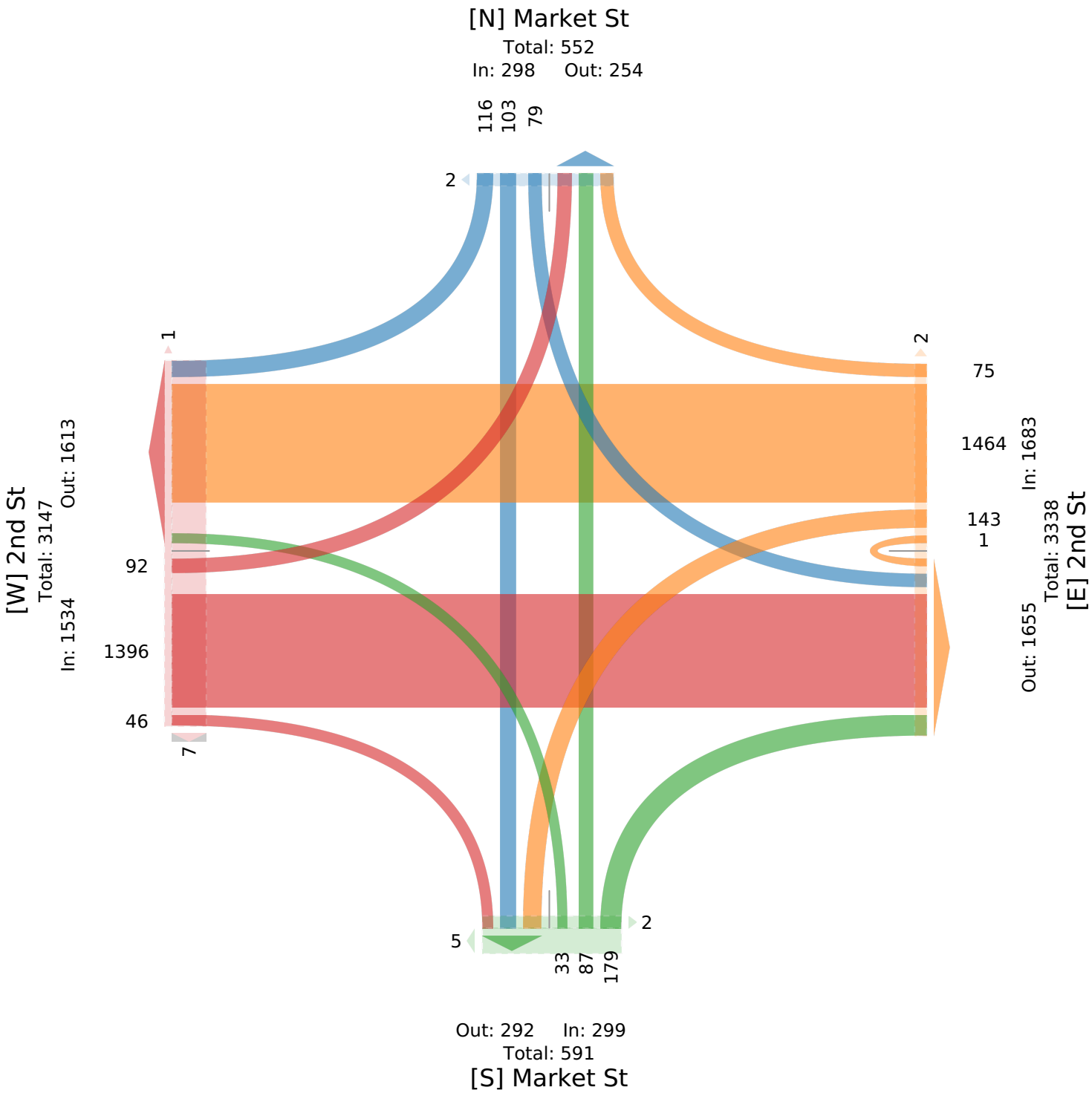
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Market St						2nd St						Market St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 7:00AM	5	5	2	0	**12**	0	1	50	7	0	**58**	1	2	1	1	0	**4**	0	0	56	5	0	**61**	0	**135**
7:15AM	8	3	6	0	**17**	0	10	75	5	0	**90**	0	15	4	1	0	**20**	2	1	87	5	0	**93**	0	**220**
7:30AM	6	7	5	0	**18**	0	3	87	3	0	**93**	0	5	9	3	0	**17**	2	2	96	5	0	**103**	0	**231**
7:45AM	5	9	4	0	**18**	0	1	83	7	0	**91**	0	5	6	1	0	**12**	0	3	106	1	0	**110**	0	**231**
Hourly Total	24	24	17	0	**65**	0	15	295	22	0	**332**	1	27	20	6	0	**53**	4	6	345	16	0	**367**	0	**817**
8:00AM	11	3	3	0	**17**	0	6	83	9	0	**98**	1	5	2	0	0	**7**	0	3	68	2	0	**73**	0	**195**
8:15AM	5	8	3	0	**16**	0	4	62	7	0	**73**	0	5	3	1	0	**9**	0	2	73	8	0	**83**	0	**181**
8:30AM	3	6	5	0	**14**	0	3	52	15	1	**71**	0	6	2	2	0	**10**	0	5	67	4	0	**76**	0	**171**
8:45AM	2	7	4	0	**13**	0	5	55	15	0	**75**	0	11	4	0	0	**15**	0	2	64	4	0	**70**	0	**173**
Hourly Total	21	24	15	0	**60**	0	18	252	46	1	**317**	1	27	11	3	0	**41**	0	12	272	18	0	**302**	0	**720**
4:00PM	9	11	5	0	**25**	0	5	101	7	0	**113**	0	11	10	4	0	**25**	0	4	72	7	0	**83**	1	**246**
4:15PM	9	10	3	0	**22**	0	5	122	12	0	**139**	0	17	6	4	0	**27**	0	5	98	13	0	**116**	2	**304**
4:30PM	12	4	8	0	**24**	2	4	125	9	0	**138**	0	21	8	0	0	**29**	0	2	80	7	0	**89**	0	**280**
4:45PM	8	5	13	0	**26**	0	11	121	12	0	**144**	0	32	5	6	0	**43**	0	4	103	7	0	**114**	2	**327**
Hourly Total	38	30	29	0	**97**	2	25	469	40	0	**534**	0	81	29	14	0	**124**	0	15	353	34	0	**402**	5	**1157**
5:00PM	13	8	7	0	**28**	0	5	134	8	0	**147**	0	11	8	8	0	**27**	1	3	107	3	0	**113**	2	**315**
5:15PM	8	7	3	0	**18**	0	3	118	7	0	**128**	0	5	6	1	0	**12**	0	1	92	7	0	**100**	0	**258**
5:30PM	10	3	4	0	**17**	0	5	107	12	0	**124**	0	18	7	1	0	**26**	0	3	116	5	0	**124**	0	**291**
5:45PM	2	7	4	0	**13**	0	4	89	8	0	**101**	0	10	6	0	0	**16**	2	6	111	9	0	**126**	1	**256**
Hourly Total	33	25	18	0	**76**	0	17	448	35	0	**500**	0	44	27	10	0	**81**	3	13	426	24	0	**463**	3	**1120**
Total	116	103	79	0	**298**	2	75	1464	143	1	**1683**	2	179	87	33	0	**299**	7	46	1396	92	0	**1534**	8	**3814**
% Approach	38.9%	34.6%	26.5%	0%	**-**	-	4.5%	87.0%	8.5%	0.1%	**-**	-	59.9%	29.1%	11.0%	0%	**-**	-	3.0%	91.0%	6.0%	0%	**-**	-	**-**
% Total	3.0%	2.7%	2.1%	0%	**7.8%**	-	2.0%	38.4%	3.7%	0%	**44.1%**	-	4.7%	2.3%	0.9%	0%	**7.8%**	-	1.2%	36.6%	2.4%	0%	**40.2%**	-	**-**
Lights	113	101	76	0	**290**	-	73	1447	143	1	**1664**	-	177	85	33	0	**295**	-	46	1381	91	0	**1518**	-	3767
% Lights	97.4%	98.1%	96.2%	0%	**97.3%**	-	97.3%	98.8%	100%	100%	**98.9%**	-	98.9%	97.7%	100%	0%	**98.7%**	-	100%	98.9%	98.9%	0%	**99.0%**	-	98.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%
Buses and Single-Unit Trucks	3	2	3	0	**8**	-	2	17	0	0	**19**	-	2	2	0	0	**4**	-	0	14	1	0	**15**	-	46
% Buses and Single-Unit Trucks	2.6%	1.9%	3.8%	0%	**2.7%**	-	2.7%	1.2%	0%	0%	**1.1%**	-	1.1%	2.3%	0%	0%	**1.3%**	-	0%	1.0%	1.1%	0%	**1.0%**	-	1.2%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-

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

2nd and Market - TMC
Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065199, Location: 38.912779, -94.379941

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Market - TMC

Wed May 10, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065199, Location: 38.912779, -94.379941

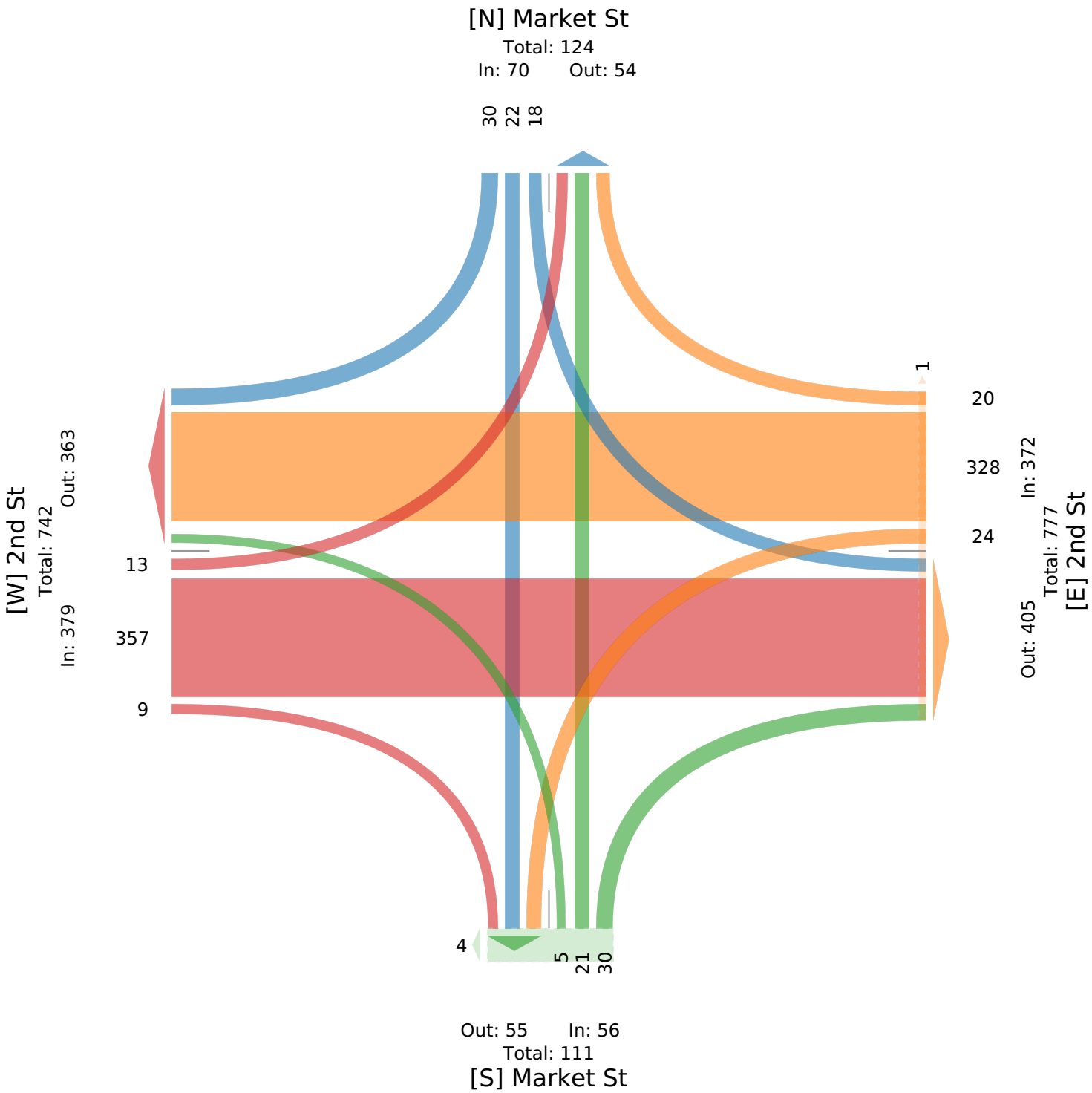
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Market St						2nd St						Market St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 7:15AM	8	3	6	0	**17**	0	10	75	5	0	**90**	0	15	4	1	0	**20**	2	1	87	5	0	**93**	0	**220**
7:30AM	6	7	5	0	**18**	0	3	87	3	0	**93**	0	5	9	3	0	**17**	2	2	96	5	0	**103**	0	**231**
7:45AM	5	9	4	0	**18**	0	1	83	7	0	**91**	0	5	6	1	0	**12**	0	3	106	1	0	**110**	0	**231**
8:00AM	11	3	3	0	**17**	0	6	83	9	0	**98**	1	5	2	0	0	**7**	0	3	68	2	0	**73**	0	**195**
Total	30	22	18	0	**70**	0	20	328	24	0	**372**	1	30	21	5	0	**56**	4	9	357	13	0	**379**	0	**877**
% Approach	42.9%	31.4%	25.7%	0%	**-**	-	5.4%	88.2%	6.5%	0%	**-**	-	53.6%	37.5%	8.9%	0%	**-**	-	2.4%	94.2%	3.4%	0%	**-**	-	**-**
% Total	3.4%	2.5%	2.1%	0%	**8.0%**	-	2.3%	37.4%	2.7%	0%	**42.4%**	-	3.4%	2.4%	0.6%	0%	**6.4%**	-	1.0%	40.7%	1.5%	0%	**43.2%**	-	**-**
PHF	0.682	0.611	0.750	-	**0.972**	-	0.500	0.943	0.667	-	**0.949**	-	0.500	0.583	0.417	-	**0.700**	-	0.750	0.842	0.650	-	**0.861**	-	0.949
Lights	28	21	16	0	**65**	-	18	320	24	0	**362**	-	29	20	5	0	**54**	-	9	351	13	0	**373**	-	854
% Lights	93.3%	95.5%	88.9%	0%	**92.9%**	-	90.0%	97.6%	100%	0%	**97.3%**	-	96.7%	95.2%	100%	0%	**96.4%**	-	100%	98.3%	100%	0%	**98.4%**	-	97.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	2	1	2	0	**5**	-	2	8	0	0	**10**	-	1	1	0	0	**2**	-	0	6	0	0	**6**	-	23
% Buses and Single-Unit Trucks	6.7%	4.5%	11.1%	0%	**7.1%**	-	10.0%	2.4%	0%	0%	**2.7%**	-	3.3%	4.8%	0%	0%	**3.6%**	-	0%	1.7%	0%	0%	**1.6%**	-	2.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

2nd and Market - TMC
Wed May 10, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065199, Location: 38.912779, -94.379941

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2nd and Market - TMC

Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065199, Location: 38.912779, -94.379941

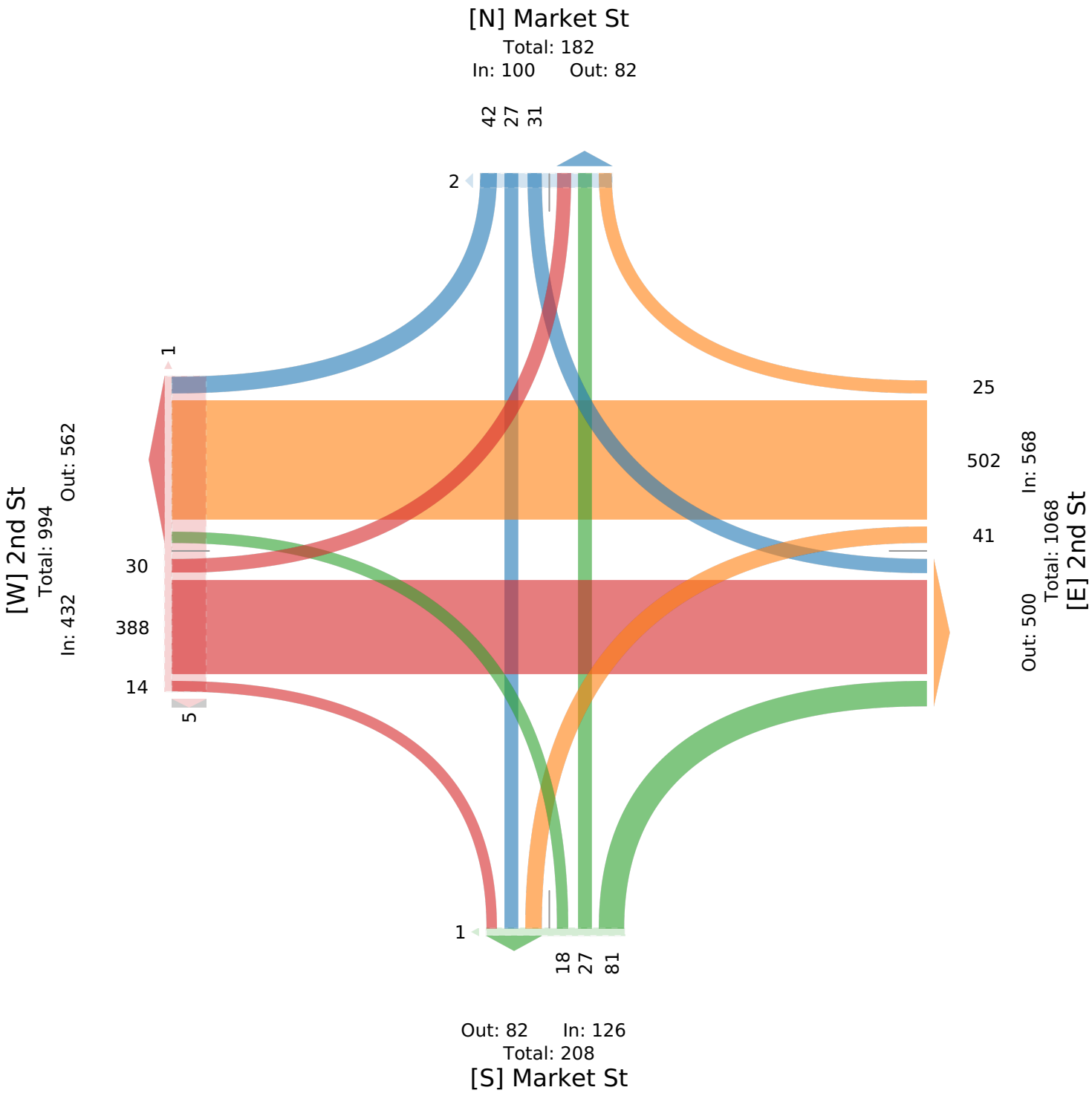
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Market St						2nd St						Market St						2nd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 4:15PM	9	10	3	0	**22**	0	5	122	12	0	**139**	0	17	6	4	0	**27**	0	5	98	13	0	**116**	2	**304**
4:30PM	12	4	8	0	**24**	2	4	125	9	0	**138**	0	21	8	0	0	**29**	0	2	80	7	0	**89**	0	**280**
4:45PM	8	5	13	0	**26**	0	11	121	12	0	**144**	0	32	5	6	0	**43**	0	4	103	7	0	**114**	2	**327**
5:00PM	13	8	7	0	**28**	0	5	134	8	0	**147**	0	11	8	8	0	**27**	1	3	107	3	0	**113**	2	**315**
Total	42	27	31	0	**100**	2	25	502	41	0	**568**	0	81	27	18	0	**126**	1	14	388	30	0	**432**	6	**1226**
% Approach	42.0%	27.0%	31.0%	0%	**-**	-	4.4%	88.4%	7.2%	0%	**-**	-	64.3%	21.4%	14.3%	0%	**-**	-	3.2%	89.8%	6.9%	0%	**-**	-	-
% Total	3.4%	2.2%	2.5%	0%	**8.2%**	-	2.0%	40.9%	3.3%	0%	**46.3%**	-	6.6%	2.2%	1.5%	0%	**10.3%**	-	1.1%	31.6%	2.4%	0%	**35.2%**	-	-
PHF	0.808	0.675	0.596	-	**0.893**	-	0.568	0.937	0.854	-	**0.966**	-	0.633	0.844	0.563	-	**0.733**	-	0.700	0.907	0.577	-	**0.931**	-	0.937
Lights	41	26	31	0	**98**	-	25	499	41	0	**565**	-	80	27	18	0	**125**	-	14	387	29	0	**430**	-	1218
% Lights	97.6%	96.3%	100%	0%	**98.0%**	-	100%	99.4%	100%	0%	**99.5%**	-	98.8%	100%	100%	0%	**99.2%**	-	100%	99.7%	96.7%	0%	**99.5%**	-	99.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	1	0	0	**2**	-	0	3	0	0	**3**	-	1	0	0	0	**1**	-	0	1	1	0	**2**	-	8
% Buses and Single-Unit Trucks	2.4%	3.7%	0%	0%	**2.0%**	-	0%	0.6%	0%	0%	**0.5%**	-	1.2%	0%	0%	0%	**0.8%**	-	0%	0.3%	3.3%	0%	**0.5%**	-	0.7%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-

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

2nd and Market - TMC
Wed May 10, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065199, Location: 38.912779, -94.379941

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Douglas - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065190, Location: 38.912525, -94.376224

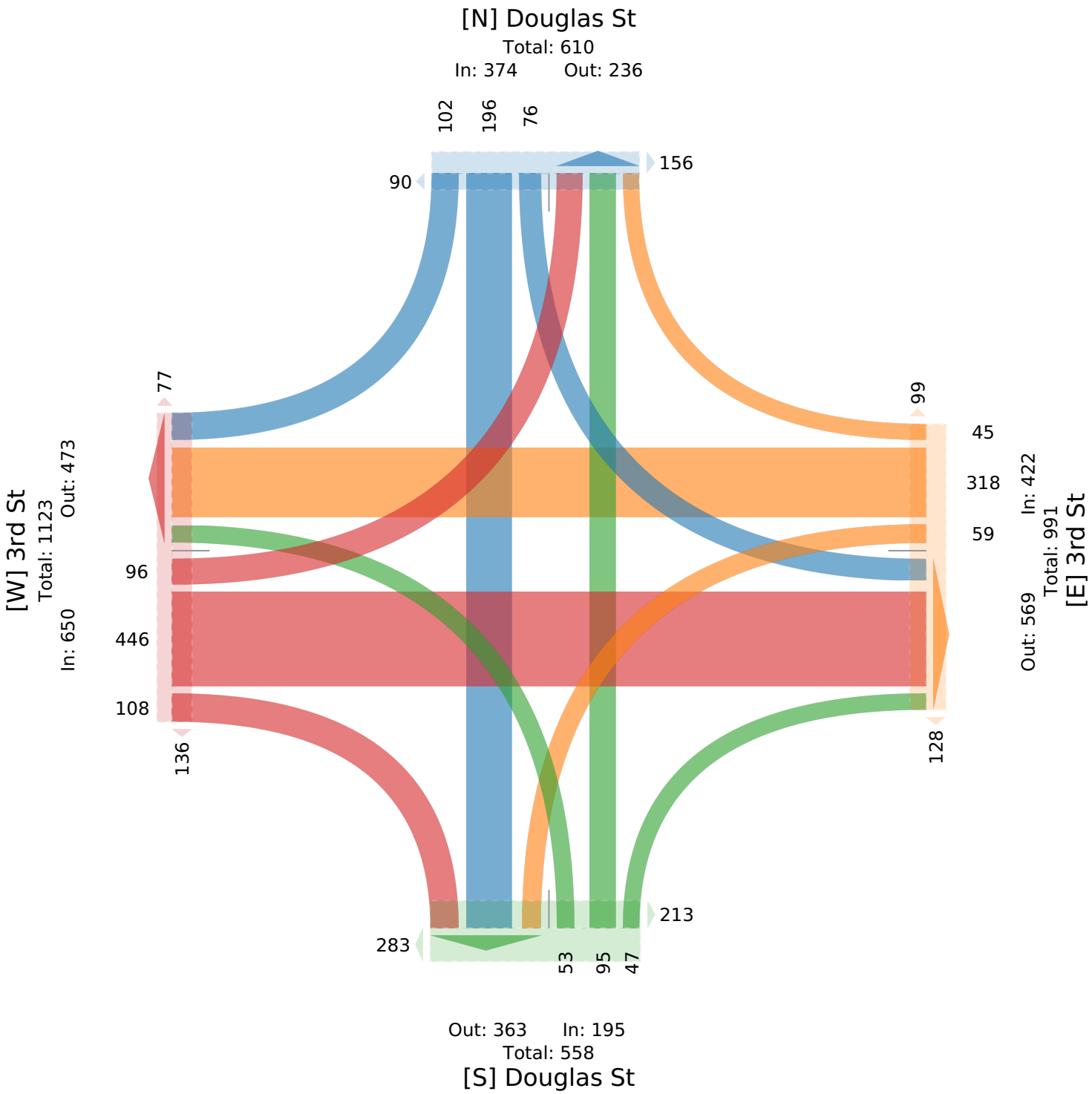
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Douglas St						3rd St						Douglas St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	11	16	8	0	**35**	19	3	30	9	0	**42**	12	7	9	6	0	**22**	27	13	58	11	0	**82**	17	**181**
6:45PM	8	14	6	0	**28**	34	6	28	3	0	**37**	28	5	10	5	0	**20**	22	11	39	8	0	**58**	20	**143**
Hourly Total	19	30	14	0	**63**	53	9	58	12	0	**79**	40	12	19	11	0	**42**	49	24	97	19	0	**140**	37	**324**
7:00PM	8	18	7	0	**33**	36	5	25	8	0	**38**	30	2	5	2	0	**9**	46	11	36	3	0	**50**	14	**130**
7:15PM	4	17	7	0	**28**	25	6	30	2	0	**38**	22	4	6	4	0	**14**	47	6	39	10	0	**55**	26	**135**
7:30PM	8	14	4	0	**26**	28	2	25	5	0	**32**	23	1	11	4	0	**16**	51	6	44	9	0	**59**	14	**133**
7:45PM	10	19	9	0	**38**	11	3	22	4	0	**29**	14	9	6	3	0	**18**	33	6	42	11	0	**59**	24	**144**
Hourly Total	30	68	27	0	**125**	100	16	102	19	0	**137**	89	16	28	13	0	**57**	177	29	161	33	0	**223**	78	**542**
8:00PM	13	13	7	0	**33**	23	2	34	5	0	**41**	15	2	9	6	0	**17**	56	13	27	9	0	**49**	9	**140**
8:15PM	10	17	2	0	**29**	7	7	23	1	0	**31**	11	1	11	3	0	**15**	42	7	34	8	0	**49**	11	**124**
8:30PM	4	15	10	0	**29**	15	3	24	4	0	**31**	21	6	7	4	0	**17**	37	9	31	10	0	**50**	19	**127**
8:45PM	5	22	7	0	**34**	24	5	27	4	0	**36**	21	4	3	5	0	**12**	64	10	36	8	0	**54**	21	**136**
Hourly Total	32	67	26	0	**125**	69	17	108	14	0	**139**	68	13	30	18	0	**61**	199	39	128	35	0	**202**	60	**527**
9:00PM	12	15	2	0	**29**	11	2	30	6	0	**38**	12	3	8	7	0	**18**	41	12	30	6	0	**48**	26	**133**
9:15PM	9	16	7	0	**32**	13	1	20	8	0	**29**	18	3	10	4	0	**17**	30	4	30	3	0	**37**	12	**115**
Hourly Total	21	31	9	0	**61**	24	3	50	14	0	**67**	30	6	18	11	0	**35**	71	16	60	9	0	**85**	38	**248**
Total	102	196	76	0	**374**	246	45	318	59	0	**422**	227	47	95	53	0	**195**	496	108	446	96	0	**650**	213	**1641**
% Approach	27.3%	52.4%	20.3%	0%	**-**	-	10.7%	75.4%	14.0%	0%	**-**	-	24.1%	48.7%	27.2%	0%	**-**	-	16.6%	68.6%	14.8%	0%	**-**	-	**-**
% Total	6.2%	11.9%	4.6%	0%	**22.8%**	-	2.7%	19.4%	3.6%	0%	**25.7%**	-	2.9%	5.8%	3.2%	0%	**11.9%**	-	6.6%	27.2%	5.9%	0%	**39.6%**	-	**-**
Lights	102	195	76	0	**373**	-	45	318	59	0	**422**	-	47	95	53	0	**195**	-	108	445	96	0	**649**	-	1639
% Lights	100%	99.5%	100%	0%	**99.7%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.8%	100%	0%	**99.8%**	-	99.9%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.5%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	246	-	-	-	-	-	227	-	-	-	-	-	496	-	-	-	-	-	211	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	99.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0.9%	-

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

3rd and Douglas - TMC
Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065190, Location: 38.912525, -94.376224

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Douglas - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065190, Location: 38.912525, -94.376224

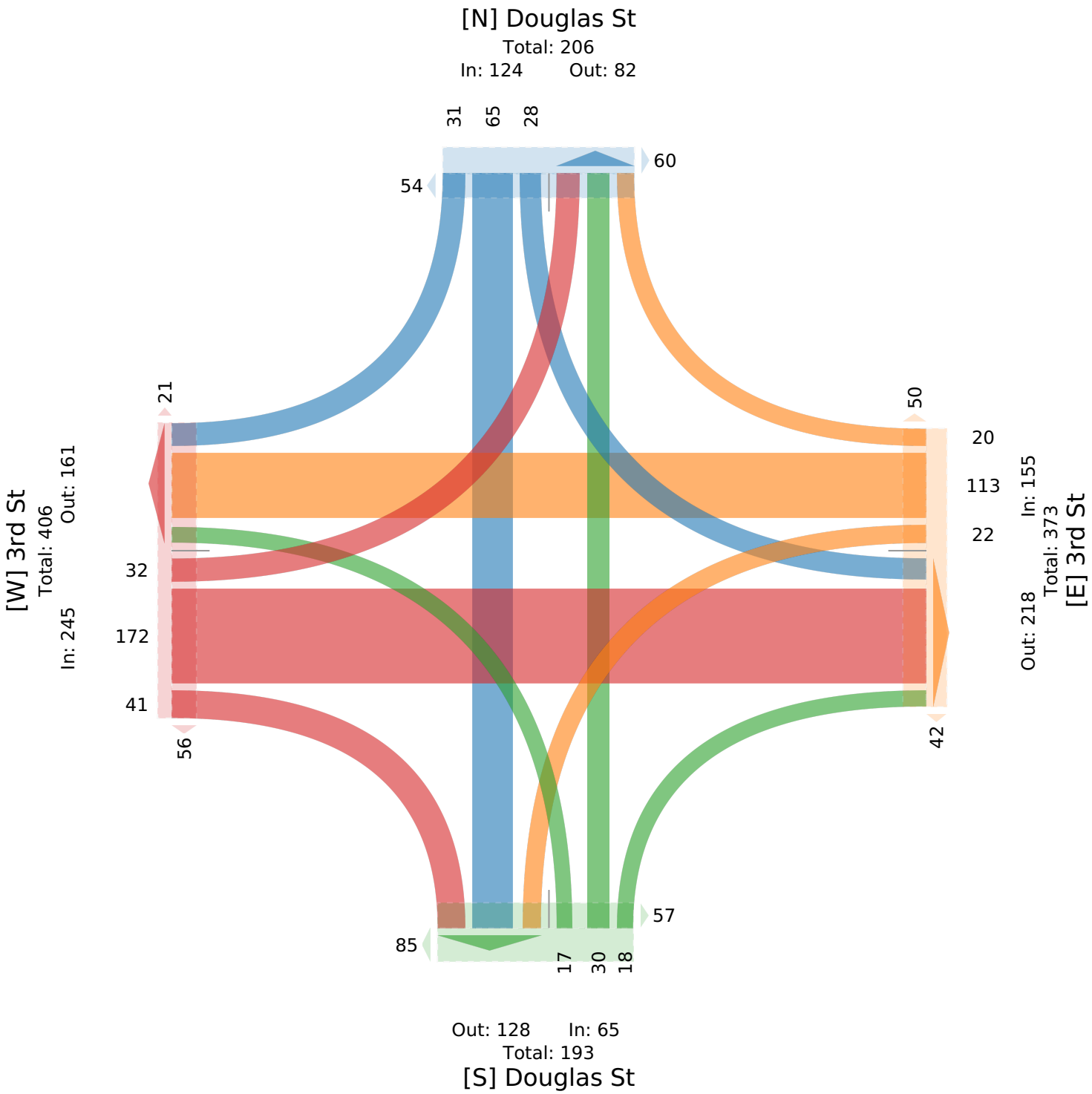
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Douglas St Southbound						3rd St Westbound						Douglas St Northbound						3rd St Eastbound						
Direction																									
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	11	16	8	0	**35**	19	3	30	9	0	**42**	12	7	9	6	0	**22**	27	13	58	11	0	**82**	17	**181**
6:45PM	8	14	6	0	**28**	34	6	28	3	0	**37**	28	5	10	5	0	**20**	22	11	39	8	0	**58**	20	**143**
7:00PM	8	18	7	0	**33**	36	5	25	8	0	**38**	30	2	5	2	0	**9**	46	11	36	3	0	**50**	14	**130**
7:15PM	4	17	7	0	**28**	25	6	30	2	0	**38**	22	4	6	4	0	**14**	47	6	39	10	0	**55**	26	**135**
Total	31	65	28	0	**124**	114	20	113	22	0	**155**	92	18	30	17	0	**65**	142	41	172	32	0	**245**	77	**589**
% Approach	25.0%	52.4%	22.6%	0%	**-**	-	12.9%	72.9%	14.2%	0%	**-**	-	27.7%	46.2%	26.2%	0%	**-**	-	16.7%	70.2%	13.1%	0%	**-**	-	-
% Total	5.3%	11.0%	4.8%	0%	**21.1%**	-	3.4%	19.2%	3.7%	0%	**26.3%**	-	3.1%	5.1%	2.9%	0%	**11.0%**	-	7.0%	29.2%	5.4%	0%	**41.6%**	-	-
PHF	0.705	0.903	0.875	-	**0.886**	-	0.833	0.942	0.611	-	**0.923**	-	0.643	0.750	0.708	-	**0.739**	-	0.788	0.741	0.727	-	**0.747**	-	0.814
Lights	31	64	28	0	**123**	-	20	113	22	0	**155**	-	18	30	17	0	**65**	-	41	172	32	0	**245**	-	588
% Lights	100%	98.5%	100%	0%	**99.2%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	99.8%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	1.5%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	114	-	-	-	-	-	92	-	-	-	-	-	142	-	-	-	-	-	77	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and Douglas - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065190, Location: 38.912525, -94.376224

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Douglas - TMC

Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065198, Location: 38.912525, -94.376224

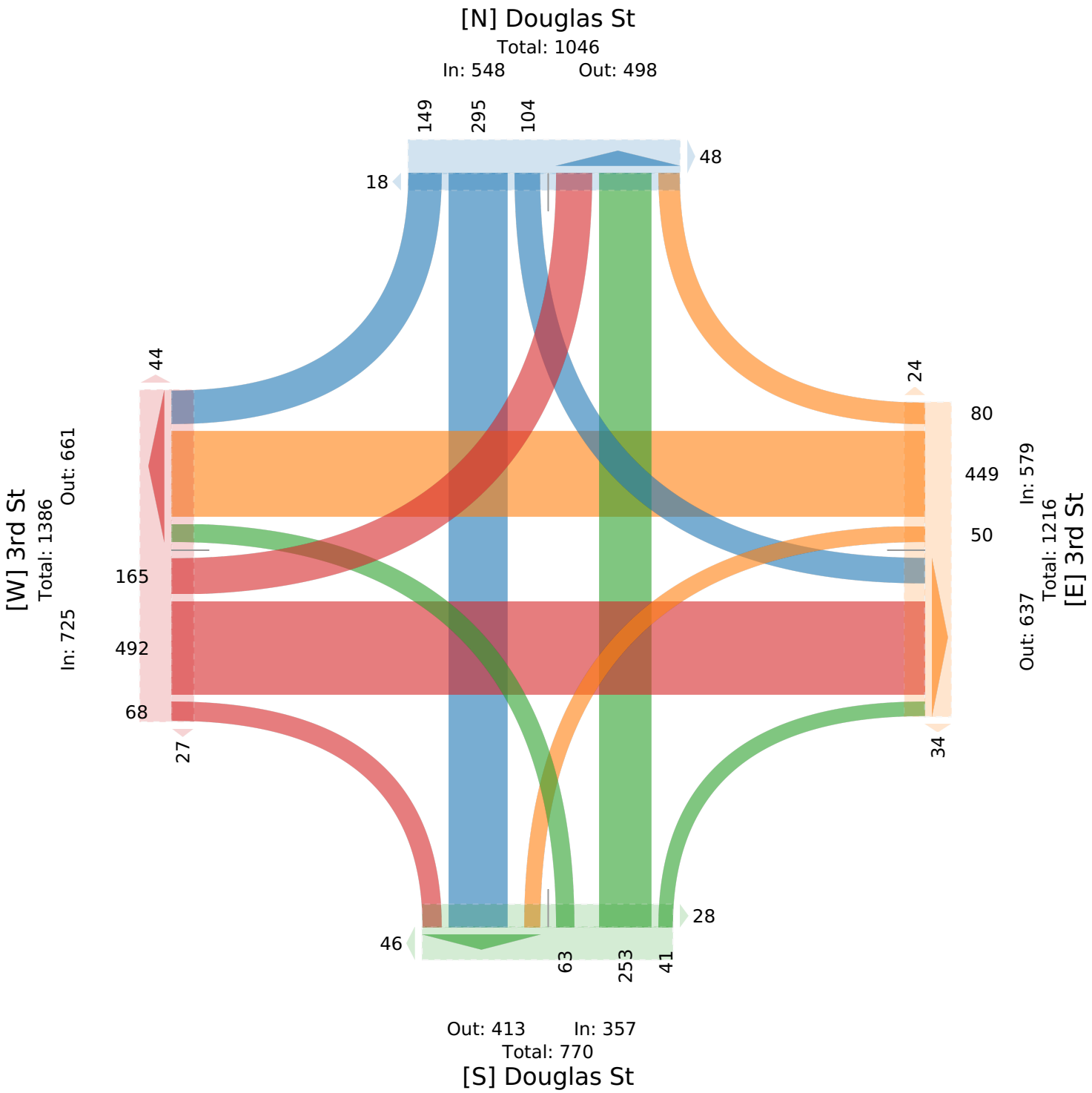
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Douglas St						3rd St						Douglas St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 7:00AM	2	14	1	0	**17**	0	4	9	0	0	**13**	1	2	9	3	0	**14**	0	0	18	11	0	**29**	0	**73**
7:15AM	2	7	4	0	**13**	3	3	15	0	0	**18**	2	0	21	3	0	**24**	0	1	11	5	0	**17**	2	**72**
7:30AM	10	12	2	0	**24**	2	6	29	2	0	**37**	5	2	19	2	0	**23**	3	4	28	8	0	**40**	13	**124**
7:45AM	6	13	4	0	**23**	1	1	24	4	0	**29**	0	4	25	4	0	**33**	4	2	26	11	0	**39**	3	**124**
Hourly Total	20	46	11	0	**77**	6	14	77	6	0	**97**	8	8	74	12	0	**94**	7	7	83	35	0	**125**	18	**393**
8:00AM	5	11	0	0	**16**	2	1	18	1	0	**20**	1	2	16	1	0	**19**	1	6	16	7	0	**29**	4	**84**
8:15AM	8	13	3	0	**24**	2	8	30	2	0	**40**	1	5	12	5	0	**22**	0	1	21	9	0	**31**	0	**117**
8:30AM	6	13	1	0	**20**	0	5	21	1	0	**27**	1	1	13	6	0	**20**	1	3	20	7	0	**30**	0	**97**
8:45AM	10	13	5	0	**28**	7	1	23	4	0	**28**	6	1	19	3	0	**23**	3	7	28	11	0	**46**	2	**125**
Hourly Total	29	50	9	0	**88**	11	15	92	8	0	**115**	9	9	60	15	0	**84**	5	17	85	34	0	**136**	6	**423**
4:00PM	11	26	15	0	**52**	1	8	40	5	0	**53**	0	5	8	9	0	**22**	11	7	44	13	0	**64**	5	**191**
4:15PM	12	22	13	0	**47**	6	3	33	3	0	**39**	4	3	8	6	0	**17**	3	3	50	16	0	**69**	4	**172**
4:30PM	13	25	10	0	**48**	8	7	27	2	0	**36**	4	1	19	2	0	**22**	4	6	35	11	0	**52**	8	**158**
4:45PM	16	31	16	0	**63**	7	9	24	8	0	**41**	14	5	28	1	0	**34**	15	4	26	6	0	**36**	7	**174**
Hourly Total	52	104	54	0	**210**	22	27	124	18	0	**169**	22	14	63	18	0	**95**	33	20	155	46	0	**221**	24	**695**
5:00PM	17	27	8	0	**52**	10	8	47	3	0	**58**	4	1	16	2	0	**19**	4	4	56	16	0	**76**	9	**205**
5:15PM	8	26	8	0	**42**	5	4	36	5	0	**45**	4	2	18	8	0	**28**	19	7	35	13	0	**55**	5	**170**
5:30PM	11	24	7	0	**42**	1	7	35	4	0	**46**	0	2	11	4	0	**17**	1	7	41	10	0	**58**	5	**163**
5:45PM	12	18	7	0	**37**	11	5	38	6	0	**49**	11	5	11	4	0	**20**	5	6	37	11	0	**54**	4	**160**
Hourly Total	48	95	30	0	**173**	27	24	156	18	0	**198**	19	10	56	18	0	**84**	29	24	169	50	0	**243**	23	**698**
Total	149	295	104	0	**548**	66	80	449	50	0	**579**	58	41	253	63	0	**357**	74	68	492	165	0	**725**	71	**2209**
% Approach	27.2%	53.8%	19.0%	0%	**-**	-	13.8%	77.5%	8.6%	0%	**-**	-	11.5%	70.9%	17.6%	0%	**-**	-	9.4%	67.9%	22.8%	0%	**-**	-	-
% Total	6.7%	13.4%	4.7%	0%	**24.8%**	-	3.6%	20.3%	2.3%	0%	**26.2%**	-	1.9%	11.5%	2.9%	0%	**16.2%**	-	3.1%	22.3%	7.5%	0%	**32.8%**	-	-
Lights	149	289	104	0	**542**	-	80	445	50	0	**575**	-	41	244	61	0	**346**	-	67	486	164	0	**717**	-	2180
% Lights	100%	98.0%	100%	0%	**98.9%**	-	100%	99.1%	100%	0%	**99.3%**	-	100%	96.4%	96.8%	0%	**96.9%**	-	98.5%	98.8%	99.4%	0%	**98.9%**	-	98.7%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	2	0	0	**2**	-	4
% Articulated Trucks	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.6%	0%	**0.3%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.2%
Buses and Single-Unit Trucks	0	5	0	0	**5**	-	0	4	0	0	**4**	-	0	9	1	0	**10**	-	1	4	1	0	**6**	-	25
% Buses and Single-Unit Trucks	0%	1.7%	0%	0%	**0.9%**	-	0%	0.9%	0%	0%	**0.7%**	-	0%	3.6%	1.6%	0%	**2.8%**	-	1.5%	0.8%	0.6%	0%	**0.8%**	-	1.1%
Pedestrians	-	-	-	-	-	62	-	-	-	-	-	57	-	-	-	-	-	72	-	-	-	-	-	71	
% Pedestrians	-	-	-	-	-	93.9%	-	-	-	-	-	98.3%	-	-	-	-	-	97.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	6.1%	-	-	-	-	-	1.7%	-	-	-	-	-	2.7%	-	-	-	-	-	0%	-

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

3rd and Douglas - TMC
Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065198, Location: 38.912525, -94.376224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Douglas - TMC

Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065198, Location: 38.912525, -94.376224

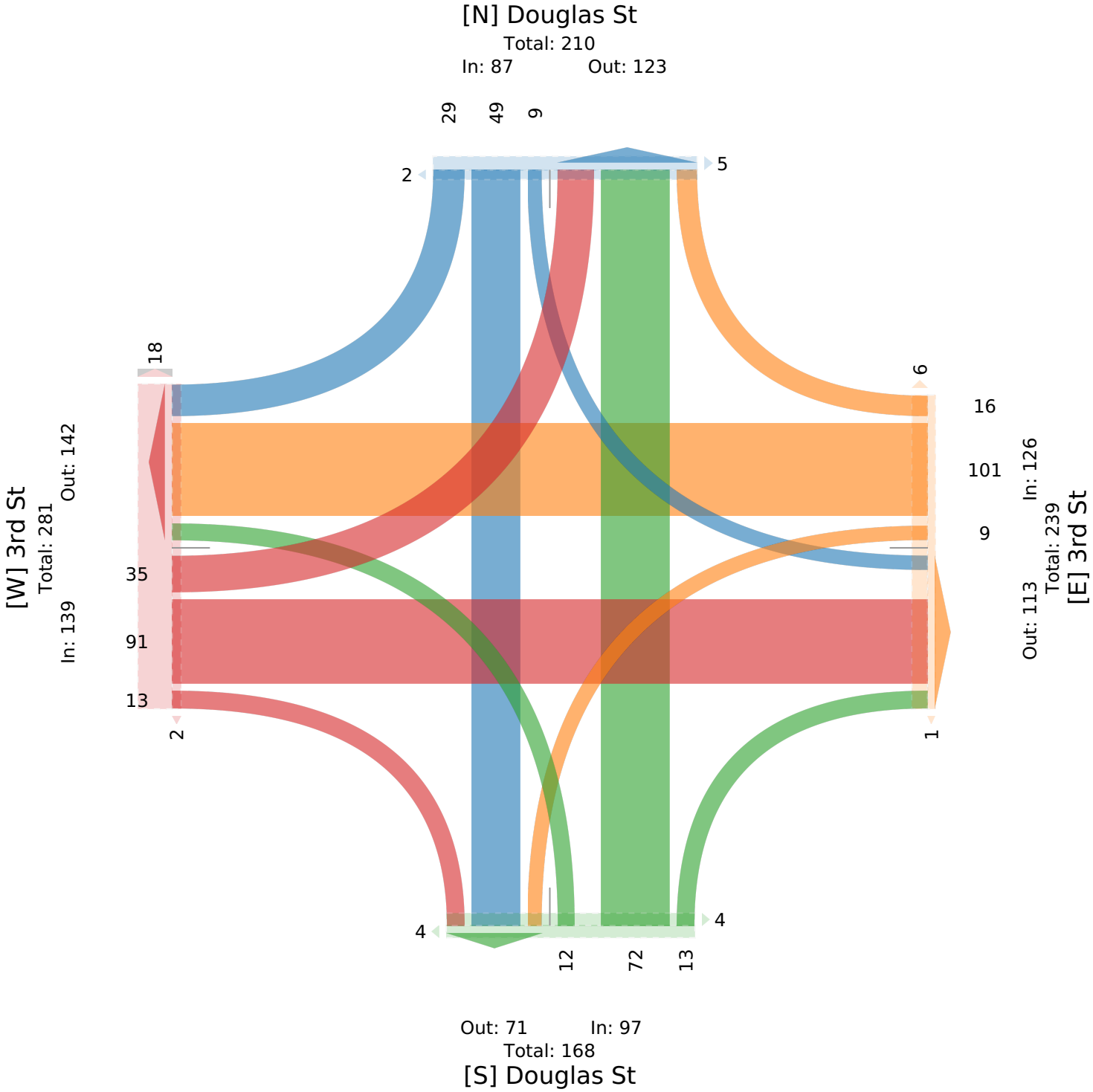
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Douglas St Southbound						3rd St Westbound						Douglas St Northbound						3rd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 7:30AM	10	12	2	0	**24**	2	6	29	2	0	**37**	5	2	19	2	0	**23**	3	4	28	8	0	**40**	13	**124**
7:45AM	6	13	4	0	**23**	1	1	24	4	0	**29**	0	4	25	4	0	**33**	4	2	26	11	0	**39**	3	**124**
8:00AM	5	11	0	0	**16**	2	1	18	1	0	**20**	1	2	16	1	0	**19**	1	6	16	7	0	**29**	4	**84**
8:15AM	8	13	3	0	**24**	2	8	30	2	0	**40**	1	5	12	5	0	**22**	0	1	21	9	0	**31**	0	**117**
Total	29	49	9	0	**87**	7	16	101	9	0	**126**	7	13	72	12	0	**97**	8	13	91	35	0	**139**	20	**449**
% Approach	33.3%	56.3%	10.3%	0%	**-**	-	12.7%	80.2%	7.1%	0%	**-**	-	13.4%	74.2%	12.4%	0%	**-**	-	9.4%	65.5%	25.2%	0%	**-**	-	-
% Total	6.5%	10.9%	2.0%	0%	**19.4%**	-	3.6%	22.5%	2.0%	0%	**28.1%**	-	2.9%	16.0%	2.7%	0%	**21.6%**	-	2.9%	20.3%	7.8%	0%	**31.0%**	-	-
PHF	0.725	0.942	0.563	-	**0.906**	-	0.500	0.842	0.563	-	**0.788**	-	0.650	0.720	0.600	-	**0.735**	-	0.542	0.813	0.795	-	**0.869**	-	0.905
Lights	29	46	9	0	**84**	-	16	99	9	0	**124**	-	13	67	12	0	**92**	-	13	91	34	0	**138**	-	438
% Lights	100%	93.9%	100%	0%	**96.6%**	-	100%	98.0%	100%	0%	**98.4%**	-	100%	93.1%	100%	0%	**94.8%**	-	100%	100%	97.1%	0%	**99.3%**	-	97.6%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	2.0%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	2	0	0	**2**	-	0	2	0	0	**2**	-	0	5	0	0	**5**	-	0	0	1	0	**1**	-	10
% Buses and Single-Unit Trucks	0%	4.1%	0%	0%	**2.3%**	-	0%	2.0%	0%	0%	**1.6%**	-	0%	6.9%	0%	0%	**5.2%**	-	0%	0%	2.9%	0%	**0.7%**	-	2.2%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and Douglas - TMC
Wed May 10, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065198, Location: 38.912525, -94.376224

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Douglas - TMC

Wed May 10, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065198, Location: 38.912525, -94.376224

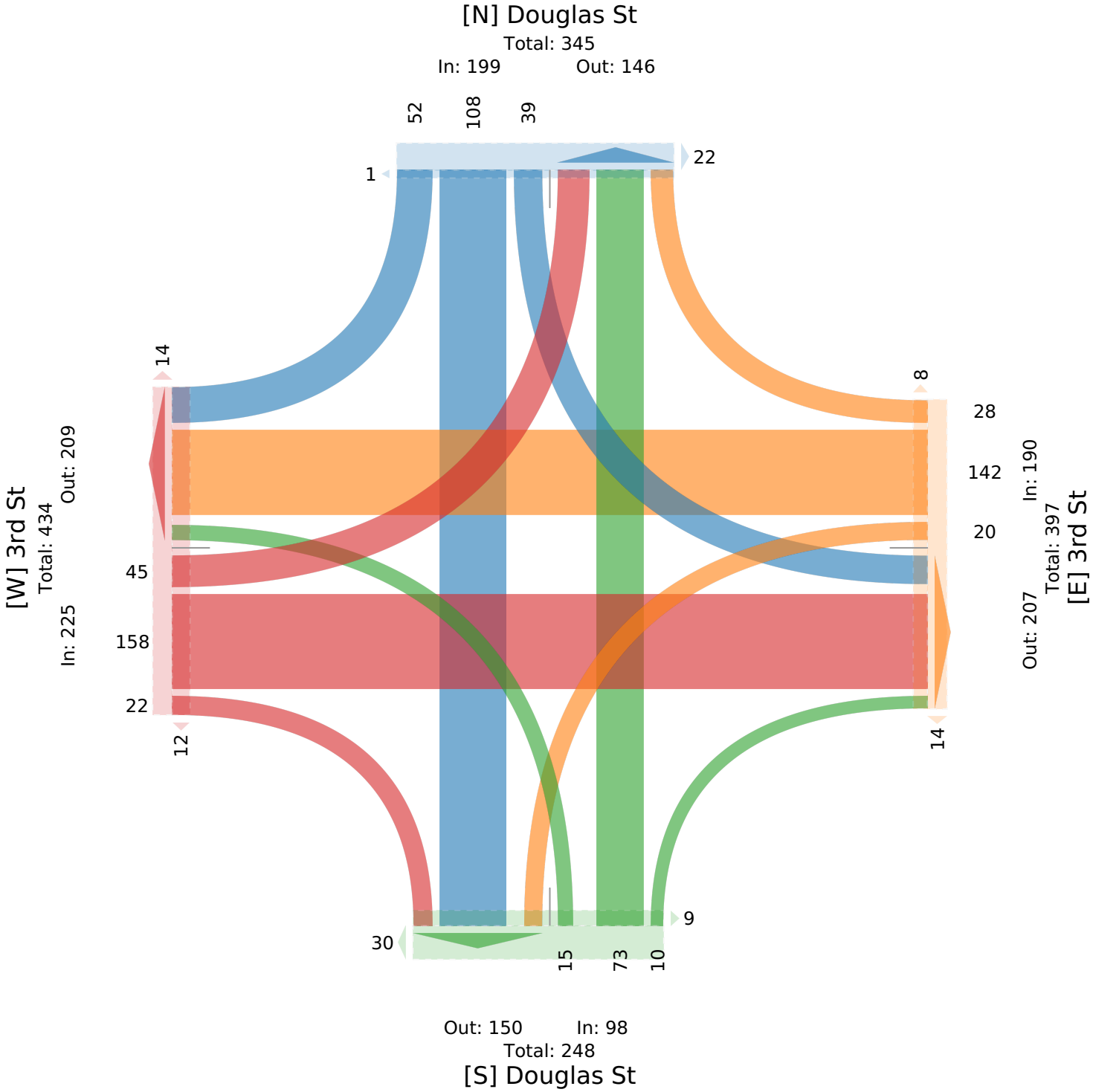
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Douglas St						3rd St						Douglas St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 4:45PM	16	31	16	0	**63**	7	9	24	8	0	**41**	14	5	28	1	0	**34**	15	4	26	6	0	**36**	7	**174**
5:00PM	17	27	8	0	**52**	10	8	47	3	0	**58**	4	1	16	2	0	**19**	4	4	56	16	0	**76**	9	**205**
5:15PM	8	26	8	0	**42**	5	4	36	5	0	**45**	4	2	18	8	0	**28**	19	7	35	13	0	**55**	5	**170**
5:30PM	11	24	7	0	**42**	1	7	35	4	0	**46**	0	2	11	4	0	**17**	1	7	41	10	0	**58**	5	**163**
Total	52	108	39	0	**199**	23	28	142	20	0	**190**	22	10	73	15	0	**98**	39	22	158	45	0	**225**	26	**712**
% Approach	26.1%	54.3%	19.6%	0%	**-**	-	14.7%	74.7%	10.5%	0%	**-**	-	10.2%	74.5%	15.3%	0%	**-**	-	9.8%	70.2%	20.0%	0%	**-**	-	**-**
% Total	7.3%	15.2%	5.5%	0%	**27.9%**	-	3.9%	19.9%	2.8%	0%	**26.7%**	-	1.4%	10.3%	2.1%	0%	**13.8%**	-	3.1%	22.2%	6.3%	0%	**31.6%**	-	**-**
PHF	0.765	0.871	0.609	-	**0.790**	-	0.778	0.755	0.625	-	**0.819**	-	0.500	0.652	0.469	-	**0.721**	-	0.786	0.705	0.703	-	**0.740**	-	0.868
Lights	52	107	39	0	**198**	-	28	142	20	0	**190**	-	10	73	15	0	**98**	-	22	158	45	0	**225**	-	711
% Lights	100%	99.1%	100%	0%	**99.5%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	99.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	20	-	-	-	-	-	21	-	-	-	-	-	37	-	-	-	-	-	26	
% Pedestrians	-	-	-	-	-	87.0%	-	-	-	-	-	95.5%	-	-	-	-	-	94.9%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	13.0%	-	-	-	-	-	4.5%	-	-	-	-	-	5.1%	-	-	-	-	-	0%	-

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

3rd and Douglas - TMC
Wed May 10, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065198, Location: 38.912525, -94.376224

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Green - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065188, Location: 38.913196, -94.374693

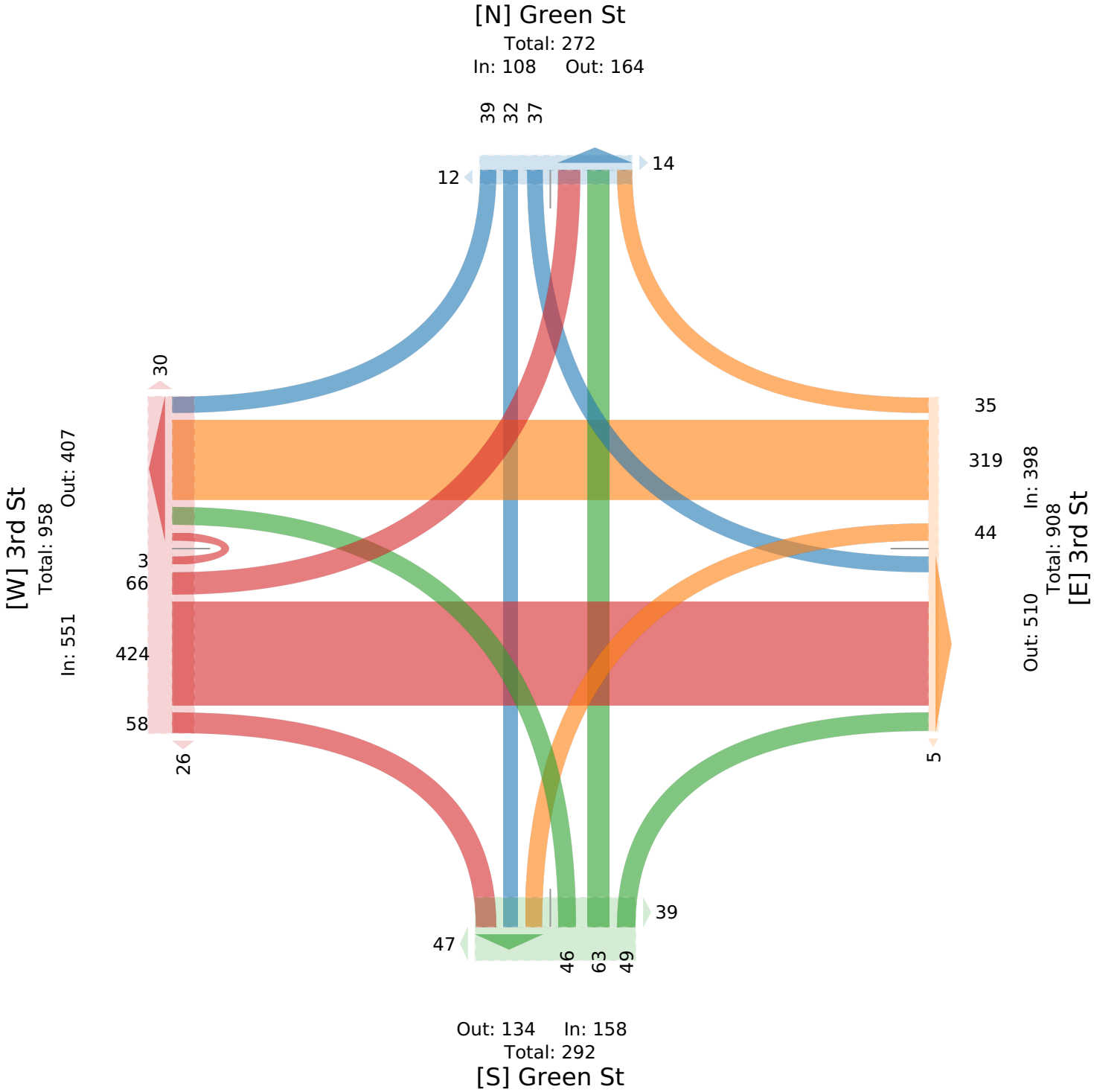
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Green St						3rd St						Green St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	8	1	2	0	**11**	2	3	30	8	0	**41**	0	3	11	5	0	**19**	10	9	54	8	0	**71**	13	**142**
6:45PM	3	6	4	0	**13**	5	6	23	7	0	**36**	1	3	6	4	0	**13**	10	6	33	6	0	**45**	5	**107**
Hourly Total	11	7	6	0	**24**	7	9	53	15	0	**77**	1	6	17	9	0	**32**	20	15	87	14	0	**116**	18	**249**
7:00PM	2	2	2	0	**6**	2	2	33	2	0	**37**	0	4	7	5	0	**16**	6	4	40	3	0	**47**	4	**106**
7:15PM	1	3	3	0	**7**	0	4	34	3	0	**41**	0	1	4	6	0	**11**	15	4	37	7	1	**49**	4	**108**
7:30PM	2	1	4	0	**7**	1	4	27	3	0	**34**	0	8	3	2	0	**13**	0	4	40	2	0	**46**	1	**100**
7:45PM	6	4	5	0	**15**	2	2	22	1	0	**25**	0	6	2	2	0	**10**	4	10	44	5	0	**59**	4	**109**
Hourly Total	11	10	14	0	**35**	5	12	116	9	0	**137**	0	19	16	15	0	**50**	25	22	161	17	1	**201**	13	**423**
8:00PM	2	5	4	0	**11**	6	2	27	1	0	**30**	0	3	5	7	0	**15**	0	3	25	7	1	**36**	10	**92**
8:15PM	2	3	2	0	**7**	0	4	24	5	0	**33**	0	4	4	0	0	**8**	12	5	26	7	0	**38**	2	**86**
8:30PM	2	2	3	0	**7**	0	1	24	4	0	**29**	0	4	6	3	0	**13**	4	4	31	7	0	**42**	3	**91**
8:45PM	3	2	2	0	**7**	4	3	26	4	0	**33**	4	4	3	6	0	**13**	5	1	34	7	0	**42**	3	**95**
Hourly Total	9	12	11	0	**32**	10	10	101	14	0	**125**	4	15	18	16	0	**49**	21	13	116	28	1	**158**	18	**364**
9:00PM	4	1	4	0	**9**	0	4	31	4	0	**39**	0	3	8	2	0	**13**	5	1	29	1	1	**32**	2	**93**
9:15PM	4	2	2	0	**8**	4	0	18	2	0	**20**	0	6	4	4	0	**14**	15	7	31	6	0	**44**	5	**86**
Hourly Total	8	3	6	0	**17**	4	4	49	6	0	**59**	0	9	12	6	0	**27**	20	8	60	7	1	**76**	7	**179**
Total	39	32	37	0	**108**	26	35	319	44	0	**398**	5	49	63	46	0	**158**	86	58	424	66	3	**551**	56	**1215**
% Approach	36.1%	29.6%	34.3%	0%	**-**	-	8.8%	80.2%	11.1%	0%	**-**	-	31.0%	39.9%	29.1%	0%	**-**	-	10.5%	77.0%	12.0%	0.5%	**-**	-	-
% Total	3.2%	2.6%	3.0%	0%	**8.9%**	-	2.9%	26.3%	3.6%	0%	**32.8%**	-	4.0%	5.2%	3.8%	0%	**13.0%**	-	4.8%	34.9%	5.4%	0.2%	**45.3%**	-	-
Lights	39	32	37	0	**108**	-	35	319	44	0	**398**	-	49	63	46	0	**158**	-	58	422	66	3	**549**	-	1213
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.5%	100%	100%	**99.6%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.2%
Pedestrians	-	-	-	-	-	26	-	-	-	-	-	5	-	-	-	-	-	86	-	-	-	-	-	56	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and Green - TMC
Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065188, Location: 38.913196, -94.374693

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Green - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065188, Location: 38.913196, -94.374693

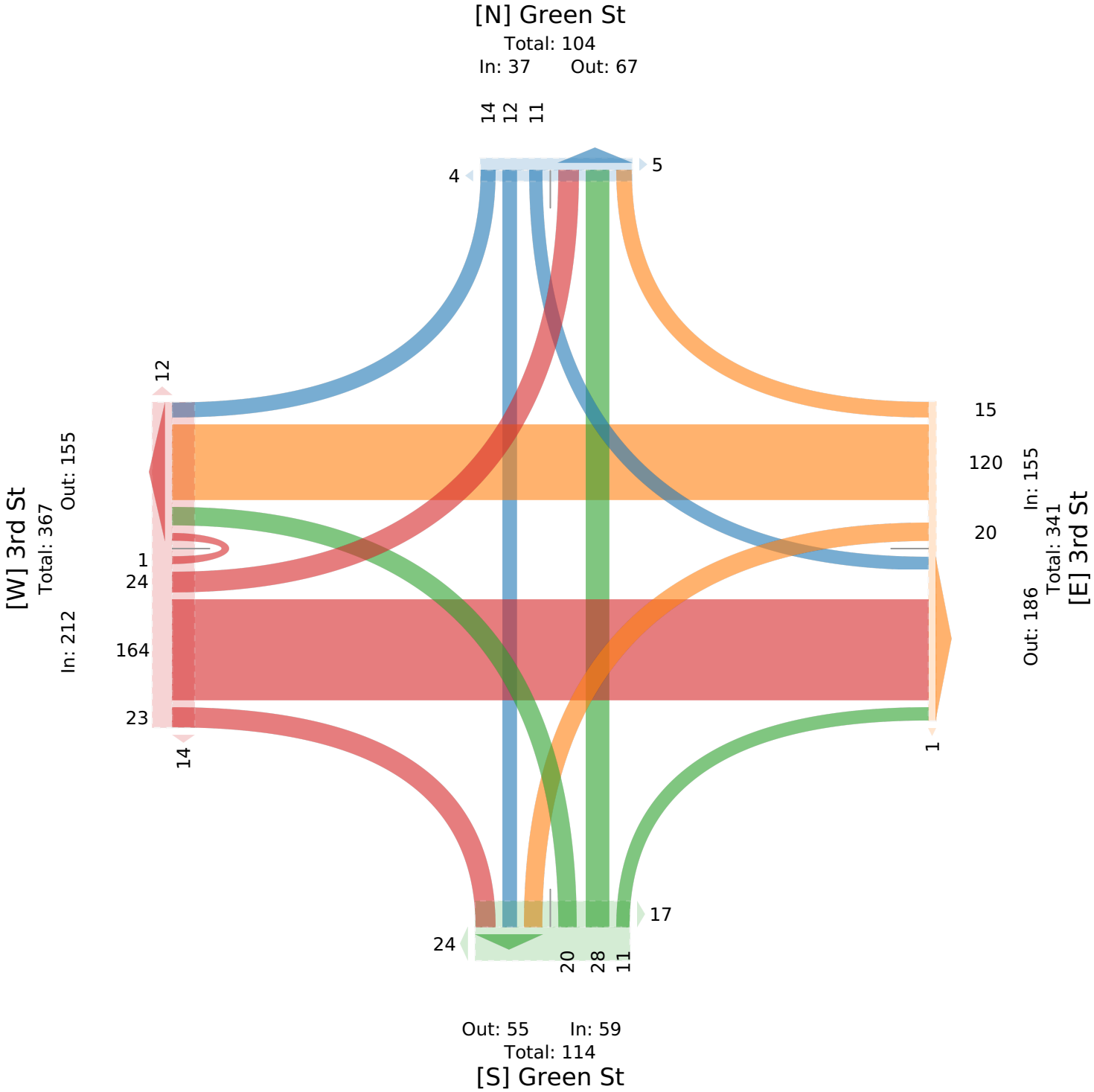
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Green St						3rd St						Green St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	8	1	2	0	**11**	2	3	30	8	0	**41**	0	3	11	5	0	**19**	10	9	54	8	0	**71**	13	**142**
6:45PM	3	6	4	0	**13**	5	6	23	7	0	**36**	1	3	6	4	0	**13**	10	6	33	6	0	**45**	5	**107**
7:00PM	2	2	2	0	**6**	2	2	33	2	0	**37**	0	4	7	5	0	**16**	6	4	40	3	0	**47**	4	**106**
7:15PM	1	3	3	0	**7**	0	4	34	3	0	**41**	0	1	4	6	0	**11**	15	4	37	7	1	**49**	4	**108**
Total	14	12	11	0	**37**	9	15	120	20	0	**155**	1	11	28	20	0	**59**	41	23	164	24	1	**212**	26	**463**
% Approach	37.8%	32.4%	29.7%	0%	**-**	-	9.7%	77.4%	12.9%	0%	**-**	-	18.6%	47.5%	33.9%	0%	**-**	-	10.8%	77.4%	11.3%	0.5%	**-**	-	-
% Total	3.0%	2.6%	2.4%	0%	**8.0%**	-	3.2%	25.9%	4.3%	0%	**33.5%**	-	2.4%	6.0%	4.3%	0%	**12.7%**	-	5.0%	35.4%	5.2%	0.2%	**45.8%**	-	-
PHF	0.438	0.500	0.688	-	**0.712**	-	0.625	0.882	0.625	-	**0.945**	-	0.688	0.636	0.833	-	**0.776**	-	0.639	0.759	0.750	0.250	**0.746**	-	0.815
Lights	14	12	11	0	**37**	-	15	120	20	0	**155**	-	11	28	20	0	**59**	-	23	164	24	1	**212**	-	463
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	100%	**100%**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	41	-	-	-	-	-	26	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and Green - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065188, Location: 38.913196, -94.374693

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Green - TMC

Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065177, Location: 38.913196, -94.374693

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

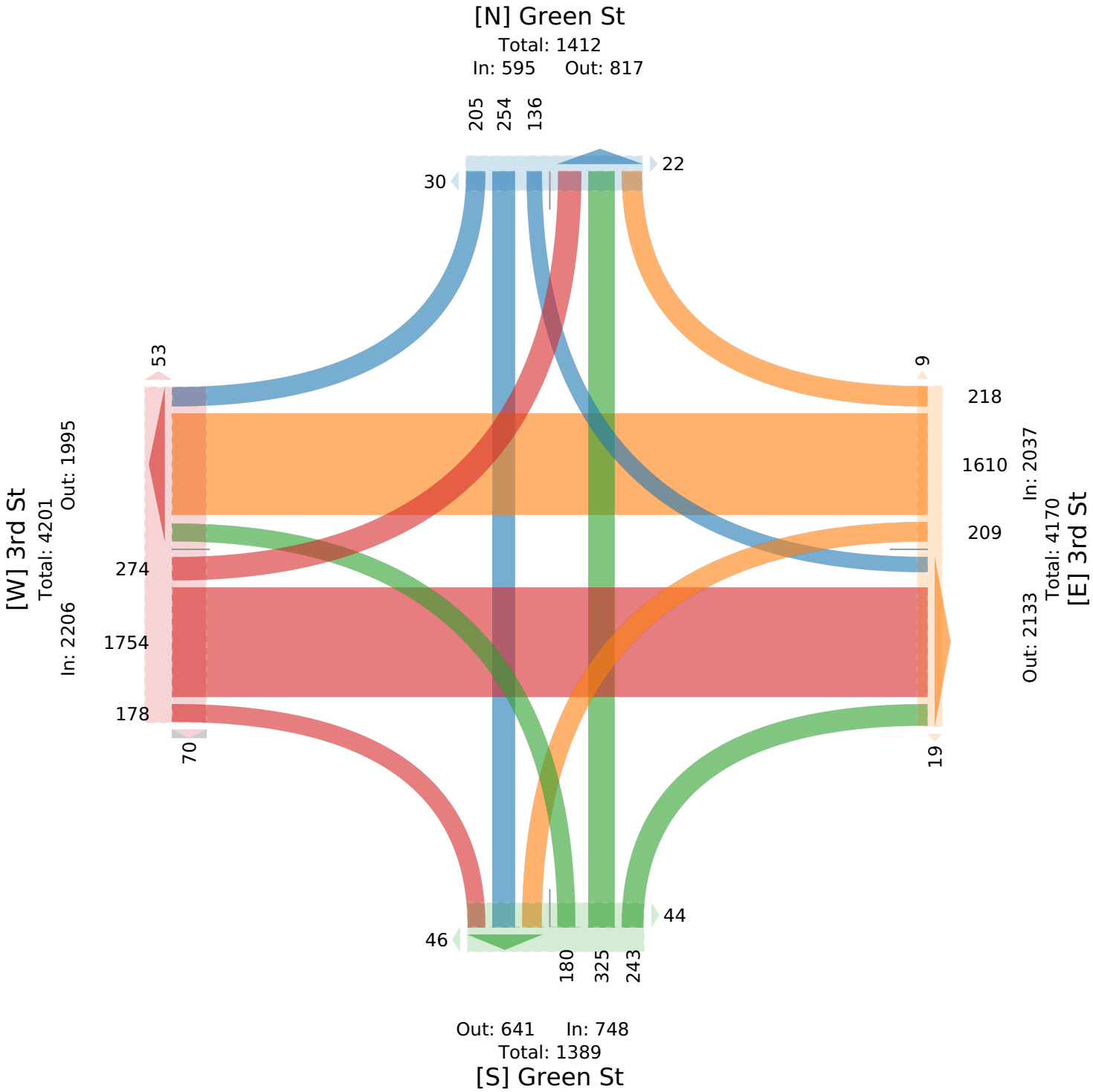
Leg	Green St						3rd St						Green St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 6:00AM	4	0	0	0	**4**	0	1	11	0	0	**12**	0	1	1	0	0	**2**	2	0	6	0	0	**6**	1	**24**
6:15AM	2	0	0	0	**2**	1	1	8	0	0	**9**	0	0	2	0	0	**2**	0	0	4	1	0	**5**	2	**18**
6:30AM	0	0	0	0	**0**	0	1	7	2	0	**10**	0	0	3	0	0	**3**	1	0	4	2	0	**6**	0	**19**
6:45AM	0	2	0	0	**2**	0	0	12	2	0	**14**	0	1	6	1	0	**8**	1	2	8	3	0	**13**	1	**37**
Hourly Total	6	2	0	0	**8**	1	3	38	4	0	**45**	0	2	12	1	0	**15**	4	2	22	6	0	**30**	4	**98**
7:00AM	1	1	1	0	**3**	0	1	11	0	0	**12**	0	2	5	1	0	**8**	0	3	15	1	0	**19**	3	**42**
7:15AM	3	8	1	0	**12**	0	2	12	3	0	**17**	0	2	3	3	0	**8**	1	1	10	1	0	**12**	1	**49**
7:30AM	2	5	0	0	**7**	0	4	34	2	0	**40**	0	1	7	2	0	**10**	0	1	25	2	0	**28**	2	**85**
7:45AM	3	5	1	0	**9**	0	4	25	6	0	**35**	0	3	12	1	0	**16**	0	4	19	6	0	**29**	3	**89**
Hourly Total	9	19	3	0	**31**	0	11	82	11	0	**104**	0	8	27	7	0	**42**	1	9	69	10	0	**88**	9	**265**
8:00AM	3	5	1	0	**9**	0	3	16	3	0	**22**	0	5	7	0	0	**12**	0	3	12	3	0	**18**	0	**61**
8:15AM	5	6	1	0	**12**	0	2	35	5	0	**42**	0	2	5	2	0	**9**	0	3	19	1	0	**23**	0	**86**
8:30AM	0	1	3	0	**4**	0	4	22	1	0	**27**	0	4	9	3	0	**16**	1	2	13	5	0	**20**	1	**67**
8:45AM	7	5	2	0	**14**	2	5	23	3	0	**31**	2	3	6	2	0	**11**	1	3	25	4	0	**32**	1	**88**
Hourly Total	15	17	7	0	**39**	2	14	96	12	0	**122**	2	14	27	7	0	**48**	2	11	69	13	0	**93**	2	**302**
9:00AM	1	3	1	0	**5**	0	3	20	3	0	**26**	0	6	13	3	0	**22**	2	1	35	9	0	**45**	5	**98**
9:15AM	2	10	4	0	**16**	1	4	30	5	0	**39**	0	2	1	3	0	**6**	2	2	20	3	0	**25**	0	**86**
9:30AM	3	3	2	0	**8**	1	2	28	5	0	**35**	0	5	4	1	0	**10**	0	4	26	4	0	**34**	4	**87**
9:45AM	9	6	3	0	**18**	3	5	28	4	0	**37**	2	9	4	6	0	**19**	0	3	26	7	0	**36**	3	**110**
Hourly Total	15	22	10	0	**47**	5	14	106	17	0	**137**	2	22	22	13	0	**57**	4	10	107	23	0	**140**	12	**381**
10:00AM	3	8	6	0	**17**	1	6	35	5	0	**46**	1	3	5	1	0	**9**	0	3	29	5	0	**37**	2	**109**
10:15AM	2	4	4	0	**10**	2	7	31	7	0	**45**	2	8	3	2	0	**13**	0	2	33	4	0	**39**	1	**107**
10:30AM	4	3	7	0	**14**	1	3	27	4	0	**34**	1	4	4	3	0	**11**	1	3	28	5	0	**36**	0	**95**
10:45AM	4	5	1	0	**10**	0	7	36	3	0	**46**	0	4	5	9	0	**18**	1	2	26	9	0	**37**	2	**111**
Hourly Total	13	20	18	0	**51**	4	23	129	19	0	**171**	4	19	17	15	0	**51**	2	10	116	23	0	**149**	5	**422**
11:00AM	4	3	2	0	**9**	1	6	27	4	0	**37**	0	8	2	4	0	**14**	0	4	35	6	0	**45**	0	**105**
11:15AM	8	5	3	0	**16**	0	5	29	7	0	**41**	0	5	2	3	0	**10**	2	3	40	7	0	**50**	3	**117**
11:30AM	4	6	2	0	**12**	0	6	44	7	0	**57**	2	8	2	3	0	**13**	0	3	36	11	0	**50**	3	**132**
11:45AM	3	6	2	0	**11**	0	2	38	4	0	**44**	0	5	6	3	0	**14**	1	7	44	9	0	**60**	1	**129**
Hourly Total	19	20	9	0	**48**	1	19	138	22	0	**179**	2	26	12	13	0	**51**	3	17	155	33	0	**205**	7	**483**
12:00PM	5	4	4	0	**13**	0	6	40	8	0	**54**	0	8	8	4	0	**20**	6	5	54	4	0	**63**	5	**150**
12:15PM	7	6	3	0	**16**	0	9	31	6	0	**46**	5	5	4	1	0	**10**	3	8	39	6	0	**53**	7	**125**
12:30PM	5	10	3	0	**18**	2	7	40	2	0	**49**	2	5	7	7	0	**19**	2	4	43	9	0	**56**	2	**142**
12:45PM	4	7	3	0	**14**	1	8	35	3	0	**46**	0	11	12	7	0	**30**	3	2	39	7	0	**48**	1	**138**
Hourly Total	21	27	13	0	**61**	3	30	146	19	0	**195**	7	29	31	19	0	**79**	14	19	175	26	0	**220**	15	**555**
1:00PM	3	2	1	0	**6**	4	5	51	5	0	**61**	0	7	9	3	0	**19**	2	7	34	12	0	**53**	6	**139**
1:15PM	5	4	2	0	**11**	2	6	47	5	0	**58**	2	5	6	2	0	**13**	6	4	44	9	0	**57**	0	**139**
1:30PM	5	5	2	0	**12**	3	4	36	4	0	**44**	1	2	5	9	0	**16**	0	2	38	4	0	**44**	0	**116**
1:45PM	4	4	6	0	**14**	3	3	28	6	0	**37**	3	7	3	4	0	**14**	1	5	37	6	0	**48**	2	**113**
Hourly Total	17	15	11	0	**43**	12	18	162	20	0	**200**	6	21	23	18	0	**62**	9	18	153	31	0	**202**	8	**507**
2:00PM	3	6	3	0	**12**	3	6	40	9	0	**55**	1	6	5	1	0	**12**	1	5	42	5	0	**52**	1	**131**
2:15PM	3	4	2	0	**9**	2	5	33	2	0	**40**	0	9	11	8	0	**28**	2	5	50	7	0	**62**	1	**139**
2:30PM	4	2	2	0	**8**	0	4	32	4	0	**40**	0	10	9	4	0	**23**	3	3	46	11	0	**60**	0	**131**
2:45PM	1	1	4	0	**6**	0	2	30	5	0	**37**	0	5	13	4	0	**22**	2	5	50	10	0	**65**	2	**130**
Hourly Total	11	13	11	0	**35**	5	17	135	20	0	**172**	1	30	38	17	0	**85**	8	18	188	33	0	**239**	4	**531**
3:00PM	4	5	6	0	**15**	0	3	44	3	0	**50**	0	8	8	1	0	**17**	2	2	39	3	0	**44**	0	**126**
3:15PM	8	8	1	0	**17**	0	4	36	8	0	**48**	0	4	9	4	0	**17**	2	3	51	3	0	**57**	2	**139**
3:30PM	5	5	5	0	**15**	0	8	39	4	0	**51**	1	2	10	3	0	**15**	0	3	47	3	0	**53**	2	**134**
3:45PM	6	5	2	0	**13**	0	4	40	1	0	**45**	0	9	6	6	0	**21**	5	1	56	9	0	**66**	0	**145**
Hourly Total	23	23	14	0	**60**	0	19	159	16	0	**194**	1	23	33	14	0	**70**	9	9	193	18	0	**220**	4	**544**
4:00PM	3	11	3	0	**17**	0	7	36	2	0	**45**	0	2	10	9	0	**21**	0	2	53	5	0	**60**	4	**143**
4:15PM	2	8	2	0	**12**	0	3	30	4	0	**37**	0	4	9	7	0	**20**	0	2	53	6	0	**61**	1	**130**
4:30PM	4	8	4	0	**16**	0	2	37	9	0	**48**	0	5	3	3	0	**11**	0	4	36	2	0	**42**	2	**117**
4:45PM	5	10	8	0	**23**	0	5	30	8	0	**43**	0	4	12	0	0	**16**	0	6	32	3	0	**41**	2	**123**
Hourly Total	14	37	17	0	**68**	0	17	133	23	0	**173**	0	15	34	19	0	**68**	0	14	174	16	0	**204**	9	**513**
5:00PM	9	14	5	0	**28**	0	4	43	7	0	**54**	0	5	1	3	0	**9**	1	6	54	6	0	**66**	2	**157**
5:15PM	6	7	6	0	**19**	2	3	33	5	0	**41**	0	8	11	6	0	**25**	7	4	37	3	0	**44**	14	**129**
5:30PM	5	2	1	0	**8**	2	5	38	0	0	**43**	0	6	7	5	0	**18**	0	3	44	4	0	**51**	5	**120**
5:45PM	5	7	2	0	**14**	0	0	42	6	0	**48**	0	3	10	3	0	**16**	0	4	37	2	0	**43**	3	**121**

Leg Direction	Green St Southbound						3rd St Westbound						Green St Northbound						3rd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Hourly Total	25	30	14	0	**69**	4	12	156	18	0	**186**	0	22	29	17	0	**68**	8	17	172	15	0	**204**	24	**527**
6:00PM	6	4	2	0	**12**	4	3	31	1	0	**35**	1	2	5	0	0	**7**	3	3	36	3	0	**42**	0	**96**
6:15PM	3	3	2	0	**8**	3	9	35	2	0	**46**	2	4	5	6	0	**15**	13	7	40	8	0	**55**	9	**124**
6:30PM	3	0	2	0	**5**	6	5	25	3	0	**33**	0	1	6	7	0	**14**	10	7	44	7	0	**58**	8	**110**
6:45PM	5	2	3	0	**10**	2	4	39	2	0	**45**	0	5	4	7	0	**16**	0	7	41	9	0	**57**	3	**128**
Hourly Total	17	9	9	0	**35**	15	21	130	8	0	**159**	3	12	20	20	0	**52**	26	24	161	27	0	**212**	20	**458**
Total	205	254	136	0	**595**	52	218	1610	209	0	**2037**	28	243	325	180	0	**748**	90	178	1754	274	0	**2206**	123	**5586**
% Approach	34.5%	42.7%	22.9%	0%	**-**	-	10.7%	79.0%	10.3%	0%	**-**	-	32.5%	43.4%	24.1%	0%	**-**	-	8.1%	79.5%	12.4%	0%	**-**	-	**-**
% Total	3.7%	4.5%	2.4%	0%	**10.7%**	-	3.9%	28.8%	3.7%	0%	**36.5%**	-	4.4%	5.8%	3.2%	0%	**13.4%**	-	3.2%	31.4%	4.9%	0%	**39.5%**	-	**-**
Lights	201	246	132	0	**579**	-	214	1591	202	0	**2007**	-	238	312	176	0	**726**	-	176	1741	269	0	**2186**	-	5498
% Lights	98.0%	96.9%	97.1%	0%	**97.3%**	-	98.2%	98.8%	96.7%	0%	**98.5%**	-	97.9%	96.0%	97.8%	0%	**97.1%**	-	98.9%	99.3%	98.2%	0%	**99.1%**	-	98.4%
Articulated Trucks	3	3	1	0	**7**	-	0	2	0	0	**2**	-	0	0	1	0	**1**	-	1	1	0	0	**2**	-	12
% Articulated Trucks	1.5%	1.2%	0.7%	0%	**1.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0.6%	0%	**0.1%**	-	0.6%	0.1%	0%	0%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	1	5	3	0	**9**	-	4	17	7	0	**28**	-	5	13	3	0	**21**	-	1	12	5	0	**18**	-	76
% Buses and Single-Unit Trucks	0.5%	2.0%	2.2%	0%	**1.5%**	-	1.8%	1.1%	3.3%	0%	**1.4%**	-	2.1%	4.0%	1.7%	0%	**2.8%**	-	0.6%	0.7%	1.8%	0%	**0.8%**	-	1.4%
Pedestrians	-	-	-	-	-	50	-	-	-	-	-	27	-	-	-	-	-	88	-	-	-	-	-	123	
% Pedestrians	-	-	-	-	-	96.2%	-	-	-	-	-	96.4%	-	-	-	-	-	97.8%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	3.8%	-	-	-	-	-	3.6%	-	-	-	-	-	2.2%	-	-	-	-	-	0%	-

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

3rd and Green - TMC
Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065177, Location: 38.913196, -94.374693

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Green - TMC

Wed May 10, 2023
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065177, Location: 38.913196, -94.374693

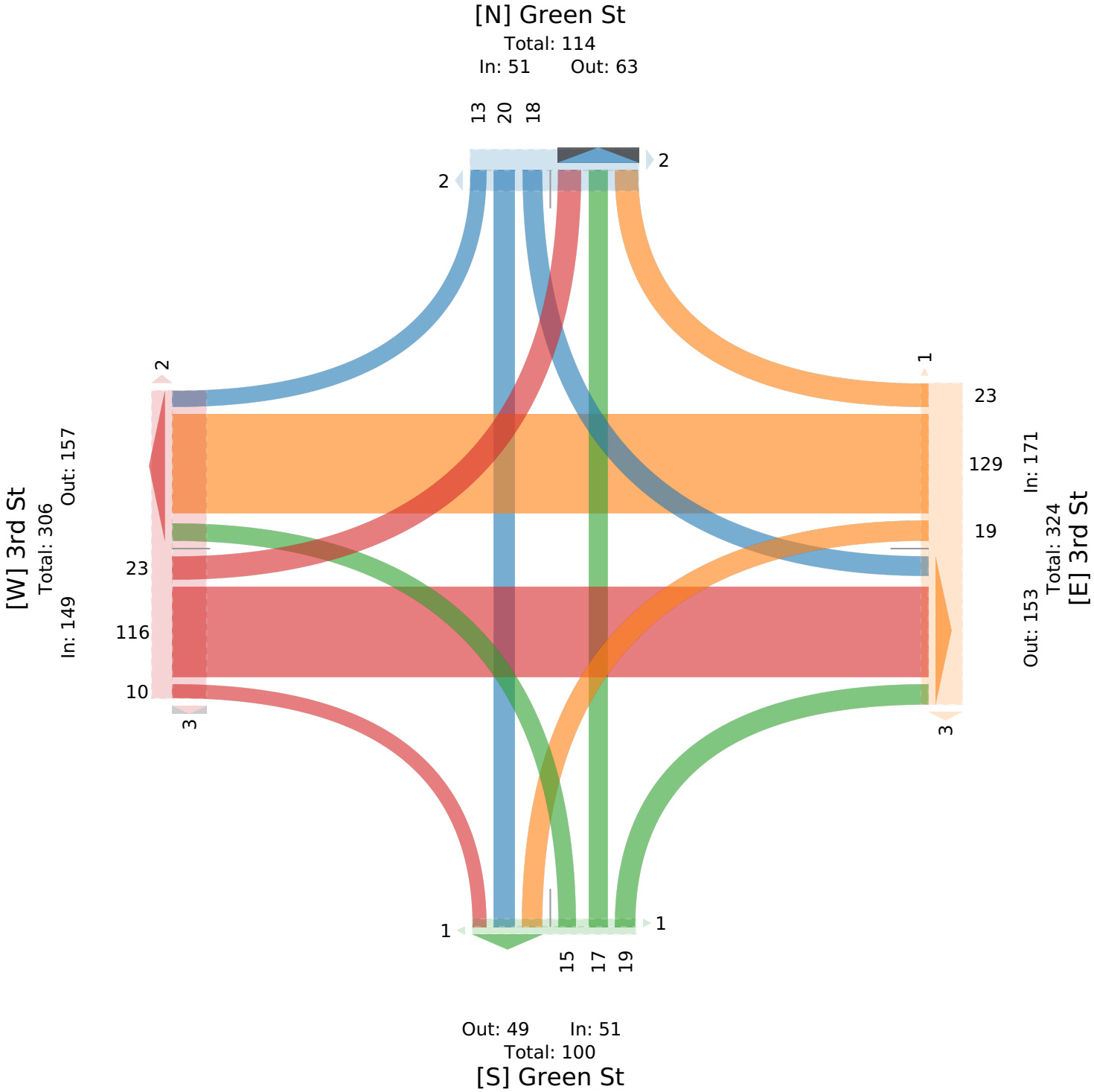
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Green St Southbound						3rd St Westbound						Green St Northbound						3rd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 10:00AM	3	8	6	0	**17**	1	6	35	5	0	**46**	1	3	5	1	0	**9**	0	3	29	5	0	**37**	2	**109**
10:15AM	2	4	4	0	**10**	2	7	31	7	0	**45**	2	8	3	2	0	**13**	0	2	33	4	0	**39**	1	**107**
10:30AM	4	3	7	0	**14**	1	3	27	4	0	**34**	1	4	4	3	0	**11**	1	3	28	5	0	**36**	0	**95**
10:45AM	4	5	1	0	**10**	0	7	36	3	0	**46**	0	4	5	9	0	**18**	1	2	26	9	0	**37**	2	**111**
Total	13	20	18	0	**51**	4	23	129	19	0	**171**	4	19	17	15	0	**51**	2	10	116	23	0	**149**	5	**422**
% Approach	25.5%	39.2%	35.3%	0%	**-**	-	13.5%	75.4%	11.1%	0%	**-**	-	37.3%	33.3%	29.4%	0%	**-**	-	6.7%	77.9%	15.4%	0%	**-**	-	-
% Total	3.1%	4.7%	4.3%	0%	**12.1%**	-	5.5%	30.6%	4.5%	0%	**40.5%**	-	4.5%	4.0%	3.6%	0%	**12.1%**	-	2.4%	27.5%	5.5%	0%	**35.3%**	-	-
PHF	0.813	0.625	0.643	-	**0.750**	-	0.821	0.896	0.679	-	**0.929**	-	0.594	0.850	0.417	-	**0.708**	-	0.833	0.879	0.639	-	**0.955**	-	0.950
Lights	13	20	18	0	**51**	-	23	129	17	0	**169**	-	18	16	14	0	**48**	-	10	115	23	0	**148**	-	416
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	89.5%	0%	**98.8%**	-	94.7%	94.1%	93.3%	0%	**94.1%**	-	100%	99.1%	100%	0%	**99.3%**	-	98.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	6.7%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	2	0	**2**	-	1	1	0	0	**2**	-	0	1	0	0	**1**	-	5
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	10.5%	0%	**1.2%**	-	5.3%	5.9%	0%	0%	**3.9%**	-	0%	0.9%	0%	0%	**0.7%**	-	1.2%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and Green - TMC
Wed May 10, 2023
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065177, Location: 38.913196, -94.374693

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Green - TMC

Wed May 10, 2023
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065177, Location: 38.913196, -94.374693

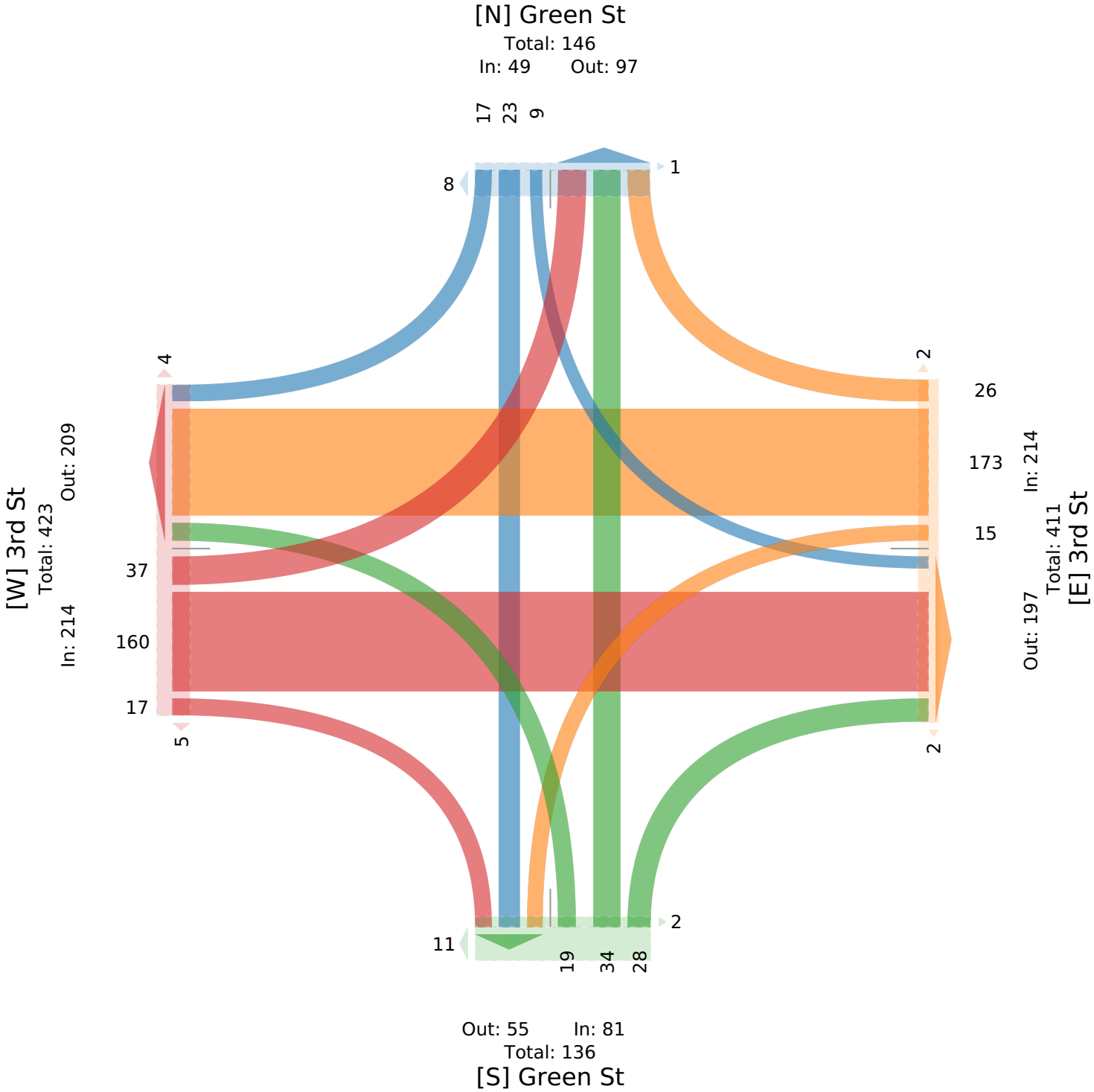
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Green St						3rd St						Green St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 12:30PM	5	10	3	0	**18**	2	7	40	2	0	**49**	2	5	7	7	0	**19**	2	4	43	9	0	**56**	2	**142**
12:45PM	4	7	3	0	**14**	1	8	35	3	0	**46**	0	11	12	7	0	**30**	3	2	39	7	0	**48**	1	**138**
1:00PM	3	2	1	0	**6**	4	5	51	5	0	**61**	0	7	9	3	0	**19**	2	7	34	12	0	**53**	6	**139**
1:15PM	5	4	2	0	**11**	2	6	47	5	0	**58**	2	5	6	2	0	**13**	6	4	44	9	0	**57**	0	**139**
Total	17	23	9	0	**49**	9	26	173	15	0	**214**	4	28	34	19	0	**81**	13	17	160	37	0	**214**	9	**558**
% Approach	34.7%	46.9%	18.4%	0%	**-**	-	12.1%	80.8%	7.0%	0%	**-**	-	34.6%	42.0%	23.5%	0%	**-**	-	7.9%	74.8%	17.3%	0%	**-**	-	-
% Total	3.0%	4.1%	1.6%	0%	**8.8%**	-	4.7%	31.0%	2.7%	0%	**38.4%**	-	5.0%	6.1%	3.4%	0%	**14.5%**	-	3.0%	28.7%	6.6%	0%	**38.4%**	-	-
PHF	0.850	0.575	0.750	-	**0.681**	-	0.813	0.848	0.750	-	**0.877**	-	0.636	0.708	0.679	-	**0.675**	-	0.607	0.909	0.771	-	**0.939**	-	0.982
Lights	17	22	8	0	**47**	-	25	173	15	0	**213**	-	28	30	19	0	**77**	-	17	158	37	0	**212**	-	549
% Lights	100%	95.7%	88.9%	0%	**95.9%**	-	96.2%	100%	100%	0%	**99.5%**	-	100%	88.2%	100%	0%	**95.1%**	-	100%	98.8%	100%	0%	**99.1%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	1	0	0	0	**1**	-	0	4	0	0	**4**	-	0	2	0	0	**2**	-	9
% Buses and Single-Unit Trucks	0%	4.3%	11.1%	0%	**4.1%**	-	3.8%	0%	0%	0%	**0.5%**	-	0%	11.8%	0%	0%	**4.9%**	-	0%	1.3%	0%	0%	**0.9%**	-	1.6%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	4	-	-	-	-	-	13	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and Green - TMC
Wed May 10, 2023
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065177, Location: 38.913196, -94.374693

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Green - TMC

Wed May 10, 2023
PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065177, Location: 38.913196, -94.374693

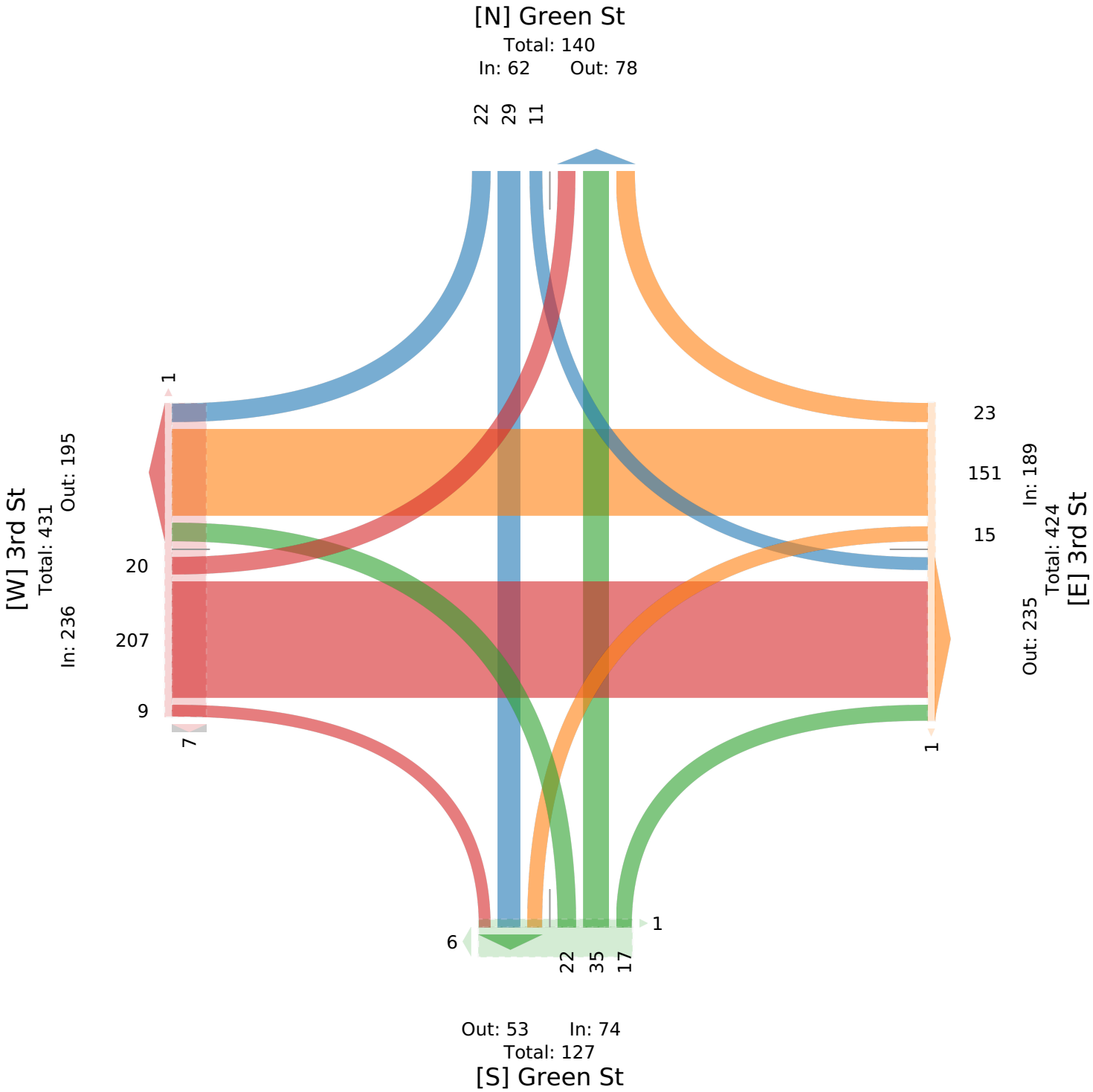
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Green St						3rd St						Green St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 3:15PM	8	8	1	0	**17**	0	4	36	8	0	**48**	0	4	9	4	0	**17**	2	3	51	3	0	**57**	2	**139**
3:30PM	5	5	5	0	**15**	0	8	39	4	0	**51**	1	2	10	3	0	**15**	0	3	47	3	0	**53**	2	**134**
3:45PM	6	5	2	0	**13**	0	4	40	1	0	**45**	0	9	6	6	0	**21**	5	1	56	9	0	**66**	0	**145**
4:00PM	3	11	3	0	**17**	0	7	36	2	0	**45**	0	2	10	9	0	**21**	0	2	53	5	0	**60**	4	**143**
Total	22	29	11	0	**62**	0	23	151	15	0	**189**	1	17	35	22	0	**74**	7	9	207	20	0	**236**	8	**561**
% Approach	35.5%	46.8%	17.7%	0%	**-**	-	12.2%	79.9%	7.9%	0%	**-**	-	23.0%	47.3%	29.7%	0%	**-**	-	3.8%	87.7%	8.5%	0%	**-**	-	**-**
% Total	3.9%	5.2%	2.0%	0%	**11.1%**	-	4.1%	26.9%	2.7%	0%	**33.7%**	-	3.0%	6.2%	3.9%	0%	**13.2%**	-	1.6%	36.9%	3.6%	0%	**42.1%**	-	**-**
PHF	0.688	0.659	0.550	-	**0.912**	-	0.719	0.944	0.469	-	**0.926**	-	0.472	0.875	0.611	-	**0.881**	-	0.750	0.924	0.556	-	**0.894**	-	0.967
Lights	21	29	11	0	**61**	-	23	151	15	0	**189**	-	16	34	22	0	**72**	-	9	207	20	0	**236**	-	558
% Lights	95.5%	100%	100%	0%	**98.4%**	-	100%	100%	100%	0%	**100%**	-	94.1%	97.1%	100%	0%	**97.3%**	-	100%	100%	100%	0%	**100%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	3
% Buses and Single-Unit Trucks	4.5%	0%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	5.9%	2.9%	0%	0%	**2.7%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and Green - TMC
Wed May 10, 2023
PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065177, Location: 38.913196, -94.374693

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Johnson - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065187, Location: 38.913794, -94.373286

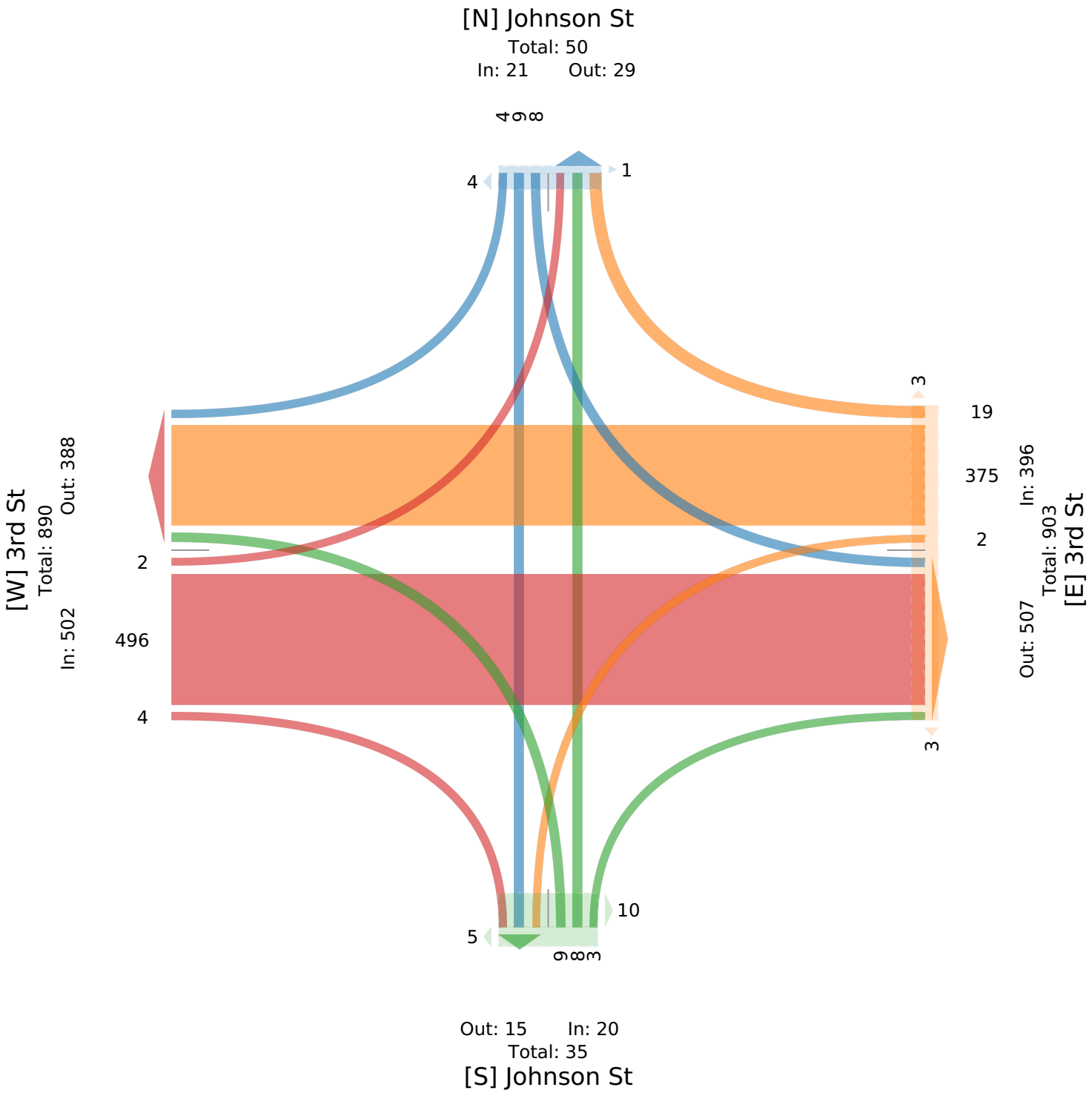
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Johnson St						3rd St						Johnson St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	1	1	2	0	**4**	0	2	38	0	0	**40**	0	1	0	0	0	**1**	2	0	56	0	0	**56**	0	**101**
6:45PM	0	0	0	0	**0**	0	1	37	0	0	**38**	1	0	0	0	0	**0**	2	0	41	0	0	**41**	0	**79**
Hourly Total	1	1	2	0	**4**	0	3	75	0	0	**78**	1	1	0	0	0	**1**	4	0	97	0	0	**97**	0	**180**
7:00PM	1	0	1	0	**2**	0	0	31	0	0	**31**	1	0	1	2	0	**3**	2	1	46	0	0	**47**	0	**83**
7:15PM	0	0	1	0	**1**	0	1	41	0	0	**42**	0	0	1	0	0	**1**	2	0	40	1	0	**41**	0	**85**
7:30PM	1	1	0	0	**2**	1	1	31	0	0	**32**	0	0	0	1	0	**1**	0	1	45	1	0	**47**	0	**82**
7:45PM	0	0	0	0	**0**	2	2	28	0	0	**30**	0	0	1	1	0	**2**	0	1	47	0	0	**48**	0	**80**
Hourly Total	2	1	2	0	**5**	3	4	131	0	0	**135**	1	0	3	4	0	**7**	4	3	178	2	0	**183**	0	**330**
8:00PM	0	0	1	0	**1**	0	0	32	1	0	**33**	0	2	2	0	0	**4**	1	0	32	0	0	**32**	0	**70**
8:15PM	0	1	1	0	**2**	0	2	29	0	0	**31**	0	0	0	3	0	**3**	1	0	30	0	0	**30**	0	**66**
8:30PM	1	0	2	0	**3**	0	1	25	0	0	**26**	0	0	1	0	0	**1**	2	0	37	0	0	**37**	0	**67**
8:45PM	0	3	0	0	**3**	0	3	33	1	0	**37**	0	0	0	0	0	**0**	0	1	42	0	0	**43**	0	**83**
Hourly Total	1	4	4	0	**9**	0	6	119	2	0	**127**	0	2	3	3	0	**8**	4	1	141	0	0	**142**	0	**286**
9:00PM	0	2	0	0	**2**	0	2	32	0	0	**34**	0	0	1	0	0	**1**	1	0	38	0	0	**38**	0	**75**
9:15PM	0	1	0	0	**1**	2	4	18	0	0	**22**	4	0	1	2	0	**3**	2	0	42	0	0	**42**	0	**68**
Hourly Total	0	3	0	0	**3**	2	6	50	0	0	**56**	4	0	2	2	0	**4**	3	0	80	0	0	**80**	0	**143**
Total	4	9	8	0	**21**	5	19	375	2	0	**396**	6	3	8	9	0	**20**	15	4	496	2	0	**502**	0	**939**
% Approach	19.0%	42.9%	38.1%	0%	**-**	-	4.8%	94.7%	0.5%	0%	**-**	-	15.0%	40.0%	45.0%	0%	**-**	-	0.8%	98.8%	0.4%	0%	**-**	-	-
% Total	0.4%	1.0%	0.9%	0%	**2.2%**	-	2.0%	39.9%	0.2%	0%	**42.2%**	-	0.3%	0.9%	1.0%	0%	**2.1%**	-	0.4%	52.8%	0.2%	0%	**53.5%**	-	-
Lights	4	9	8	0	**21**	-	19	375	2	0	**396**	-	3	8	9	0	**20**	-	4	494	2	0	**500**	-	937
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.6%	100%	0%	**99.6%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.2%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	15	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

3rd and Johnson - TMC
Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065187, Location: 38.913794, -94.373286

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Johnson - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065187, Location: 38.913794, -94.373286

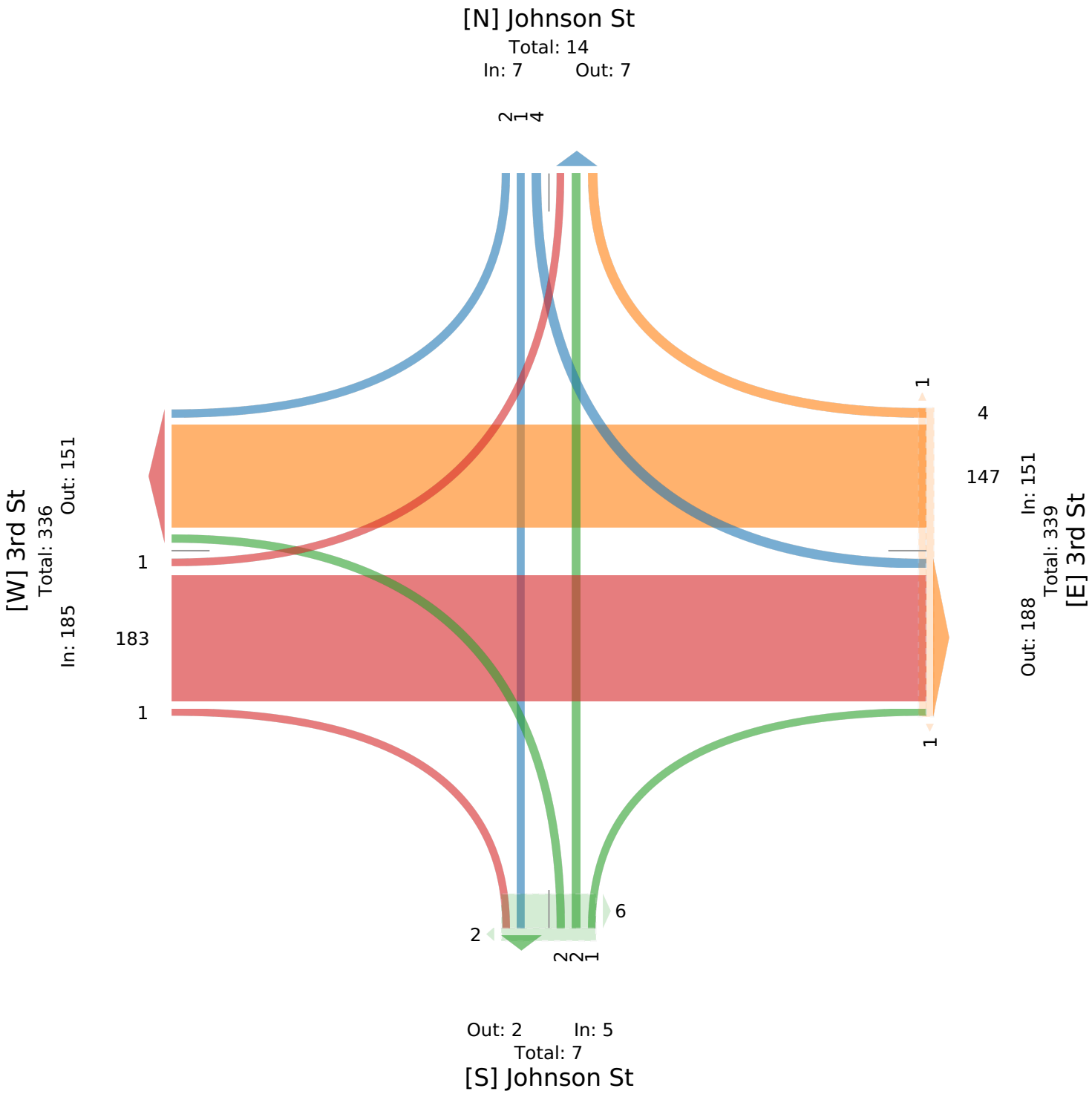
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Johnson St						3rd St						Johnson St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	1	1	2	0	**4**	0	2	38	0	0	**40**	0	1	0	0	0	**1**	2	0	56	0	0	**56**	0	**101**
6:45PM	0	0	0	0	**0**	0	1	37	0	0	**38**	1	0	0	0	0	**0**	2	0	41	0	0	**41**	0	**79**
7:00PM	1	0	1	0	**2**	0	0	31	0	0	**31**	1	0	1	2	0	**3**	2	1	46	0	0	**47**	0	**83**
7:15PM	0	0	1	0	**1**	0	1	41	0	0	**42**	0	0	1	0	0	**1**	2	0	40	1	0	**41**	0	**85**
Total	2	1	4	0	**7**	0	4	147	0	0	**151**	2	1	2	2	0	**5**	8	1	183	1	0	**185**	0	**348**
% Approach	28.6%	14.3%	57.1%	0%	**-**	-	2.6%	97.4%	0%	0%	**-**	-	20.0%	40.0%	40.0%	0%	**-**	-	0.5%	98.9%	0.5%	0%	**-**	-	**-**
% Total	0.6%	0.3%	1.1%	0%	**2.0%**	-	1.1%	42.2%	0%	0%	**43.4%**	-	0.3%	0.6%	0.6%	0%	**1.4%**	-	0.3%	52.6%	0.3%	0%	**53.2%**	-	**-**
PHF	0.500	0.250	0.500	-	**0.438**	-	0.500	0.896	-	-	**0.899**	-	0.250	0.500	0.250	-	**0.417**	-	0.250	0.817	0.250	-	**0.826**	-	0.861
Lights	2	1	4	0	**7**	-	4	147	0	0	**151**	-	1	2	2	0	**5**	-	1	183	1	0	**185**	-	348
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	0%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	8	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

3rd and Johnson - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065187, Location: 38.913794, -94.373286

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Johnson - TMC

Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065176, Location: 38.913794, -94.373286

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

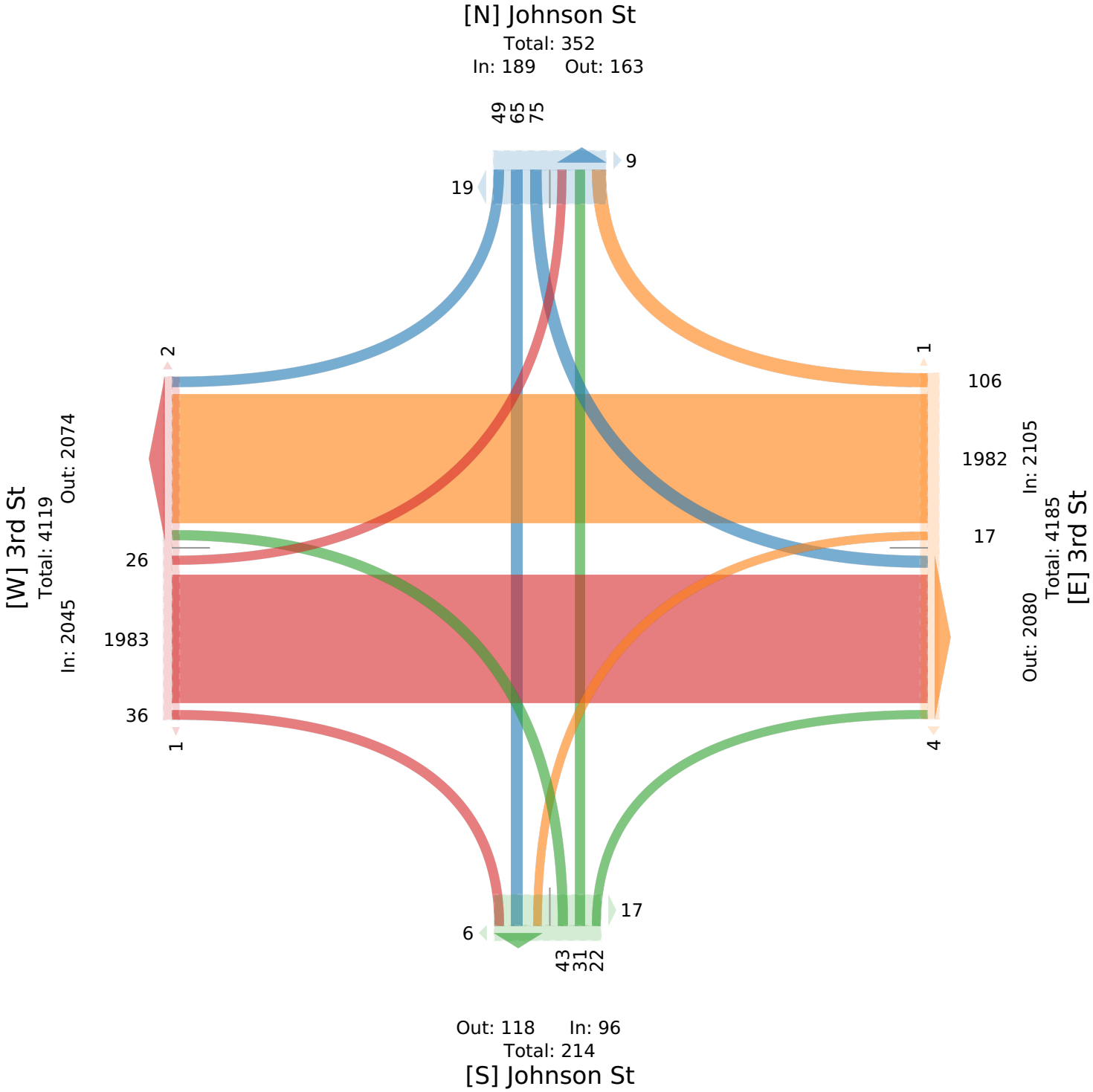
Leg	Johnson St						3rd St						Johnson St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 6:00AM	0	2	2	0	**4**	0	0	13	0	0	**13**	0	0	0	0	0	**0**	2	0	7	0	0	**7**	0	**24**
6:15AM	0	2	0	0	**2**	1	0	9	0	0	**9**	0	0	1	1	0	**2**	0	0	4	0	0	**4**	0	**17**
6:30AM	0	1	0	0	**1**	0	1	12	0	0	**13**	0	0	0	0	0	**0**	1	0	4	0	0	**4**	0	**18**
6:45AM	0	1	2	0	**3**	0	0	13	0	0	**13**	0	0	0	0	0	**0**	0	0	9	0	0	**9**	0	**25**
Hourly Total	0	6	4	0	**10**	1	1	47	0	0	**48**	0	0	1	1	0	**2**	3	0	24	0	0	**24**	0	**84**
7:00AM	0	1	1	0	**2**	1	0	13	0	0	**13**	0	0	0	0	0	**0**	1	1	18	0	0	**19**	0	**34**
7:15AM	0	0	2	0	**2**	0	1	18	0	0	**19**	0	0	0	1	0	**1**	0	1	12	0	0	**13**	0	**35**
7:30AM	0	1	1	0	**2**	0	1	39	0	0	**40**	0	0	0	1	0	**1**	0	0	24	1	0	**25**	0	**68**
7:45AM	1	0	0	0	**1**	0	2	34	0	0	**36**	0	0	0	0	0	**0**	0	1	22	0	0	**23**	0	**60**
Hourly Total	1	2	4	0	**7**	1	4	104	0	0	**108**	0	0	0	2	0	**2**	1	3	76	1	0	**80**	0	**197**
8:00AM	0	1	2	0	**3**	0	1	22	0	0	**23**	1	0	0	0	0	**0**	0	0	15	1	0	**16**	0	**42**
8:15AM	0	0	0	0	**0**	0	1	40	0	0	**41**	0	0	0	1	0	**1**	0	1	21	0	0	**22**	0	**64**
8:30AM	0	2	1	0	**3**	0	2	26	0	0	**28**	0	0	1	1	0	**2**	0	3	16	0	0	**19**	0	**52**
8:45AM	0	0	1	0	**1**	0	2	33	0	0	**35**	0	0	0	1	0	**1**	2	2	26	0	0	**28**	0	**65**
Hourly Total	0	3	4	0	**7**	0	6	121	0	0	**127**	1	0	1	3	0	**4**	2	6	78	1	0	**85**	0	**223**
9:00AM	1	0	5	0	**6**	0	2	27	1	0	**30**	2	0	0	0	0	**0**	0	0	37	0	0	**37**	0	**73**
9:15AM	1	0	1	0	**2**	1	0	38	1	0	**39**	0	1	0	1	0	**2**	0	2	26	0	0	**28**	0	**71**
9:30AM	0	1	0	0	**1**	1	4	37	0	0	**41**	0	0	1	1	0	**2**	0	0	29	1	0	**30**	0	**74**
9:45AM	0	1	2	0	**3**	0	1	30	0	0	**31**	0	0	0	1	0	**1**	1	0	37	0	0	**37**	0	**72**
Hourly Total	2	2	8	0	**12**	2	7	132	2	0	**141**	2	1	1	3	0	**5**	1	2	129	1	0	**132**	0	**290**
10:00AM	1	2	1	0	**4**	0	5	42	0	0	**47**	0	1	0	3	0	**4**	0	2	30	0	0	**32**	0	**87**
10:15AM	1	0	1	0	**2**	0	2	38	0	0	**40**	1	0	2	1	0	**3**	1	0	39	0	0	**39**	0	**84**
10:30AM	0	0	1	0	**1**	0	2	35	0	0	**37**	0	0	1	2	0	**3**	0	1	37	1	0	**39**	0	**80**
10:45AM	3	3	2	0	**8**	0	0	40	0	0	**40**	0	0	0	1	0	**1**	1	1	26	0	0	**27**	0	**76**
Hourly Total	5	5	5	0	**15**	0	9	155	0	0	**164**	1	1	3	7	0	**11**	2	4	132	1	0	**137**	0	**327**
11:00AM	0	2	0	0	**2**	0	1	37	0	0	**38**	0	0	1	1	0	**2**	0	2	40	0	0	**42**	0	**84**
11:15AM	2	0	3	0	**5**	0	0	47	0	0	**47**	0	1	0	1	0	**2**	2	2	47	0	0	**49**	0	**103**
11:30AM	2	1	4	0	**7**	0	0	56	0	0	**56**	0	3	0	4	0	**7**	1	1	44	0	0	**45**	0	**115**
11:45AM	1	3	0	0	**4**	0	1	45	1	0	**47**	0	1	2	0	0	**3**	1	0	49	1	0	**50**	0	**104**
Hourly Total	5	6	7	0	**18**	0	2	185	1	0	**188**	0	5	3	6	0	**14**	4	5	180	1	0	**186**	0	**406**
12:00PM	0	2	0	0	**2**	0	2	56	1	0	**59**	0	1	2	0	0	**3**	0	0	61	1	0	**62**	0	**126**
12:15PM	2	3	1	0	**6**	0	1	52	0	0	**53**	0	0	1	0	0	**1**	0	3	48	1	0	**52**	0	**112**
12:30PM	2	0	1	0	**3**	0	4	50	0	0	**54**	0	2	2	0	0	**4**	0	1	48	0	0	**49**	0	**110**
12:45PM	4	0	2	0	**6**	2	3	50	0	0	**53**	0	2	1	0	0	**3**	0	1	49	0	0	**50**	0	**112**
Hourly Total	8	5	4	0	**17**	2	10	208	1	0	**219**	0	5	6	0	0	**11**	0	5	206	2	0	**213**	0	**460**
1:00PM	1	1	0	0	**2**	0	2	64	0	0	**66**	0	1	0	1	0	**2**	0	2	41	0	0	**43**	0	**113**
1:15PM	2	0	1	0	**3**	0	2	56	1	0	**59**	0	2	1	1	0	**4**	0	0	48	1	0	**49**	0	**115**
1:30PM	1	1	1	0	**3**	1	6	42	0	0	**48**	1	0	0	1	0	**1**	1	2	35	0	0	**37**	0	**89**
1:45PM	1	3	4	0	**8**	2	3	35	1	0	**39**	0	2	0	0	0	**2**	0	1	48	0	0	**49**	0	**98**
Hourly Total	5	5	6	0	**16**	3	13	197	2	0	**212**	1	5	1	3	0	**9**	1	5	172	1	0	**178**	0	**415**
2:00PM	5	2	1	0	**8**	2	2	51	0	0	**53**	0	1	0	1	0	**2**	0	0	48	0	0	**48**	0	**111**
2:15PM	1	1	0	0	**2**	0	4	37	0	0	**41**	0	2	1	4	0	**7**	0	0	56	0	0	**56**	0	**106**
2:30PM	0	1	1	0	**2**	0	1	34	0	0	**35**	0	0	1	0	0	**1**	0	0	55	2	0	**57**	0	**95**
2:45PM	4	1	1	0	**6**	0	7	40	3	0	**50**	0	0	2	1	0	**3**	1	0	58	0	0	**58**	0	**117**
Hourly Total	10	5	3	0	**18**	2	14	162	3	0	**179**	0	3	4	6	0	**13**	1	0	217	2	0	**219**	0	**429**
3:00PM	0	4	1	0	**5**	0	2	48	3	0	**53**	0	0	1	1	0	**2**	1	0	42	4	0	**46**	0	**106**
3:15PM	4	2	0	0	**6**	0	2	42	0	0	**44**	0	0	0	0	0	**0**	1	3	55	0	0	**58**	0	**108**
3:30PM	2	0	1	0	**3**	0	2	41	1	0	**44**	0	0	1	3	0	**4**	0	0	47	1	0	**48**	0	**99**
3:45PM	0	2	4	0	**6**	1	0	42	0	0	**42**	0	0	0	1	0	**1**	0	0	61	2	0	**63**	0	**112**
Hourly Total	6	8	6	0	**20**	1	6	173	4	0	**183**	0	0	2	5	0	**7**	2	3	205	7	0	**215**	0	**425**
4:00PM	1	1	3	0	**5**	0	5	40	2	0	**47**	0	1	1	0	0	**2**	0	1	54	0	0	**55**	0	**109**
4:15PM	3	3	3	0	**9**	0	3	34	1	0	**38**	0	0	2	0	0	**2**	0	0	59	0	0	**59**	0	**108**
4:30PM	1	3	1	0	**5**	0	6	49	0	0	**55**	0	0	0	0	0	**0**	0	0	44	1	0	**45**	0	**105**
4:45PM	1	1	4	0	**6**	0	5	42	0	0	**47**	0	0	0	0	0	**0**	0	0	37	1	0	**38**	0	**91**
Hourly Total	6	8	11	0	**25**	0	19	165	3	0	**187**	0	1	3	0	0	**4**	0	1	194	2	0	**197**	0	**413**
5:00PM	0	3	1	0	**4**	0	4	52	0	0	**56**	0	0	1	1	0	**2**	0	0	62	0	0	**62**	0	**124**
5:15PM	0	2	2	0	**4**	3	2	41	0	0	**43**	0	0	2	1	0	**3**	0	1	42	3	0	**46**	0	**96**
5:30PM	0	0	2	0	**2**	2	4	43	1	0	**48**	0	0	0	0	0	**0**	0	0	55	0	0	**55**	0	**105**

Leg	Johnson St						3rd St						Johnson St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
5:45PM	0	1	1	0	**2**	1	2	45	0	0	**47**	0	0	1	2	0	**3**	0	0	38	1	0	**39**	0	**91**
Hourly Total	0	6	6	0	**12**	6	12	181	1	0	**194**	0	0	4	4	0	**8**	0	1	197	4	0	**202**	0	**416**
6:00PM	0	0	4	0	**4**	2	1	35	0	0	**36**	0	1	0	1	0	**2**	3	0	41	0	0	**41**	1	**83**
6:15PM	0	1	0	0	**1**	1	0	43	0	0	**43**	0	0	0	1	0	**1**	1	1	41	3	0	**45**	0	**90**
6:30PM	1	3	2	0	**6**	7	2	32	0	0	**34**	0	0	1	1	0	**2**	0	0	46	0	0	**46**	2	**88**
6:45PM	0	0	1	0	**1**	0	0	42	0	0	**42**	0	0	1	0	0	**1**	2	0	45	0	0	**45**	0	**89**
Hourly Total	1	4	7	0	**12**	10	3	152	0	0	**155**	0	1	2	3	0	**6**	6	1	173	3	0	**177**	3	**350**
Total	49	65	75	0	**189**	28	106	1982	17	0	**2105**	5	22	31	43	0	**96**	23	36	1983	26	0	**2045**	3	**4435**
% Approach	25.9%	34.4%	39.7%	0%	**-**	-	5.0%	94.2%	0.8%	0%	**-**	-	22.9%	32.3%	44.8%	0%	**-**	-	1.8%	97.0%	1.3%	0%	**-**	-	**-**
% Total	1.1%	1.5%	1.7%	0%	**4.3%**	-	2.4%	44.7%	0.4%	0%	**47.5%**	-	0.5%	0.7%	1.0%	0%	**2.2%**	-	0.8%	44.7%	0.6%	0%	**46.1%**	-	**-**
Lights	49	63	74	0	**186**	-	102	1957	17	0	**2076**	-	22	31	41	0	**94**	-	33	1961	26	0	**2020**	-	4376
% Lights	100%	96.9%	98.7%	0%	**98.4%**	-	96.2%	98.7%	100%	0%	**98.6%**	-	100%	100%	95.3%	0%	**97.9%**	-	91.7%	98.9%	100%	0%	**98.8%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	2.8%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	2	1	0	**3**	-	4	23	0	0	**27**	-	0	0	2	0	**2**	-	2	21	0	0	**23**	-	55
% Buses and Single-Unit Trucks	0%	3.1%	1.3%	0%	**1.6%**	-	3.8%	1.2%	0%	0%	**1.3%**	-	0%	0%	4.7%	0%	**2.1%**	-	5.6%	1.1%	0%	0%	**1.1%**	-	1.2%
Pedestrians	-	-	-	-	-	24	-	-	-	-	-	5	-	-	-	-	-	23	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	85.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	14.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and Johnson - TMC
Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065176, Location: 38.913794, -94.373286

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Johnson - TMC

Wed May 10, 2023
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065176, Location: 38.913794, -94.373286

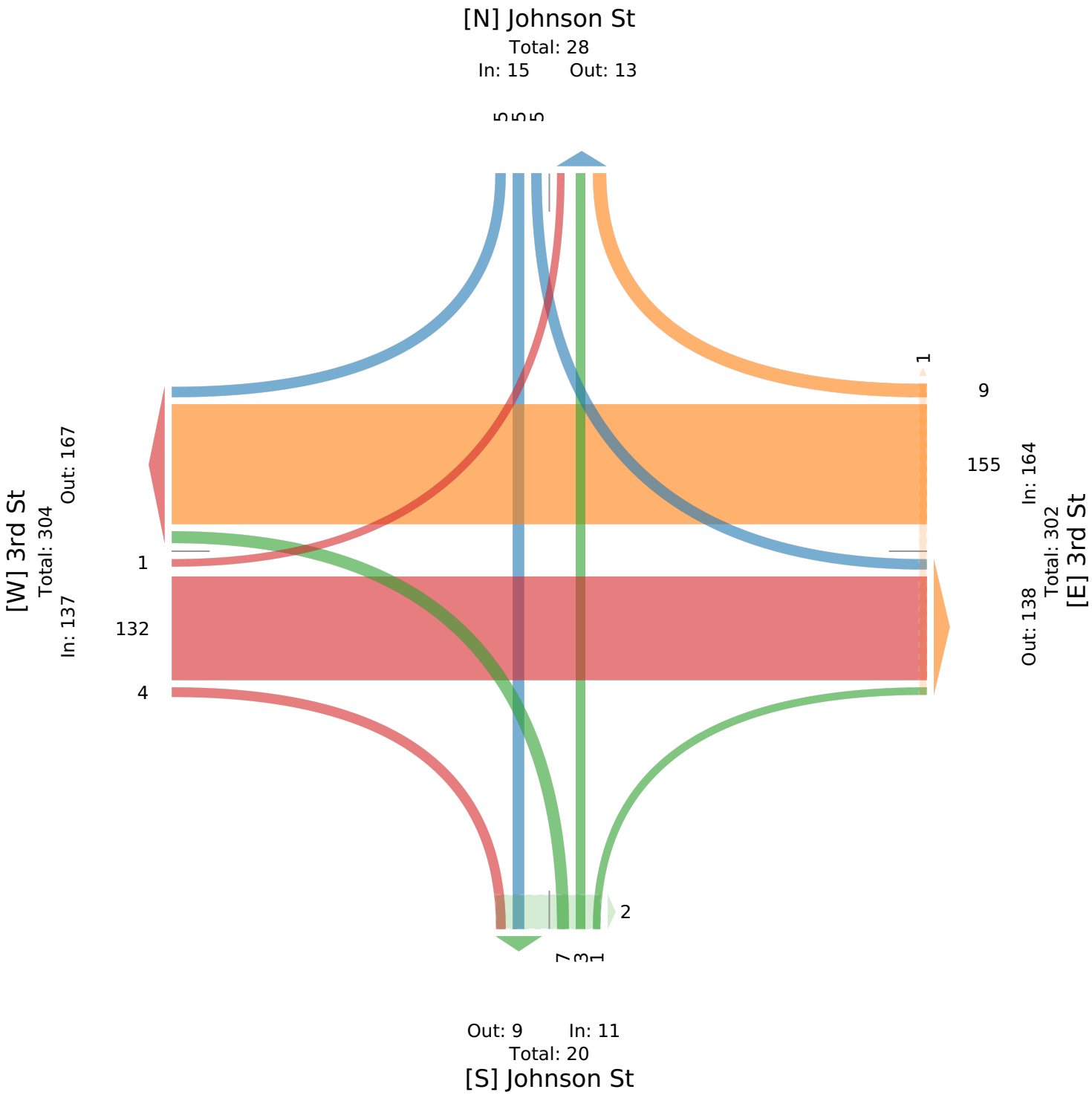
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Johnson St						3rd St						Johnson St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 10:00AM	1	2	1	0	**4**	0	5	42	0	0	**47**	0	1	0	3	0	**4**	0	2	30	0	0	**32**	0	**87**
10:15AM	1	0	1	0	**2**	0	2	38	0	0	**40**	1	0	2	1	0	**3**	1	0	39	0	0	**39**	0	**84**
10:30AM	0	0	1	0	**1**	0	2	35	0	0	**37**	0	0	1	2	0	**3**	0	1	37	1	0	**39**	0	**80**
10:45AM	3	3	2	0	**8**	0	0	40	0	0	**40**	0	0	0	1	0	**1**	1	1	26	0	0	**27**	0	**76**
Total	5	5	5	0	**15**	0	9	155	0	0	**164**	1	1	3	7	0	**11**	2	4	132	1	0	**137**	0	**327**
% Approach	33.3%	33.3%	33.3%	0%	**-**	-	5.5%	94.5%	0%	0%	**-**	-	9.1%	27.3%	63.6%	0%	**-**	-	2.9%	96.4%	0.7%	0%	**-**	-	**-**
% Total	1.5%	1.5%	1.5%	0%	**4.6%**	-	2.8%	47.4%	0%	0%	**50.2%**	-	0.3%	0.9%	2.1%	0%	**3.4%**	-	1.2%	40.4%	0.3%	0%	**41.9%**	-	**-**
PHF	0.417	0.417	0.625	-	**0.469**	-	0.450	0.923	-	-	**0.872**	-	0.250	0.375	0.583	-	**0.688**	-	0.500	0.846	0.250	-	**0.878**	-	0.940
Lights	5	5	5	0	**15**	-	9	153	0	0	**162**	-	1	3	7	0	**11**	-	4	130	1	0	**135**	-	323
% Lights	100%	100%	100%	0%	**100%**	-	100%	98.7%	0%	0%	**98.8%**	-	100%	100%	100%	0%	**100%**	-	100%	98.5%	100%	0%	**98.5%**	-	98.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0%	0%	**1.5%**	-	1.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

3rd and Johnson - TMC
Wed May 10, 2023
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065176, Location: 38.913794, -94.373286

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Johnson - TMC

Wed May 10, 2023
Midday Peak (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065176, Location: 38.913794, -94.373286

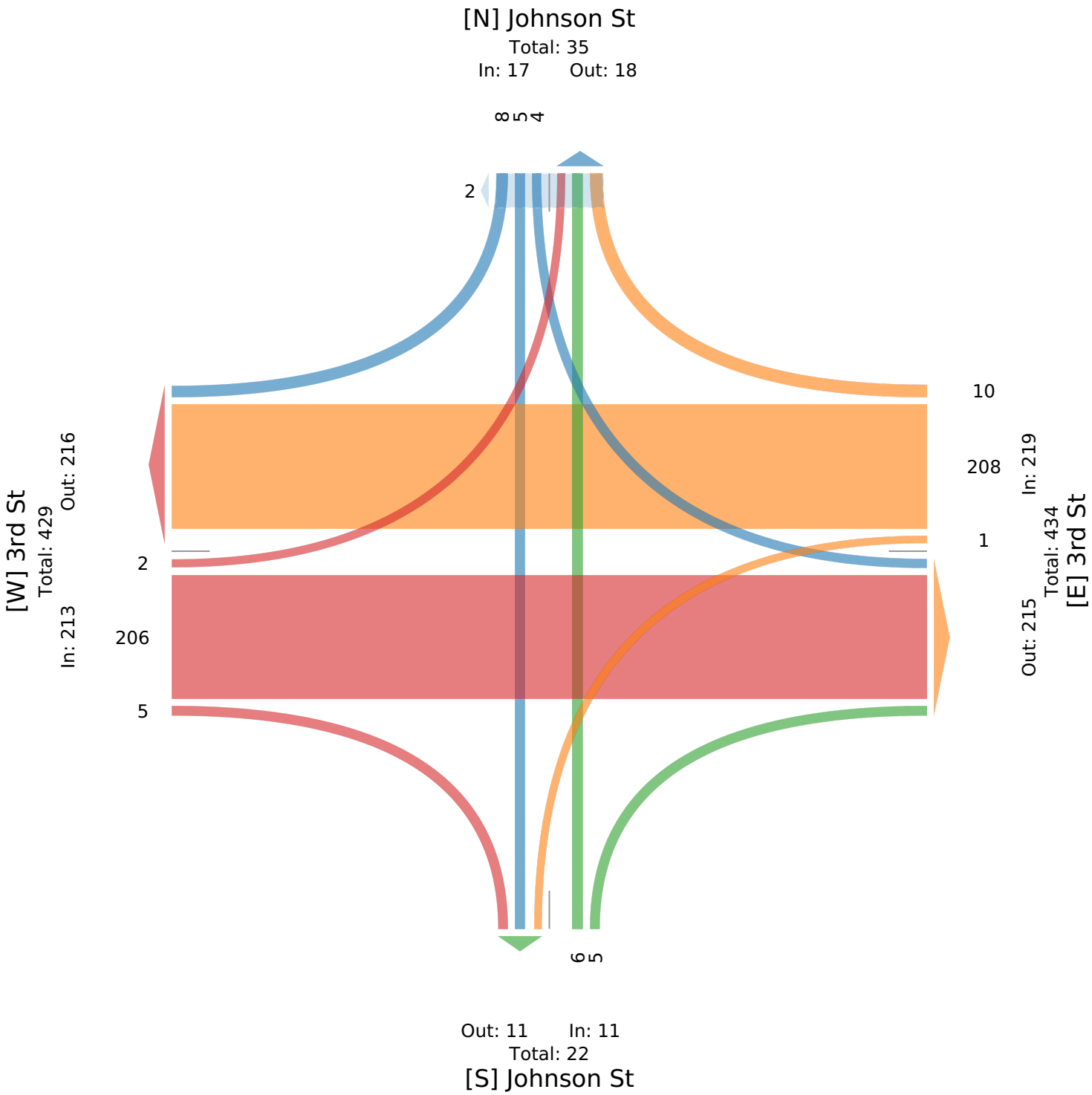
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Johnson St						3rd St						Johnson St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 12:00PM	0	2	0	0	**2**	0	2	56	1	0	**59**	0	1	2	0	0	**3**	0	0	61	1	0	**62**	0	**126**
12:15PM	2	3	1	0	**6**	0	1	52	0	0	**53**	0	0	1	0	0	**1**	0	3	48	1	0	**52**	0	**112**
12:30PM	2	0	1	0	**3**	0	4	50	0	0	**54**	0	2	2	0	0	**4**	0	1	48	0	0	**49**	0	**110**
12:45PM	4	0	2	0	**6**	2	3	50	0	0	**53**	0	2	1	0	0	**3**	0	1	49	0	0	**50**	0	**112**
Total	8	5	4	0	**17**	2	10	208	1	0	**219**	0	5	6	0	0	**11**	0	5	206	2	0	**213**	0	**460**
% Approach	47.1%	29.4%	23.5%	0%	**-**	-	4.6%	95.0%	0.5%	0%	**-**	-	45.5%	54.5%	0%	0%	**-**	-	2.3%	96.7%	0.9%	0%	**-**	-	**-**
% Total	1.7%	1.1%	0.9%	0%	**3.7%**	-	2.2%	45.2%	0.2%	0%	**47.6%**	-	1.1%	1.3%	0%	0%	**2.4%**	-	1.1%	44.8%	0.4%	0%	**46.3%**	-	**-**
PHF	0.500	0.417	0.500	-	**0.708**	-	0.625	0.929	0.250	-	**0.928**	-	0.625	0.750	-	-	**0.688**	-	0.417	0.844	0.500	-	**0.859**	-	0.913
Lights	8	5	4	0	**17**	-	10	206	1	0	**217**	-	5	6	0	0	**11**	-	5	203	2	0	**210**	-	455
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.0%	100%	0%	**99.1%**	-	100%	100%	0%	0%	**100%**	-	100%	98.5%	100%	0%	**98.6%**	-	98.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	5
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0%	0%	**1.4%**	-	1.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

3rd and Johnson - TMC
Wed May 10, 2023
Midday Peak (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065176, Location: 38.913794, -94.373286

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and Johnson - TMC

Wed May 10, 2023
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065176, Location: 38.913794, -94.373286

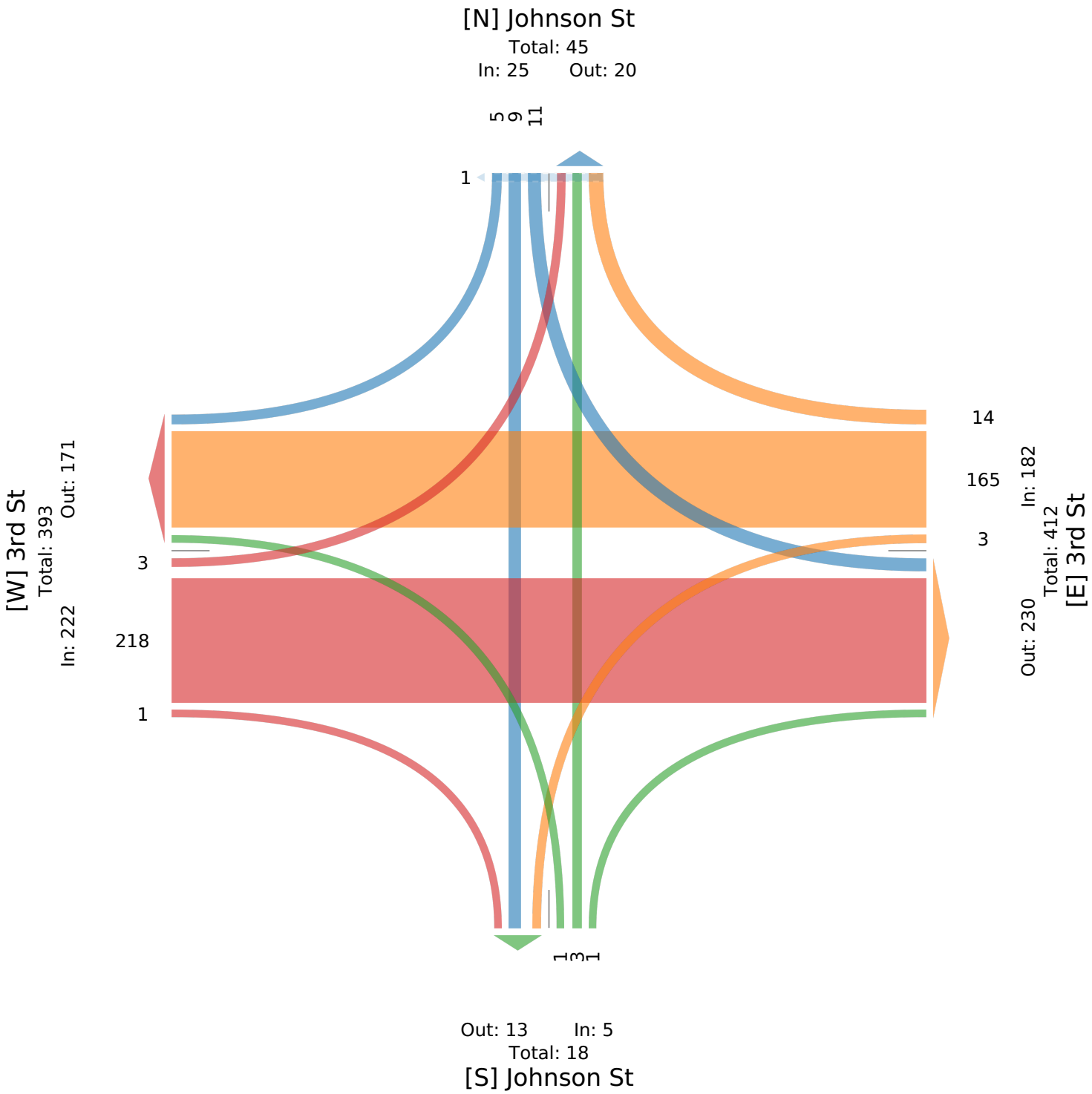
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Johnson St						3rd St						Johnson St						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 3:45PM	0	2	4	0	**6**	1	0	42	0	0	**42**	0	0	0	1	0	**1**	0	0	61	2	0	**63**	0	**112**
4:00PM	1	1	3	0	**5**	0	5	40	2	0	**47**	0	1	1	0	0	**2**	0	1	54	0	0	**55**	0	**109**
4:15PM	3	3	3	0	**9**	0	3	34	1	0	**38**	0	0	2	0	0	**2**	0	0	59	0	0	**59**	0	**108**
4:30PM	1	3	1	0	**5**	0	6	49	0	0	**55**	0	0	0	0	0	**0**	0	0	44	1	0	**45**	0	**105**
Total	5	9	11	0	**25**	1	14	165	3	0	**182**	0	1	3	1	0	**5**	0	1	218	3	0	**222**	0	**434**
% Approach	20.0%	36.0%	44.0%	0%	**-**	-	7.7%	90.7%	1.6%	0%	**-**	-	20.0%	60.0%	20.0%	0%	**-**	-	0.5%	98.2%	1.4%	0%	**-**	-	-
% Total	1.2%	2.1%	2.5%	0%	**5.8%**	-	3.2%	38.0%	0.7%	0%	**41.9%**	-	0.2%	0.7%	0.2%	0%	**1.2%**	-	0.2%	50.2%	0.7%	0%	**51.2%**	-	-
PHF	0.417	0.750	0.688		**0.694**	-	0.583	0.842	0.375		**0.827**	-	0.250	0.375	0.250		**0.625**	-	0.250	0.893	0.375		**0.881**	-	0.969
Lights	5	9	11	0	**25**	-	13	165	3	0	**181**	-	1	3	1	0	**5**	-	1	216	3	0	**220**	-	431
% Lights	100%	100%	100%	0%	**100%**	-	92.9%	100%	100%	0%	**99.5%**	-	100%	100%	100%	0%	**100%**	-	100%	99.1%	100%	0%	**99.1%**	-	99.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	7.1%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.9%**	-	0.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

3rd and Johnson - TMC
Wed May 10, 2023
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065176, Location: 38.913794, -94.373286

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and SE Alley - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065189, Location: 38.912818, -94.375559

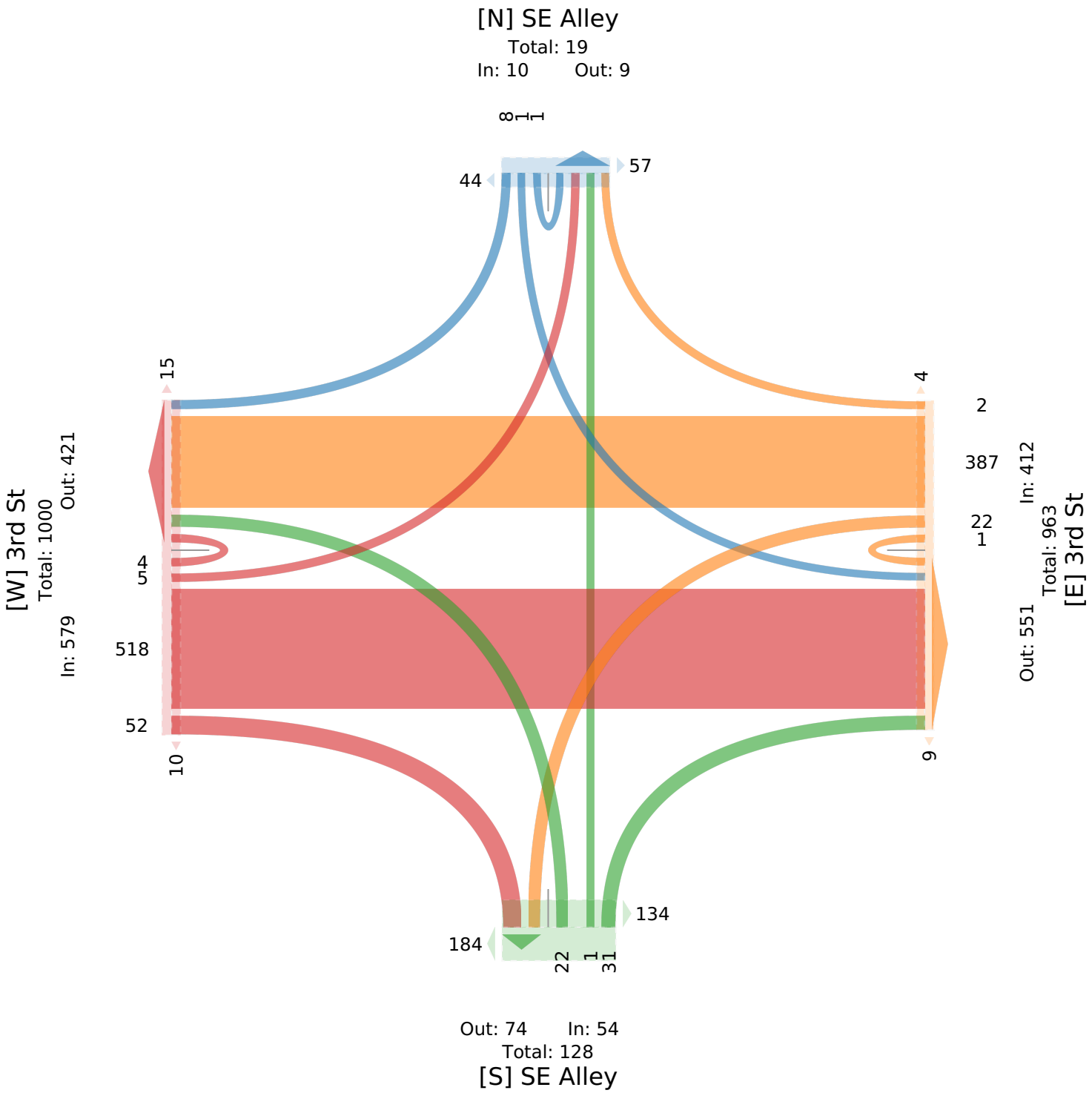
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	SE Alley						3rd St						SE Alley						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-13 6:30PM	0	0	0	0	**0**	6	0	43	2	0	**45**	0	4	0	2	0	**6**	28	5	68	0	0	**73**	0	**124**
6:45PM	3	0	1	0	**4**	16	1	31	2	0	**34**	4	3	0	1	0	**4**	20	7	42	1	1	**51**	10	**93**
Hourly Total	3	0	1	0	**4**	22	1	74	4	0	**79**	4	7	0	3	0	**10**	48	12	110	1	1	**124**	10	**217**
7:00PM	0	0	0	0	**0**	8	0	33	6	0	**39**	0	3	0	3	0	**6**	30	3	45	0	0	**48**	4	**93**
7:15PM	0	0	0	1	**1**	7	0	37	3	0	**40**	0	3	0	0	0	**3**	35	4	42	0	1	**47**	1	**91**
7:30PM	0	0	0	0	**0**	1	0	29	2	1	**32**	0	4	0	3	0	**7**	31	4	46	0	0	**50**	2	**89**
7:45PM	1	0	0	0	**1**	11	0	28	2	0	**30**	0	4	0	1	0	**5**	29	7	53	3	0	**63**	0	**99**
Hourly Total	1	0	0	1	**2**	27	0	127	13	1	**141**	0	14	0	7	0	**21**	125	18	186	3	1	**208**	7	**372**
8:00PM	0	0	0	0	**0**	18	0	39	0	0	**39**	5	1	1	2	0	**4**	40	2	34	1	0	**37**	0	**80**
8:15PM	2	0	0	0	**2**	4	0	26	0	0	**26**	0	3	0	3	0	**6**	29	3	35	0	1	**39**	3	**73**
8:30PM	1	0	0	0	**1**	7	0	28	1	0	**29**	0	2	0	1	0	**3**	16	7	41	0	1	**49**	3	**82**
8:45PM	0	0	0	0	**0**	14	1	34	2	0	**37**	2	1	0	1	0	**2**	25	5	41	0	0	**46**	0	**85**
Hourly Total	3	0	0	0	**3**	43	1	127	3	0	**131**	7	7	1	7	0	**15**	110	17	151	1	2	**171**	6	**320**
9:00PM	0	0	0	0	**0**	6	0	36	1	0	**37**	0	1	0	2	0	**3**	23	2	33	0	0	**35**	1	**75**
9:15PM	1	0	0	0	**1**	3	0	23	1	0	**24**	2	2	0	3	0	**5**	12	3	38	0	0	**41**	1	**71**
Hourly Total	1	0	0	0	**1**	9	0	59	2	0	**61**	2	3	0	5	0	**8**	35	5	71	0	0	**76**	2	**146**
Total	8	0	1	1	**10**	101	2	387	22	1	**412**	13	31	1	22	0	**54**	318	52	518	5	4	**579**	25	**1055**
% Approach	80.0%	0%	10.0%	10.0%	**-**	-	0.5%	93.9%	5.3%	0.2%	**-**	-	57.4%	1.9%	40.7%	0%	**-**	-	9.0%	89.5%	0.9%	0.7%	**-**	-	-
% Total	0.8%	0%	0.1%	0.1%	**0.9%**	-	0.2%	36.7%	2.1%	0.1%	**39.1%**	-	2.9%	0.1%	2.1%	0%	**5.1%**	-	4.9%	49.1%	0.5%	0.4%	**54.9%**	-	-
Lights	8	0	1	1	**10**	-	2	387	22	1	**412**	-	31	1	22	0	**54**	-	52	516	5	4	**577**	-	1053
% Lights	100%	0%	100%	100%	**100%**	-	100%	100%	100%	100%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	99.6%	100%	100%	**99.7%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.2%
Pedestrians	-	-	-	-	-	101	-	-	-	-	-	13	-	-	-	-	-	318	-	-	-	-	-	25	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and SE Alley - TMC
Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065189, Location: 38.912818, -94.375559

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and SE Alley - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065189, Location: 38.912818, -94.375559

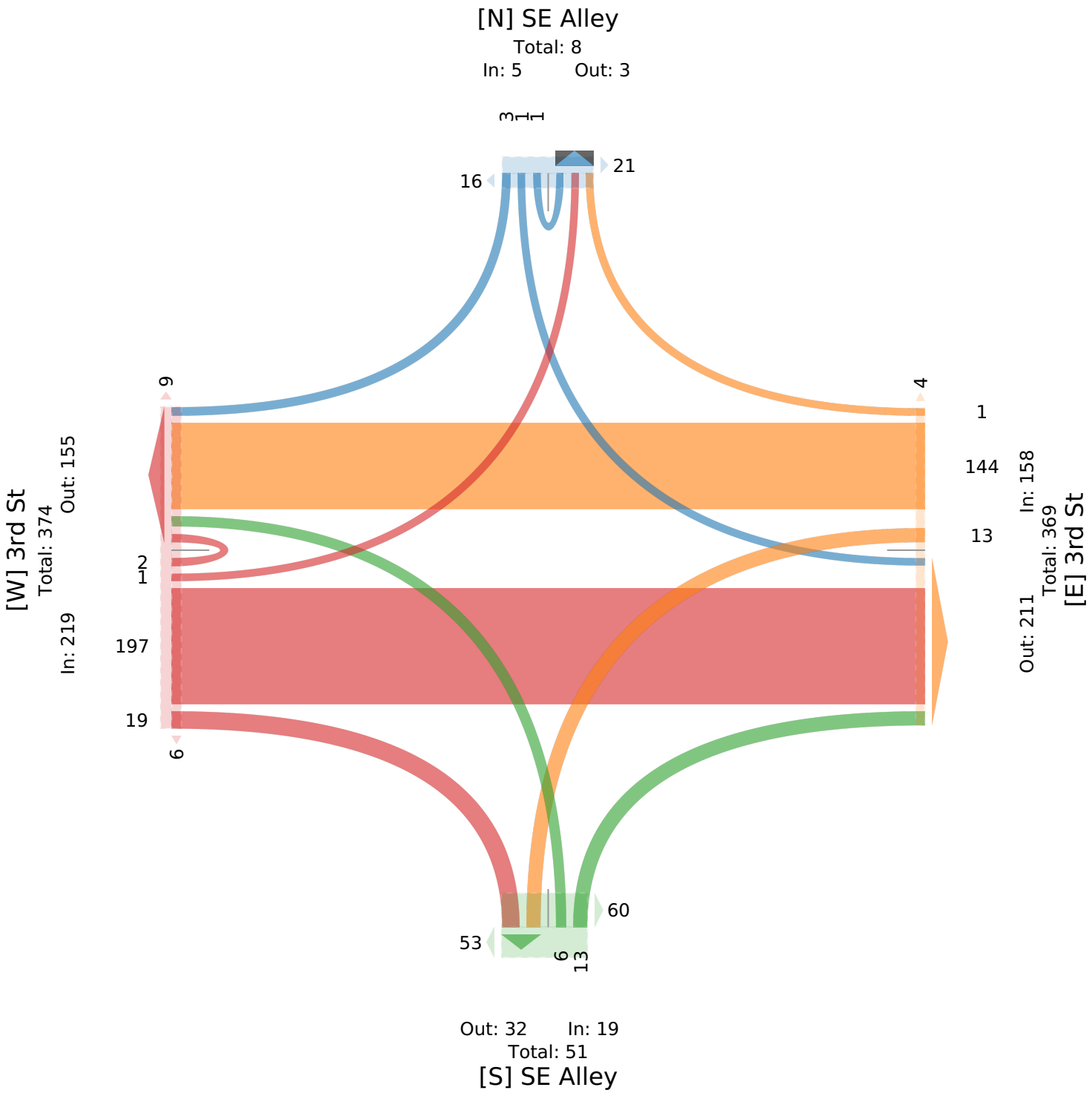
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	SE Alley						3rd St						SE Alley						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	0	0	0	0	**0**	6	0	43	2	0	**45**	0	4	0	2	0	**6**	28	5	68	0	0	**73**	0	**124**
6:45PM	3	0	1	0	**4**	16	1	31	2	0	**34**	4	3	0	1	0	**4**	20	7	42	1	1	**51**	10	**93**
7:00PM	0	0	0	0	**0**	8	0	33	6	0	**39**	0	3	0	3	0	**6**	30	3	45	0	0	**48**	4	**93**
7:15PM	0	0	0	1	**1**	7	0	37	3	0	**40**	0	3	0	0	0	**3**	35	4	42	0	1	**47**	1	**91**
Total	3	0	1	1	**5**	37	1	144	13	0	**158**	4	13	0	6	0	**19**	113	19	197	1	2	**219**	15	**401**
% Approach	60.0%	0%	20.0%	20.0%	**-**	-	0.6%	91.1%	8.2%	0%	**-**	-	68.4%	0%	31.6%	0%	**-**	-	8.7%	90.0%	0.5%	0.9%	**-**	-	**-**
% Total	0.7%	0%	0.2%	0.2%	**1.2%**	-	0.2%	35.9%	3.2%	0%	**39.4%**	-	3.2%	0%	1.5%	0%	**4.7%**	-	4.7%	49.1%	0.2%	0.5%	**54.6%**	-	**-**
PHF	0.250	-	0.250	0.250	**0.313**	-	0.250	0.837	0.542	-	**0.878**	-	0.813	-	0.500	-	**0.792**	-	0.679	0.724	0.250	0.500	**0.750**	-	0.808
Lights	3	0	1	1	**5**	-	1	144	13	0	**158**	-	13	0	6	0	**19**	-	19	197	1	2	**219**	-	401
% Lights	100%	0%	100%	100%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	100%	100%	100%	100%	**100%**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	37	-	-	-	-	-	4	-	-	-	-	-	113	-	-	-	-	-	15	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and SE Alley - TMC
Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065189, Location: 38.912818, -94.375559

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and SE Alley - TMC

Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065178, Location: 38.912818, -94.375559

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

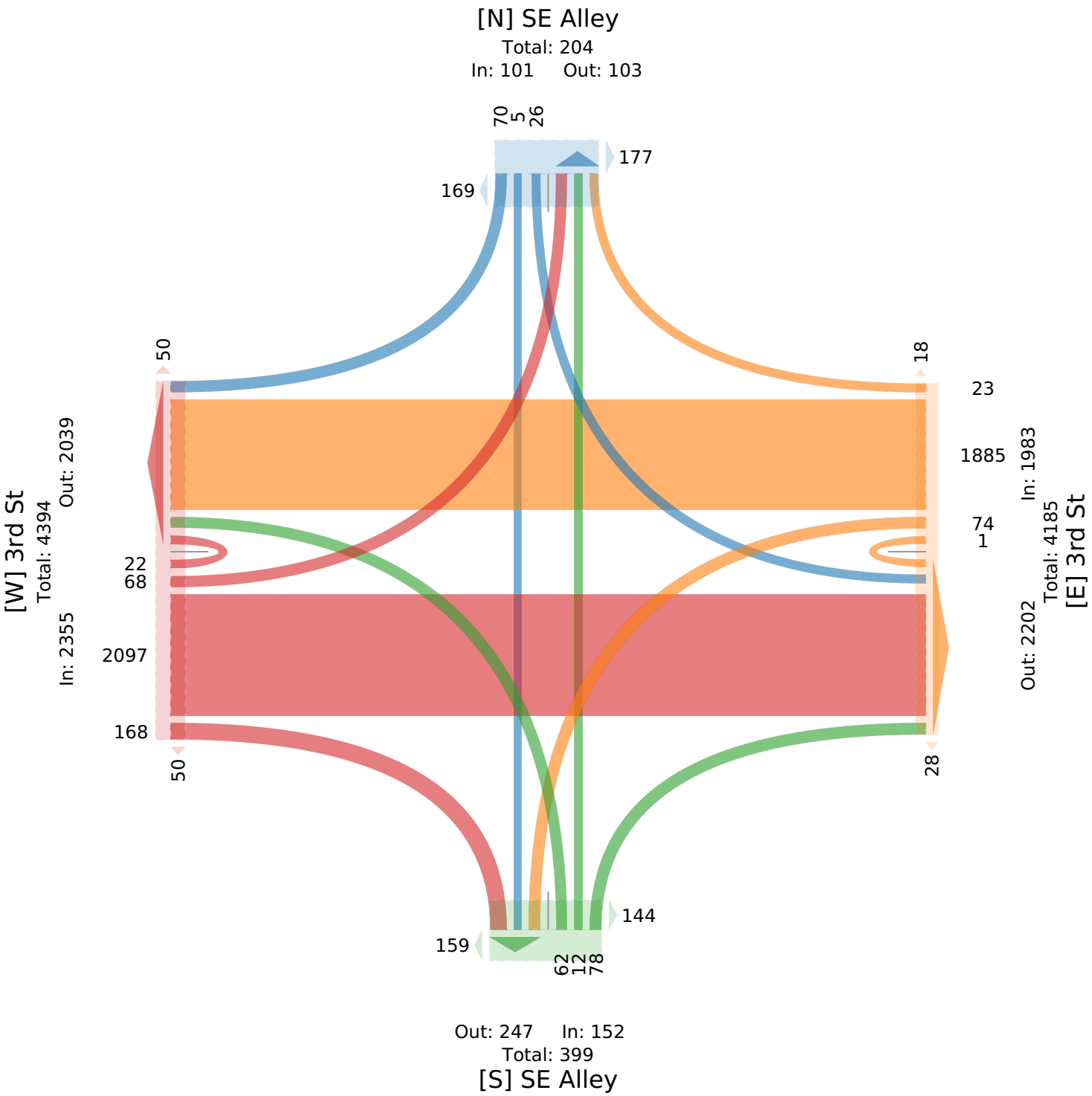
Leg	SE Alley						3rd St						SE Alley						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 6:00AM	0	0	0	0	**0**	1	0	13	1	0	**14**	0	0	0	0	0	**0**	2	0	6	0	0	**6**	0	**20**
6:15AM	0	0	0	0	**0**	3	0	10	0	0	**10**	0	0	0	0	0	**0**	0	1	6	0	1	**8**	0	**18**
6:30AM	0	0	1	0	**1**	0	0	7	0	0	**7**	0	0	0	0	0	**0**	1	0	6	0	0	**6**	0	**14**
6:45AM	0	0	0	0	**0**	4	1	9	1	0	**11**	1	0	0	0	0	**0**	1	1	13	1	1	**16**	0	**27**
Hourly Total	0	0	1	0	**1**	8	1	39	2	0	**42**	1	0	0	0	0	**0**	4	2	31	1	2	**36**	0	**79**
7:00AM	0	0	0	0	**0**	3	1	12	0	0	**13**	0	0	1	0	0	**1**	0	0	20	0	1	**21**	0	**35**
7:15AM	0	0	0	0	**0**	4	0	18	0	0	**18**	3	0	0	0	0	**0**	0	3	11	0	0	**14**	0	**32**
7:30AM	0	0	0	0	**0**	1	0	36	0	0	**36**	0	1	0	1	0	**2**	4	1	30	3	0	**34**	4	**72**
7:45AM	0	0	0	0	**0**	1	0	28	2	0	**30**	0	0	0	0	0	**0**	2	0	28	6	0	**34**	0	**64**
Hourly Total	0	0	0	0	**0**	9	1	94	2	0	**97**	3	1	1	1	0	**3**	6	4	89	9	1	**103**	4	**203**
8:00AM	2	0	0	0	**2**	4	0	20	0	0	**20**	0	0	0	0	0	**0**	4	1	15	1	0	**17**	7	**39**
8:15AM	1	1	0	0	**2**	1	0	39	0	0	**39**	0	1	0	0	0	**1**	1	2	23	5	0	**30**	2	**72**
8:30AM	1	0	1	0	**2**	9	0	27	1	0	**28**	2	0	0	0	0	**0**	6	1	21	0	0	**22**	2	**52**
8:45AM	1	0	1	0	**2**	16	0	27	0	0	**27**	1	2	0	0	0	**2**	6	5	29	1	0	**35**	8	**66**
Hourly Total	5	1	2	0	**8**	30	0	113	1	0	**114**	3	3	0	0	0	**3**	17	9	88	7	0	**104**	19	**229**
9:00AM	2	0	1	0	**3**	4	2	21	0	0	**23**	2	1	0	0	0	**1**	0	0	42	3	1	**46**	6	**73**
9:15AM	0	0	1	0	**1**	10	0	33	3	0	**36**	0	3	0	0	0	**3**	5	1	23	2	1	**27**	4	**67**
9:30AM	0	0	0	0	**0**	7	0	35	0	0	**35**	1	1	0	2	0	**3**	4	1	34	2	0	**37**	6	**75**
9:45AM	0	0	2	0	**2**	9	1	40	0	0	**41**	0	2	0	0	0	**2**	3	1	31	0	1	**33**	3	**78**
Hourly Total	2	0	4	0	**6**	30	3	129	3	0	**135**	3	7	0	2	0	**9**	12	3	130	7	3	**143**	19	**293**
10:00AM	2	0	0	0	**2**	2	0	39	1	0	**40**	1	0	1	1	0	**2**	4	1	35	2	1	**39**	2	**83**
10:15AM	0	1	1	0	**2**	6	0	33	0	0	**33**	3	1	1	2	0	**4**	4	4	35	0	1	**40**	3	**79**
10:30AM	3	1	1	0	**5**	10	0	31	1	0	**32**	1	0	0	0	0	**0**	0	1	35	1	1	**38**	0	**75**
10:45AM	3	0	0	0	**3**	6	2	48	1	0	**51**	1	2	0	1	0	**3**	1	3	36	2	0	**41**	1	**98**
Hourly Total	8	2	2	0	**12**	24	2	151	3	0	**156**	6	3	2	4	0	**9**	9	9	141	5	3	**158**	6	**335**
11:00AM	2	0	1	0	**3**	6	2	30	1	0	**33**	0	1	0	1	0	**2**	3	2	46	1	2	**51**	0	**89**
11:15AM	1	0	0	0	**1**	16	1	36	3	0	**40**	0	1	1	1	0	**3**	7	5	44	1	1	**51**	2	**95**
11:30AM	2	1	0	0	**3**	12	0	47	4	0	**51**	4	2	0	0	0	**2**	6	5	51	0	0	**56**	1	**112**
11:45AM	5	0	1	0	**6**	3	1	35	6	0	**42**	0	1	1	4	0	**6**	7	15	60	4	0	**79**	1	**133**
Hourly Total	10	1	2	0	**13**	37	4	148	14	0	**166**	4	5	2	6	0	**13**	23	27	201	6	3	**237**	4	**429**
12:00PM	3	0	2	0	**5**	8	1	46	3	0	**50**	0	4	0	2	0	**6**	6	5	56	0	1	**62**	2	**123**
12:15PM	2	0	0	0	**2**	14	0	37	3	0	**40**	0	2	1	1	0	**4**	15	4	52	1	0	**57**	0	**103**
12:30PM	4	0	1	0	**5**	5	0	50	3	0	**53**	2	3	0	4	0	**7**	7	8	50	3	1	**62**	1	**127**
12:45PM	2	0	0	0	**2**	4	0	43	1	0	**44**	0	6	0	1	0	**7**	16	6	45	1	0	**52**	1	**105**
Hourly Total	11	0	3	0	**14**	31	1	176	10	0	**187**	2	15	1	8	0	**24**	44	23	203	5	2	**233**	4	**458**
1:00PM	1	0	0	0	**1**	18	0	55	1	0	**56**	0	1	1	1	0	**3**	11	1	47	1	1	**50**	1	**110**
1:15PM	1	0	2	0	**3**	10	0	58	0	0	**58**	2	3	0	4	0	**7**	5	3	47	0	1	**51**	5	**119**
1:30PM	3	0	1	0	**4**	8	0	48	1	0	**49**	0	1	0	0	0	**1**	7	1	44	2	0	**47**	3	**101**
1:45PM	2	0	0	0	**2**	7	0	37	1	0	**38**	2	2	0	1	0	**3**	8	1	47	1	0	**49**	0	**92**
Hourly Total	7	0	3	0	**10**	43	0	198	3	0	**201**	4	7	1	6	0	**14**	31	6	185	4	2	**197**	9	**422**
2:00PM	1	0	0	0	**1**	4	1	42	1	0	**44**	0	1	0	4	0	**5**	8	1	49	0	0	**50**	3	**100**
2:15PM	0	0	1	0	**1**	6	0	41	2	0	**43**	0	2	0	1	0	**3**	17	2	59	0	0	**61**	1	**108**
2:30PM	1	0	0	0	**1**	7	0	44	0	0	**44**	0	2	0	2	0	**4**	3	3	59	1	0	**63**	2	**112**
2:45PM	1	0	0	0	**1**	5	0	33	0	0	**33**	1	1	0	3	0	**4**	14	5	64	2	1	**72**	3	**110**
Hourly Total	3	0	1	0	**4**	22	1	160	3	0	**164**	1	6	0	10	0	**16**	42	11	231	3	1	**246**	9	**430**
3:00PM	1	0	0	0	**1**	4	2	45	0	0	**47**	2	4	0	2	0	**6**	3	2	39	1	0	**42**	7	**96**
3:15PM	0	0	0	0	**0**	8	0	44	4	0	**48**	1	2	0	0	0	**2**	5	5	58	0	0	**63**	0	**113**
3:30PM	2	0	1	0	**3**	5	0	47	0	0	**47**	2	1	0	2	0	**3**	4	3	49	2	1	**55**	1	**108**
3:45PM	1	0	1	0	**2**	8	0	46	4	0	**50**	3	3	2	0	0	**5**	7	5	60	1	0	**66**	1	**123**
Hourly Total	4	0	2	0	**6**	25	2	182	8	0	**192**	8	10	2	4	0	**16**	19	15	206	4	1	**226**	9	**440**
4:00PM	2	0	1	0	**3**	1	1	49	0	0	**50**	0	2	1	0	0	**3**	7	6	57	0	0	**63**	1	**119**
4:15PM	0	0	0	0	**0**	7	0	39	0	0	**39**	0	1	0	0	0	**1**	2	2	59	1	2	**64**	0	**104**
4:30PM	0	0	1	0	**1**	4	0	39	2	0	**41**	1	0	0	0	0	**0**	4	2	43	0	0	**45**	0	**87**
4:45PM	3	0	0	0	**3**	5	0	35	0	0	**35**	0	1	0	1	0	**2**	6	5	43	2	0	**50**	0	**90**
Hourly Total	5	0	2	0	**7**	17	1	162	2	0	**165**	1	4	1	1	0	**6**	19	15	202	3	2	**222**	1	**400**
5:00PM	6	0	2	0	**8**	9	1	52	2	0	**55**	0	4	1	2	0	**7**	9	3	60	4	1	**68**	1	**138**
5:15PM	2	0	0	0	**2**	1	2	40	5	0	**47**	0	1	0	1	0	**2**	13	3	41	1	0	**45**	4	**96**
5:30PM	0	1	1	0	**2**	3	2	43	1	0	**46**	0	0	0	3	0	**3**	3	0	48	1	0	**49**	0	**100**
5:45PM	1	0	1	0	**2**	6	0	48	2	0	**50**	0	1	0	1	0	**2**	9	4	42	0	0	**46**	1	**100**

Leg	SE Alley						3rd St						SE Alley						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Hourly Total	9	1	4	0	**14**	19	5	183	10	0	**198**	0	6	1	7	0	**14**	34	10	191	6	1	**208**	6	**434**
6:00PM	0	0	0	0	**0**	17	1	32	3	0	**36**	5	2	0	3	0	**5**	8	9	43	3	0	**55**	1	**96**
6:15PM	2	0	0	0	**2**	8	0	38	5	0	**43**	0	4	0	3	0	**7**	11	6	49	2	1	**58**	4	**110**
6:30PM	3	0	0	0	**3**	13	1	32	1	1	**35**	3	2	1	4	0	**7**	14	7	54	0	0	**61**	1	**106**
6:45PM	1	0	0	0	**1**	13	0	48	4	0	**52**	2	3	0	3	0	**6**	10	12	53	3	0	**68**	4	**127**
Hourly Total	6	0	0	0	**6**	51	2	150	13	1	**166**	10	11	1	13	0	**25**	43	34	199	8	1	**242**	10	**439**
Total	70	5	26	0	**101**	346	23	1885	74	1	**1983**	46	78	12	62	0	**152**	303	168	2097	68	22	**2355**	100	**4591**
% Approach	69.3%	5.0%	25.7%	0%	**-**	-	1.2%	95.1%	3.7%	0.1%	**-**	-	51.3%	7.9%	40.8%	0%	**-**	-	7.1%	89.0%	2.9%	0.9%	**-**	-	**-**
% Total	1.5%	0.1%	0.6%	0%	**2.2%**	-	0.5%	41.1%	1.6%	0%	**43.2%**	-	1.7%	0.3%	1.4%	0%	**3.3%**	-	3.7%	45.7%	1.5%	0.5%	**51.3%**	-	**-**
Lights	68	4	26	0	**98**	-	23	1863	74	1	**1961**	-	77	12	59	0	**148**	-	164	2080	68	22	**2334**	-	4541
% Lights	97.1%	80.0%	100%	0%	**97.0%**	-	100%	98.8%	100%	100%	**98.9%**	-	98.7%	100%	95.2%	0%	**97.4%**	-	97.6%	99.2%	100%	100%	**99.1%**	-	98.9%
Articulated Trucks	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	1	0	**1**	-	0	2	0	0	**2**	-	7
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	1.6%	0%	**0.7%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	2	1	0	0	**3**	-	0	18	0	0	**18**	-	1	0	2	0	**3**	-	4	15	0	0	**19**	-	43
% Buses and Single-Unit Trucks	2.9%	20.0%	0%	0%	**3.0%**	-	0%	1.0%	0%	0%	**0.9%**	-	1.3%	0%	3.2%	0%	**2.0%**	-	2.4%	0.7%	0%	0%	**0.8%**	-	0.9%
Pedestrians	-	-	-	-	-	345	-	-	-	-	-	46	-	-	-	-	-	298	-	-	-	-	-	100	
% Pedestrians	-	-	-	-	-	99.7%	-	-	-	-	-	100%	-	-	-	-	-	98.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0.3%	-	-	-	-	-	0%	-	-	-	-	-	1.7%	-	-	-	-	-	0%	-

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

3rd and SE Alley - TMC
Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065178, Location: 38.912818, -94.375559

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and SE Alley - TMC

Wed May 10, 2023
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065178, Location: 38.912818, -94.375559

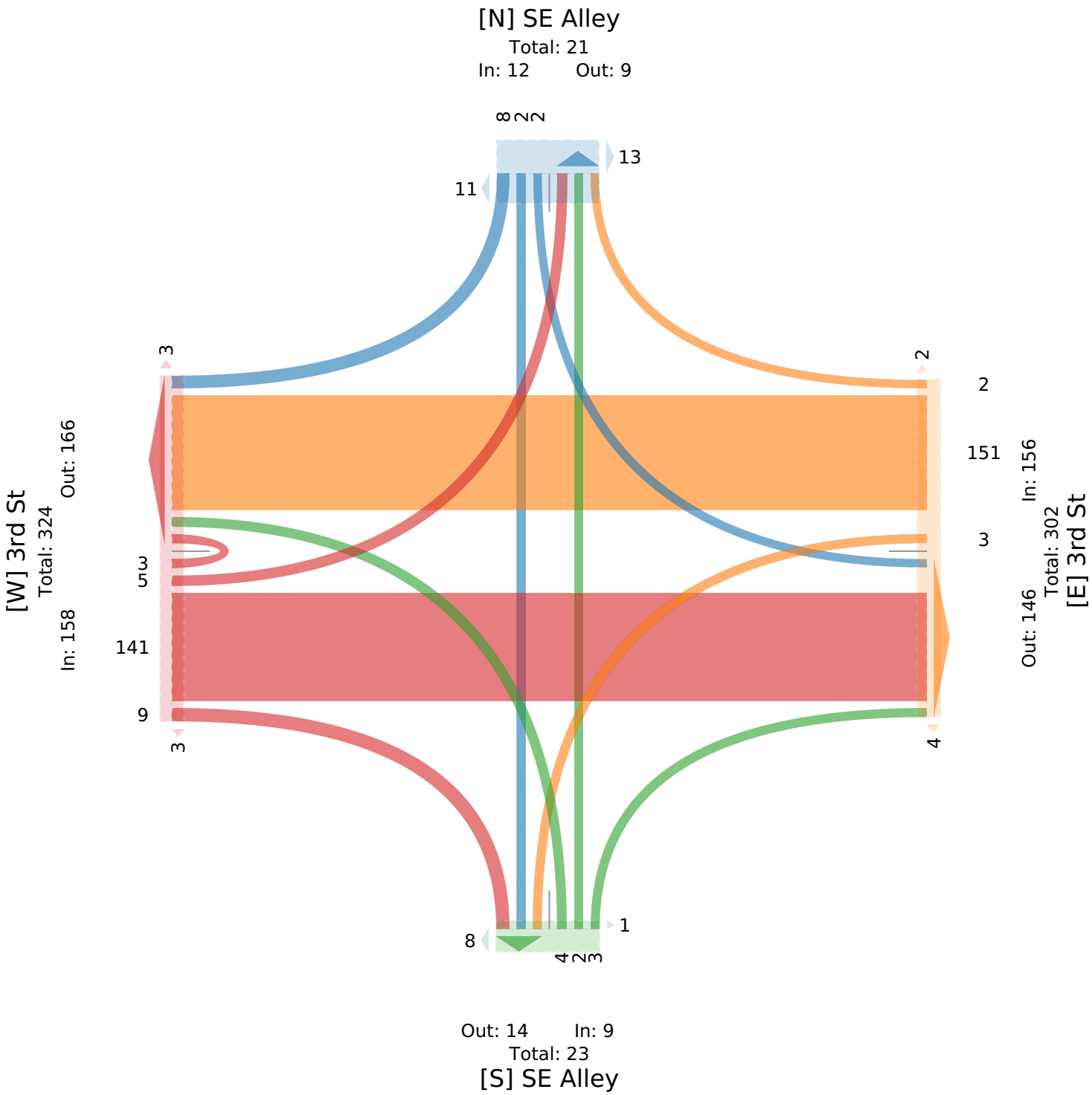
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	SE Alley						3rd St						SE Alley						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-10 10:00AM	2	0	0	0	**2**	2	0	39	1	0	**40**	1	0	1	1	0	**2**	4	1	35	2	1	**39**	2	**83**
10:15AM	0	1	1	0	**2**	6	0	33	0	0	**33**	3	1	1	2	0	**4**	4	4	35	0	1	**40**	3	**79**
10:30AM	3	1	1	0	**5**	10	0	31	1	0	**32**	1	0	0	0	0	**0**	0	1	35	1	1	**38**	0	**75**
10:45AM	3	0	0	0	**3**	6	2	48	1	0	**51**	1	2	0	1	0	**3**	1	3	36	2	0	**41**	1	**98**
Total	8	2	2	0	**12**	24	2	151	3	0	**156**	6	3	2	4	0	**9**	9	9	141	5	3	**158**	6	**335**
% Approach	66.7%	16.7%	16.7%	0%	**-**	-	1.3%	96.8%	1.9%	0%	**-**	-	33.3%	22.2%	44.4%	0%	**-**	-	5.7%	89.2%	3.2%	1.9%	**-**	-	**-**
% Total	2.4%	0.6%	0.6%	0%	**3.6%**	-	0.6%	45.1%	0.9%	0%	**46.6%**	-	0.9%	0.6%	1.2%	0%	**2.7%**	-	2.7%	42.1%	1.5%	0.9%	**47.2%**	-	**-**
PHF	0.667	0.500	0.500	-	**0.600**	-	0.250	0.786	0.750	-	**0.765**	-	0.375	0.500	0.500	-	**0.563**	-	0.563	0.979	0.625	0.750	**0.963**	-	0.855
Lights	8	1	2	0	**11**	-	2	150	3	0	**155**	-	3	2	2	0	**7**	-	8	140	5	3	**156**	-	329
% Lights	100%	50.0%	100%	0%	**91.7%**	-	100%	99.3%	100%	0%	**99.4%**	-	100%	100%	50.0%	0%	**77.8%**	-	88.9%	99.3%	100%	100%	**98.7%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.6%**	-	0%	0%	25.0%	0%	**11.1%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1	1	0	0	**2**	-	4
% Buses and Single-Unit Trucks	0%	50.0%	0%	0%	**8.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	25.0%	0%	**11.1%**	-	11.1%	0.7%	0%	0%	**1.3%**	-	1.2%
Pedestrians	-	-	-	-	-	24	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and SE Alley - TMC
Wed May 10, 2023
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065178, Location: 38.912818, -94.375559

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and SE Alley - TMC

Wed May 10, 2023
Midday Peak (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065178, Location: 38.912818, -94.375559

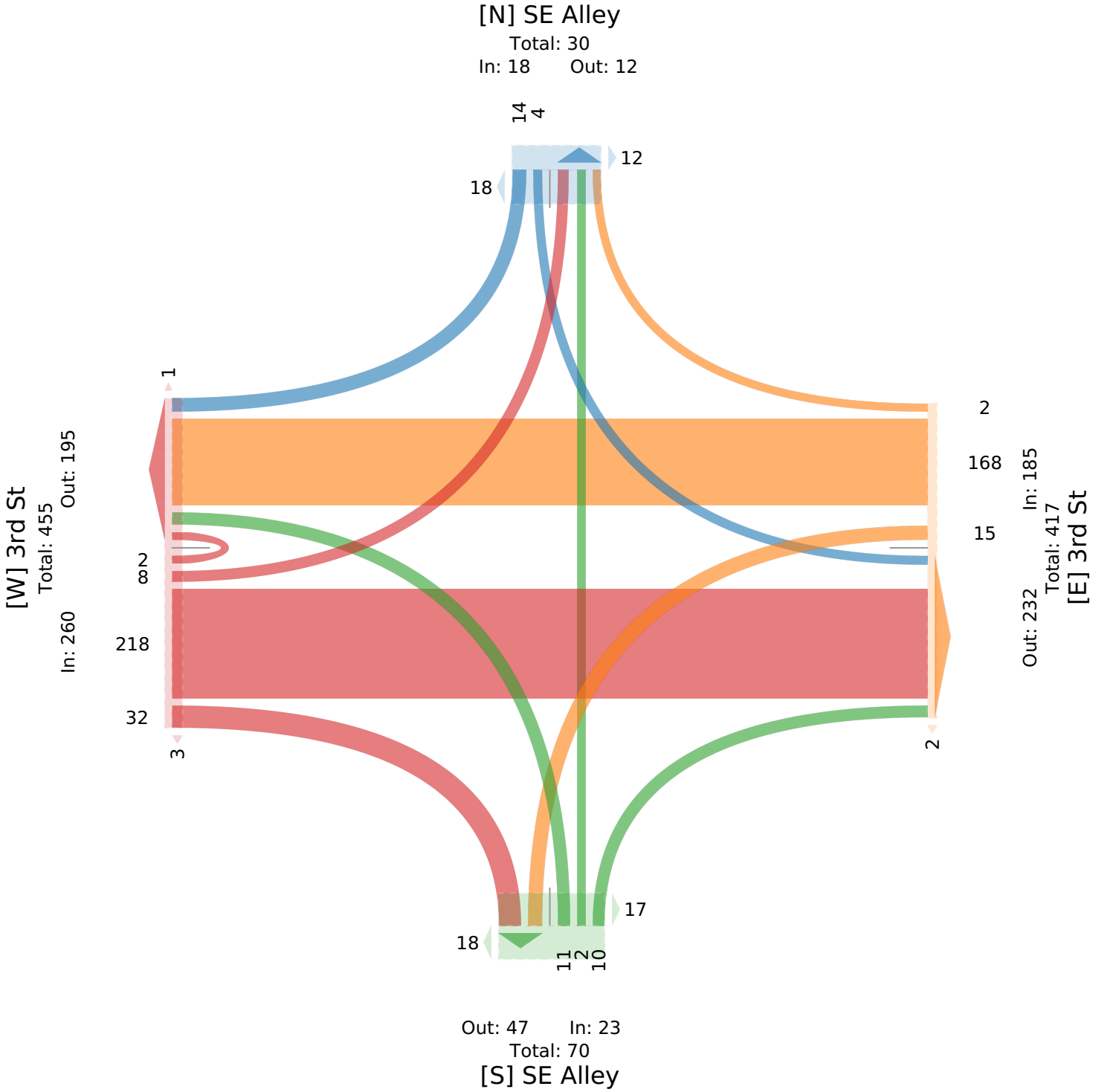
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	SE Alley						3rd St						SE Alley						3rd St						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 11:45AM	5	0	1	0	**6**	3	1	35	6	0	**42**	0	1	1	4	0	**6**	7	15	60	4	0	**79**	1	**133**
12:00PM	3	0	2	0	**5**	8	1	46	3	0	**50**	0	4	0	2	0	**6**	6	5	56	0	1	**62**	2	**123**
12:15PM	2	0	0	0	**2**	14	0	37	3	0	**40**	0	2	1	1	0	**4**	15	4	52	1	0	**57**	0	**103**
12:30PM	4	0	1	0	**5**	5	0	50	3	0	**53**	2	3	0	4	0	**7**	7	8	50	3	1	**62**	1	**127**
Total	14	0	4	0	**18**	30	2	168	15	0	**185**	2	10	2	11	0	**23**	35	32	218	8	2	**260**	4	**486**
% Approach	77.8%	0%	22.2%	0%	**-**	-	1.1%	90.8%	8.1%	0%	**-**	-	43.5%	8.7%	47.8%	0%	**-**	-	12.3%	83.8%	3.1%	0.8%	**-**	-	**-**
% Total	2.9%	0%	0.8%	0%	**3.7%**	-	0.4%	34.6%	3.1%	0%	**38.1%**	-	2.1%	0.4%	2.3%	0%	**4.7%**	-	6.6%	44.9%	1.6%	0.4%	**53.5%**	-	**-**
PHF	0.700	-	0.500	-	**0.750**	-	0.500	0.840	0.625	-	**0.873**	-	0.625	0.500	0.688	-	**0.821**	-	0.533	0.908	0.500	0.500	**0.823**	-	0.914
Lights	14	0	4	0	**18**	-	2	166	15	0	**183**	-	10	2	10	0	**22**	-	32	217	8	2	**259**	-	482
% Lights	100%	0%	100%	0%	**100%**	-	100%	98.8%	100%	0%	**98.9%**	-	100%	100%	90.9%	0%	**95.7%**	-	100%	99.5%	100%	100%	**99.6%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	1	0	**1**	-	0	1	0	0	**1**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	0%	9.1%	0%	**4.3%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.8%
Pedestrians	-	-	-	-	-	30	-	-	-	-	-	2	-	-	-	-	-	35	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and SE Alley - TMC
Wed May 10, 2023
Midday Peak (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065178, Location: 38.912818, -94.375559

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



3rd and SE Alley - TMC

Wed May 10, 2023
PM Peak (3:15 PM - 4:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065178, Location: 38.912818, -94.375559

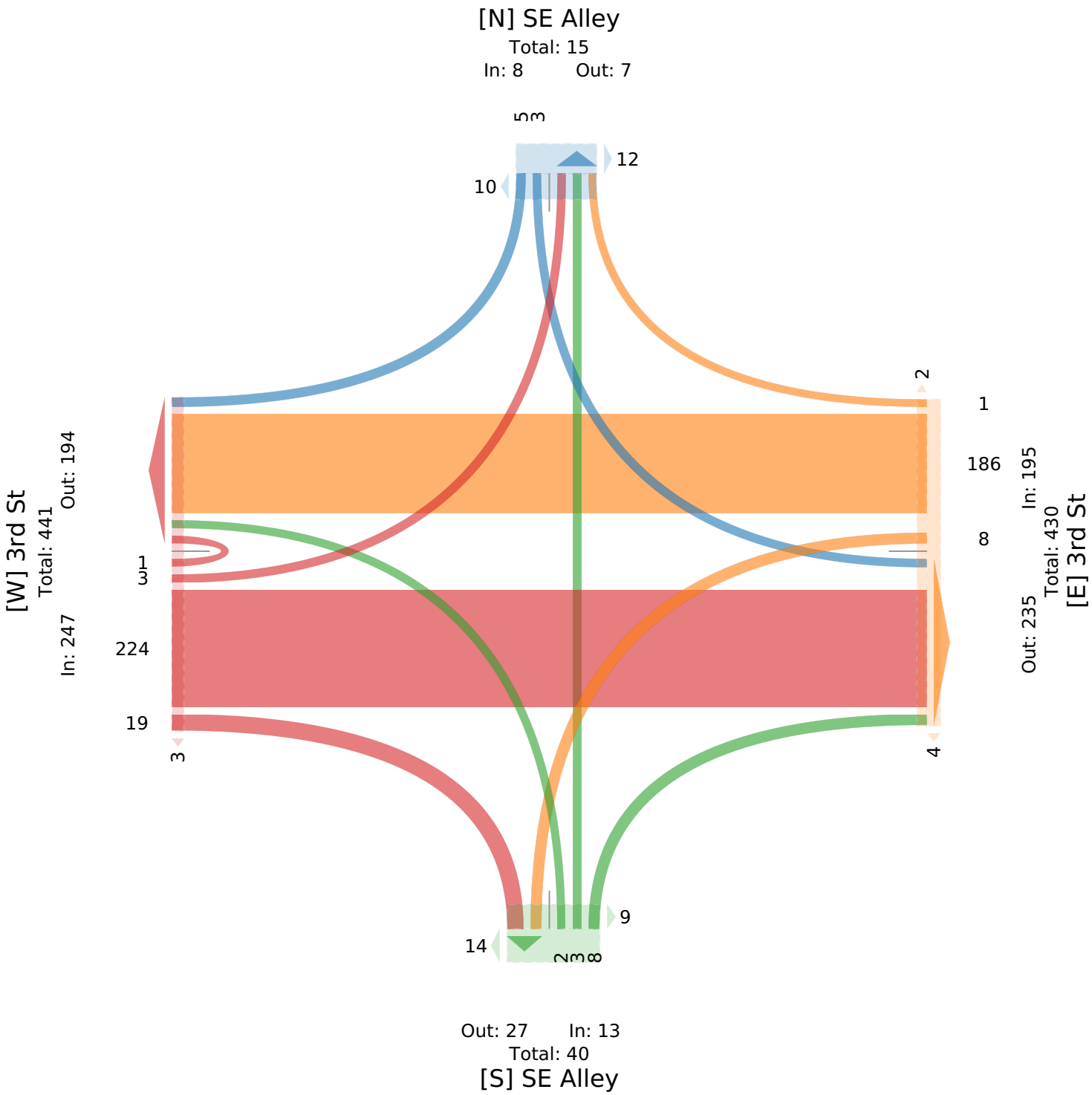
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	SE Alley Southbound						3rd St Westbound						SE Alley Northbound						3rd St Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 3:15PM	0	0	0	0	**0**	8	0	44	4	0	**48**	1	2	0	0	0	**2**	5	5	58	0	0	**63**	0	**113**
3:30PM	2	0	1	0	**3**	5	0	47	0	0	**47**	2	1	0	2	0	**3**	4	3	49	2	1	**55**	1	**108**
3:45PM	1	0	1	0	**2**	8	0	46	4	0	**50**	3	3	2	0	0	**5**	7	5	60	1	0	**66**	1	**123**
4:00PM	2	0	1	0	**3**	1	1	49	0	0	**50**	0	2	1	0	0	**3**	7	6	57	0	0	**63**	1	**119**
Total	5	0	3	0	**8**	22	1	186	8	0	**195**	6	8	3	2	0	**13**	23	19	224	3	1	**247**	3	**463**
% Approach	62.5%	0%	37.5%	0%	**-**	-	0.5%	95.4%	4.1%	0%	**-**	-	61.5%	23.1%	15.4%	0%	**-**	-	7.7%	90.7%	1.2%	0.4%	**-**	-	**-**
% Total	1.1%	0%	0.6%	0%	**1.7%**	-	0.2%	40.2%	1.7%	0%	**42.1%**	-	1.7%	0.6%	0.4%	0%	**2.8%**	-	4.1%	48.4%	0.6%	0.2%	**53.3%**	-	**-**
PHF	0.625	-	0.750	-	**0.667**	-	0.250	0.949	0.500	-	**0.975**	-	0.667	0.375	0.250	-	**0.650**	-	0.792	0.933	0.375	0.250	**0.936**	-	0.941
Lights	5	0	3	0	**8**	-	1	185	8	0	**194**	-	8	3	2	0	**13**	-	19	224	3	1	**247**	-	462
% Lights	100%	0%	100%	0%	**100%**	-	100%	99.5%	100%	0%	**99.5%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	100%	**100%**	-	99.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	22	-	-	-	-	-	6	-	-	-	-	-	23	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

3rd and SE Alley - TMC
Wed May 10, 2023
PM Peak (3:15 PM - 4:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065178, Location: 38.912818, -94.375559

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Green Street and Parking Garage - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065192, Location: 38.914144, -94.375368

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

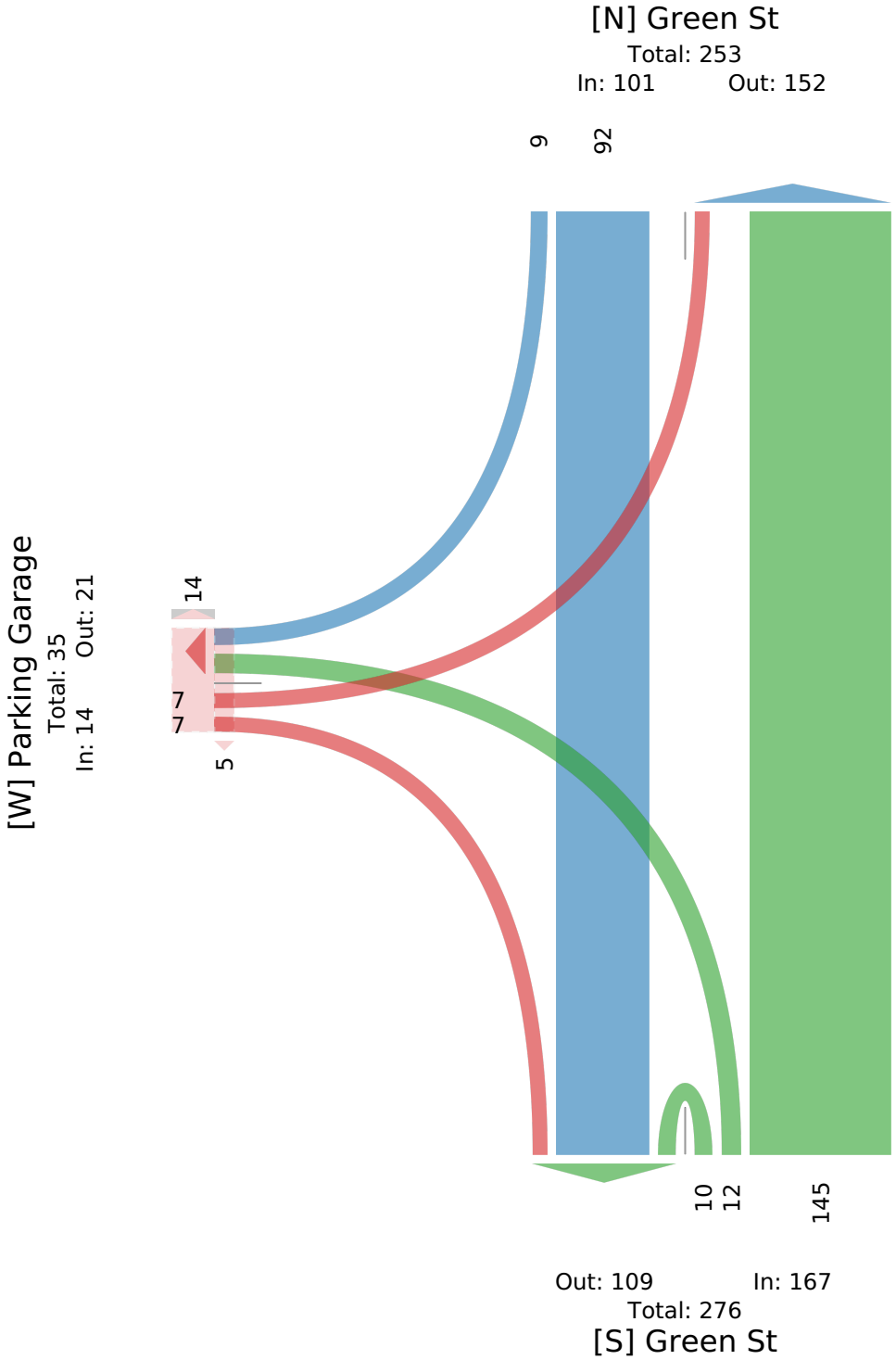
Leg Direction	Green St Southbound					Green St Northbound					Parking Garage Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	1	10	0	**11**	0	20	1	1	**22**	0	0	1	0	**1**	0	**34**
6:45PM	2	7	0	**9**	0	12	1	3	**16**	0	3	0	0	**3**	3	**28**
Hourly Total	3	17	0	**20**	0	32	2	4	**38**	0	3	1	0	**4**	3	**62**
7:00PM	0	5	0	**5**	0	12	0	1	**13**	0	0	1	0	**1**	4	**19**
7:15PM	2	8	0	**10**	0	14	1	0	**15**	0	0	0	0	**0**	1	**25**
7:30PM	0	6	0	**6**	0	9	1	0	**10**	0	0	0	0	**0**	0	**16**
7:45PM	1	16	0	**17**	0	5	3	0	**8**	0	1	0	0	**1**	0	**26**
Hourly Total	3	35	0	**38**	0	40	5	1	**46**	0	1	1	0	**2**	5	**86**
8:00PM	0	8	0	**8**	0	12	1	2	**15**	0	1	1	0	**2**	4	**25**
8:15PM	1	5	0	**6**	0	14	1	0	**15**	0	1	0	0	**1**	2	**22**
8:30PM	0	6	0	**6**	0	13	1	0	**14**	0	1	2	0	**3**	1	**23**
8:45PM	1	7	0	**8**	0	8	1	2	**11**	0	0	0	0	**0**	0	**19**
Hourly Total	2	26	0	**28**	0	47	4	4	**55**	0	3	3	0	**6**	7	**89**
9:00PM	0	8	0	**8**	0	16	1	0	**17**	0	0	2	0	**2**	3	**27**
9:15PM	1	6	0	**7**	0	10	0	1	**11**	0	0	0	0	**0**	1	**18**
Hourly Total	1	14	0	**15**	0	26	1	1	**28**	0	0	2	0	**2**	4	**45**
Total	9	92	0	**101**	0	145	12	10	**167**	0	7	7	0	**14**	19	**282**
% Approach	8.9%	91.1%	0%	**-**	-	86.8%	7.2%	6.0%	**-**	-	50.0%	50.0%	0%	**-**	-	-
% Total	3.2%	32.6%	0%	**35.8%**	-	51.4%	4.3%	3.5%	**59.2%**	-	2.5%	2.5%	0%	**5.0%**	-	-
Lights	9	92	0	**101**	-	145	12	10	**167**	-	7	7	0	**14**	-	282
% Lights	100%	100%	0%	**100%**	-	100%	100%	100%	**100%**	-	100%	100%	0%	**100%**	-	100%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	19	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Green Street and Parking Garage - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065192, Location: 38.914144, -94.375368

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Green Street and Parking Garage - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065192, Location: 38.914144, -94.375368

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

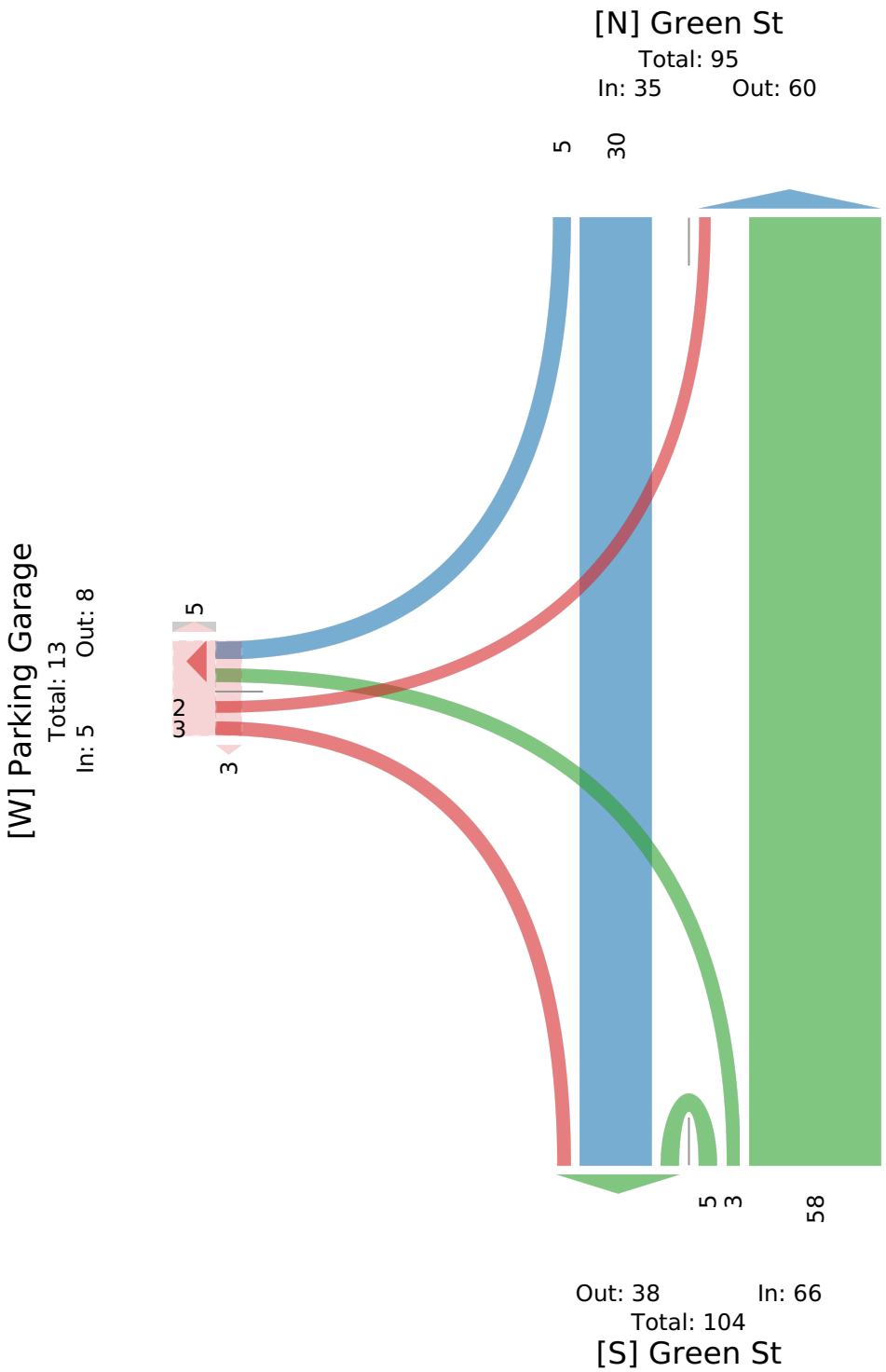
Leg Direction	Green St Southbound					Green St Northbound					Parking Garage Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	1	10	0	**11**	0	20	1	1	**22**	0	0	1	0	**1**	0	**34**
6:45PM	2	7	0	**9**	0	12	1	3	**16**	0	3	0	0	**3**	3	**28**
7:00PM	0	5	0	**5**	0	12	0	1	**13**	0	0	1	0	**1**	4	**19**
7:15PM	2	8	0	**10**	0	14	1	0	**15**	0	0	0	0	**0**	1	**25**
Total	5	30	0	**35**	0	58	3	5	**66**	0	3	2	0	**5**	8	**106**
% Approach	14.3%	85.7%	0%	**-**	-	87.9%	4.5%	7.6%	**-**	-	60.0%	40.0%	0%	**-**	-	**-**
% Total	4.7%	28.3%	0%	**33.0%**	-	54.7%	2.8%	4.7%	**62.3%**	-	2.8%	1.9%	0%	**4.7%**	-	**-**
PHF	0.625	0.750	-	**0.795**	-	0.725	0.750	0.417	**0.750**	-	0.250	0.500	-	**0.417**	-	0.779
Lights	5	30	0	**35**	-	58	3	5	**66**	-	3	2	0	**5**	-	106
% Lights	100%	100%	0%	**100%**	-	100%	100%	100%	**100%**	-	100%	100%	0%	**100%**	-	100%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Green Street and Parking Garage - TMC

Sat May 13, 2023
PM Peak (WKND) (6:30 PM - 7:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065192, Location: 38.914144, -94.375368

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Green Street and Parking Garage - TMC

Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065179, Location: 38.914144, -94.375368

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Green St Southbound					Green St Northbound					Parking Garage Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-05-10 6:00AM	1	4	0	**5**	0	1	1	0	**2**	0	1	0	0	**1**	0	**8**
6:15AM	4	2	0	**6**	0	3	1	0	**4**	0	0	2	0	**2**	0	**12**
6:30AM	1	0	0	**1**	0	3	2	0	**5**	0	0	0	0	**0**	0	**6**
6:45AM	7	5	0	**12**	0	1	4	0	**5**	0	1	0	0	**1**	2	**18**
Hourly Total	13	11	0	**24**	0	8	8	0	**16**	0	2	2	0	**4**	2	**44**
7:00AM	5	0	0	**5**	0	3	4	0	**7**	0	0	0	0	**0**	2	**12**
7:15AM	5	10	0	**15**	0	7	0	0	**7**	0	0	0	0	**0**	4	**22**
7:30AM	5	4	0	**9**	0	11	1	0	**12**	0	1	0	0	**1**	3	**22**
7:45AM	9	8	0	**17**	0	15	8	0	**23**	0	1	4	0	**5**	3	**45**
Hourly Total	24	22	0	**46**	0	36	13	0	**49**	0	2	4	0	**6**	12	**101**
8:00AM	13	6	0	**19**	0	8	5	0	**13**	0	2	1	0	**3**	1	**35**
8:15AM	1	11	0	**12**	0	7	1	0	**8**	0	2	2	0	**4**	0	**24**
8:30AM	5	7	0	**12**	0	12	6	0	**18**	0	0	1	0	**1**	0	**31**
8:45AM	3	11	0	**14**	0	14	1	0	**15**	0	2	4	0	**6**	3	**35**
Hourly Total	22	35	0	**57**	0	41	13	0	**54**	0	6	8	0	**14**	4	**125**
9:00AM	2	5	0	**7**	0	20	5	0	**25**	0	0	3	0	**3**	3	**35**
9:15AM	4	13	0	**17**	0	4	4	0	**8**	0	2	0	0	**2**	0	**27**
9:30AM	3	9	0	**12**	0	5	4	0	**9**	0	1	4	0	**5**	1	**26**
9:45AM	0	12	0	**12**	0	12	4	0	**16**	0	6	1	0	**7**	6	**35**
Hourly Total	9	39	0	**48**	0	41	17	0	**58**	0	9	8	0	**17**	10	**123**
10:00AM	2	8	0	**10**	0	10	4	0	**14**	0	5	4	0	**9**	0	**33**
10:15AM	1	7	0	**8**	0	9	1	0	**10**	0	4	5	0	**9**	1	**27**
10:30AM	3	10	0	**13**	0	11	1	1	**13**	0	2	4	0	**6**	1	**32**
10:45AM	3	9	0	**12**	0	13	6	0	**19**	7	1	1	0	**2**	1	**33**
Hourly Total	9	34	0	**43**	0	43	12	1	**56**	7	12	14	0	**26**	3	**125**
11:00AM	1	9	0	**10**	0	13	0	0	**13**	0	0	2	0	**2**	0	**25**
11:15AM	3	10	0	**13**	0	10	3	0	**13**	1	5	2	0	**7**	0	**33**
11:30AM	3	10	0	**13**	0	17	0	0	**17**	0	3	2	0	**5**	0	**35**
11:45AM	0	9	0	**9**	0	15	3	0	**18**	0	2	10	0	**12**	0	**39**
Hourly Total	7	38	0	**45**	0	55	6	0	**61**	1	10	16	0	**26**	0	**132**
12:00PM	3	8	0	**11**	0	13	1	2	**16**	0	4	6	0	**10**	1	**37**
12:15PM	5	15	0	**20**	0	18	2	0	**20**	1	2	2	0	**4**	4	**44**
12:30PM	4	14	0	**18**	0	21	2	0	**23**	0	4	5	0	**9**	3	**50**
12:45PM	6	10	0	**16**	0	20	8	0	**28**	1	3	3	0	**6**	2	**50**
Hourly Total	18	47	0	**65**	0	72	13	2	**87**	2	13	16	0	**29**	10	**181**
1:00PM	7	7	0	**14**	0	16	4	0	**20**	0	1	6	0	**7**	3	**41**
1:15PM	8	10	0	**18**	0	20	2	2	**24**	0	0	2	0	**2**	0	**44**
1:30PM	1	10	0	**11**	0	12	1	0	**13**	0	1	1	0	**2**	2	**26**
1:45PM	5	9	0	**14**	0	9	2	0	**11**	0	5	0	0	**5**	1	**30**
Hourly Total	21	36	0	**57**	0	57	9	2	**68**	0	7	9	0	**16**	6	**141**
2:00PM	1	9	0	**10**	0	17	2	0	**19**	0	3	2	0	**5**	2	**34**
2:15PM	3	6	0	**9**	0	21	2	0	**23**	0	2	1	0	**3**	0	**35**
2:30PM	2	9	0	**11**	0	21	0	0	**21**	3	0	3	0	**3**	0	**35**
2:45PM	4	8	0	**12**	0	20	2	0	**22**	0	0	3	0	**3**	0	**37**
Hourly Total	10	32	0	**42**	0	79	6	0	**85**	3	5	9	0	**14**	2	**141**
3:00PM	3	16	0	**19**	0	12	2	0	**14**	0	2	3	0	**5**	3	**38**
3:15PM	5	12	0	**17**	0	16	3	0	**19**	1	2	2	0	**4**	2	**40**
3:30PM	1	10	0	**11**	0	21	2	0	**23**	0	1	2	0	**3**	1	**37**
3:45PM	7	8	0	**15**	0	17	0	0	**17**	0	5	10	0	**15**	0	**47**
Hourly Total	16	46	0	**62**	0	66	7	0	**73**	1	10	17	0	**27**	6	**162**
4:00PM	0	13	0	**13**	0	21	2	0	**23**	0	6	4	0	**10**	1	**46**
4:15PM	1	10	0	**11**	0	18	0	1	**19**	0	2	4	0	**6**	2	**36**
4:30PM	2	10	0	**12**	0	6	0	1	**7**	0	3	6	0	**9**	1	**28**

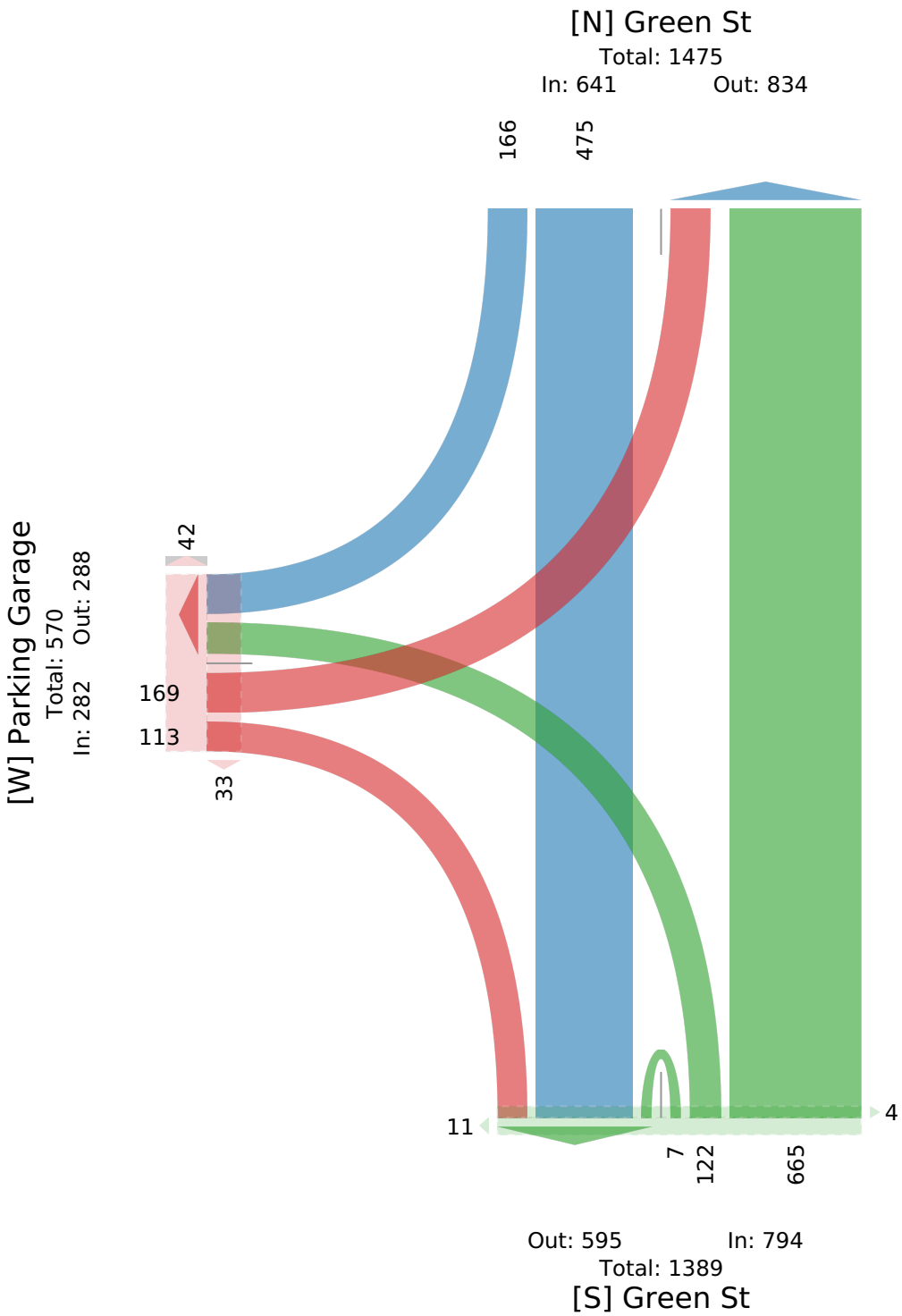
Leg	Green St					Green St					Parking Garage					
Direction	Southbound					Northbound					Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
4:45PM	6	19	0	**25**	0	15	4	0	**19**	0	3	8	0	**11**	2	**55**
Hourly Total	9	52	0	**61**	0	60	6	2	**68**	0	14	22	0	**36**	6	**165**
5:00PM	3	20	0	**23**	0	8	3	0	**11**	1	11	18	0	**29**	0	**63**
5:15PM	0	12	0	**12**	0	15	0	0	**15**	0	4	8	0	**12**	0	**39**
5:30PM	0	6	0	**6**	0	16	0	0	**16**	0	1	2	0	**3**	2	**25**
5:45PM	4	15	0	**19**	0	12	0	0	**12**	0	0	1	0	**1**	2	**32**
Hourly Total	7	53	0	**60**	0	51	3	0	**54**	1	16	29	0	**45**	4	**159**
6:00PM	0	10	0	**10**	0	11	0	0	**11**	0	0	6	0	**6**	1	**27**
6:15PM	0	8	0	**8**	0	12	6	0	**18**	0	2	2	0	**4**	2	**30**
6:30PM	1	6	0	**7**	0	16	2	0	**18**	0	2	3	0	**5**	5	**30**
6:45PM	0	6	0	**6**	0	17	1	0	**18**	0	3	4	0	**7**	2	**31**
Hourly Total	1	30	0	**31**	0	56	9	0	**65**	0	7	15	0	**22**	10	**118**
Total	166	475	0	**641**	0	665	122	7	**794**	15	113	169	0	**282**	75	**1717**
% Approach	25.9%	74.1%	0%	**-**	-	83.8%	15.4%	0.9%	**-**	-	40.1%	59.9%	0%	**-**	-	**-**
% Total	9.7%	27.7%	0%	**37.3%**	-	38.7%	7.1%	0.4%	**46.2%**	-	6.6%	9.8%	0%	**16.4%**	-	**-**
Lights	166	464	0	**630**	-	648	121	7	**776**	-	113	169	0	**282**	-	1688
% Lights	100%	97.7%	0%	**98.3%**	-	97.4%	99.2%	100%	**97.7%**	-	100%	100%	0%	**100%**	-	98.3%
Articulated Trucks	0	1	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	10	0	**10**	-	17	1	0	**18**	-	0	0	0	**0**	-	28
% Buses and Single-Unit Trucks	0%	2.1%	0%	**1.6%**	-	2.6%	0.8%	0%	**2.3%**	-	0%	0%	0%	**0%**	-	1.6%
Pedestrians	-	-	-	-	0	-	-	-	-	15	-	-	-	-	74	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	98.7%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	1.3%	-

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

Green Street and Parking Garage - TMC

Wed May 10, 2023
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065179, Location: 38.914144, -94.375368

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Green Street and Parking Garage - TMC

Wed May 10, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065179, Location: 38.914144, -94.375368

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

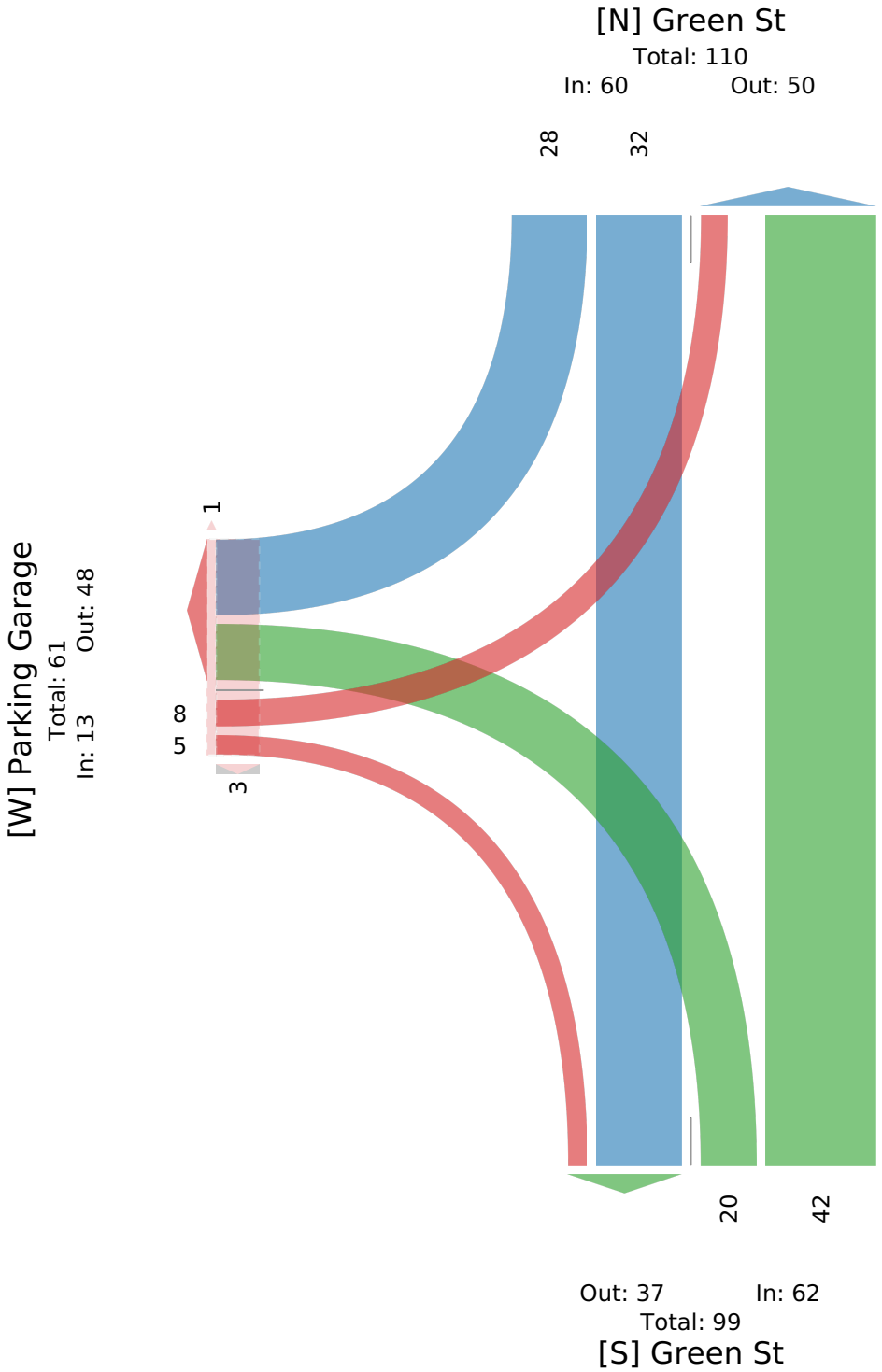
Leg Direction	Green St Southbound					Green St Northbound					Parking Garage Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-05-10 7:45AM	9	8	0	**17**	0	15	8	0	**23**	0	1	4	0	**5**	3	**45**
8:00AM	13	6	0	**19**	0	8	5	0	**13**	0	2	1	0	**3**	1	**35**
8:15AM	1	11	0	**12**	0	7	1	0	**8**	0	2	2	0	**4**	0	**24**
8:30AM	5	7	0	**12**	0	12	6	0	**18**	0	0	1	0	**1**	0	**31**
Total	28	32	0	**60**	0	42	20	0	**62**	0	5	8	0	**13**	4	**135**
% Approach	46.7%	53.3%	0%	**-**	-	67.7%	32.3%	0%	**-**	-	38.5%	61.5%	0%	**-**	-	**-**
% Total	20.7%	23.7%	0%	**44.4%**	-	31.1%	14.8%	0%	**45.9%**	-	3.7%	5.9%	0%	**9.6%**	-	**-**
PHF	0.538	0.727	-	**0.789**	-	0.700	0.625	-	**0.674**	-	0.625	0.500	-	**0.650**	-	0.750
Lights	28	31	0	**59**	-	42	20	0	**62**	-	5	8	0	**13**	-	134
% Lights	100%	96.9%	0%	**98.3%**	-	100%	100%	0%	**100%**	-	100%	100%	0%	**100%**	-	99.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Buses and Single-Unit Trucks	0%	3.1%	0%	**1.7%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Green Street and Parking Garage - TMC

Wed May 10, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065179, Location: 38.914144, -94.375368

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Green Street and Parking Garage - TMC

Wed May 10, 2023
Midday Peak (12:15 PM - 1:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065179, Location: 38.914144, -94.375368

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

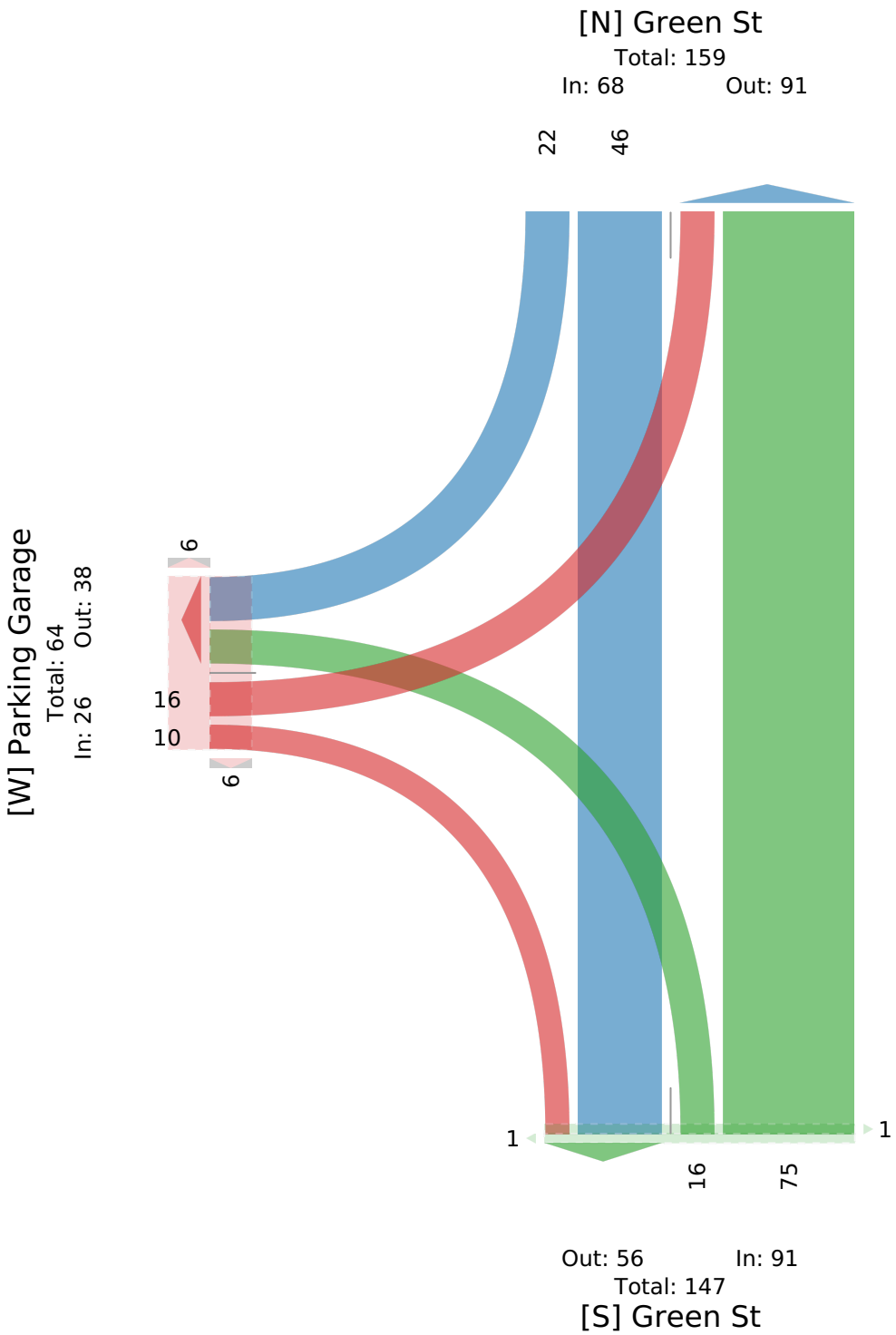
Leg Direction	Green St Southbound					Green St Northbound					Parking Garage Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-05-10 12:15PM	5	15	0	**20**	0	18	2	0	**20**	1	2	2	0	**4**	4	**44**
12:30PM	4	14	0	**18**	0	21	2	0	**23**	0	4	5	0	**9**	3	**50**
12:45PM	6	10	0	**16**	0	20	8	0	**28**	1	3	3	0	**6**	2	**50**
1:00PM	7	7	0	**14**	0	16	4	0	**20**	0	1	6	0	**7**	3	**41**
Total	22	46	0	**68**	0	75	16	0	**91**	2	10	16	0	**26**	12	**185**
% Approach	32.4%	67.6%	0%	**-**	-	82.4%	17.6%	0%	**-**	-	38.5%	61.5%	0%	**-**	-	**-**
% Total	11.9%	24.9%	0%	**36.8%**	-	40.5%	8.6%	0%	**49.2%**	-	5.4%	8.6%	0%	**14.1%**	-	**-**
PHF	0.786	0.767	-	**0.850**	-	0.893	0.500	-	**0.813**	-	0.625	0.667	-	**0.722**	-	0.925
Lights	22	45	0	**67**	-	72	15	0	**87**	-	10	16	0	**26**	-	180
% Lights	100%	97.8%	0%	**98.5%**	-	96.0%	93.8%	0%	**95.6%**	-	100%	100%	0%	**100%**	-	97.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	**1**	-	3	1	0	**4**	-	0	0	0	**0**	-	5
% Buses and Single-Unit Trucks	0%	2.2%	0%	**1.5%**	-	4.0%	6.3%	0%	**4.4%**	-	0%	0%	0%	**0%**	-	2.7%
Pedestrians	-	-	-	-	0	-	-	-	-	2	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

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

Green Street and Parking Garage - TMC

Wed May 10, 2023
Midday Peak (12:15 PM - 1:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065179, Location: 38.914144, -94.375368

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Green Street and Parking Garage - TMC

Wed May 10, 2023
PM Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065179, Location: 38.914144, -94.375368

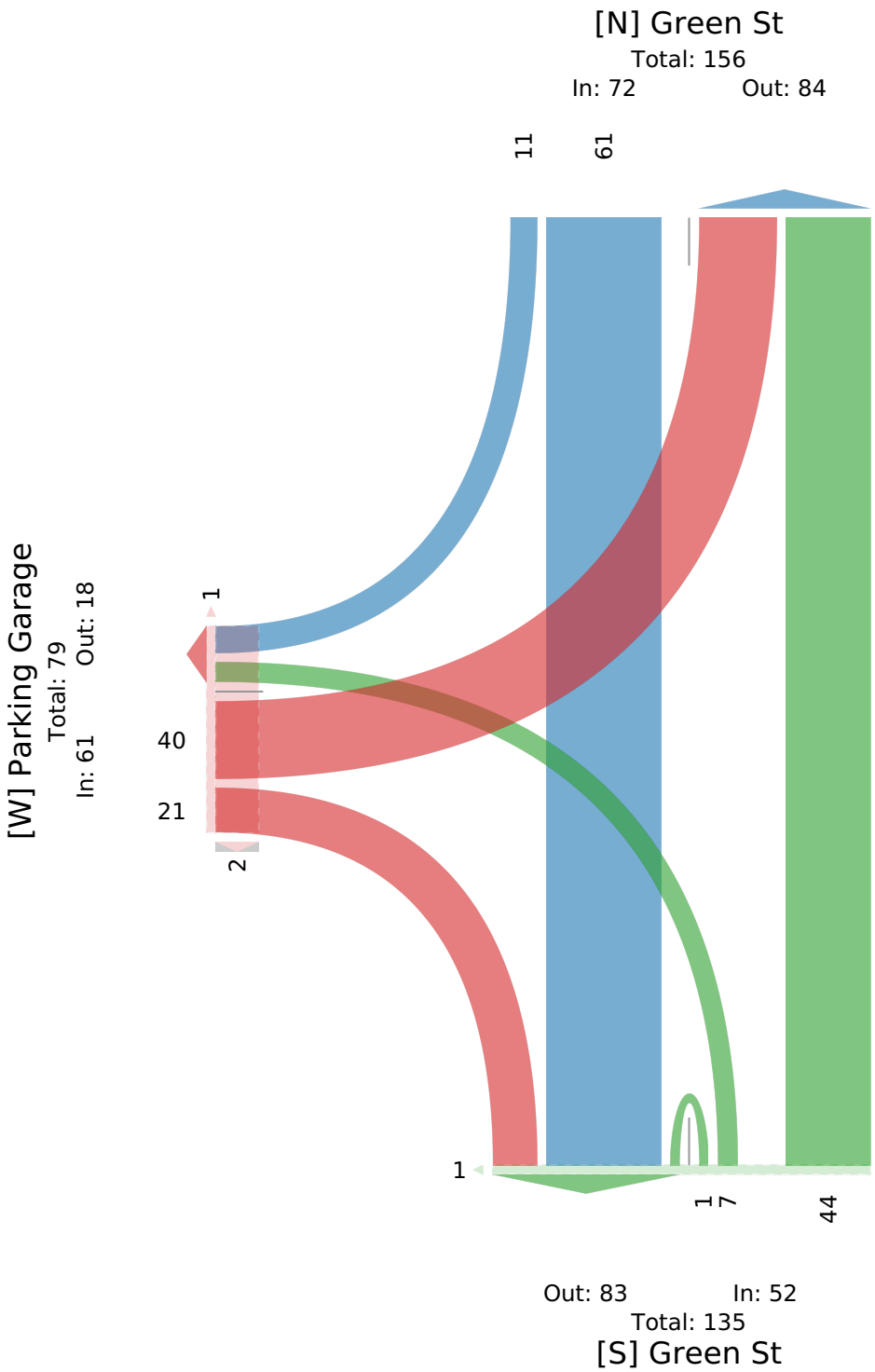
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Green St Southbound					Green St Northbound					Parking Garage Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-05-10 4:30PM	2	10	0	**12**	0	6	0	1	**7**	0	3	6	0	**9**	1	**28**
4:45PM	6	19	0	**25**	0	15	4	0	**19**	0	3	8	0	**11**	2	**55**
5:00PM	3	20	0	**23**	0	8	3	0	**11**	1	11	18	0	**29**	0	**63**
5:15PM	0	12	0	**12**	0	15	0	0	**15**	0	4	8	0	**12**	0	**39**
Total	11	61	0	**72**	0	44	7	1	**52**	1	21	40	0	**61**	3	**185**
% Approach	15.3%	84.7%	0%	**-**	-	84.6%	13.5%	1.9%	**-**	-	34.4%	65.6%	0%	**-**	-	**-**
% Total	5.9%	33.0%	0%	**38.9%**	-	23.8%	3.8%	0.5%	**28.1%**	-	11.4%	21.6%	0%	**33.0%**	-	**-**
PHF	0.458	0.763	-	**0.720**	-	0.733	0.438	0.250	**0.684**	-	0.477	0.556	-	**0.526**	-	0.734
Lights	11	61	0	**72**	-	44	7	1	**52**	-	21	40	0	**61**	-	185
% Lights	100%	100%	0%	**100%**	-	100%	100%	100%	**100%**	-	100%	100%	0%	**100%**	-	100%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

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

Green Street and Parking Garage - TMC
Wed May 10, 2023
PM Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065179, Location: 38.914144, -94.375368

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Johnson and SE Alley/Cooper St - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065186, Location: 38.914564, -94.373781

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

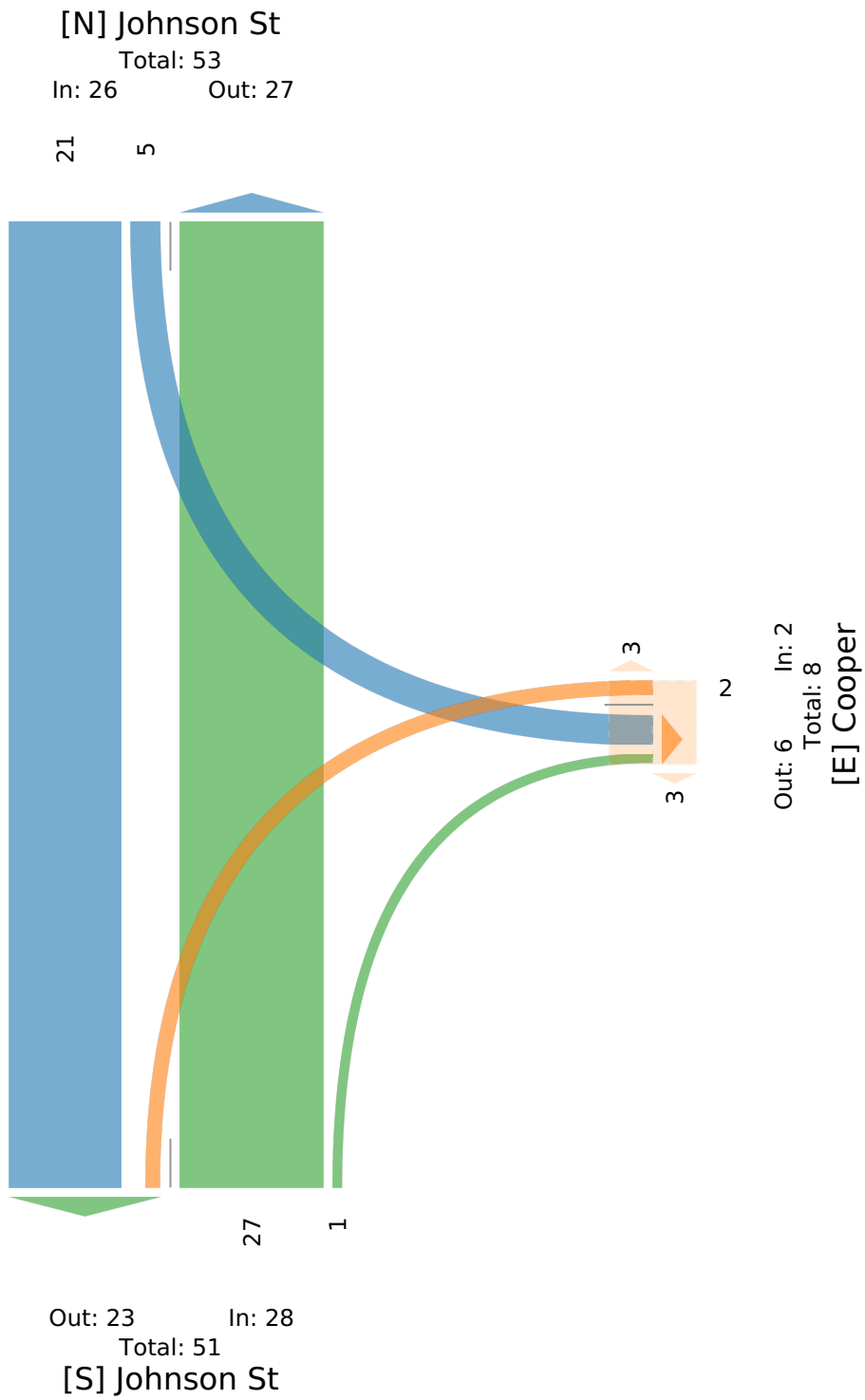
Leg	Johnson St						Cooper						Johnson St						SE Alley						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 6:30PM	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**6**
6:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	4	0	0	**4**	0	0	0	0	0	**0**	1	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**7**
7:00PM	0	2	0	0	**2**	0	0	0	1	0	**1**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
7:15PM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	1	2	0	0	**3**	0	0	0	0	0	**0**	0	**5**
7:30PM	0	1	1	0	**2**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**4**
7:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**3**
Hourly Total	0	5	1	0	**6**	0	0	0	1	0	**1**	1	1	7	0	0	**8**	0	0	0	0	0	**0**	0	**15**
8:00PM	0	1	1	0	**2**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**4**
8:15PM	0	3	1	0	**4**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**6**
8:30PM	0	2	1	0	**3**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**5**
8:45PM	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**7**
Hourly Total	0	10	3	0	**13**	0	0	0	0	0	**0**	0	0	9	0	0	**9**	0	0	0	0	0	**0**	0	**22**
9:00PM	0	1	1	0	**2**	0	0	0	1	0	**1**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**6**
9:15PM	0	1	0	0	**1**	0	0	0	0	0	**0**	4	0	5	0	0	**5**	0	0	0	0	0	**0**	0	**6**
Hourly Total	0	2	1	0	**3**	0	0	0	1	0	**1**	4	0	8	0	0	**8**	0	0	0	0	0	**0**	0	**12**
Total	0	21	5	0	**26**	0	0	0	2	0	**2**	6	1	27	0	0	**28**	0	0	0	0	0	**0**	0	**56**
% Approach	0%	80.8%	19.2%	0%	**-**	-	0%	0%	100%	0%	**-**	-	3.6%	96.4%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	0%	37.5%	8.9%	0%	**46.4%**	-	0%	0%	3.6%	0%	**3.6%**	-	1.8%	48.2%	0%	0%	**50.0%**	-	0%	0%	0%	0%	**0%**	-	**-**
Lights	0	21	5	0	**26**	-	0	0	2	0	**2**	-	1	27	0	0	**28**	-	0	0	0	0	**0**	-	56
% Lights	0%	100%	100%	0%	**100%**	-	0%	0%	100%	0%	**100%**	-	100%	100%	0%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Johnson and SE Alley/Cooper St - TMC

Sat May 13, 2023
Full Length (6:30 PM-9:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065186, Location: 38.914564, -94.373781

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Johnson and SE Alley/Cooper St - TMC

Sat May 13, 2023
PM Peak (WKND) (8:15 PM - 9:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065186, Location: 38.914564, -94.373781

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

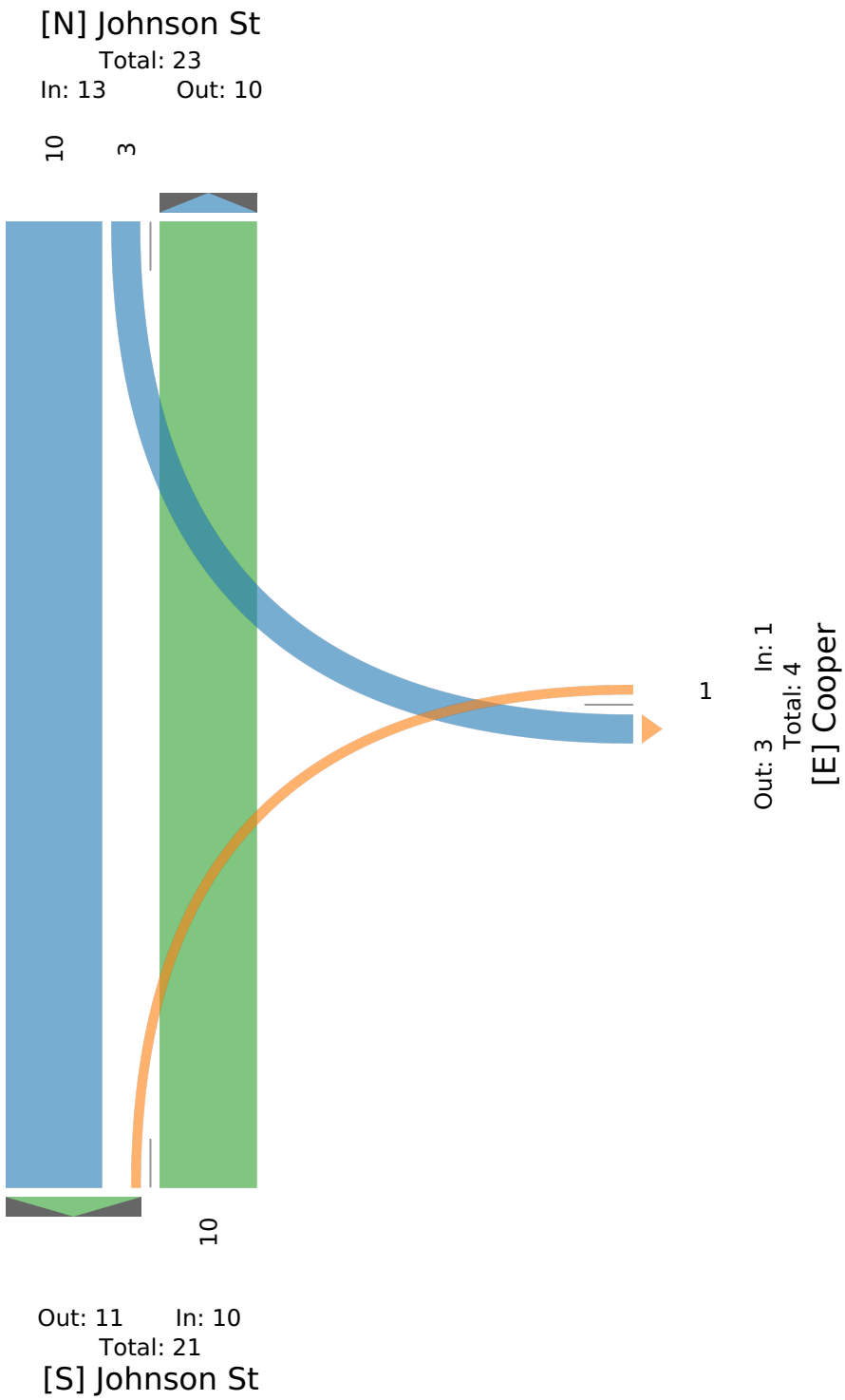
Leg / Direction	Johnson St Southbound						Cooper Westbound						Johnson St Northbound						SE Alley Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-13 8:15PM	0	3	1	0	**4**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**6**
8:30PM	0	2	1	0	**3**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**5**
8:45PM	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**7**
9:00PM	0	1	1	0	**2**	0	0	0	1	0	**1**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**6**
Total	0	10	3	0	**13**	0	0	0	1	0	**1**	0	0	10	0	0	**10**	0	0	0	0	0	**0**	0	**24**
% Approach	0%	76.9%	23.1%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0%	41.7%	12.5%	0%	**54.2%**	-	0%	0%	4.2%	0%	**4.2%**	-	0%	41.7%	0%	0%	**41.7%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	-	0.625	0.750	-	**0.813**	-	-	-	0.250	-	**0.250**	-	-	0.833	-	-	**0.833**	-	-	-	-	-	**-**	-	0.857
Lights	0	10	3	0	**13**	-	0	0	1	0	**1**	-	0	10	0	0	**10**	-	0	0	0	0	**0**	-	24
% Lights	0%	100%	100%	0%	**100%**	-	0%	0%	100%	0%	**100%**	-	0%	100%	0%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Johnson and SE Alley/Cooper St - TMC

Sat May 13, 2023
PM Peak (WKND) (8:15 PM - 9:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065186, Location: 38.914564, -94.373781

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Johnson and SE Alley/Cooper St - TMC

Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065197, Location: 38.914564, -94.373781

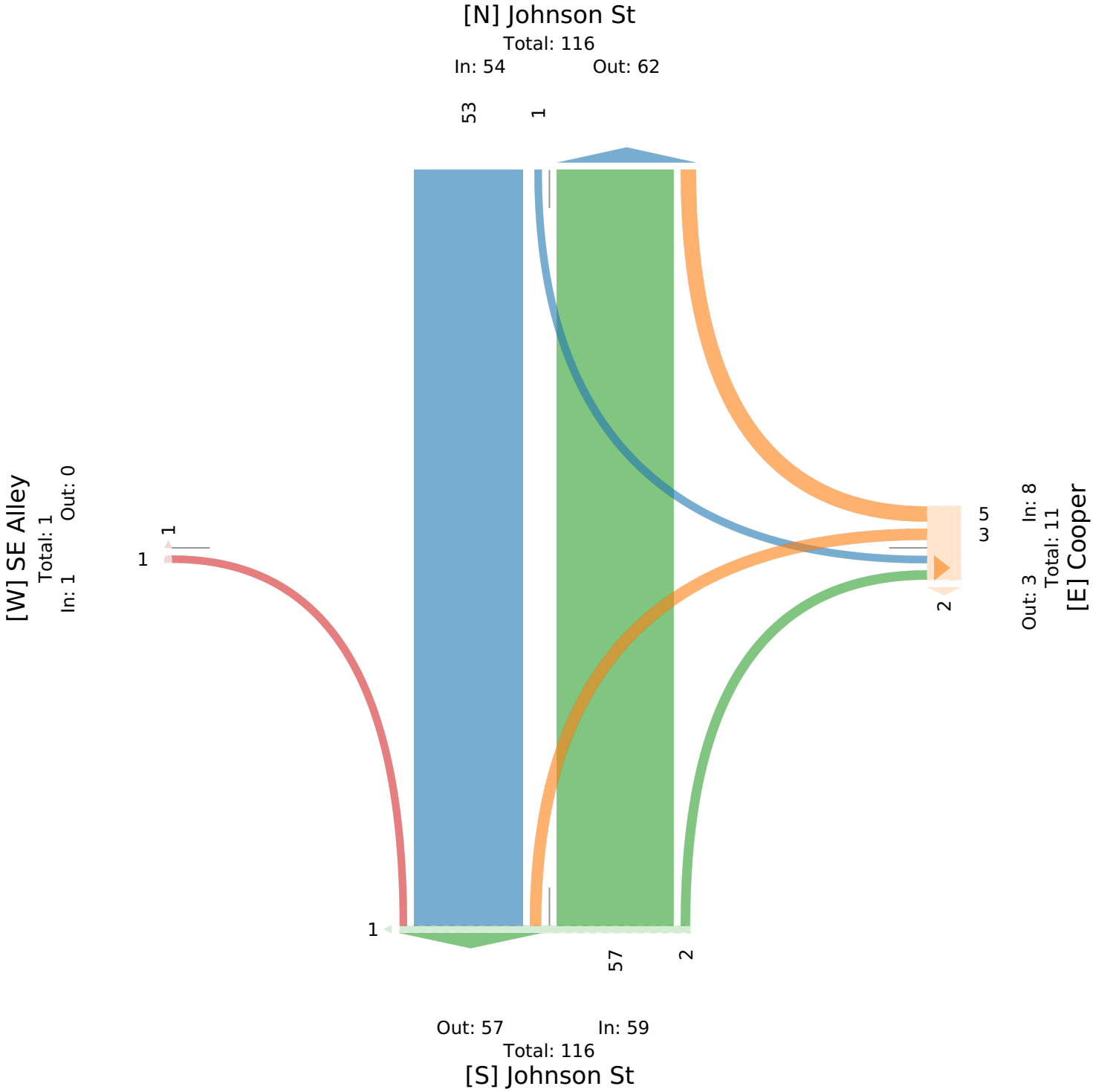
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Johnson St Southbound						Cooper Westbound						Johnson St Northbound						SE Alley Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 7:00AM	0	2	0	0	**2**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
7:15AM	0	3	0	0	**3**	0	1	0	0	0	**1**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**5**
7:30AM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**4**
7:45AM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**4**
Hourly Total	0	9	0	0	**9**	0	2	0	0	0	**2**	0	0	5	0	0	**5**	0	0	0	0	0	**0**	0	**16**
8:00AM	0	1	0	0	**1**	0	0	0	1	0	**1**	1	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**3**
8:15AM	0	1	0	0	**1**	0	1	0	0	0	**1**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**3**
8:30AM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**5**
8:45AM	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**5**
Hourly Total	0	8	0	0	**8**	0	1	0	1	0	**2**	1	0	6	0	0	**6**	0	0	0	0	0	**0**	0	**16**
4:00PM	0	5	0	0	**5**	0	0	0	0	0	**0**	0	1	5	0	0	**6**	0	0	0	0	0	**0**	0	**11**
4:15PM	0	7	0	0	**7**	0	0	0	1	0	**1**	0	0	7	0	0	**7**	0	0	0	0	0	**0**	0	**15**
4:30PM	0	5	0	0	**5**	0	0	0	0	0	**0**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	0	**13**
4:45PM	0	5	0	0	**5**	0	1	0	1	0	**2**	0	0	6	0	0	**6**	0	1	0	0	0	**1**	0	**14**
Hourly Total	0	22	0	0	**22**	0	1	0	2	0	**3**	0	1	26	0	0	**27**	0	1	0	0	0	**1**	0	**53**
5:00PM	0	5	0	0	**5**	0	0	0	0	0	**0**	0	0	6	0	0	**6**	1	0	0	0	0	**0**	0	**11**
5:15PM	0	5	1	0	**6**	0	1	0	0	0	**1**	0	1	6	0	0	**7**	0	0	0	0	0	**0**	0	**14**
5:30PM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	**6**
5:45PM	0	2	0	0	**2**	0	0	0	0	0	**0**	1	0	4	0	0	**4**	0	0	0	0	0	**0**	1	**6**
Hourly Total	0	14	1	0	**15**	0	1	0	0	0	**1**	1	1	20	0	0	**21**	1	0	0	0	0	**0**	1	**37**
Total	0	53	1	0	**54**	0	5	0	3	0	**8**	2	2	57	0	0	**59**	1	1	0	0	0	**1**	1	**122**
% Approach	0%	98.1%	1.9%	0%	**-**	-	62.5%	0%	37.5%	0%	**-**	-	3.4%	96.6%	0%	0%	**-**	-	100%	0%	0%	0%	**-**	-	**-**
% Total	0%	43.4%	0.8%	0%	**44.3%**	-	4.1%	0%	2.5%	0%	**6.6%**	-	1.6%	46.7%	0%	0%	**48.4%**	-	0.8%	0%	0%	0%	**0.8%**	-	**-**
Lights	0	52	1	0	**53**	-	5	0	3	0	**8**	-	2	55	0	0	**57**	-	1	0	0	0	**1**	-	119
% Lights	0%	98.1%	100%	0%	**98.1%**	-	100%	0%	100%	0%	**100%**	-	100%	96.5%	0%	0%	**96.6%**	-	100%	0%	0%	0%	**100%**	-	97.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	3
% Buses and Single-Unit Trucks	0%	1.9%	0%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	0%	3.5%	0%	0%	**3.4%**	-	0%	0%	0%	0%	**0%**	-	2.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Johnson and SE Alley/Cooper St - TMC
Wed May 10, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065197, Location: 38.914564, -94.373781

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Johnson and SE Alley/Cooper St - TMC

Wed May 10, 2023
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065197, Location: 38.914564, -94.373781

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

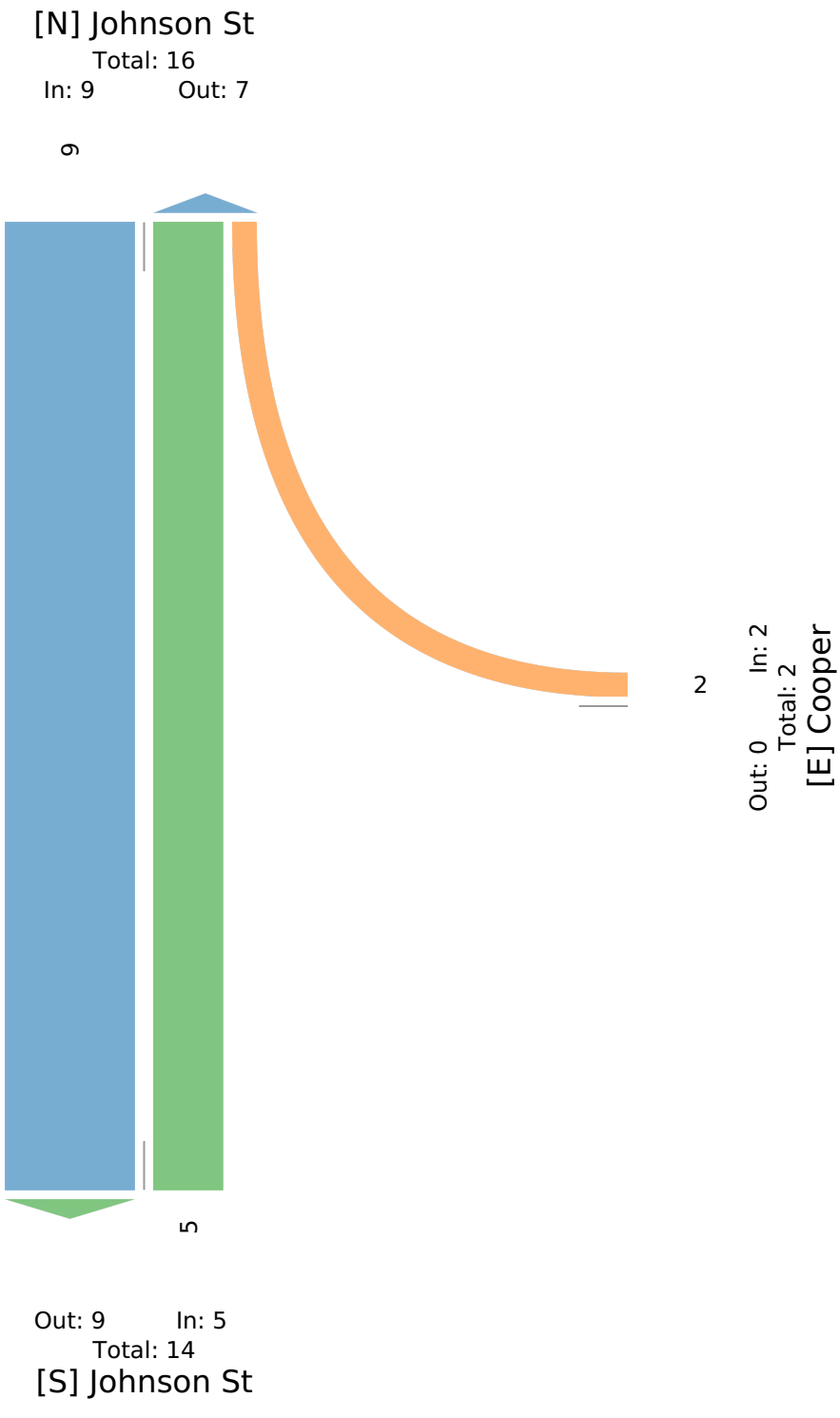
Leg / Direction	Johnson St Southbound						Cooper Westbound						Johnson St Northbound						SE Alley Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 7:00AM	0	2	0	0	**2**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
7:15AM	0	3	0	0	**3**	0	1	0	0	0	**1**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**5**
7:30AM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**4**
7:45AM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**4**
Total	0	9	0	0	**9**	0	2	0	0	0	**2**	0	0	5	0	0	**5**	0	0	0	0	0	**0**	0	**16**
% Approach	0%	100%	0%	0%	**-**	-	100%	0%	0%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0%	56.3%	0%	0%	**56.3%**	-	12.5%	0%	0%	0%	**12.5%**	-	0%	31.3%	0%	0%	**31.3%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	-	0.750	-	-	**0.750**	-	0.500	-	-	-	**0.500**	-	-	0.625	-	-	**0.625**	-	-	-	-	-	**-**	-	0.800
Lights	0	9	0	0	**9**	-	2	0	0	0	**2**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	16
% Lights	0%	100%	0%	0%	**100%**	-	100%	0%	0%	0%	**100%**	-	0%	100%	0%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Johnson and SE Alley/Cooper St - TMC

Wed May 10, 2023
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065197, Location: 38.914564, -94.373781

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Johnson and SE Alley/Cooper St - TMC

Wed May 10, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065197, Location: 38.914564, -94.373781

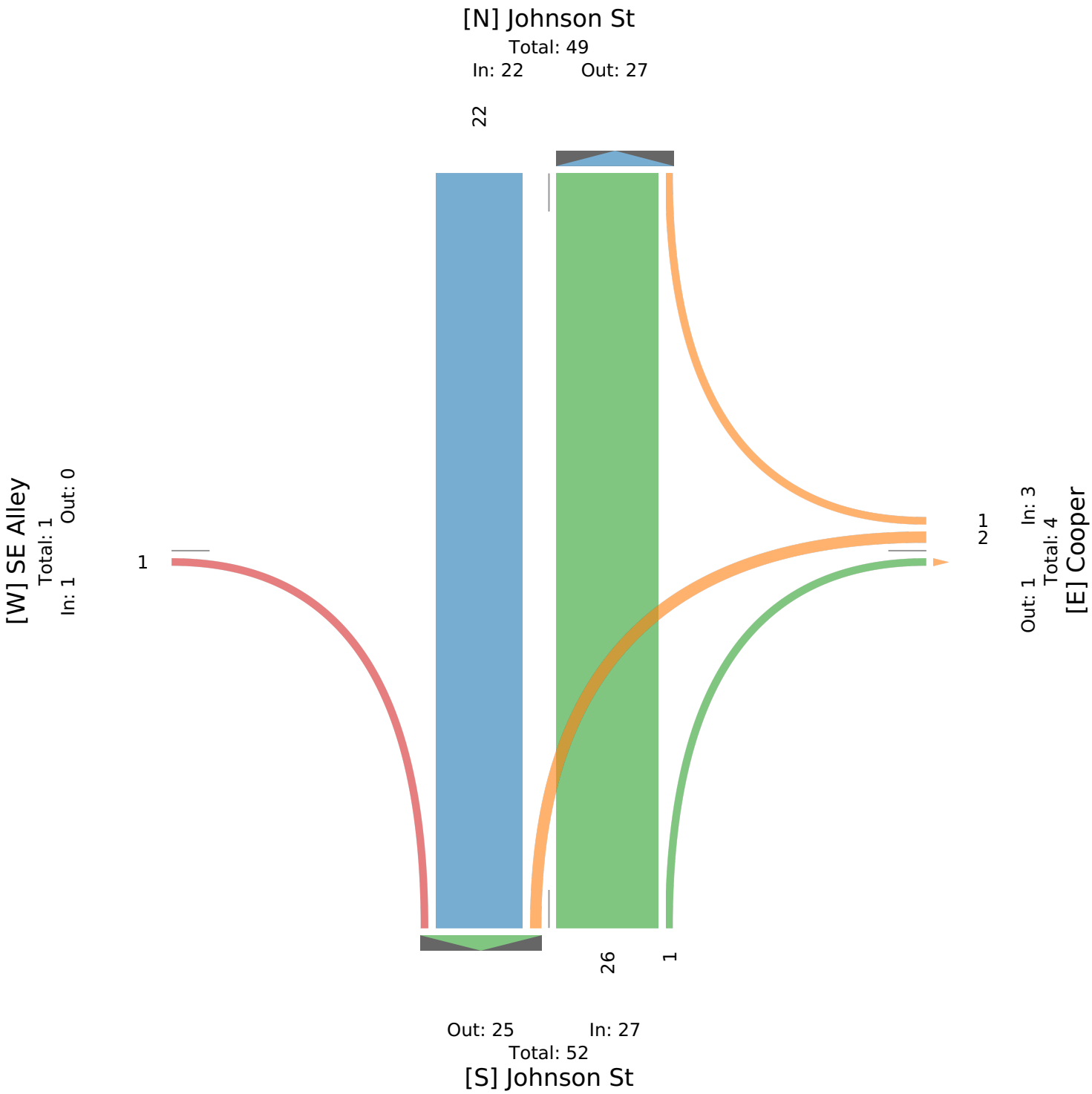
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Johnson St Southbound						Cooper Westbound						Johnson St Northbound						SE Alley Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-10 4:00PM	0	5	0	0	**5**	0	0	0	0	0	**0**	0	1	5	0	0	**6**	0	0	0	0	0	**0**	0	**11**
4:15PM	0	7	0	0	**7**	0	0	0	1	0	**1**	0	0	7	0	0	**7**	0	0	0	0	0	**0**	0	**15**
4:30PM	0	5	0	0	**5**	0	0	0	0	0	**0**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	0	**13**
4:45PM	0	5	0	0	**5**	0	1	0	1	0	**2**	0	0	6	0	0	**6**	0	1	0	0	0	**1**	0	**14**
Total	0	22	0	0	**22**	0	1	0	2	0	**3**	0	1	26	0	0	**27**	0	1	0	0	0	**1**	0	**53**
% Approach	0%	100%	0%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	3.7%	96.3%	0%	0%	**-**	-	100%	0%	0%	0%	**-**	-	-
% Total	0%	41.5%	0%	0%	**41.5%**	-	1.9%	0%	3.8%	0%	**5.7%**	-	1.9%	49.1%	0%	0%	**50.9%**	-	1.9%	0%	0%	0%	**1.9%**	-	-
PHF	-	0.786	-	-	**0.786**	-	0.250	-	0.500	-	**0.375**	-	0.250	0.813	-	-	**0.844**	-	0.250	-	-	-	**0.250**	-	0.883
Lights	0	22	0	0	**22**	-	1	0	2	0	**3**	-	1	25	0	0	**26**	-	1	0	0	0	**1**	-	52
% Lights	0%	100%	0%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	100%	96.2%	0%	0%	**96.3%**	-	100%	0%	0%	0%	**100%**	-	98.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	3.8%	0%	0%	**3.7%**	-	0%	0%	0%	0%	**0%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Johnson and SE Alley/Cooper St - TMC
Wed May 10, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1065197, Location: 38.914564, -94.373781

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



2ND STREET

GREEN STREET

JOHNSON STREET

COOPER STREET

3RD STREET

food hall with roof top seating?

Screening for headlights from parking garage. (we have talked with Olsson about using low planters or planting as screening so these will go away)

one-way coming up from the south

food truck area/vendor loading?

the traffic study will need to include traffic relocating from Green St to Johnson St

make this one way to reduce traffic?

outdoor event space

farmer's market

Apartments/multifamily

child play area

balcony

hardscape area w/ wickets and light show?

boutique hotel

Parking Garage (Private)

amphitheater/ turf space

raised patio area

monument

we have had discussions with Olsson to make this drop-off area in line with the on-street parking.

SERVICE

Lot 1 Lot 2 Lot 3 Lot 4 Lot 5 Lot 6

1 **PROPOSED SITE PLAN**

OLSSON - LANDSCAPE ARCHITECTURE
MO CERTIFICATE OF AUTHORITY #:2005000285

olsson studio

1814 Main St.
Kansas City, MO 64108 TEL 816.842.8844 olsson-studio.com

REVISIONS

REV. NO.	DATE	REVISIONS DESCRIPTION	BY

PROPOSED SITE PLAN

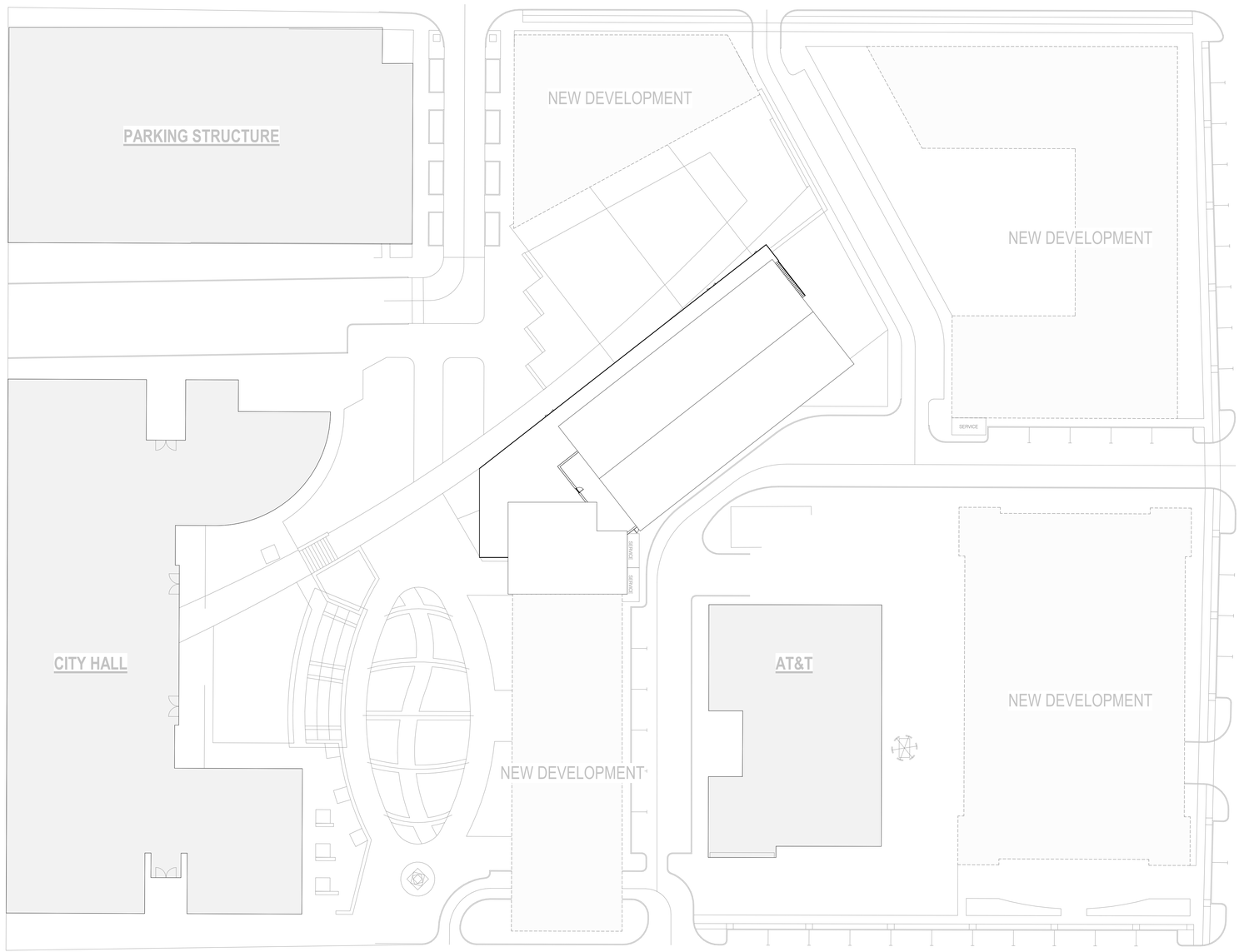
LEE'S SUMMIT DOWNTOWN MASTER PLAN

LEE'S SUMMIT, MISSOURI

2023

drawn by: TJS
checked by: KPS
approved by: KPS
QA/QC by: KPS
project no.: 02200393
drawing no.: L_PBASE_02200393.DWG
date: 03.17.2023

SHEET
L100



1 SITE PLAN
1" = 30'-0"
0 30 60

LEGEND
- FARMERS MARKET
- NEW DEVELOPMENT
- **EXISTING BUILDING**

GLMVArchitecture

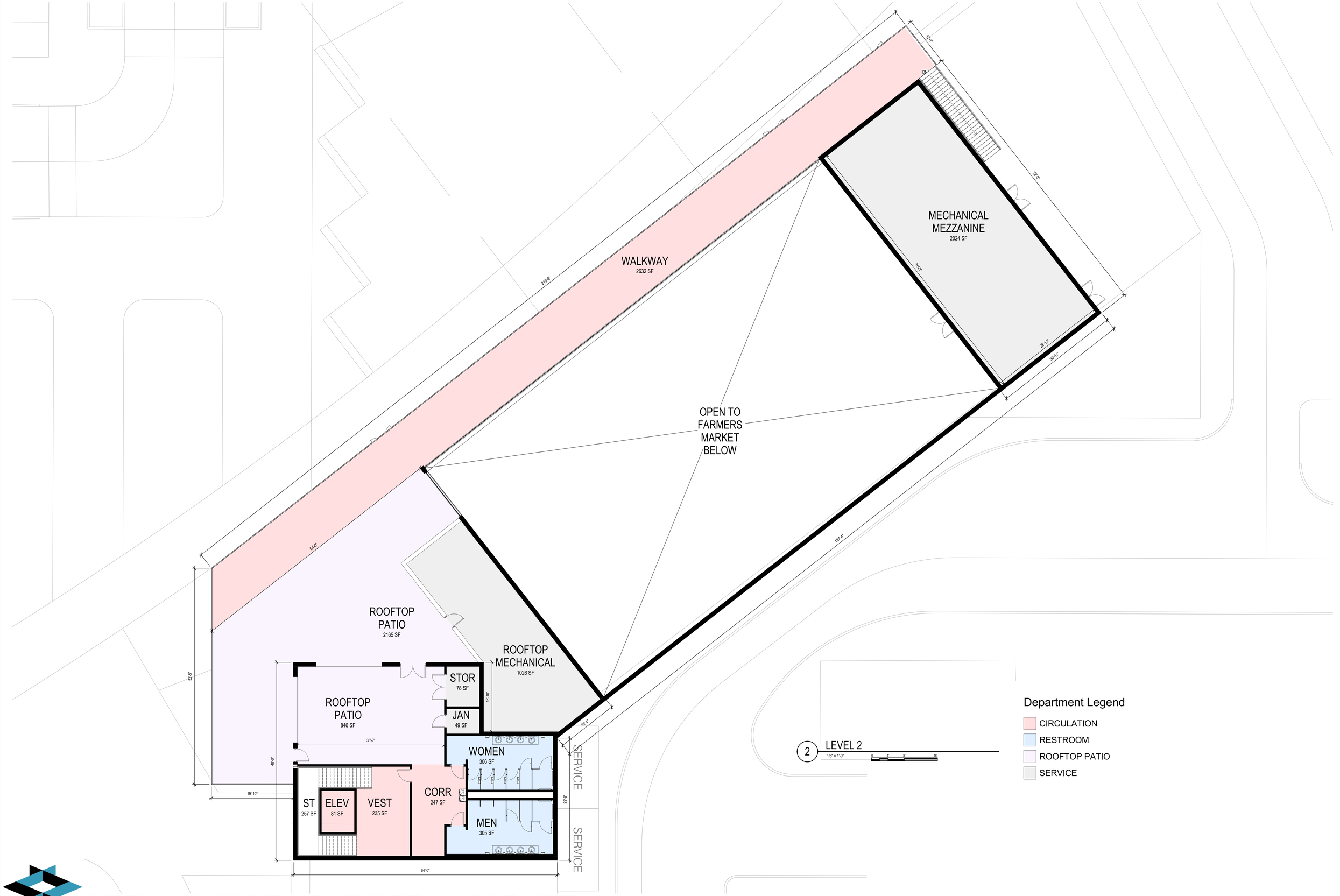
LEE'S SUMMIT - FARMERS' MARKET

FILE PATH: C:\Users\anthony.linville\Documents\LSMOWorkingRevitModelCompletedIteration2_anthony.linvilleX4QSS.rvt
PLOT DATE: 3/9/2023 11:56:47 AM

LEE'S SUMMIT - FARMERS' MARKET

GLMVArchitecture

FILE PATH: C:\Users\anthony.linville\Documents\LSMOWorkingRevitModelCompletedIteration2_anthony.linvilleX4Q5S.rvt
PLOT DATE: 3/9/2023 11:56:44 AM



2 LEVEL 2
1/8" = 1'-0"

Department Legend

- CIRCULATION
- RESTROOM
- ROOFTOP PATIO
- SERVICE

GLMVArchitecture

LEE'S SUMMIT - FARMERS' MARKET

FILE PATH: C:\Users\anthony.linville\Documents\LSMOWorkingRevitModelCompletedIteration2_anthony.linvilleX4QSS.rvt
PLOT DATE: 3/9/2023 11:56:46 AM

City of Lee's Summit, Missouri
Department of Public Works
220 SE Green street
Lee's Summit, Missouri 64063

(816-969-1800 (office)
(816) 969-1809 (fax)

Site Code: Gr2n102021
Station ID: 19934
Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/21/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	1	2	3
12:15	1	1	2
12:30	2	0	2
12:45	0	0	0
1:00	1	0	1
1:15	2	0	2
1:30	0	0	0
1:45	2	0	2
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	1	0	1
4:00	0	1	1
4:15	0	0	0
4:30	0	0	0
4:45	0	6	6
5:00	0	0	0
5:15	1	0	1
5:30	0	1	1
5:45	2	3	5
6:00	5	4	9
6:15	5	3	8
6:30	2	2	4
6:45	1	12	13
7:00	4	12	16
7:15	11	9	20
7:30	4	9	13
7:45	14	20	34
8:00	12	15	27
8:15	15	15	30
8:30	10	15	25
8:45	8	17	25
9:00	17	25	42
9:15	14	18	32
9:30	13	29	42
9:45	10	21	31
10:00	6	17	23
10:15	10	7	17
10:30	15	17	32
10:45	7	18	25
11:00	16	20	36
11:15	15	17	32
11:30	15	14	29
11:45	21	34	55
Total	263	384	647
Percent	40.6%	59.4%	
Peak	11:00	9:00	11:00
Volume	67	93	152
Peak Factor	0.798	0.802	0.691

City of Lee's Summit, Missouri
Department of Public Works
220 SE Green street
Lee's Summit, Missouri 64063

(816-969-1800 (office)
(816) 969-1809 (fax)

Site Code: Gr2n102021
Station ID: 19934
Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/21/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	22	18	40
12:15	17	31	48
12:30	19	25	44
12:45	14	24	38
1:00	16	24	40
1:15	15	23	38
1:30	16	17	33
1:45	17	23	40
2:00	20	28	48
2:15	26	24	50
2:30	19	23	42
2:45	20	20	40
3:00	16	31	47
3:15	10	30	40
3:30	22	28	50
3:45	12	24	36
4:00	21	27	48
4:15	22	14	36
4:30	15	30	45
4:45	18	24	42
5:00	29	27	56
5:15	22	26	48
5:30	20	15	35
5:45	17	10	27
6:00	21	19	40
6:15	11	11	22
6:30	18	9	27
6:45	22	8	30
7:00	17	10	27
7:15	10	9	19
7:30	14	3	17
7:45	14	8	22
8:00	10	1	11
8:15	9	8	17
8:30	13	5	18
8:45	10	6	16
9:00	8	2	10
9:15	9	4	13
9:30	11	2	13
9:45	6	1	7
10:00	4	1	5
10:15	3	2	5
10:30	1	4	5
10:45	2	0	2
11:00	2	0	2
11:15	3	0	3
11:30	0	1	1
11:45	4	1	5
Total	667	681	1348
Percent	49.5%	50.5%	
Peak	4:45	3:00	4:30
Volume	89	113	191
Peak Factor	0.767	0.911	0.853

City of Lee's Summit, Missouri
Department of Public Works
220 SE Green street
Lee's Summit, Missouri 64063

(816-969-1800 (office)
(816) 969-1809 (fax)

Site Code: Gr2n102021
Station ID: 19934
Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/22/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	4	0	4
12:15	1	0	1
12:30	1	1	2
12:45	1	1	2
1:00	5	0	5
1:15	3	0	3
1:30	1	1	2
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	1	0	1
3:30	0	0	0
3:45	1	0	1
4:00	0	0	0
4:15	0	2	2
4:30	0	0	0
4:45	1	3	4
5:00	1	0	1
5:15	0	0	0
5:30	0	0	0
5:45	2	2	4
6:00	3	2	5
6:15	2	3	5
6:30	3	2	5
6:45	6	7	13
7:00	5	11	16
7:15	9	5	14
7:30	6	9	15
7:45	7	13	20
8:00	8	15	23
8:15	14	21	35
8:30	10	15	25
8:45	10	9	19
9:00	19	14	33
9:15	9	21	30
9:30	13	25	38
9:45	11	23	34
10:00	11	23	34
10:15	13	25	38
10:30	9	25	34
10:45	15	19	34
11:00	11	27	38
11:15	17	17	34
11:30	21	21	42
11:45	20	23	43
Total	274	385	659
Percent	41.6%	58.4%	
Peak	11:00	9:30	11:00
Volume	69	96	157
Peak Factor	0.821	0.960	0.913

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Station ID: 19934
Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/22/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	17	22	39
12:15	21	23	44
12:30	14	22	36
12:45	25	31	56
1:00	17	29	46
1:15	15	18	33
1:30	23	22	45
1:45	24	20	44
2:00	15	18	33
2:15	30	30	60
2:30	22	12	34
2:45	13	23	36
3:00	18	28	46
3:15	17	28	45
3:30	12	29	41
3:45	24	20	44
4:00	26	22	48
4:15	8	28	36
4:30	19	26	45
4:45	15	29	44
5:00	26	20	46
5:15	20	10	30
5:30	28	8	36
5:45	15	12	27
6:00	18	13	31
6:15	18	6	24
6:30	21	9	30
6:45	15	13	28
7:00	19	7	26
7:15	15	7	22
7:30	9	6	15
7:45	11	6	17
8:00	17	5	22
8:15	15	4	19
8:30	8	6	14
8:45	10	6	16
9:00	8	6	14
9:15	3	5	8
9:30	19	4	23
9:45	7	2	9
10:00	9	2	11
10:15	11	2	13
10:30	12	2	14
10:45	7	1	8
11:00	6	1	7
11:15	3	1	4
11:30	1	4	5
11:45	5	0	5
Total	731	648	1379
Percent	53.0%	47.0%	
Peak	1:30	2:45	12:15
Volume	92	108	182
Peak Factor	0.767	0.931	0.813

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Station ID: 19934
Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/23/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	5	1	6
12:15	4	2	6
12:30	4	0	4
12:45	4	1	5
1:00	0	1	1
1:15	4	0	4
1:30	0	1	1
1:45	3	1	4
2:00	2	1	3
2:15	2	0	2
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	2	2
5:00	0	1	1
5:15	0	0	0
5:30	1	0	1
5:45	2	0	2
6:00	1	5	6
6:15	0	1	1
6:30	0	2	2
6:45	3	3	6
7:00	0	1	1
7:15	2	1	3
7:30	4	2	6
7:45	4	4	8
8:00	2	3	5
8:15	2	5	7
8:30	8	9	17
8:45	13	8	21
9:00	5	11	16
9:15	19	13	32
9:30	5	7	12
9:45	9	6	15
10:00	12	7	19
10:15	17	13	30
10:30	17	6	23
10:45	17	21	38
11:00	14	16	30
11:15	20	6	26
11:30	18	15	33
11:45	20	16	36
Total	243	193	436
Percent	55.7%	44.3%	
Peak	11:00	10:45	10:45
Volume	72	58	127
Peak Factor	0.900	0.690	0.836

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Location 1: SE Green Street
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Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/23/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	11	15	26
12:15	14	5	19
12:30	16	12	28
12:45	8	10	18
1:00	11	10	21
1:15	12	11	23
1:30	19	10	29
1:45	13	5	18
2:00	16	9	25
2:15	14	5	19
2:30	12	6	18
2:45	18	10	28
3:00	18	9	27
3:15	11	8	19
3:30	15	6	21
3:45	16	10	26
4:00	8	11	19
4:15	10	11	21
4:30	12	8	20
4:45	10	9	19
5:00	12	9	21
5:15	9	14	23
5:30	11	8	19
5:45	11	10	21
6:00	19	18	37
6:15	17	13	30
6:30	6	4	10
6:45	9	4	13
7:00	11	7	18
7:15	11	2	13
7:30	8	8	16
7:45	5	8	13
8:00	14	4	18
8:15	7	5	12
8:30	5	0	5
8:45	9	3	12
9:00	3	1	4
9:15	6	3	9
9:30	5	5	10
9:45	8	3	11
10:00	4	2	6
10:15	5	1	6
10:30	7	1	8
10:45	6	3	9
11:00	4	2	6
11:15	9	1	10
11:30	10	5	15
11:45	7	2	9
Total	502	326	828
Percent	60.6%	39.4%	
Peak	1:30	5:15	5:30
Volume	62	50	107
Peak Factor	0.816	0.694	0.723

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Station ID: 19934
Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/24/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	2	1	3
12:15	5	1	6
12:30	3	1	4
12:45	3	1	4
1:00	2	3	5
1:15	1	1	2
1:30	4	0	4
1:45	1	0	1
2:00	0	0	0
2:15	2	1	3
2:30	1	0	1
2:45	0	0	0
3:00	0	1	1
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	1	0	1
4:15	0	0	0
4:30	0	1	1
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	0	1
5:45	0	0	0
6:00	0	1	1
6:15	0	0	0
6:30	0	2	2
6:45	0	1	1
7:00	1	0	1
7:15	2	0	2
7:30	0	0	0
7:45	2	3	5
8:00	0	0	0
8:15	2	3	5
8:30	2	1	3
8:45	5	2	7
9:00	4	3	7
9:15	4	7	11
9:30	6	3	9
9:45	14	10	24
10:00	6	7	13
10:15	9	8	17
10:30	5	13	18
10:45	6	11	17
11:00	10	9	19
11:15	5	1	6
11:30	12	13	25
11:45	12	8	20
Total	133	118	251
Percent	53.0%	47.0%	
Peak	11:00	10:15	9:45
Volume	39	41	72
Peak Factor	0.813	0.788	0.750

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Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/24/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	8	6	14
12:15	15	12	27
12:30	10	6	16
12:45	11	6	17
1:00	10	9	19
1:15	10	3	13
1:30	7	6	13
1:45	6	5	11
2:00	13	13	26
2:15	13	5	18
2:30	13	11	24
2:45	9	10	19
3:00	13	6	19
3:15	9	7	16
3:30	17	4	21
3:45	11	5	16
4:00	12	6	18
4:15	7	7	14
4:30	9	3	12
4:45	12	7	19
5:00	9	2	11
5:15	5	6	11
5:30	4	7	11
5:45	6	5	11
6:00	5	4	9
6:15	9	5	14
6:30	9	5	14
6:45	12	4	16
7:00	8	3	11
7:15	12	1	13
7:30	8	3	11
7:45	6	2	8
8:00	7	4	11
8:15	8	5	13
8:30	5	2	7
8:45	3	1	4
9:00	1	1	2
9:15	1	0	1
9:30	3	1	4
9:45	1	1	2
10:00	1	2	3
10:15	1	0	1
10:30	2	0	2
10:45	0	0	0
11:00	1	0	1
11:15	0	0	0
11:30	3	2	5
11:45	0	1	1
Total	345	204	549
Percent	62.8%	37.2%	
Peak	3:00	2:00	2:00
Volume	50	39	87
Peak Factor	0.735	0.750	0.837

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Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/25/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	1	1	2
12:15	0	0	0
12:30	0	1	1
12:45	1	0	1
1:00	1	0	1
1:15	1	0	1
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	1	0	1
3:00	0	0	0
3:15	0	0	0
3:30	1	0	1
3:45	0	0	0
4:00	0	0	0
4:15	0	1	1
4:30	1	0	1
4:45	0	1	1
5:00	1	0	1
5:15	0	0	0
5:30	1	0	1
5:45	2	1	3
6:00	2	2	4
6:15	5	2	7
6:30	3	4	7
6:45	4	11	15
7:00	9	17	26
7:15	10	5	15
7:30	8	9	17
7:45	10	23	33
8:00	13	16	29
8:15	12	16	28
8:30	9	9	18
8:45	8	12	20
9:00	14	19	33
9:15	9	13	22
9:30	15	21	36
9:45	11	15	26
10:00	9	22	31
10:15	12	17	29
10:30	12	28	40
10:45	17	25	42
11:00	19	16	35
11:15	20	30	50
11:30	15	19	34
11:45	17	37	54
Total	274	393	667
Percent	41.1%	58.9%	
Peak	10:45	11:00	11:00
Volume	71	102	173
Peak Factor	0.888	0.689	0.801

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Location 1: SE Green Street
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Location 3:
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Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/25/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	21	14	35
12:15	17	22	39
12:30	15	17	32
12:45	19	39	58
1:00	25	31	56
1:15	22	22	44
1:30	16	28	44
1:45	15	22	37
2:00	17	22	39
2:15	30	18	48
2:30	14	22	36
2:45	22	16	38
3:00	12	24	36
3:15	15	16	31
3:30	11	30	41
3:45	18	23	41
4:00	20	11	31
4:15	26	28	54
4:30	21	28	49
4:45	16	19	35
5:00	37	25	62
5:15	11	11	22
5:30	16	19	35
5:45	14	12	26
6:00	20	6	26
6:15	15	10	25
6:30	16	2	18
6:45	8	4	12
7:00	10	1	11
7:15	10	4	14
7:30	12	3	15
7:45	8	2	10
8:00	4	1	5
8:15	7	2	9
8:30	5	2	7
8:45	8	5	13
9:00	3	0	3
9:15	5	3	8
9:30	2	0	2
9:45	5	1	6
10:00	3	2	5
10:15	1	1	2
10:30	1	0	1
10:45	0	1	1
11:00	1	0	1
11:15	1	0	1
11:30	1	0	1
11:45	0	0	0
Total	596	569	1165
Percent	51.2%	48.8%	
Peak	4:15	12:45	12:45
Volume	100	120	202
Peak Factor	0.676	0.769	0.871

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Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/26/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	1	0	1
12:15	0	2	2
12:30	0	0	0
12:45	1	0	1
1:00	1	0	1
1:15	0	0	0
1:30	2	0	2
1:45	1	0	1
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	2	0	2
4:30	0	0	0
4:45	0	3	3
5:00	0	0	0
5:15	1	0	1
5:30	1	0	1
5:45	4	1	5
6:00	2	3	5
6:15	4	3	7
6:30	1	4	5
6:45	3	16	19
7:00	10	23	33
7:15	19	11	30
7:30	10	12	22
7:45	17	24	41
8:00	15	14	29
8:15	24	17	41
8:30	2	25	27
8:45	11	18	29
9:00	11	17	28
9:15	17	10	27
9:30	10	18	28
9:45	9	17	26
10:00	8	25	33
10:15	12	22	34
10:30	15	15	30
10:45	17	15	32
11:00	17	21	38
11:15	17	17	34
11:30	17	21	38
11:45	19	31	50
Total	301	405	706
Percent	42.6%	57.4%	
Peak	11:00	11:00	11:00
Volume	70	90	160
Peak Factor	0.921	0.726	0.800

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Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/26/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	19	15	34
12:15	17	26	43
12:30	23	20	43
12:45	18	28	46
1:00	17	26	43
1:15	25	20	45
1:30	19	26	45
1:45	16	27	43
2:00	22	28	50
2:15	27	19	46
2:30	22	25	47
2:45	15	22	37
3:00	20	24	44
3:15	12	35	47
3:30	22	30	52
3:45	16	19	35
4:00	23	22	45
4:15	22	27	49
4:30	20	29	49
4:45	20	26	46
5:00	43	24	67
5:15	26	9	35
5:30	39	12	51
5:45	19	8	27
6:00	30	17	47
6:15	23	18	41
6:30	14	14	28
6:45	11	14	25
7:00	12	15	27
7:15	11	6	17
7:30	10	6	16
7:45	6	6	12
8:00	14	2	16
8:15	5	2	7
8:30	11	6	17
8:45	5	3	8
9:00	8	0	8
9:15	5	1	6
9:30	3	0	3
9:45	7	1	8
10:00	1	4	5
10:15	2	0	2
10:30	0	0	0
10:45	1	0	1
11:00	2	0	2
11:15	0	0	0
11:30	0	1	1
11:45	0	0	0
Total	703	663	1366
Percent	51.5%	48.5%	
Peak	4:45	2:45	4:15
Volume	128	111	211
Peak Factor	0.744	0.793	0.787

City of Lee's Summit, Missouri
Department of Public Works
220 SE Green street
Lee's Summit, Missouri 64063

(816-969-1800 (office)
(816) 969-1809 (fax)

Site Code: Gr2n102021
Station ID: 19934
Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/27/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	1	1	2
12:15	1	1	2
12:30	0	0	0
12:45	1	4	5
1:00	1	2	3
1:15	0	0	0
1:30	1	0	1
1:45	1	0	1
2:00	4	1	5
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	2	0	2
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0
4:00	0	1	1
4:15	0	0	0
4:30	0	0	0
4:45	0	4	4
5:00	2	2	4
5:15	1	0	1
5:30	0	0	0
5:45	3	2	5
6:00	2	2	4
6:15	2	4	6
6:30	2	4	6
6:45	5	10	15
7:00	14	15	29
7:15	9	12	21
7:30	10	11	21
7:45	10	24	34
8:00	24	19	43
8:15	11	12	23
8:30	9	13	22
8:45	12	13	25
9:00	13	21	34
9:15	17	14	31
9:30	5	16	21
9:45	16	25	41
10:00	12	17	29
10:15	12	18	30
10:30	12	16	28
10:45	10	20	30
11:00	14	19	33
11:15	14	27	41
11:30	19	30	49
11:45	21	24	45
Total	294	404	698
Percent	42.1%	57.9%	
Peak	11:00	11:00	11:00
Volume	68	100	168
Peak Factor	0.810	0.833	0.857

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Station ID: 19934
Location 1: SE Green Street
Location 2: south of SE 2nd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/27/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	20	19	39
12:15	18	26	44
12:30	12	17	29
12:45	15	35	50
1:00	18	39	57
1:15	22	20	42
1:30	15	31	46
1:45	14	22	36
2:00	13	26	39
2:15	27	17	44
2:30	16	18	34
2:45	11	20	31
3:00	20	22	42
3:15	24	18	42
3:30	22	31	53
3:45	12	23	35
4:00	18	27	45
4:15	21	20	41
4:30	33	31	64
4:45	22	31	53
5:00	38	20	58
5:15	31	16	47
5:30	20	17	37
5:45	12	16	28
6:00	19	9	28
6:15	19	12	31
6:30	14	10	24
6:45	18	9	27
7:00	19	5	24
7:15	8	6	14
7:30	6	7	13
7:45	20	4	24
8:00	7	1	8
8:15	8	5	13
8:30	7	0	7
8:45	6	3	9
9:00	16	0	16
9:15	1	3	4
9:30	5	0	5
9:45	4	2	6
10:00	7	2	9
10:15	8	0	8
10:30	0	0	0
10:45	0	1	1
11:00	3	1	4
11:15	0	2	2
11:30	1	1	2
11:45	0	0	0
Total	670	645	1315
Percent	51.0%	49.0%	
Peak	4:30	12:45	4:30
Volume	124	125	222
Peak Factor	0.816	0.801	0.867

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Location 1: SE Green Street
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Location 3:
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Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Grand Total	5996	6018		12014
Percent	49.9%	50.1%		
AADT		ADT: 1,716	AADT: 1,716	

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(816-969-1800 (office)
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Site Code: Gr3r102021
Station ID: 19934
Location 1: SE Green Street
Location 2: north of SE 3rd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/21/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	2	3	5
12:15	1	0	1
12:30	0	1	1
12:45	0	0	0
1:00	0	1	1
1:15	0	2	2
1:30	0	1	1
1:45	1	2	3
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	1	1
4:00	1	0	1
4:15	0	0	0
4:30	0	0	0
4:45	4	0	4
5:00	0	0	0
5:15	0	1	1
5:30	0	0	0
5:45	0	3	3
6:00	4	5	9
6:15	2	6	8
6:30	2	4	6
6:45	4	8	12
7:00	11	9	20
7:15	11	16	27
7:30	7	7	14
7:45	7	15	22
8:00	10	19	29
8:15	14	17	31
8:30	13	13	26
8:45	14	9	23
9:00	23	19	42
9:15	15	15	30
9:30	21	6	27
9:45	21	10	31
10:00	18	5	23
10:15	8	9	17
10:30	14	14	28
10:45	16	10	26
11:00	22	16	38
11:15	15	13	28
11:30	17	14	31
11:45	23	22	45
Total	321	296	617
Percent	52.0%	48.0%	
Peak	9:00	11:00	11:00
Volume	80	65	142
Peak Factor	0.870	0.739	0.789

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Station ID: 19934
Location 1: SE Green Street
Location 2: north of SE 3rd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/21/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	23	16	39
12:15	27	11	38
12:30	24	23	47
12:45	17	16	33
1:00	16	16	32
1:15	21	14	35
1:30	18	16	34
1:45	21	17	38
2:00	25	18	43
2:15	24	26	50
2:30	21	17	38
2:45	20	19	39
3:00	27	18	45
3:15	31	13	44
3:30	31	18	49
3:45	23	16	39
4:00	33	16	49
4:15	14	20	34
4:30	27	14	41
4:45	25	19	44
5:00	40	11	51
5:15	28	21	49
5:30	18	24	42
5:45	10	18	28
6:00	18	23	41
6:15	14	11	25
6:30	10	19	29
6:45	9	16	25
7:00	12	19	31
7:15	10	9	19
7:30	5	9	14
7:45	6	12	18
8:00	5	10	15
8:15	7	9	16
8:30	8	8	16
8:45	8	11	19
9:00	5	7	12
9:15	5	8	13
9:30	2	11	13
9:45	1	6	7
10:00	1	2	3
10:15	2	5	7
10:30	3	1	4
10:45	2	0	2
11:00	0	1	1
11:15	0	2	2
11:30	0	3	3
11:45	1	3	4
Total	698	622	1320
Percent	52.9%	47.1%	
Peak	4:30	5:15	4:45
Volume	120	86	186
Peak Factor	0.750	0.896	0.912

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Location 1: SE Green Street
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Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/22/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	0	4	4
12:15	0	1	1
12:30	1	2	3
12:45	1	1	2
1:00	0	3	3
1:15	0	2	2
1:30	1	1	2
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	0	0
3:45	0	1	1
4:00	0	0	0
4:15	2	1	3
4:30	2	1	3
4:45	3	1	4
5:00	0	1	1
5:15	0	0	0
5:30	0	0	0
5:45	1	3	4
6:00	1	3	4
6:15	1	5	6
6:30	1	5	6
6:45	6	13	19
7:00	6	7	13
7:15	6	12	18
7:30	6	7	13
7:45	7	15	22
8:00	10	9	19
8:15	16	14	30
8:30	10	14	24
8:45	8	14	22
9:00	16	20	36
9:15	23	13	36
9:30	23	11	34
9:45	19	14	33
10:00	21	12	33
10:15	27	11	38
10:30	29	11	40
10:45	21	17	38
11:00	23	9	32
11:15	19	20	39
11:30	22	24	46
11:45	23	20	43
Total	355	323	678
Percent	52.4%	47.6%	
Peak	10:15	11:00	11:00
Volume	100	73	160
Peak Factor	0.862	0.760	0.870

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Location 3:
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Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/22/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	26	17	43
12:15	22	24	46
12:30	22	17	39
12:45	30	23	53
1:00	32	21	53
1:15	18	19	37
1:30	21	22	43
1:45	18	21	39
2:00	19	16	35
2:15	30	26	56
2:30	14	22	36
2:45	19	15	34
3:00	25	15	40
3:15	24	19	43
3:30	31	13	44
3:45	25	26	51
4:00	23	22	45
4:15	32	8	40
4:30	28	18	46
4:45	33	18	51
5:00	31	20	51
5:15	15	22	37
5:30	8	25	33
5:45	10	14	24
6:00	18	23	41
6:15	4	18	22
6:30	11	18	29
6:45	19	16	35
7:00	7	19	26
7:15	9	12	21
7:30	8	8	16
7:45	8	14	22
8:00	8	18	26
8:15	6	11	17
8:30	9	9	18
8:45	9	10	19
9:00	7	9	16
9:15	6	2	8
9:30	4	18	22
9:45	2	7	9
10:00	5	11	16
10:15	3	9	12
10:30	3	9	12
10:45	1	7	8
11:00	1	6	7
11:15	4	3	7
11:30	6	2	8
11:45	2	5	7
Total	716	727	1443
Percent	49.6%	50.4%	
Peak	4:15	12:15	12:15
Volume	124	85	191
Peak Factor	0.939	0.885	0.901

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Location 1: SE Green Street
Location 2: north of SE 3rd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/23/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	1	5	6
12:15	4	4	8
12:30	0	4	4
12:45	2	4	6
1:00	1	0	1
1:15	0	4	4
1:30	1	0	1
1:45	1	3	4
2:00	1	2	3
2:15	0	2	2
2:30	0	0	0
2:45	0	0	0
3:00	1	0	1
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	1	0	1
5:00	1	0	1
5:15	0	0	0
5:30	0	1	1
5:45	0	2	2
6:00	5	1	6
6:15	1	0	1
6:30	2	1	3
6:45	1	3	4
7:00	1	0	1
7:15	2	2	4
7:30	2	5	7
7:45	3	4	7
8:00	3	3	6
8:15	3	3	6
8:30	5	10	15
8:45	5	12	17
9:00	12	5	17
9:15	13	18	31
9:30	4	4	8
9:45	1	5	6
10:00	9	16	25
10:15	11	19	30
10:30	9	22	31
10:45	18	21	39
11:00	17	13	30
11:15	7	18	25
11:30	15	19	34
11:45	18	21	39
Total	181	256	437
Percent	41.4%	58.6%	
Peak	10:45	10:00	10:15
Volume	57	78	130
Peak Factor	0.792	0.886	0.833

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Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/23/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	16	13	29
12:15	8	17	25
12:30	17	19	36
12:45	9	9	18
1:00	12	13	25
1:15	16	14	30
1:30	10	15	25
1:45	7	15	22
2:00	10	14	24
2:15	8	13	21
2:30	7	13	20
2:45	11	15	26
3:00	8	18	26
3:15	9	10	19
3:30	7	13	20
3:45	12	17	29
4:00	11	8	19
4:15	11	12	23
4:30	8	12	20
4:45	6	15	21
5:00	14	18	32
5:15	12	12	24
5:30	11	15	26
5:45	11	15	26
6:00	19	18	37
6:15	15	16	31
6:30	6	14	20
6:45	5	12	17
7:00	10	11	21
7:15	2	14	16
7:30	10	12	22
7:45	8	5	13
8:00	1	15	16
8:15	9	13	22
8:30	1	3	4
8:45	5	7	12
9:00	5	8	13
9:15	2	5	7
9:30	7	5	12
9:45	6	5	11
10:00	3	4	7
10:15	1	4	5
10:30	2	7	9
10:45	3	5	8
11:00	3	5	8
11:15	3	11	14
11:30	5	7	12
11:45	2	8	10
Total	384	549	933
Percent	41.2%	58.8%	
Peak	5:30	5:30	5:30
Volume	56	64	120
Peak Factor	0.737	0.889	0.811

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Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/24/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	2	0	2
12:15	0	5	5
12:30	3	3	6
12:45	2	3	5
1:00	3	0	3
1:15	2	1	3
1:30	0	3	3
1:45	0	1	1
2:00	0	0	0
2:15	1	2	3
2:30	1	1	2
2:45	0	0	0
3:00	1	0	1
3:15	0	0	0
3:30	1	0	1
3:45	0	0	0
4:00	0	1	1
4:15	0	0	0
4:30	1	0	1
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	1	1
5:45	0	0	0
6:00	1	0	1
6:15	0	0	0
6:30	1	0	1
6:45	0	0	0
7:00	0	2	2
7:15	0	2	2
7:30	0	1	1
7:45	4	3	7
8:00	0	0	0
8:15	2	2	4
8:30	2	2	4
8:45	2	5	7
9:00	3	3	6
9:15	6	5	11
9:30	5	7	12
9:45	9	14	23
10:00	10	7	17
10:15	6	10	16
10:30	16	7	23
10:45	12	13	25
11:00	9	13	22
11:15	4	7	11
11:30	15	12	27
11:45	7	10	17
Total	131	146	277
Percent	47.3%	52.7%	
Peak	10:00	10:45	10:15
Volume	44	45	86
Peak Factor	0.688	0.865	0.860

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Comment 1:
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Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/24/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	7	9	16
12:15	12	13	25
12:30	8	12	20
12:45	4	12	16
1:00	13	11	24
1:15	3	10	13
1:30	6	11	17
1:45	7	7	14
2:00	17	16	33
2:15	7	10	17
2:30	12	13	25
2:45	9	7	16
3:00	7	14	21
3:15	9	9	18
3:30	4	17	21
3:45	5	9	14
4:00	6	11	17
4:15	6	7	13
4:30	5	9	14
4:45	8	13	21
5:00	2	8	10
5:15	5	6	11
5:30	9	6	15
5:45	4	8	12
6:00	5	9	14
6:15	2	13	15
6:30	8	8	16
6:45	6	10	16
7:00	3	8	11
7:15	1	14	15
7:30	5	11	16
7:45	3	6	9
8:00	6	7	13
8:15	5	5	10
8:30	3	5	8
8:45	1	3	4
9:00	1	1	2
9:15	0	1	1
9:30	1	2	3
9:45	1	1	2
10:00	2	2	4
10:15	1	5	6
10:30	1	2	3
10:45	0	0	0
11:00	0	1	1
11:15	0	1	1
11:30	1	2	3
11:45	1	0	1
Total	232	365	597
Percent	38.9%	61.1%	
Peak	2:00	3:00	2:00
Volume	45	49	91
Peak Factor	0.662	0.721	0.689

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Station ID: 19934
Location 1: SE Green Street
Location 2: north of SE 3rd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/25/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	0	1	1
12:15	0	0	0
12:30	0	0	0
12:45	0	1	1
1:00	0	1	1
1:15	0	1	1
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	1	1
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	0	1
4:45	0	0	0
5:00	2	2	4
5:15	1	0	1
5:30	0	1	1
5:45	0	4	4
6:00	1	1	2
6:15	0	6	6
6:30	1	5	6
6:45	4	9	13
7:00	15	14	29
7:15	3	9	12
7:30	3	15	18
7:45	8	18	26
8:00	15	15	30
8:15	18	13	31
8:30	5	13	18
8:45	10	12	22
9:00	16	12	28
9:15	13	8	21
9:30	17	14	31
9:45	11	13	24
10:00	24	11	35
10:15	16	14	30
10:30	26	12	38
10:45	24	18	42
11:00	18	17	35
11:15	31	18	49
11:30	18	18	36
11:45	37	18	55
Total	338	316	654
Percent	51.7%	48.3%	
Peak	11:00	10:45	11:00
Volume	104	71	175
Peak Factor	0.703	0.986	0.795

City of Lee's Summit, Missouri
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Site Code: Gr3r102021
Station ID: 19934
Location 1: SE Green Street
Location 2: north of SE 3rd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/25/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	19	13	32
12:15	24	16	40
12:30	17	20	37
12:45	29	17	46
1:00	26	27	53
1:15	20	20	40
1:30	26	17	43
1:45	21	18	39
2:00	14	19	33
2:15	22	32	54
2:30	17	13	30
2:45	15	21	36
3:00	25	10	35
3:15	21	15	36
3:30	33	13	46
3:45	23	14	37
4:00	12	13	25
4:15	27	24	51
4:30	25	18	43
4:45	21	12	33
5:00	30	25	55
5:15	15	10	25
5:30	22	16	38
5:45	11	16	27
6:00	11	20	31
6:15	8	15	23
6:30	4	16	20
6:45	6	5	11
7:00	4	7	11
7:15	5	8	13
7:30	5	10	15
7:45	3	8	11
8:00	3	4	7
8:15	3	6	9
8:30	3	4	7
8:45	6	9	15
9:00	0	3	3
9:15	3	5	8
9:30	0	2	2
9:45	1	5	6
10:00	1	2	3
10:15	1	1	2
10:30	0	1	1
10:45	1	0	1
11:00	1	2	3
11:15	0	1	1
11:30	0	0	0
11:45	0	0	0
Total	584	553	1137
Percent	51.4%	48.6%	
Peak	4:15	1:30	12:45
Volume	103	86	182
Peak Factor	0.858	0.672	0.858

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Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/26/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	0	1	1
12:15	1	0	1
12:30	0	0	0
12:45	0	1	1
1:00	0	1	1
1:15	0	0	0
1:30	0	2	2
1:45	0	1	1
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	2	2
4:30	0	0	0
4:45	3	0	3
5:00	0	0	0
5:15	0	1	1
5:30	0	1	1
5:45	0	6	6
6:00	2	2	4
6:15	2	4	6
6:30	2	5	7
6:45	5	12	17
7:00	20	15	35
7:15	8	14	22
7:30	7	14	21
7:45	11	23	34
8:00	6	21	27
8:15	16	22	38
8:30	16	7	23
8:45	10	15	25
9:00	18	13	31
9:15	8	12	20
9:30	15	12	27
9:45	17	8	25
10:00	25	7	32
10:15	17	12	29
10:30	16	18	34
10:45	13	18	31
11:00	20	17	37
11:15	21	17	38
11:30	23	12	35
11:45	35	20	55
Total	337	336	673
Percent	50.1%	49.9%	
Peak	11:00	7:30	11:00
Volume	99	80	165
Peak Factor	0.707	0.870	0.750

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Station ID: 19934
Location 1: SE Green Street
Location 2: north of SE 3rd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/26/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	21	12	33
12:15	28	15	43
12:30	17	19	36
12:45	23	23	46
1:00	17	20	37
1:15	25	19	44
1:30	24	21	45
1:45	24	18	42
2:00	25	19	44
2:15	23	28	51
2:30	24	22	46
2:45	20	16	36
3:00	27	18	45
3:15	33	18	51
3:30	36	19	55
3:45	23	18	41
4:00	23	18	41
4:15	28	17	45
4:30	28	12	40
4:45	27	18	45
5:00	30	25	55
5:15	21	31	52
5:30	16	40	56
5:45	10	22	32
6:00	21	33	54
6:15	18	23	41
6:30	13	18	31
6:45	17	10	27
7:00	22	16	38
7:15	7	10	17
7:30	7	8	15
7:45	6	5	11
8:00	2	13	15
8:15	2	5	7
8:30	7	11	18
8:45	5	5	10
9:00	3	9	12
9:15	3	4	7
9:30	0	3	3
9:45	1	8	9
10:00	4	1	5
10:15	0	2	2
10:30	0	0	0
10:45	0	1	1
11:00	0	2	2
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
Total	711	675	1386
Percent	51.3%	48.7%	
Peak	3:00	5:15	4:45
Volume	119	126	208
Peak Factor	0.826	0.788	0.929

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Station ID: 19934
Location 1: SE Green Street
Location 2: north of SE 3rd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/27/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 AM	0	2	2
12:15	0	1	1
12:30	1	2	3
12:45	2	2	4
1:00	0	1	1
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	1	1
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	2	2
3:15	0	1	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	3	0	3
5:00	1	2	3
5:15	1	0	1
5:30	0	0	0
5:45	0	4	4
6:00	1	3	4
6:15	3	2	5
6:30	2	3	5
6:45	2	12	14
7:00	9	15	24
7:15	11	8	19
7:30	5	13	18
7:45	9	14	23
8:00	9	22	31
8:15	13	17	30
8:30	10	12	22
8:45	12	17	29
9:00	18	16	34
9:15	20	10	30
9:30	12	7	19
9:45	19	13	32
10:00	23	17	40
10:15	19	12	31
10:30	18	17	35
10:45	15	9	24
11:00	17	11	28
11:15	27	16	43
11:30	28	22	50
11:45	23	19	42
Total	333	325	658
Percent	50.6%	49.4%	
Peak	11:00	8:00	11:00
Volume	95	68	163
Peak Factor	0.848	0.773	0.815

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Location 1: SE Green Street
Location 2: north of SE 3rd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

10/27/2021 Time	NB, None Specified	SB, None Specified	Total
12:00 PM	21	13	34
12:15	27	15	42
12:30	16	13	29
12:45	32	13	45
1:00	33	17	50
1:15	16	22	38
1:30	31	16	47
1:45	27	18	45
2:00	21	14	35
2:15	18	22	40
2:30	20	16	36
2:45	16	13	29
3:00	18	21	39
3:15	18	24	42
3:30	33	20	53
3:45	26	9	35
4:00	29	12	41
4:15	25	24	49
4:30	33	35	68
4:45	34	25	59
5:00	31	29	60
5:15	20	30	50
5:30	18	19	37
5:45	15	19	34
6:00	13	17	30
6:15	17	18	35
6:30	15	17	32
6:45	7	16	23
7:00	10	19	29
7:15	4	7	11
7:30	9	6	15
7:45	9	11	20
8:00	2	6	8
8:15	7	7	14
8:30	1	5	6
8:45	3	7	10
9:00	1	14	15
9:15	2	1	3
9:30	0	5	5
9:45	2	3	5
10:00	2	5	7
10:15	0	8	8
10:30	0	0	0
10:45	0	0	0
11:00	3	3	6
11:15	3	0	3
11:30	1	1	2
11:45	0	0	0
Total	689	635	1324
Percent	52.0%	48.0%	
Peak	4:15	4:30	4:30
Volume	123	119	237
Peak Factor	0.904	0.850	0.871

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Station ID: 19934
Location 1: SE Green Street
Location 2: north of SE 3rd Street
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Grand Total	6010	6124		12134
Percent	49.5%	50.5%		
AADT		ADT: 1,733	AADT: 1,733	

Signal Timing Data

PHASE DATA

Vehicle Times

Phase Number	1	2	3	4	5	6	7	8
Direction								
Minimum green	0	8	0	8	0	8	0	8
Passage (1/10 sec)	10	35	10	30	10	35	10	30
Maximum 1	10	35	10	35	10	35	10	35
Maximum 2	30	50	30	40	30	50	30	40
Yellow Change (1/10 sec)	30	30	30	30	30	30	30	30
Red Clearance (1/10 sec)	30	25	30	32	30	25	30	32

Density Times

Phase Number	1	2	3	4	5	6	7	8
Added Initial (1/10 sec)	0	0	0	0	0	0	0	0
Maximum Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	8	0	0	0	8	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	8	0	0	0	8	0	0
Minimum Gap (1/10 sec)	0	10	0	0	0	10	0	0

Pedestrian Times

Phase Number	1	2	3	4	5	6	7	8
Walk	0	7	0	7	0	7	0	7
Pedestrian Clear	0	19	0	15	0	21	0	14
Flash Walk	Steady	Steady	Steady	Steady	Steady	Steady	Steady	Steady
Extended Pedestrian Clear	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green

Other Phase Data

Phase Number	1	2	3	4	5	6	7	8
Enabled Phases	ON	ON	ON	ON	ON	ON	ON	ON
Auto Flash Entry	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Flash Exit	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non-Act 1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non-Act 2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Locking Memory	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Min Veh Recall	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
Max Veh Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ped Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Soft Veh Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Dual Entry	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Simul Gap Dis	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Actuated Rest in Walk	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Cond Service	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Added Init	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Pedestrian Recall Type	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF
Recall Delay	0	0	0	0	0	0	0	0

Special Sequence

Phase Number	1	2	3	4	5	6	7	8
Phase Omit	0	0	0	0	0	0	0	0
Minus Yellow	0	0	0	0	0	0	0	0
Omit Call	0	0	0	0	0	0	0	0

PHASE DATA

Vehicle Detectors

Timing Data

Detector	1	2	3	4	5	6	7	8
Extend (1/10 sec)	0	0	0	0	0	0	0	0
Delay (1/10 sec)	0	0	0	0	0	0	0	0
Queueue Limit	0	0	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255	255	255
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Extend (1/10 sec)	0	0	0	0	0	0	0	0
Delay (1/10 sec)	0	0	0	0	0	0	0	0
Queueue Limit	0	0	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255	255	255

Vehicle Detectors

Control Data

Detector	1	2	3	4	5	6	7	8
Call Phase	1	2	3	4	5	6	7	8
Mode	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector
Switch Phase	0	0	8	0	0	0	4	0
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Call Phase	0	0	0	0	0	0	0	0
Mode	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector
Switch Phase	0	0	0	0	0	0	0	0

Vehicle Detectors

Config Data

Detector	1	2	3	4	5	6	7	8
Volume Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Occupancy Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Yellow Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Red Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Passage	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Queue	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Call	ON	ON	ON	ON	ON	ON	ON	ON
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Volume Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Occupancy Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Yellow Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Red Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Passage	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON
Queue	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Call	ON	ON	ON	ON	ON	ON	ON	ON

Ped Detectors

Detector	1	2	3	4	5	6	7	8
Extend (sec)	0	0	0	0	0	0	0	0
Delay (sec)	0	0	0	0	0	0	0	0
Mode	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector
Switch Phase	0	0	0	0	0	0	0	0

Misc Ped Options

Phase Number	1	2	3	4	5	6	7	8
Walk Offset time	0	0	0	0	0	0	0	0
Walk Offset Mode	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk

UNIT DATA

Startup and Misc

Start Up Time	900
Startup State	Flash
Red Revert (1/10)	40
Auto Pedestrian Clear	Disable
Stop time reset	No
Unit Alt Sequence	0

Automatic Flash

Test A = Flash	No							
Channel	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

(See Per-Phase Options for Entry and Exit Phases)

Ring Structure

Phase Number	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Ring	1	1	1	1	2	2	2	2
Concurrency	5, 6	5, 6	7, 8	7, 8	1, 2	1, 2	3, 4	3, 4
Sequence Ring Number	**1**	**2**	**3**	**4**				
Global Ring Sequence	1, 2, 3, 4	5, 6, 7, 8						

OVERLAP TABLE

Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**
Included Phases								
Trail Green	0	0	0	0	0	0	0	0
Trail Yellow / 10	30	30	30	30	30	30	30	30
Trail Red / 10	0	0	0	0	0	0	0	0
-G/Y Modifier Phases								
+GRN Modifier Phases	0	0	0	0	0	0	0	0

(For Channel Assignments, see Channel Config below)

SEQUENCE TABLE

Ring Number	**1**	**2**	**3**	**4**
Global Ring Sequence	1, 2, 3, 4	5, 6, 7, 8		
Sequence 2 (Alt Seq 1)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 3 (Alt Seq 2)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 4 (Alt Seq 3)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 5 (Alt Seq 4)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 6 (Alt Seq 5)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 7 (Alt Seq 6)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 8 (Alt Seq 7)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 9 (Alt Seq 8)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 10 (Alt Seq 9)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 11 (Alt Seq 10)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 12 (Alt Seq 11)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 13 (Alt Seq 12)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 14 (Alt Seq 13)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 15 (Alt Seq 14)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 16 (Alt Seq 15)	1, 2, 3, 4	5, 6, 7, 8		

UNIT DATA

PORT1 TABLE

Port1 Address	0	1	2	3	4	5	6	7
	T&F BIU #1 TS2	T&F BIU #2 TS2	T&F BIU #3 TS2	T&F BIU #4 TS2	T&F BIU #5 RESERVED	T&F BIU #6 RESERVED	T&F BIU #7 MFG USE	T&F BIU #8 MFG USE
Device Present								
Frame40 Enable								
Port1 Address	8	9	10	11	12	13	14	15
	DET BIU #1 TS2	DET BIU #2 TS2	DET BIU #3 TS2	DET BIU #4 TS2	DET BIU #5 TS2 RESERVED	DET BIU #6 RESERVED	DET BIU #7 MFG USE	DETBIU #8 MFG USE
Device Present								
Frame40 Enable								
Port1 Address	16	17	18					
	MALFUNCTION UNIT	DIAGNOSTIC (MSG 30)	CONTROLLER UNIT					
Device Present								
Frame40 Enable								

I/O Miscellaneous

RING	1	2	3	4
Input Response	1	2	0	0
Output Select	1	2	0	0
I/O MODES	INPUT		OUTPUT	
ABC' Conn:	NEMA TS 1 compatible (0)		NEMA TS 1 compatible (0)	
D' Conn:	Input Mode 0		Output Mode 0	

Channel Config

Channel	1	2	3	4	5	6	7	8
Control Source	1	2	3	4	5	6	7	8
Control Type	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle
Channel	9	10	11	12	13	14	15	16
Control Source	2	4	6	8	1	2	3	4
Control Type	phasePedestrian	phasePedestrian	phasePedestrian	phasePedestrian	overlap	overlap	overlap	overlap
Channel	17	18	19	20	21	22	23	24
Control Source	1	3	5	7	0	0	0	0
Control Type	phasePedestrian	phasePedestrian	phasePedestrian	phasePedestrian	other	other	other	other

Signal Driver Output

HDWE Output Pin	PH 1 Red/Yel/Grn	PH 2 Red/Yel/Grn	PH 3 Red/Yel/Grn	PH 4 Red/Yel/Grn	PH 5 Red/Yel/Grn	PH 6 Red/Yel/Grn	PH 7 Red/Yel/Grn	PH 8 Red/Yel/Grn
Channel	Phase 1 Veh (1)	Phase 2 Veh (2)	Phase 3 Veh (3)	Phase 4 Veh (4)	Phase 5 Veh (5)	Phase 6 Veh (6)	Phase 7 Veh (7)	Phase 8 Veh (8)
HDWE Output Pin	PH 1 DW/PC/WK (9)	PH 2 DW/PC/WK (10)	PH 3 DW/PC/WK (11)	PH 4 DW/PC/WK (12)	PH 5 DW/PC/WK (13)	PH 6 DW/PC/WK (14)	PH 7 DW/PC/WK (15)	PH 8 DW/PC/WK (16)
Channel	Phase 1 Ped (17)	Phase 2 Ped (9)	Phase 3 Ped (18)	Phase 4 Ped (10)	Phase 5 Ped (19)	Phase 6 Ped (11)	Phase 7 Ped (20)	Phase 8 Ped (12)
HDWE Output Pin	OL A Red/Yel/Grn (17)	OL B Red/Yel/Grn (18)	OL C Red/Yel/Grn (19)	OL D Red/Yel/Grn (20)	PH 1 ON/Nxt/Chk (21)	PH 2 ON/Nxt/Chk (22)	PH 3 ON/Nxt/Chk (23)	PH 4 ON/Nxt/Chk (24)
Channel	OL A Veh (13)	OL B Veh (14)	OL C Veh (15)	OL D Veh (16)	.....(0	.....(0	.....(0	.....(0
HDWE Output Pin	PH 5 ON/Nxt/Chk (25)	PH 6 ON/Nxt/Chk (26)	PH 7 ON/Nxt/Chk (27)	PH 8 ON/Nxt/Chk (28)				
Channel	.....(0	.....(0	.....(0	.....(0				

COORD DATA

Coord Options

Operational Mode	254
Coord Mode	PRM Permissive
Maximum Mode	MaxInhibit
Correction Mode	Shortway
Proprietary Correction Mode	SWY
Offset Mode	BEG Begin of 1st CP green
Force Mode	Floating(plan)
Max Dwell	10
Yield Period	20

Time Base Coord Options

Standard Time Zone Diif	-21600
Daylight Saving	Other
Cycle Zero Reference Point	0

Level 1 Coord Data

Dial/Split/Offset(NTCIP)	**1/1/1 (1)**	**1/1/2 (2)**	**1/1/3 (3)**	**1/2/1 (4)**	**1/2/2(5)**	**1/2/3 (6)**	**1/3/1 (7)**	**1/3/2 (8)**	**1/3/3 (9)**
Cycle Time	90	90	90	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Permissive	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**1/4/1 (10)**	**1/4/2 (11)**	**1/4/3 (12)**	**1/5/1 (13)**	**1/5/2 (14)**	**1/5/3 (15)**	**1/6/1 (16)**	**1/6/2 (17)**	**1/6/3 (18)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**2/1/1 (19)**	**2/1/2 (20)**	**2/1/3 (21)**	**2/2/1 (22)**	**2/2/2(23)**	**2/2/3 (24)**	**2/3/1 (25)**	**2/3/2 (26)**	**2/3/3 (27)**
Cycle Time	80	80	80	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**2/4/1 (28)**	**2/4/2 (29)**	**2/4/3 (30)**	**2/5/1 (31)**	**2/5/2 (32)**	**2/5/3 (33)**	**2/6/1 (34)**	**2/6/2 (35)**	**2/6/3 (36)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**3/1/1 (37)**	**3/1/2 (38)**	**3/1/3 (39)**	**3/2/1 (40)**	**3/2/2(41)**	**3/2/3 (42)**	**3/3/1 (43)**	**3/3/2 (44)**	**3/3/3 (45)**
Cycle Time	100	100	100	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0

COORD DATA

Level 1 Coord Data (cont.)

Dial/Split/Offset(NTCIP)	3/4/1 (46)	3/4/2 (47)	3/4/3 (48)	3/5/1 (49)	3/5/2 (50)	3/5/3 (51)	3/6/1 (52)	3/6/2 (53)	3/6/3 (54)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	4/1/1 (55)	4/1/2 (56)	4/1/3 (57)	4/2/1 (58)	4/2/2 (59)	4/2/3 (60)	4/3/1 (61)	4/3/2 (62)	4/3/3 (63)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	4/4/1 (64)	4/4/2 (65)	4/4/3 (66)	4/5/1 (67)	4/5/2 (68)	4/5/3 (69)	4/6/1 (70)	4/6/2 (71)	4/6/3 (72)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	5/1/1 (73)	5/1/2 (74)	5/1/3 (75)	5/2/1 (76)	5/2/2 (77)	5/2/3 (78)	5/3/1 (79)	5/3/2 (80)	5/3/3 (81)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	5/4/1 (82)	5/4/2 (83)	5/4/3 (84)	5/5/1 (85)	5/5/2 (86)	5/5/3 (87)	5/6/1 (88)	5/6/2 (89)	5/6/3 (90)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	6/1/1 (91)	6/1/2 (92)	6/1/3 (93)	6/2/1 (94)	6/2/2 (95)	6/2/3 (96)	6/3/1 (97)	6/3/2 (98)	6/3/3 (99)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	6/4/1 (100)	6/4/2 (101)	6/4/3 (102)	6/5/1 (103)	6/5/2 (104)	6/5/3 (105)	6/6/1 (106)	6/6/2 (107)	6/6/3 (108)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0

COORD DATA

Level 2 Coord Data

DIAL 1

Dial 1 Split 1								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	YES	NO	NO	NO	YES	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	23	30	19	18	19	35	18	18
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 2								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 3								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 4								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 5								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 6								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 2

Dial 2 Split 1								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	19	28	15	18	15	32	15	18
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 2								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 3								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 4								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 5								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 6								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

COORD DATA

Level 2 Coord Data

DIAL 3

Dial 3 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	YES	NO	NO	NO	YES	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	24	38	18	20	17	38	18	27
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 4

Dial 4 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

COORD DATA

Level 2 Coord Data

DIAL 5

Dial 5 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 6

Dial 6 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

TBC DATA

Schedules 1-32

Schedule #	1	2	3	4	5	6	7	8
Month	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	NONE
Day of Month	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	NONE
Day of Week	MO, TU, WE, TH, FR	SA	SU	WE	TH	FR	SA	NONE
Day Plan	1	2	3	4	5	6	7	0

Schedule #	9	10	11	12	13	14	15	16
Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0

Schedule #	17	18	19	20	21	22	23	24
Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0

Schedule #	25	26	27	28	29	30	31	32
Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0

TBC DATA

Day Plans 1- 8

Day Plan 1				Day Plan 2			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	1	254	01	0	1	254
02	7	0	5	02	8	0	1
03	10	30	1	03	10	0	9
04	15	0	9	04	19	30	1
05	19	0	1	05	21	30	254
06	20	30	254	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

Day Plan 3				Day Plan 4			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	1	254	01	0	0	0
02	8	0	1	02	0	0	0
03	10	0	9	03	0	0	0
04	18	30	1	04	0	0	0
05	20	30	254	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

Day Plan 5				Day Plan 6			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

Day Plan 7				Day Plan 8			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

TBC DATA

Day Plans 9-16

Day Plan 9				Day Plan 10			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 11				**Day Plan 12**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 13				**Day Plan 14**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 15				**Day Plan 16**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

TIME BASE ACTIONS

Action #	1	2	3	4	5	6	7	8
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**41**	**42**	**43**	**44**	**45**	**46**	**47**	**48**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**49**	**50**	**51**	**52**	**53**	**54**	**55**	**56**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**57**	**58**	**59**	**60**	**61**	**62**	**63**	**64**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	65	66	67	68	69	70	71	72
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**73**	**74**	**75**	**76**	**77**	**78**	**79**	**80**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**81**	**82**	**83**	**84**	**85**	**86**	**87**	**88**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**97**	**98**	**99**	**100**	**101**	**102**	**103**	**104**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**105**	**106**	**107**	**108**	**109**	**110**	**111**	**112**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**113**	**114**	**115**	**116**	**117**	**118**	**119**	**120**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**121**	**122**	**123**	**124**	**125**	**126**	**127**	**128**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	129	130	131	132	133	134	135	136
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**137**	**138**	**139**	**140**	**141**	**142**	**143**	**144**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**145**	**146**	**147**	**148**	**149**	**150**	**151**	**152**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**153**	**154**	**155**	**156**	**157**	**158**	**159**	**160**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**161**	**162**	**163**	**164**	**165**	**166**	**167**	**168**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**169**	**170**	**171**	**172**	**173**	**174**	**175**	**176**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**177**	**178**	**179**	**180**	**181**	**182**	**183**	**184**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**185**	**186**	**187**	**188**	**189**	**190**	**191**	**192**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	193	194	195	196	197	198	199	200
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**201**	**202**	**203**	**204**	**205**	**206**	**207**	**208**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**209**	**210**	**211**	**212**	**213**	**214**	**215**	**216**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**217**	**218**	**219**	**220**	**221**	**222**	**223**	**224**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**225**	**226**	**227**	**228**	**229**	**230**	**231**	**232**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**233**	**234**	**235**	**236**	**237**	**238**	**239**	**240**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**241**	**242**	**243**	**244**	**245**	**246**	**247**	**248**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**249**	**250**	**251**	**252**	**253**	**254**	**255**	**256**
Pattern Number	0	0	0	0	0	0	0	
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	

TBC DATA

Dimming

Channel	1	2	3	4	5	6	7	8
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	9	10	11	12	13	14	15	16
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel\	17	18	19	20	21	22	23	24
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Phase Function Map

Function Number	1	2	3	4	5	6	7	8
Function Name	PHS-01 MAX#2	PHS-02 MAX#2	PHS-03 MAX#2	PHS-04 MAX#2	PHS-05 MAX#2	PHS-06 MAX#2	PHS-07 MAX#2	PHS-08 MAX#2
Assigned to	P1	P2	P3	P4	P5	P6	P7	P8
Function Number	9	10	11	12	13	14	15	16
Function Name	PHS-09 MAX#2	PHS-10 MAX#2	PHS-11 MAX#2	PHS-12 MAX#2	PHS-13 MAX#2	PHS-14 MAX#2	PHS-15 MAX#2	PHS-16 MAX#2
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	17	18	19	20	21	22	23	24
Function Name	PHS-01 OMT	PHS-02 OMT	PHS-03 OMT	PHS-04 OMT	PHS-05 OMT	PHS-06 OMT	PHS-07 OMT	PHS-08 OMT
Assigned to	P9	P10	P11	P12	P13	P14	P15	P16
Function Number	25	26	27	28	29	30	31	32
Function Name	PHS-09 OMT	PHS-10 OMT	PHS-11 OMT	PHS-12 OMT	PHS-13 OMT	PHS-14 OMT	PHS-15 OMT	PHS-16 OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	33	34	35	36	37	38	39	40
Function Name	PHS-01 PED OMT	PHS-02 PED OMT	PHS-03 PED OMT	PHS-04 PED OMT	PHS-05 PED OMT	PHS-06 PED OMT	PHS-07 PED OMT	PHS-08 PED OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	41	42	43	44	45	46	47	48
Function Name	PHS-09 PED OMT	PHS-10 PED OMT	PHS-11 PED OMT	PHS-12 PED OMT	PHS-13 PED OMT	PHS-14 PED OMT	PHS-15 PED OMT	PHS-16 PED OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	49	50	51	52	53	54	55	56
Function Name	PHS-01 MAX REC	PHS-02 MAX REC	PHS-03 MAX REC	PHS-04 MAX REC	PHS-05 MAX REC	PHS-06 MAX REC	PHS-07 MAX REC	PHS-08 MAX REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	57	58	59	60	61	62	63	64
Function Name	PHS-09 MAX REC	PHS-10 MAX REC	PHS-11 MAX REC	PHS-12 MAX REC	PHS-13 MAX REC	PHS-14 MAX REC	PHS-15 MAX REC	PHS-16 MAX REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	65	66	67	68	69	70	71	72
Function Name	PHS-01 MIN REC	PHS-02 MIN REC	PHS-03 MIN REC	PHS-04 MIN REC	PHS-05 MIN REC	PHS-06 MIN REC	PHS-07 MIN REC	PHS-08 MIN REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	73	74	75	76	77	78	79	80
Function Name	PHS-09 MIN REC	PHS-10 MIN REC	PHS-11 MIN REC	PHS-12 MIN REC	PHS-13 MIN REC	PHS-14 MIN REC	PHS-15 MIN REC	PHS-16 MIN REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	81	82	83	84	85	86	87	88
Function Name	PHS-01 PED REC	PHS-02 PED REC	PHS-03 PED REC	PHS-04 PED REC	PHS-05 PED REC	PHS-06 PED REC	PHS-07 PED REC	PHS-08 PED REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Phase Function Map Continued

Function Number	89	90	91	92	93	94	95	96
Function Name	PHS-09 PED REC	PHS-10 PED REC	PHS-11 PED REC	PHS-12 PED REC	PHS-13 PED REC	PHS-14 PED REC	PHS-15 PED REC	PHS-16 PED REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	97	98	99	100	101	102	103	104
Function Name	DET-01 SW OMIT	DET-02 SW OMIT	DET-03 SW OMIT	DET-04 SW OMIT	DET-05 SW OMIT	DET-06 SW OMIT	DET-07 SW OMIT	DET-08 SW OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	105	106	107	108	109	110	111	112
Function Name	DET-09 SW OMIT	DET-10 SW OMIT	DET-11 SW OMIT	DET-12 SW OMIT	DET-13 SW OMIT	DET-14 SW OMIT	DET-15 SW OMIT	DET-16 SW OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	113	114	115	116	117	118	119	120
Function Name	DET-01 SW NOW	DET-02 SW NOW	DET-03 SW NOW	DET-04 SW NOW	DET-05 SW NOW	DET-06 SW NOW	DET-07 SW NOW	DET-08 SW NOW
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	121	122	123	124	125	126	127	128
Function Name	DET-09 SW NOW	DET-10 SW NOW	DET-11 SW NOW	DET-12 SW NOW	DET-13 SW NOW	DET-14 SW NOW	DET-15 SW NOW	DET-16 SW NOW
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	129	130	131	132	133	134	135	136
Function Name	DET-01 SW ALSO	DET-02 SW ALSO	DET-03 SW ALSO	DET-04 SW ALSO	DET-05 SW ALSO	DET-06 SW ALSO	DET-07 SW ALSO	DET-08 SW ALSO
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	137	138	139	140	141	142	143	144
Function Name	DET-09 SW ALSO	DET-10 SW ALSO	DET-11 SW ALSO	DET-12 SW ALSO	DET-13 SW ALSO	DET-14 SW ALSO	DET-15 SW ALSO	DET-16 SW ALSO
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	145	146	147	148	149	150	151	152
Function Name	OLAP A OMIT	OLAP B OMIT	OLAP C OMIT	OLAP D OMIT	OLAP E OMIT	OLAP F OMIT	OLAP G OMITO	OLAP H OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	153	154	155	156	157	158	159	160
Function Name	OLAP I OMIT	OLAP J OMIT	OLAP K OMIT	OLAP L OMIT	OLAP M OMIT	OLAP N OMIT	OLAP O OMITO	OLAP P OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Special Function Map

Function Name	Special Func 1	Special Func 2	Special Func 3	Special Func 4	Special Func 5	Special Func 6	Special Func 7	Special Func 8
Assigned to	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Function Name	Veh 33-48	Veh 49-64	SPC + PED	VEH 33-48	VEH 49-64	DYN MX5=SPC+PED	PROT/PERM OMITS	Phase 2 Sign Control
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Name	Phase 4 Sign Control	Phase 6 Sign Control	Phase 8 Sign Control	TX DIA - 4 Phase	TX DIA - 3 Phase	TX DIA - Separate	Que1/Lvl 1 Controls	Que1/Lvl 2 Controls
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Name	Que2/Lvl 1 Controls	Que2/Lvl 2 Controls	OLI-P FL G PHS	OLI-P FL R PHS	RESERVED	Coord Adaptive Split	PHS FUNC 1-8	PHS FUNC 9-16
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PREEMPT TABLE

All Preempts

Preempt	1	2	3	4	5	6		
Minimum Green	8	8	8	8	10	10		
Minimum Walk	0	0	0	0	10	10		
Control	NLM	NLM	NLM	NLM	NONE	NOPE1		
Preempt Option Key:	Non-Lock Mem	NLM	No Over Flash	NOF	No Over PE+1	NOPE1	Flash Dwell	FD

All Preempts

Preempt	1	2	3	4	5	6
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Extend	0	0	0	0	0	0
Minimum Duration	4	6	0	1	0	0
Maximum Presence	30	30	30	30	0	0
Lock Out	1	1	1	1	0	0
Exit Phase	4, 8	2, 6	2, 6	2, 6		
Exit Calls	NONE	NONE	NONE	NONE	NONE	NONE

Interval Times

Preempt	1	2	3	4	5	6
Enter Ped Clear	0	0	0	0	8	8
Enter Yellow Change	0	40	40	40	40	40
Enter Red Clear	0	20	20	20	20	20
Track Green	1	1	1	1	10	10
Track Ped Clear	0	0	0	0	8	8
Track Yellow Change	0	0	0	0	40	40
Track Red Clear	0	0	0	0	20	20
Dwell Green	6	10	6	8	10	10
Return Ped Clear	0	0	8	0	8	8
Return Yellow (1/10)	40	40	40	40	40	40
Return Red (1/10)	20	20	20	20	20	20

EPAC PREEMPT 1 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Green (1)	Red (0)	Red (0)	Red (0)	Red (0)	Green (1)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 1 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 1 OVERLAP STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Green (1)	Red (0)	Red (0)	Green (1)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

PREEMPT DATA

EPAC PREEMPT 3 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Green (1)	Red (0)	Red (0)	Red (0)	Red (0)	Green (1)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 3 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dark (3)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 3 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Green (1)	Red (0)	Red (0)	Green (1)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

Low Priority

Preempt Entry	1	2	3	4	5	6
Low Priority Non Lock	NO	NO	NO	NO	NO	NO
LP Skip Phases	NO	NO	NO	NO	NO	NO
LP Delay	0	0	0	0	0	0
LP Extend	0	0	0	0	0	0
LP Duration	0	0	0	0	0	0
LP Dwell	0	0	0	0	0	0
LP Max Call	0	0	0	0	0	0
LP Lock Out	0	0	0	0	0	0
LP Dwell Phases	NONE	NONE	NONE	NONE	NONE	NONE
LP Exit Calls	NONE	NONE	NONE	NONE	NONE	NONE

SYSTEM DATA

Sys Backup Time (Sec)	900	(900 sec = 15 min)

Traffic Responsive

System Detector

System Det	1	2	3	4	5	6	7	8
Assigned to phase	0	0	0	0	0	0	0	0
Veh/Hour (VPHR * 100)	0	0	0	0	0	0	0	0
Avg Time Util (AVGT)	0	0	0	0	0	0	0	0
Corr Factor (CTFC /10)	0	0	0	0	0	0	0	0
Min Vol Reqd (MVOL %)	0	0	0	0	0	0	0	0

Queue Assignment

Queue	1				2			
Detector	1	2	3	4	1	2	3	4
System Detector	0	0	0	0	0	0	0	0
Weighting Factor	0	0	0	0	0	0	0	0
Input Selection	AVERAGE output				AVERAGE output			
Failure Level	0				0			

Queue Select

Queue #	1		2	
LEVEL	1	2	1	2
% Enter (UP)	0	0	0	0
% Leave (DN)	0	0	0	0
DL/SPL/OFF	000	000	000	000

Detector Diagnostics

Vehicle Detector Diagnostics Value 0

Vehicle Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Vehicle Detector #	9	10	11	12	13	14	15	16
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Vehicle Detector Diagnostics Value 1

Vehicle Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Vehicle Detector #	9	10	11	12	13	14	15	16
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Pedestrian Detector Diagnostics Value 0

Pedestrian Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Pedestrian Detector Diagnostics Value 1

Pedestrian Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

SYSTEM DATA

Enabled Alarms

Alarm Set	Enabled Alarms
Description 1-32	01ONLINE, 02POWERON, 03POWEROFF, 04NOCOORDCYCLEFAULT, 05OFFLINECYCLEFAIL, 06NOCOORDCOORDFAULT, 07NOCOORDCOORDFAIL, 08OFFLINEVOLTMONIT, 09OFFLINEREMOTEFL, 10OFFLINEPREEMPT1, 11OFFLINEPREEMPT2, 12OFFLINEPREEMPT3, 13OFFLINEPREEMPT4, 14SPECIALSTATUS1ON, 15SPECIALSTATUS2ON, 16SPECIALSTATUS3ON, 17SPECIALSTATUS4ON, 18SPECIALSTATUS5ON, 19SPECIALSTATUS6ON, 20SPECIALSTATUS1OFF, 21SPECIALSTATUS2OFF, 22SPECIALSTATUS3OFF, 23SPECIALSTATUS4OFF, 24SPECIALSTATUS5OFF, 25SPECIALSTATUS6OFF, 26OFFLINECONFLFL, 27OFFLINELOCALFL, 28ALARM28RESERVED, 29SIGNATURECHKBATTERY, 30WATCHDOGTIMEOUT, 31EEPROMWRITEERROR, 32ALARM32RESERVED
Description 33-64	33COORDACTIVE, 34TRAFFICTASKDELAYED, 35CYCLEZEROPHASEFAULT, 36NOSYSTEMBACKUP, 37SYSTEMACTIVE, 38CYCLEZEROPEDDELAY, 39NOSYSTEMSTANDBY, 40NOCOORDCOMNDFREE, 41NOCOORDCOORDFREE, 42NOCOORDBADPFREE, 43NOCOORDTRANSFREE, 44NOCOORDINPUTFREE, 45NOCOORDFAILFREE, 46ALARMLOGFAULT, 47COMMLOGFAULT, 48TRAFRESPLOGFAULT, 49SPEEDLOGFAULT, 50MOESLOGFAULT, 51DETLOGFAULT, 52DIALUPFAILED, 53DATACHANGEREMOTE, 54DATACHANGEKEYPAD, 55OFFLINEPREEMPT5, 56OFFLINEPREEMPT6, 57OFFLINEPRIORITY1, 58OFFLINEPRIORITY2, 59OFFLINEPRIORITY3, 60OFFLINEPRIORITY4, 61OFFLINEPRIORITY5, 62OFFLINEPRIORITY6, 63DIAGBUSFAULT, 64DIAGADDRESSFAULT
Description 65-96	65DIAGINVALIDOPCODE, 66DIAGDIVIDEBYZERO, 67DIAGSYSTEMFAULT, 68DIAGFALSEINTERRUPT, 69DIAGINVALIDTRAP, 70DIAGUNSPECIFIED, 71DIAGIOPINIT, 72DIAGRAMTEST, 73DIAGVTRXFAULT, 74DIAGIOPTIMEOUT, 75DIAGIOPRAMTEST, 76DIAGIOPCLOCKTEST, 77DIAGIOPROMTEST, 78INVALIDPROMRESTART, 79INCOMPATMEMRESTART, 80EEPROMCRCINITIALIZE, 81EEPROMINITKEYPAD, 82IMECHANGEREMOTE, 83TIMECHANGEKEYPAD, 84COORDOFFSETFAULT, 89PROGRAMDAY0, 90CRITLALARMSCLEAR, 91DIAGEEPROMCRCERR, 92DIAGEPROMCRCERROR, 93DIAGTRAFTASKXSDLY, 94DIAGTRAFTASKWDOG, 95VOLCOUNTLOGFAULT, 96MMUUNDETECTEDCNFLCT
Description 97-128	97MMUUNDETECTEDCNFLCT, 98MMUUTILIZATIONCNFLCT, 99SDLC1SECDLYFAULT, 100SDLC1SECDLYFAIL, 101FRAME128FAULT, 102FRAME128ONLINE, 103FRAME129FAULT, 104FRAME129ONLINE, 105ALARMRESERVED, 106ALARMRESERVED, 107FRAME131FAULT, 108FRAME131ONLINE, 109ALARMRESERVED, 110ALARMRESERVED, 111ALARMRESERVED, 112ALARMRESERVED, 113ALARMRESERVED, 114ALARMRESERVED, 115ALARMRESERVED, 116ALARMRESERVED, 117ALARMRESERVED, 118ALARMRESERVED, 119ALARMRESERVED, 120ALARMRESERVED, 121FRAME138FAULT, 122FRAME138ONLINE, 123FRAME139FAULT, 124FRAME139ONLINE, 125FRAME140FAULT, 126FRAME140ONLINE, 127FRAME141FAULT, 128FRAME141ONLINE
Description 129-160	129ALARMRESERVED, 130ALARMRESERVED, 131ALARMRESERVED, 132ALARMRESERVED, 133ALARMRESERVED, 134ALARMRESERVED, 135ALARMRESERVED, 136ALARMRESERVED, 137ALARMRESERVED, 138ALARMRESERVED, 139ALARMRESERVED, 140ALARMRESERVED, 141FRAME148FAULT, 142FRAME148ONLINE, 143FRAME149FAULT, 144FRAME149ONLINE, 145FRAME150FAULT, 146FRAME150ONLINE, 147FRAME151FAULT, 148FRAME151ONLINE, 149FRAME152FAULT, 150FRAME152ONLINE, 151FRAME153FAULT, 152FRAME153ONLINE, 153FRAME154FAULT, 154FRAME154ONLINE, 155FRAME155FAULT, 156FRAME155ONLINE, 157ALARMRESERVED, 158ALARMRESERVED, 159ALARMRESERVED, 160ALARMRESERVED
Description 161-192	161FRAME158FAULT, 162FRAME158ONLINE, 163ALARMRESERVED, 164ALARMRESERVED, 165ALARMRESERVED, 166ALARMRESERVED, 167ALARMRESERVED, 168ALARMRESERVED, 169ALARMRESERVED, 170ALARMRESERVED, 171ALARMRESERVED, 172ALARMRESERVED, 173ALARMRESERVED, 174ALARMRESERVED, 175ALARMRESERVED, 176ALARMRESERVED, 177ALARMRESERVED, 178ALARMRESERVED, 179ALARMRESERVED, 180ALARMRESERVED, 181FRAME168FAULT, 182FRAME168ONLINE, 183FRAME169FAULT, 184FRAME169ONLINE, 185FRAME170FAULT, 186FRAME170ONLINE, 187FRAME171FAULT, 188FRAME171ONLINE, 189RESERVEDFORFUTRUE, 190RESERVEDFORFUTRUE, 191RESERVEDFORFUTRUE, 192RESERVEDFORFUTRUE
Description 193-224	193RESERVEDFORFUTRUE, 194RESERVEDFORFUTRUE, 195RESERVEDFORFUTRUE, 196RESERVEDFORFUTRUE, 197RESERVEDFORFUTRUE, 198RESERVEDFORFUTRUE, 199RESERVEDFORFUTRUE, 200RESERVEDFORFUTRUE, 201RESERVEDFORFUTRUE, 202RESERVEDFORFUTRUE, 203RESERVEDFORFUTRUE, 204RESERVEDFORFUTRUE, 205RESERVEDFORFUTRUE, 206RESERVEDFORFUTRUE, 207RESERVEDFORFUTRUE, 208RESERVEDFORFUTRUE, 209RESERVEDFORFUTRUE, 210RESERVEDFORFUTRUE, 211RESERVEDFORFUTRUE, 212RESERVEDFORFUTRUE, 213RESERVEDFORFUTRUE, 214RESERVEDFORFUTRUE, 215RESERVEDFORFUTRUE, 216RESERVEDFORFUTRUE, 217RESERVEDFORFUTRUE, 218RESERVEDFORFUTRUE, 219RESERVEDFORFUTRUE, 220RESERVEDFORFUTRUE, 221RESERVEDFORFUTRUE, 222RESERVEDFORFUTRUE, 223RESERVEDFORFUTRUE, 224RESERVEDFORFUTRUE
Description 225-256	225RESERVEDFORFUTRUE, 226RESERVEDFORFUTRUE, 227RESERVEDFORFUTRUE, 228RESERVEDFORFUTRUE, 229RESERVEDFORFUTRUE, 230RESERVEDFORFUTRUE, 231RESERVEDFORFUTRUE, 232RESERVEDFORFUTRUE, 233RESERVEDFORFUTRUE, 234RESERVEDFORFUTRUE, 235RESERVEDFORFUTRUE, 236RESERVEDFORFUTRUE, 237RESERVEDFORFUTRUE, 238RESERVEDFORFUTRUE, 239RESERVEDFORFUTRUE, 240RESERVEDFORFUTRUE, 241RESERVEDFORFUTRUE, 242RESERVEDFORFUTRUE, 243RESERVEDFORFUTRUE, 244RESERVEDFORFUTRUE, 245RESERVEDFORFUTRUE, 246RESERVEDFORFUTRUE, 247RESERVEDFORFUTRUE, 248RESERVEDFORFUTRUE, 249RESERVEDFORFUTRUE, 250RESERVEDFORFUTRUE, 251RESERVEDFORFUTRUE, 252RESERVEDFORFUTRUE, 253RESERVEDFORFUTRUE, 254RESERVEDFORFUTRUE, 255RESERVEDFORFUTRUE, 256RESERVEDFORFUTRUE
Description 257-288	257RESERVEDFORFUTRUE, 258RESERVEDFORFUTRUE, 259RESERVEDFORFUTRUE, 260RESERVEDFORFUTRUE, 261RESERVEDFORFUTRUE, 262RESERVEDFORFUTRUE, 263RESERVEDFORFUTRUE, 264RESERVEDFORFUTRUE, 265RESERVEDFORFUTRUE, 266RESERVEDFORFUTRUE, 267RESERVEDFORFUTRUE, 268RESERVEDFORFUTRUE, 269RESERVEDFORFUTRUE, 270RESERVEDFORFUTRUE, 271RESERVEDFORFUTRUE, 272RESERVEDFORFUTRUE, 273RESERVEDFORFUTRUE, 274RESERVEDFORFUTRUE, 275RESERVEDFORFUTRUE, 276RESERVEDFORFUTRUE, 278RESERVEDFORFUTRUE, 279RESERVEDFORFUTRUE, 280RESERVEDFORFUTRUE, 281RESERVEDFORFUTRUE, 282RESERVEDFORFUTRUE, 283RESERVEDFORFUTRUE, 284RESERVEDFORFUTRUE, 285RESERVEDFORFUTRUE, 286RESERVEDFORFUTRUE, 287RESERVEDFORFUTRUE, 288RESERVEDFORFUTRUE
Description 289-320	289RESERVEDFORFUTRUE, 290RESERVEDFORFUTRUE, 291RESERVEDFORFUTRUE, 292RESERVEDFORFUTRUE, 293RESERVEDFORFUTRUE, 294RESERVEDFORFUTRUE, 295RESERVEDFORFUTRUE, 296RESERVEDFORFUTRUE, 297RESERVEDFORFUTRUE, 298RESERVEDFORFUTRUE, 299RESERVEDFORFUTRUE, 300RESERVEDFORFUTRUE, 301RESERVEDFORFUTRUE, 302RESERVEDFORFUTRUE, 303RESERVEDFORFUTRUE, 304RESERVEDFORFUTRUE, 305RESERVEDFORFUTRUE, 306RESERVEDFORFUTRUE, 307RESERVEDFORFUTRUE, 308RESERVEDFORFUTRUE, 309RESERVEDFORFUTRUE, 310RESERVEDFORFUTRUE, 311RESERVEDFORFUTRUE, 312RESERVEDFORFUTRUE, 313RESERVEDFORFUTRUE, 314RESERVEDFORFUTRUE, 315RESERVEDFORFUTRUE, 316RESERVEDFORFUTRUE, 317RESERVEDFORFUTRUE, 318RESERVEDFORFUTRUE, 319RESERVEDFORFUTRUE, 320RESERVEDFORFUTRUE
Description 321-352	321RESERVEDFORFUTRUE, 322RESERVEDFORFUTRUE, 323RESERVEDFORFUTRUE, 324RESERVEDFORFUTRUE, 325RESERVEDFORFUTRUE, 326RESERVEDFORFUTRUE, 327RESERVEDFORFUTRUE, 328RESERVEDFORFUTRUE, 329RESERVEDFORFUTRUE, 330RESERVEDFORFUTRUE, 331RESERVEDFORFUTRUE, 332RESERVEDFORFUTRUE, 333RESERVEDFORFUTRUE, 334RESERVEDFORFUTRUE, 335RESERVEDFORFUTRUE, 336RESERVEDFORFUTRUE, 337RESERVEDFORFUTRUE, 338RESERVEDFORFUTRUE, 339RESERVEDFORFUTRUE, 340RESERVEDFORFUTRUE, 341RESERVEDFORFUTRUE, 342RESERVEDFORFUTRUE, 343RESERVEDFORFUTRUE, 344RESERVEDFORFUTRUE, 345RESERVEDFORFUTRUE, 346RESERVEDFORFUTRUE, 347RESERVEDFORFUTRUE, 348RESERVEDFORFUTRUE, 349RESERVEDFORFUTRUE, 350RESERVEDFORFUTRUE, 351RESERVEDFORFUTRUE, 352RESERVEDFORFUTRUE
Description 353-384	353RESERVEDFORFUTRUE, 354RESERVEDFORFUTRUE, 355RESERVEDFORFUTRUE, 356RESERVEDFORFUTRUE, 357DIAGRESPFRAMEFAIL, 358DIAGRNGDNLOADFAIL, 359DIAGINVTS2A1CNF, 360FRAME18FAULT, 361FRAME18ONLINE, 362FRAME18FAILURE, 363CYCLEMOELOGFAULT, 364MMULOGFAULT, 365RESERVEDFORFUTRUE, 366PREEMPTINPUTMAXFLT, 367RESERVEDFORFUTRUE, 368RESERVEDFORFUTRUE, 369RESERVEDFORFUTRUE, 370RESERVEDFORFUTRUE, 371WDRESTARTFIELDIO, 372WDRESTART10THTSK, 373WDOGSTARTWDBCKUP, 374WDOGSTARTWDPRIME, 375WDOGSTARTPLAYER, 376WDOGSTARTPRINTER, 377WDOGSTARTTRIB1, 378WDOGSTARTTRIB2, 379WDOGSTARTFPANEL, 380WDOGSTARTLV1DIAG, 381WDOGSTARTTBE, 382WDOGSTARTBACKGND, 383WDOGSTARTTBC, 384WDOGSTARTLED
Description 385-416	385WDOGSTARTKEYBOARD, 386WDOGSTARTDISPLAY, 387DIAGFIELDIOFAIL, 388DIAGPWRFAILLOADFLT, 389DIAGNOIPSTACK, 390DIAGFIOMAXRETRIES, 391DIAGFIORESET, 392DIAGFIOEVENTOVRN, 393CFGDATAINITIALIZE, 394CFGDATASWOPINCOMPAT, 395HARDWARESWOPPROBLEM, 396CFGDATAINITKEYPAD, 397DIAGCGFDATACRCERROR, 398DIAGPROGRAMCRCERROR, 399SIGNATUREINVALID, 400BBDATACHGFAULT, 401CFGDATACHGFAULT, 402CFGDATAINITDATAKEY, 403RESERVEDFORFUTRUE, 404RESERVEDFORFUTRUE, 405RESERVEDFORFUTRUE, 406RESERVEDFORFUTRUE, 407RESERVEDFORFUTRUE, 408RESERVEDFORFUTRUE, 409RESERVEDFORFUTRUE, 410RESERVEDFORFUTRUE, 411RESERVEDFORFUTRUE, 412RESERVEDFORFUTRUE, 413RESERVEDFORFUTRUE, 414RESERVEDFORFUTRUE, 415RESERVEDFORFUTRUE, 416DIAGECOMDNLDFAIL

SYSTEM DATA

Speed Trap Data

Assign Detectors

Measurement:	Miles Per Hour			
Measurement:	**1**		**2**	
Trap # 1	**D1**	**D2**	**D1**	**D2**
Assign	0	0	0	0
Trap Distribution (7500 = 11 ft, 15000 = 22 ft.)	7500		7500	

Speed Trap Ranges, Dial 1 - 6

Offset	**1**		**2**		**3**	
Value	**Low**	**High**	**Low**	**High**	**Low**	**High**
D1/S1	0	0	0	0	0	0
D1/S2	0	0	0	0	0	0
D1/S3	0	0	0	0	0	0
D1/S4	0	0	0	0	0	0
D1/S5	0	0	0	0	0	0
D1/S6	0	0	0	0	0	0
D2/S1	0	0	0	0	0	0
D2/S2	0	0	0	0	0	0
D2/S3	0	0	0	0	0	0
D2/S4	0	0	0	0	0	0
D2/S5	0	0	0	0	0	0
D2/S6	0	0	0	0	0	0
D3/S1	0	0	0	0	0	0
D3/S2	0	0	0	0	0	0
D3/S3	0	0	0	0	0	0
D3/S4	0	0	0	0	0	0
D3/S5	0	0	0	0	0	0
D3/S6	0	0	0	0	0	0
D4/S1	0	0	0	0	0	0
D4/S2	0	0	0	0	0	0
D4/S3	0	0	0	0	0	0
D4/S4	0	0	0	0	0	0
D4/S5	0	0	0	0	0	0
D4/S6	0	0	0	0	0	0
D5/S1	0	0	0	0	0	0
D5/S2	0	0	0	0	0	0
D5/S3	0	0	0	0	0	0
D5/S4	0	0	0	0	0	0
D5/S5	0	0	0	0	0	0
D5/S6	0	0	0	0	0	0
D6/S1	0	0	0	0	0	0
D6/S2	0	0	0	0	0	0
D6/S3	0	0	0	0	0	0
D6/S4	0	0	0	0	0	0
D6/S5	0	0	0	0	0	0
D6/S6	0	0	0	0	0	0

PHASE DATA

Vehicle Times

Phase Number	1	2	3	4	5	6	7	8
Direction								
Minimum green	8	8	8	8	8	8	8	8
Passage (1/10 sec)	30	30	30	30	30	30	30	30
Maximum 1	25	45	25	35	25	45	25	35
Maximum 2	30	50	30	50	30	50	30	50
Yellow Change (1/10 sec)	40	40	40	40	40	40	40	40
Red Clearance (1/10 sec)	15	15	15	15	15	15	15	15

Density Times

Phase Number	1	2	3	4	5	6	7	8
Added Initial (1/10 sec)	0	0	0	0	0	0	0	0
Maximum Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Minimum Gap (1/10 sec)	0	0	0	0	0	0	0	0

Pedestrian Times

Phase Number	1	2	3	4	5	6	7	8
Walk	0	0	0	5	0	5	0	0
Pedestrian Clear	0	0	0	18	0	18	0	0
Flash Walk	Steady	Steady	Steady	Steady	Steady	Steady	Steady	Steady
Extended Pedestrian Clear	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green

Other Phase Data

Phase Number	1	2	3	4	5	6	7	8
Enabled Phases	ON	ON	OFF	ON	ON	ON	OFF	ON
Auto Flash Entry	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Flash Exit	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non-Act 1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non-Act 2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Locking Memory	ON	ON	ON	ON	ON	ON	ON	ON
Min Veh Recall	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
Max Veh Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ped Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Soft Veh Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Dual Entry	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Simul Gap Dis	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Actuated Rest in Walk	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Cond Service	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Added Init	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Pedestrian Recall Type	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF
Recall Delay	0	0	0	0	0	0	0	0

Special Sequence

Phase Number	1	2	3	4	5	6	7	8
Phase Omit	0	0	0	0	0	0	0	0
Minus Yellow	0	0	0	0	0	0	0	0
Omit Call	0	0	0	0	0	0	0	0

PHASE DATA

Vehicle Detectors

Timing Data

Detector	1	2	3	4	5	6	7	8
Extend (1/10 sec)	0	0	0	0	0	0	0	0
Delay (1/10 sec)	0	0	0	0	0	0	0	0
Queueue Limit	0	0	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255	255	255
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Extend (1/10 sec)	0	0	0	0	0	0	0	0
Delay (1/10 sec)	0	0	0	0	0	0	0	0
Queueue Limit	0	0	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255	255	255

Vehicle Detectors

Control Data

Detector	1	2	3	4	5	6	7	8
Call Phase	1	2	3	4	5	6	7	8
Mode	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector
Switch Phase	6				2			
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Call Phase								
Mode	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector	0 - VEH Detector
Switch Phase								

Vehicle Detectors

Config Data

Detector	1	2	3	4	5	6	7	8
Volume Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Occupancy Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Yellow Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Red Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Passage	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	OFF	OFF	OFF	ON	OFF	OFF	ON	OFF
Queue	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Call	ON	ON	ON	ON	ON	ON	ON	ON
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Volume Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Occupancy Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Yellow Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Red Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Passage	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON
Queue	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Call	ON	ON	ON	ON	ON	ON	ON	ON

Ped Detectors

Detector	1	2	3	4	5	6	7	8
Extend (sec)	0	0	0	0	0	0	0	0
Delay (sec)	0	0	0	0	0	0	0	0
Mode	1 - PED Detector	1 - PED Detector	1 - PED Detector	1 - PED Detector	1 - PED Detector	1 - PED Detector	1 - PED Detector	1 - PED Detector
Switch Phase								

Misc Ped Options

Phase Number	1	2	3	4	5	6	7	8
Walk Offset time	0	0	0	0	0	0	0	0
Walk Offset Mode	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk

UNIT DATA

Startup and Misc

Start Up Time	900
Startup State	Flash
Red Revert (1/10)	40
Auto Pedestrian Clear	Disable
Stop time reset	No
Unit Alt Sequence	0

Automatic Flash

Test A = Flash	No							
Channel	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

(See Per-Phase Options for Entry and Exit Phases)

Ring Structure

Phase Number	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Ring	1	1	1	1	2	2	2	2
Concurrency	5, 6	5, 6	7, 8	7, 8	1, 2	1, 2	3, 4	3, 4
Sequence Ring Number	**1**	**2**	**3**	**4**				
Global Ring Sequence	1, 2, 3, 4	5, 6, 7, 8						

OVERLAP TABLE

Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**
Included Phases								
Trail Green	0	0	0	0	0	0	0	0
Trail Yellow / 10	40	40	40	40	40	40	40	40
Trail Red / 10	20	20	20	20	20	20	20	20
-G/Y Modifier Phases								
+GRN Modifier Phases	0	0	0	0	0	0	0	0

(For Channel Assignments, see Channel Config below)

SEQUENCE TABLE

Ring Number	**1**	**2**	**3**	**4**
Global Ring Sequence	1, 2, 3, 4	5, 6, 7, 8		
Sequence 2 (Alt Seq 1)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 3 (Alt Seq 2)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 4 (Alt Seq 3)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 5 (Alt Seq 4)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 6 (Alt Seq 5)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 7 (Alt Seq 6)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 8 (Alt Seq 7)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 9 (Alt Seq 8)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 10 (Alt Seq 9)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 11 (Alt Seq 10)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 12 (Alt Seq 11)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 13 (Alt Seq 12)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 14 (Alt Seq 13)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 15 (Alt Seq 14)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 16 (Alt Seq 15)	1, 2, 3, 4	5, 6, 7, 8		

UNIT DATA

PORT1 TABLE

Port1 Address	0	1	2	3	4	5	6	7
	T&F BIU #1 TS2	T&F BIU #2 TS2	T&F BIU #3 TS2	T&F BIU #4 TS2	T&F BIU #5 RESERVED	T&F BIU #6 RESERVED	T&F BIU #7 MFG USE	T&F BIU #8 MFG USE
Device Present								
Frame40 Enable								
Port1 Address	8	9	10	11	12	13	14	15
	DET BIU #1 TS2	DET BIU #2 TS2	DET BIU #3 TS2	DET BIU #4 TS2	DET BIU #5 TS2 RESERVED	DET BIU #6 RESERVED	DET BIU #7 MFG USE	DETBIU #8 MFG USE
Device Present								
Frame40 Enable								
Port1 Address	16	17	18					
	MALFUNCTION UNIT	DIAGNOSTIC (MSG 30)	CONTROLLER UNIT					
Device Present								
Frame40 Enable								

I/O Miscellaneous

RING	1	2	3	4
Input Response	1	2	0	0
Output Select	1	2	0	0
I/O MODES	INPUT		OUTPUT	
ABC' Conn:	NEMA TS 1 compatible (0)		NEMA TS 1 compatible (0)	
D' Conn:	Input Mode 0		Output Mode 0	

Channel Config

Channel	1	2	3	4	5	6	7	8
Control Source	1	2	3	4	5	6	7	8
Control Type	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle
Channel	9	10	11	12	13	14	15	16
Control Source	2	4	6	8	1	2	3	4
Control Type	phasePedestrian	phasePedestrian	phasePedestrian	phasePedestrian	overlap	overlap	overlap	overlap
Channel	17	18	19	20	21	22	23	24
Control Source	1	3	5	7	1	2	3	4
Control Type	phasePedestrian	phasePedestrian	phasePedestrian	phasePedestrian	other	other	other	other

COORD DATA

Coord Options

Operational Mode	Free
Coord Mode	PRM Permissive
Maximum Mode	Max 2
Correction Mode	Dwell
Proprietary Correction Mode	DWL
Offset Mode	BEG Begin of 1st CP green
Force Mode	Floating(plan)
Max Dwell	0
Yield Period	0

Time Base Coord Options

Standard Time Zone Diif	-21600
Daylight Saving	Start: second sunday of March End: first sunday of November
Cycle Zero Reference Point	65535

Level 1 Coord Data

Dial/Split/Offset(NTCIP)	**1/1/1 (1)**	**1/1/2 (2)**	**1/1/3 (3)**	**1/2/1 (4)**	**1/2/2(5)**	**1/2/3 (6)**	**1/3/1 (7)**	**1/3/2 (8)**	**1/3/3 (9)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**1/4/1 (10)**	**1/4/2 (11)**	**1/4/3 (12)**	**1/5/1 (13)**	**1/5/2 (14)**	**1/5/3 (15)**	**1/6/1 (16)**	**1/6/2 (17)**	**1/6/3 (18)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**2/1/1 (19)**	**2/1/2 (20)**	**2/1/3 (21)**	**2/2/1 (22)**	**2/2/2(23)**	**2/2/3 (24)**	**2/3/1 (25)**	**2/3/2 (26)**	**2/3/3 (27)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**2/4/1 (28)**	**2/4/2 (29)**	**2/4/3 (30)**	**2/5/1 (31)**	**2/5/2 (32)**	**2/5/3 (33)**	**2/6/1 (34)**	**2/6/2 (35)**	**2/6/3 (36)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**3/1/1 (37)**	**3/1/2 (38)**	**3/1/3 (39)**	**3/2/1 (40)**	**3/2/2(41)**	**3/2/3 (42)**	**3/3/1 (43)**	**3/3/2 (44)**	**3/3/3 (45)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0

COORD DATA

Level 1 Coord Data (cont.)

Dial/Split/Offset(NTCIP)	3/4/1 (46)	3/4/2 (47)	3/4/3 (48)	3/5/1 (49)	3/5/2 (50)	3/5/3 (51)	3/6/1 (52)	3/6/2 (53)	3/6/3 (54)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	4/1/1 (55)	4/1/2 (56)	4/1/3 (57)	4/2/1 (58)	4/2/2 (59)	4/2/3 (60)	4/3/1 (61)	4/3/2 (62)	4/3/3 (63)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	4/4/1 (64)	4/4/2 (65)	4/4/3 (66)	4/5/1 (67)	4/5/2 (68)	4/5/3 (69)	4/6/1 (70)	4/6/2 (71)	4/6/3 (72)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	5/1/1 (73)	5/1/2 (74)	5/1/3 (75)	5/2/1 (76)	5/2/2 (77)	5/2/3 (78)	5/3/1 (79)	5/3/2 (80)	5/3/3 (81)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	5/4/1 (82)	5/4/2 (83)	5/4/3 (84)	5/5/1 (85)	5/5/2 (86)	5/5/3 (87)	5/6/1 (88)	5/6/2 (89)	5/6/3 (90)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	6/1/1 (91)	6/1/2 (92)	6/1/3 (93)	6/2/1 (94)	6/2/2 (95)	6/2/3 (96)	6/3/1 (97)	6/3/2 (98)	6/3/3 (99)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	6/4/1 (100)	6/4/2 (101)	6/4/3 (102)	6/5/1 (103)	6/5/2 (104)	6/5/3 (105)	6/6/1 (106)	6/6/2 (107)	6/6/3 (108)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0

COORD DATA

Level 2 Coord Data

DIAL 1

Dial 1 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 2

Dial 2 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

COORD DATA

Level 2 Coord Data

DIAL 3

Dial 3 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 4

Dial 4 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

COORD DATA

Level 2 Coord Data

DIAL 5

Dial 5 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 6

Dial 6 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

TBC DATA

Schedules 1-32

Schedule #	1	2	3	4	5	6	7	8
Month	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC
Day of Month	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0
Schedule #	9	10	11	12	13	14	15	16
Month	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC
Day of Month	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0
Schedule #	17	18	19	20	21	22	23	24
Month	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC
Day of Month	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0
Schedule #	25	26	27	28	29	30	31	32
Month	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC
Day of Month	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0

TBC DATA

Day Plans 1- 8

Day Plan 1				Day Plan 2			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 3				**Day Plan 4**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 5				**Day Plan 6**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 7				**Day Plan 8**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

TBC DATA

Day Plans 9-16

Day Plan 9				Day Plan 10			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 11				**Day Plan 12**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 13				**Day Plan 14**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 15				**Day Plan 16**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

TIME BASE ACTIONS

Action #	1	2	3	4	5	6	7	8
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**41**	**42**	**43**	**44**	**45**	**46**	**47**	**48**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**49**	**50**	**51**	**52**	**53**	**54**	**55**	**56**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**57**	**58**	**59**	**60**	**61**	**62**	**63**	**64**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	65	66	67	68	69	70	71	72
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**73**	**74**	**75**	**76**	**77**	**78**	**79**	**80**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**81**	**82**	**83**	**84**	**85**	**86**	**87**	**88**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**97**	**98**	**99**	**100**	**101**	**102**	**103**	**104**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**105**	**106**	**107**	**108**	**109**	**110**	**111**	**112**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**113**	**114**	**115**	**116**	**117**	**118**	**119**	**120**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**121**	**122**	**123**	**124**	**125**	**126**	**127**	**128**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	129	130	131	132	133	134	135	136
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**137**	**138**	**139**	**140**	**141**	**142**	**143**	**144**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**145**	**146**	**147**	**148**	**149**	**150**	**151**	**152**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**153**	**154**	**155**	**156**	**157**	**158**	**159**	**160**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**161**	**162**	**163**	**164**	**165**	**166**	**167**	**168**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**169**	**170**	**171**	**172**	**173**	**174**	**175**	**176**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**177**	**178**	**179**	**180**	**181**	**182**	**183**	**184**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**185**	**186**	**187**	**188**	**189**	**190**	**191**	**192**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	193	194	195	196	197	198	199	200
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**201**	**202**	**203**	**204**	**205**	**206**	**207**	**208**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**209**	**210**	**211**	**212**	**213**	**214**	**215**	**216**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**217**	**218**	**219**	**220**	**221**	**222**	**223**	**224**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**225**	**226**	**227**	**228**	**229**	**230**	**231**	**232**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**233**	**234**	**235**	**236**	**237**	**238**	**239**	**240**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**241**	**242**	**243**	**244**	**245**	**246**	**247**	**248**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**249**	**250**	**251**	**252**	**253**	**254**	**255**	**256**
Pattern Number	0	0	0	0	0	0	0	
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	

TBC DATA

Dimming

Channel	1	2	3	4	5	6	7	8
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	9	10	11	12	13	14	15	16
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel\	17	18	19	20	21	22	23	24
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Phase Function Map

Function Number	1	2	3	4	5	6	7	8
Function Name	PHS-01 MAX#2	PHS-02 MAX#2	PHS-03 MAX#2	PHS-04 MAX#2	PHS-05 MAX#2	PHS-06 MAX#2	PHS-07 MAX#2	PHS-08 MAX#2
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	9	10	11	12	13	14	15	16
Function Name	PHS-09 MAX#2	PHS-10 MAX#2	PHS-11 MAX#2	PHS-12 MAX#2	PHS-13 MAX#2	PHS-14 MAX#2	PHS-15 MAX#2	PHS-16 MAX#2
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	17	18	19	20	21	22	23	24
Function Name	PHS-01 OMT	PHS-02 OMT	PHS-03 OMT	PHS-04 OMT	PHS-05 OMT	PHS-06 OMT	PHS-07 OMT	PHS-08 OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	25	26	27	28	29	30	31	32
Function Name	PHS-09 OMT	PHS-10 OMT	PHS-11 OMT	PHS-12 OMT	PHS-13 OMT	PHS-14 OMT	PHS-15 OMT	PHS-16 OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	33	34	35	36	37	38	39	40
Function Name	PHS-01 PED OMT	PHS-02 PED OMT	PHS-03 PED OMT	PHS-04 PED OMT	PHS-05 PED OMT	PHS-06 PED OMT	PHS-07 PED OMT	PHS-08 PED OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	41	42	43	44	45	46	47	48
Function Name	PHS-09 PED OMT	PHS-10 PED OMT	PHS-11 PED OMT	PHS-12 PED OMT	PHS-13 PED OMT	PHS-14 PED OMT	PHS-15 PED OMT	PHS-16 PED OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	49	50	51	52	53	54	55	56
Function Name	PHS-01 MAX REC	PHS-02 MAX REC	PHS-03 MAX REC	PHS-04 MAX REC	PHS-05 MAX REC	PHS-06 MAX REC	PHS-07 MAX REC	PHS-08 MAX REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	57	58	59	60	61	62	63	64
Function Name	PHS-09 MAX REC	PHS-10 MAX REC	PHS-11 MAX REC	PHS-12 MAX REC	PHS-13 MAX REC	PHS-14 MAX REC	PHS-15 MAX REC	PHS-16 MAX REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	65	66	67	68	69	70	71	72
Function Name	PHS-01 MIN REC	PHS-02 MIN REC	PHS-03 MIN REC	PHS-04 MIN REC	PHS-05 MIN REC	PHS-06 MIN REC	PHS-07 MIN REC	PHS-08 MIN REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	73	74	75	76	77	78	79	80
Function Name	PHS-09 MIN REC	PHS-10 MIN REC	PHS-11 MIN REC	PHS-12 MIN REC	PHS-13 MIN REC	PHS-14 MIN REC	PHS-15 MIN REC	PHS-16 MIN REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	81	82	83	84	85	86	87	88
Function Name	PHS-01 PED REC	PHS-02 PED REC	PHS-03 PED REC	PHS-04 PED REC	PHS-05 PED REC	PHS-06 PED REC	PHS-07 PED REC	PHS-08 PED REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Phase Function Map Continued

Function Number	89	90	91	92	93	94	95	96
Function Name	PHS-09 PED REC	PHS-10 PED REC	PHS-11 PED REC	PHS-12 PED REC	PHS-13 PED REC	PHS-14 PED REC	PHS-15 PED REC	PHS-16 PED REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	97	98	99	100	101	102	103	104
Function Name	DET-01 SW OMIT	DET-02 SW OMIT	DET-03 SW OMIT	DET-04 SW OMIT	DET-05 SW OMIT	DET-06 SW OMIT	DET-07 SW OMIT	DET-08 SW OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	105	106	107	108	109	110	111	112
Function Name	DET-09 SW OMIT	DET-10 SW OMIT	DET-11 SW OMIT	DET-12 SW OMIT	DET-13 SW OMIT	DET-14 SW OMIT	DET-15 SW OMIT	DET-16 SW OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	113	114	115	116	117	118	119	120
Function Name	DET-01 SW NOW	DET-02 SW NOW	DET-03 SW NOW	DET-04 SW NOW	DET-05 SW NOW	DET-06 SW NOW	DET-07 SW NOW	DET-08 SW NOW
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	121	122	123	124	125	126	127	128
Function Name	DET-09 SW NOW	DET-10 SW NOW	DET-11 SW NOW	DET-12 SW NOW	DET-13 SW NOW	DET-14 SW NOW	DET-15 SW NOW	DET-16 SW NOW
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	129	130	131	132	133	134	135	136
Function Name	DET-01 SW ALSO	DET-02 SW ALSO	DET-03 SW ALSO	DET-04 SW ALSO	DET-05 SW ALSO	DET-06 SW ALSO	DET-07 SW ALSO	DET-08 SW ALSO
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	137	138	139	140	141	142	143	144
Function Name	DET-09 SW ALSO	DET-10 SW ALSO	DET-11 SW ALSO	DET-12 SW ALSO	DET-13 SW ALSO	DET-14 SW ALSO	DET-15 SW ALSO	DET-16 SW ALSO
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	145	146	147	148	149	150	151	152
Function Name	OLAP A OMIT	OLAP B OMIT	OLAP C OMIT	OLAP D OMIT	OLAP E OMIT	OLAP F OMIT	OLAP G OMITO	OLAP H OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	153	154	155	156	157	158	159	160
Function Name	OLAP I OMIT	OLAP J OMIT	OLAP K OMIT	OLAP L OMIT	OLAP M OMIT	OLAP N OMIT	OLAP O OMITO	OLAP P OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Special Function Map

Function Name	Special Func 1	Special Func 2	Special Func 3	Special Func 4	Special Func 5	Special Func 6	Special Func 7	Special Func 8
Assigned to	1	2	3	4	5	6	7	8
Function Name	Veh 33-48	Veh 49-64	SPC + PED	VEH 33-48	VEH 49-64	DYN MX5=SPC+PED	PROT/PERM OMITS	Phase 2 Sign Control
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Name	Phase 4 Sign Control	Phase 6 Sign Control	Phase 8 Sign Control	TX DIA - 4 Phase	TX DIA - 3 Phase	TX DIA - Separate	Que1/Lvl 1 Controls	Que1/Lvl 2 Controls
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Name	Que2/Lvl 1 Controls	Que2/Lvl 2 Controls	OLI-P FL G PHS	OLI-P FL R PHS	RESERVED	Coord Adaptive Split	PHS FUNC 1-8	PHS FUNC 9-16
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PREEMPT TABLE

All Preempts

Preempt	1	2	3	4	5	6		
Minimum Green	8	8	8	8	10	10		
Minimum Walk	0	0	0	0	10	10		
Control	NLM, NOPE1	NLM, NOPE1	NLM, NOPE1	NLM, NOPE1	NONE	NONE		
Preempt Option Key:	Non-Lock Mem	NLM	No Over Flash	NOF	No Over PE+1	NOPE1	Flash Dwell	FD

All Preempts

Preempt	1	2	3	4	5	6
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Extend	0	0	0	0	0	0
Minimum Duration	8	8	6	6	0	0
Maximum Presence	30	30	30	30	0	0
Lock Out	0	0	1	1	0	0
Exit Phase	2, 6	2, 6	2, 6	2, 6		
Exit Calls	NONE	NONE	NONE	NONE	NONE	NONE

Interval Times

Preempt	1	2	3	4	5	6
Enter Ped Clear	0	0	0	0	8	8
Enter Yellow Change	40	40	40	40	40	40
Enter Red Clear	20	20	20	20	20	20
Track Green	1	0	1	1	10	10
Track Ped Clear	0	0	0	0	8	8
Track Yellow Change	0	0	0	0	40	40
Track Red Clear	0	0	0	0	20	20
Dwell Green	8	8	8	8	10	10
Return Ped Clear	0	0	0	0	8	8
Return Yellow (1/10)	40	40	40	40	40	40
Return Red (1/10)	20	20	20	20	20	20

EPAC PREEMPT 1 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 1 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Dwell	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 1 OVERLAP STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Dwell	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Dwell	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Dwell	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

PREEMPT DATA

EPAC PREEMPT 3 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 3 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Dwell	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 3 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Dwell	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Dwell	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Dwell	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Dwell	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Dwell	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Dwell	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dark (3)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Dwell	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)	Dark (4)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

SYSTEM DATA

Sys Backup Time (Sec)	900	(900 sec = 15 min)

Traffic Responsive

System Detector

System Det	1	2	3	4	5	6	7	8
Assigned to phase	Null	Null	Null	Null	Null	Null	Null	Null
Veh/Hour (VPHR * 100)	0	0	0	0	0	0	0	0
Avg Time Util (AVGT)	0	0	0	0	0	0	0	0
Corr Factor (CTFC /10)	0	0	0	0	0	0	0	0
Min Vol Reqd (MVOL %)	0	0	0	0	0	0	0	0

Queue Assignment

Queue	1				2			
Detector	1	2	3	4	1	2	3	4
System Detector	0	0	0	0	0	0	0	0
Weighting Factor	0	0	0	0	0	0	0	0
Input Selection	AVERAGE output				AVERAGE output			
Failure Level	0				0			

Queue Select

Queue #	1		2	
LEVEL	1	2	1	2
% Enter (UP)	0	0	0	0
% Leave (DN)	0	0	0	0
DL/SPL/OFF	000	000	000	000

Detector Diagnostics

Vehicle Detector Diagnostics Value 0

Vehicle Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Vehicle Detector #	9	10	11	12	13	14	15	16
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Vehicle Detector Diagnostics Value 1

Vehicle Detector #	1	2	3	4	5	6	7	8
Max Presence	30	30	30	30	30	30	30	30
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Vehicle Detector #	9	10	11	12	13	14	15	16
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Pedestrian Detector Diagnostics Value 0

Pedestrian Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Pedestrian Detector Diagnostics Value 1

Pedestrian Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

SYSTEM DATA

Enabled Alarms

Alarm Set	Enabled Alarms
Description 1-32	01ONLINE, 02POWERON, 03POWEROFF, 04NOCOORDCYCLEFAULT, 05OFFLINECYCLEFAIL, 06NOCOORDCOORDFAULT, 07NOCOORDCOORDFAIL, 08OFFLINEVOLTMONIT, 09OFFLINEREMOTEFL, 10OFFLINEPREEMPT1, 11OFFLINEPREEMPT2, 12OFFLINEPREEMPT3, 13OFFLINEPREEMPT4, 14SPECIALSTATUS1ON, 15SPECIALSTATUS2ON, 16SPECIALSTATUS3ON, 17SPECIALSTATUS4ON, 18SPECIALSTATUS5ON, 19SPECIALSTATUS6ON, 20SPECIALSTATUS1OFF, 21SPECIALSTATUS2OFF, 22SPECIALSTATUS3OFF, 23SPECIALSTATUS4OFF, 24SPECIALSTATUS5OFF, 25SPECIALSTATUS6OFF, 26OFFLINECONFLFL, 27OFFLINELOCALFL, 28ALARM28RESERVED, 29SIGNATURECHKBATTERY, 30WATCHDOGTIMEOUT, 31EEPROMWRITEERROR, 32ALARM32RESERVED
Description 33-64	33COORDACTIVE, 34TRAFFICTASKDELAYED, 35CYCLEZEROPHASEFAULT, 36NOSYSTEMBACKUP, 37SYSTEMACTIVE, 38CYCLEZEROPEDDELAY, 39NOSYSTEMSTANDBY, 40NOCOORDCOMNDFREE, 41NOCOORDCOORDFREE, 42NOCOORDBADPFREE, 43NOCOORDTRANSFREE, 44NOCOORDINPUTFREE, 45NOCOORDFAILFREE, 46ALARMLOGFAULT, 47COMMLOGFAULT, 48TRAFRESPLOGFAULT, 49SPEEDLOGFAULT, 50MOESLOGFAULT, 51DETLOGFAULT, 52DIALUPFAILED, 53DATACHANGEREMOTE, 54DATACHANGEKEYPAD, 55OFFLINEPREEMPT5, 56OFFLINEPREEMPT6, 57OFFLINEPRIORITY1, 58OFFLINEPRIORITY2, 59OFFLINEPRIORITY3, 60OFFLINEPRIORITY4, 61OFFLINEPRIORITY5, 62OFFLINEPRIORITY6, 63DIAGBUSFAULT, 64DIAGADDRESSFAULT
Description 65-96	65DIAGINVALIDOPCODE, 66DIAGDIVIDEBYZERO, 67DIAGSYSTEMFAULT, 68DIAGFALSEINTERRUPT, 69DIAGINVALIDTRAP, 70DIAGUNSPECIFIED, 71DIAGIOPINIT, 72DIAGRAMTEST, 73DIAGVTRXFAULT, 74DIAGIOPTIMEOUT, 75DIAGIOPRAMTEST, 76DIAGIOPCLOCKTEST, 77DIAGIOPROMTEST, 78INVALIDPROMRESTART, 79INCOMPATMEMRESTART, 80EEPROMCRCINITIALIZE, 81EEPROMINITKEYPAD, 82IMECHANGEREMOTE, 83TIMECHANGEKEYPAD, 84COORDOFFSETFAULT, 85RTCCHIPFAILURE, 86RTCCHIPFAULT, 87RTCCHIPADJUST, 88SOFTWARECLOCKADJUST, 89PROGRAMDAY0, 90CRITLALARMSCLEAR, 91DIAGEEPROMCRCERR, 92DIAGEPROMCRCERROR, 93DIAGTRAFTASKXSDLY, 94DIAGTRAFTASKWDOG, 95VOLCOUNTLOGFAULT, 96MMUUNDETECTEDCNFLCT
Description 97-128	97MMUUNDETECTEDCNFLCT, 98MMUUTILIZATIONCNFLCT, 99SDLC1SECDLYFAULT, 100SDLC1SECDLYFAIL, 101FRAME128FAULT, 102FRAME128ONLINE, 103FRAME129FAULT, 104FRAME129ONLINE, 105ALARMRESERVED, 106ALARMRESERVED, 107FRAME131FAULT, 108FRAME131ONLINE, 109ALARMRESERVED, 110ALARMRESERVED, 111ALARMRESERVED, 112ALARMRESERVED, 113ALARMRESERVED, 114ALARMRESERVED, 115ALARMRESERVED, 116ALARMRESERVED, 117ALARMRESERVED, 118ALARMRESERVED, 119ALARMRESERVED, 120ALARMRESERVED, 121FRAME138FAULT, 122FRAME138ONLINE, 123FRAME139FAULT, 124FRAME139ONLINE, 125FRAME140FAULT, 126FRAME140ONLINE, 127FRAME141FAULT, 128FRAME141ONLINE
Description 129-160	129ALARMRESERVED, 130ALARMRESERVED, 131ALARMRESERVED, 132ALARMRESERVED, 133ALARMRESERVED, 134ALARMRESERVED, 135ALARMRESERVED, 136ALARMRESERVED, 137ALARMRESERVED, 138ALARMRESERVED, 139ALARMRESERVED, 140ALARMRESERVED, 141FRAME148FAULT, 142FRAME148ONLINE, 143FRAME149FAULT, 144FRAME149ONLINE, 145FRAME150FAULT, 146FRAME150ONLINE, 147FRAME151FAULT, 148FRAME151ONLINE, 149FRAME152FAULT, 150FRAME152ONLINE, 151FRAME153FAULT, 152FRAME153ONLINE, 153FRAME154FAULT, 154FRAME154ONLINE, 155FRAME155FAULT, 156FRAME155ONLINE, 157ALARMRESERVED, 158ALARMRESERVED, 159ALARMRESERVED, 160ALARMRESERVED
Description 161-192	161FRAME158FAULT, 162FRAME158ONLINE, 163ALARMRESERVED, 164ALARMRESERVED, 165ALARMRESERVED, 166ALARMRESERVED, 167ALARMRESERVED, 168ALARMRESERVED, 169ALARMRESERVED, 170ALARMRESERVED, 171ALARMRESERVED, 172ALARMRESERVED, 173ALARMRESERVED, 174ALARMRESERVED, 175ALARMRESERVED, 176ALARMRESERVED, 177ALARMRESERVED, 178ALARMRESERVED, 179ALARMRESERVED, 180ALARMRESERVED, 181FRAME168FAULT, 182FRAME168ONLINE, 183FRAME169FAULT, 184FRAME169ONLINE, 185FRAME170FAULT, 186FRAME170ONLINE, 187FRAME171FAULT, 188FRAME171ONLINE, 189RESERVEDFORFUTRUE, 190RESERVEDFORFUTRUE, 191RESERVEDFORFUTRUE, 192RESERVEDFORFUTRUE
Description 193-224	193RESERVEDFORFUTRUE, 194RESERVEDFORFUTRUE, 195RESERVEDFORFUTRUE, 196RESERVEDFORFUTRUE, 197RESERVEDFORFUTRUE, 198RESERVEDFORFUTRUE, 199RESERVEDFORFUTRUE, 200RESERVEDFORFUTRUE, 201RESERVEDFORFUTRUE, 202RESERVEDFORFUTRUE, 203RESERVEDFORFUTRUE, 204RESERVEDFORFUTRUE, 205RESERVEDFORFUTRUE, 206RESERVEDFORFUTRUE, 207RESERVEDFORFUTRUE, 208RESERVEDFORFUTRUE, 209RESERVEDFORFUTRUE, 210RESERVEDFORFUTRUE, 211RESERVEDFORFUTRUE, 212RESERVEDFORFUTRUE, 213RESERVEDFORFUTRUE, 214RESERVEDFORFUTRUE, 215RESERVEDFORFUTRUE, 216RESERVEDFORFUTRUE, 217RESERVEDFORFUTRUE, 218RESERVEDFORFUTRUE, 219RESERVEDFORFUTRUE, 220RESERVEDFORFUTRUE, 221RESERVEDFORFUTRUE, 222RESERVEDFORFUTRUE, 223RESERVEDFORFUTRUE, 224RESERVEDFORFUTRUE
Description 225-256	225RESERVEDFORFUTRUE, 226RESERVEDFORFUTRUE, 227RESERVEDFORFUTRUE, 228RESERVEDFORFUTRUE, 229RESERVEDFORFUTRUE, 230RESERVEDFORFUTRUE, 231RESERVEDFORFUTRUE, 232RESERVEDFORFUTRUE, 233RESERVEDFORFUTRUE, 234RESERVEDFORFUTRUE, 235RESERVEDFORFUTRUE, 236RESERVEDFORFUTRUE, 237RESERVEDFORFUTRUE, 238RESERVEDFORFUTRUE, 239RESERVEDFORFUTRUE, 240RESERVEDFORFUTRUE, 241RESERVEDFORFUTRUE, 242RESERVEDFORFUTRUE, 243RESERVEDFORFUTRUE, 244RESERVEDFORFUTRUE, 245RESERVEDFORFUTRUE, 246RESERVEDFORFUTRUE, 247RESERVEDFORFUTRUE, 248RESERVEDFORFUTRUE, 249RESERVEDFORFUTRUE, 250RESERVEDFORFUTRUE, 251RESERVEDFORFUTRUE, 252RESERVEDFORFUTRUE, 253RESERVEDFORFUTRUE, 254RESERVEDFORFUTRUE, 255RESERVEDFORFUTRUE, 256RESERVEDFORFUTRUE
Description 257-288	257RESERVEDFORFUTRUE, 258RESERVEDFORFUTRUE, 259RESERVEDFORFUTRUE, 260RESERVEDFORFUTRUE, 261RESERVEDFORFUTRUE, 262RESERVEDFORFUTRUE, 263RESERVEDFORFUTRUE, 264RESERVEDFORFUTRUE, 265RESERVEDFORFUTRUE, 266RESERVEDFORFUTRUE, 267RESERVEDFORFUTRUE, 268RESERVEDFORFUTRUE, 269RESERVEDFORFUTRUE, 270RESERVEDFORFUTRUE, 271RESERVEDFORFUTRUE, 272RESERVEDFORFUTRUE, 273RESERVEDFORFUTRUE, 274RESERVEDFORFUTRUE, 275RESERVEDFORFUTRUE, 276RESERVEDFORFUTRUE, 278RESERVEDFORFUTRUE, 279RESERVEDFORFUTRUE, 280RESERVEDFORFUTRUE, 281RESERVEDFORFUTRUE, 282RESERVEDFORFUTRUE, 283RESERVEDFORFUTRUE, 284RESERVEDFORFUTRUE, 285RESERVEDFORFUTRUE, 286RESERVEDFORFUTRUE, 287RESERVEDFORFUTRUE, 288RESERVEDFORFUTRUE
Description 289-320	289RESERVEDFORFUTRUE, 290RESERVEDFORFUTRUE, 291RESERVEDFORFUTRUE, 292RESERVEDFORFUTRUE, 293RESERVEDFORFUTRUE, 294RESERVEDFORFUTRUE, 295RESERVEDFORFUTRUE, 296RESERVEDFORFUTRUE, 297RESERVEDFORFUTRUE, 298RESERVEDFORFUTRUE, 299RESERVEDFORFUTRUE, 300RESERVEDFORFUTRUE, 301RESERVEDFORFUTRUE, 302RESERVEDFORFUTRUE, 303RESERVEDFORFUTRUE, 304RESERVEDFORFUTRUE, 305RESERVEDFORFUTRUE, 306RESERVEDFORFUTRUE, 307RESERVEDFORFUTRUE, 308RESERVEDFORFUTRUE, 309RESERVEDFORFUTRUE, 310RESERVEDFORFUTRUE, 311RESERVEDFORFUTRUE, 312RESERVEDFORFUTRUE, 313RESERVEDFORFUTRUE, 314RESERVEDFORFUTRUE, 315RESERVEDFORFUTRUE, 316RESERVEDFORFUTRUE, 317RESERVEDFORFUTRUE, 318RESERVEDFORFUTRUE, 319RESERVEDFORFUTRUE, 320RESERVEDFORFUTRUE
Description 321-352	321RESERVEDFORFUTRUE, 322RESERVEDFORFUTRUE, 323RESERVEDFORFUTRUE, 324RESERVEDFORFUTRUE, 325RESERVEDFORFUTRUE, 326RESERVEDFORFUTRUE, 327RESERVEDFORFUTRUE, 328RESERVEDFORFUTRUE, 329RESERVEDFORFUTRUE, 330RESERVEDFORFUTRUE, 331RESERVEDFORFUTRUE, 332RESERVEDFORFUTRUE, 333RESERVEDFORFUTRUE, 334RESERVEDFORFUTRUE, 335RESERVEDFORFUTRUE, 336RESERVEDFORFUTRUE, 337RESERVEDFORFUTRUE, 338RESERVEDFORFUTRUE, 339RESERVEDFORFUTRUE, 340RESERVEDFORFUTRUE, 341RESERVEDFORFUTRUE, 342RESERVEDFORFUTRUE, 343RESERVEDFORFUTRUE, 344RESERVEDFORFUTRUE, 345RESERVEDFORFUTRUE, 346RESERVEDFORFUTRUE, 347RESERVEDFORFUTRUE, 348RESERVEDFORFUTRUE, 349RESERVEDFORFUTRUE, 350RESERVEDFORFUTRUE, 351RESERVEDFORFUTRUE, 352RESERVEDFORFUTRUE
Description 353-384	353RESERVEDFORFUTRUE, 354RESERVEDFORFUTRUE, 355RESERVEDFORFUTRUE, 356RESERVEDFORFUTRUE, 357DIAGRESPFRAMEFAIL, 358DIAGRNGDNLOADFAIL, 359DIAGINVTS2A1CNF, 360FRAME18FAULT, 361FRAME18ONLINE, 362FRAME18FAILURE, 363CYCLEMOELOGFAULT, 364MMULOGFAULT, 365RESERVEDFORFUTRUE, 366PREEMPTINPUTMAXFLT, 367RESERVEDFORFUTRUE, 368RESERVEDFORFUTRUE, 369RESERVEDFORFUTRUE, 370RESERVEDFORFUTRUE, 371WDRESTARTFIELDIO, 372WDRESTART10THTSK, 373WDOGSTARTWDBCKUP, 374WDOGSTARTWDPRIME, 375WDOGSTARTPLAYER, 376WDOGSTARTPRINTER, 377WDOGSTARTTRIB1, 378WDOGSTARTTRIB2, 379WDOGSTARTFPANEL, 380WDOGSTARTLV1DIAG, 381WDOGSTARTTBE, 382WDOGSTARTBACKGND, 383WDOGSTARTTBC, 384WDOGSTARTLED
Description 385-416	385WDOGSTARTKEYBOARD, 386WDOGSTARTDISPLAY, 387DIAGFIELDIOFAIL, 388DIAGPWRFAILLOADFLT, 389DIAGNOIPSTACK, 390DIAGFIOMAXRETRIES, 391DIAGFIORESET, 392DIAGFIOEVENTOVRN, 393CFGDATAINITIALIZE, 394CFGDATASWOPINCOMPAT, 395HARDWARESWOPPROBLEM, 396CFGDATAINITKEYPAD, 397DIAGCGFDATACRCERROR, 398DIAGPROGRAMCRCERROR, 399SIGNATUREINVALID, 400BBDATACHGFAULT, 401CFGDATACHGFAULT, 402CFGDATAINITDATAKEY, 403PRIORITY1FAULT, 404PRIORITY2FAULT, 405PRIORITY3FAULT, 406PRIORITY4FAULT, 407PRIORITY5FAULT, 408PRIORITY6FAULT, 409PRIORITY7FAULT, 410PRIORITY8FAULT, 411PRIORITY9FAULT, 412PRIORITY10FAULT, 413PRIORITYFAULURE, 414SEQUENCEFALUT, 415RESERVEDFORFUTRUE, 416DIAGECOMDNLDFAIL

SYSTEM DATA

Speed Trap Data

Assign Detectors

Measurement:	Miles Per Hour			
Measurement:	**1**		**2**	
Trap # 1	**D1**	**D2**	**D1**	**D2**
Assign	None	None	None	None
Trap Distribution (7500 = 11 ft, 15000 = 22 ft.)	7500		7500	

Speed Trap Ranges, Dial 1 - 6

Offset	**1**		**2**		**3**	
Value	**Low**	**High**	**Low**	**High**	**Low**	**High**
D1/S1	0	0	0	0	0	0
D1/S2	0	0	0	0	0	0
D1/S3	0	0	0	0	0	0
D1/S4	0	0	0	0	0	0
D1/S5	0	0	0	0	0	0
D1/S6	0	0	0	0	0	0
D2/S1	0	0	0	0	0	0
D2/S2	0	0	0	0	0	0
D2/S3	0	0	0	0	0	0
D2/S4	0	0	0	0	0	0
D2/S5	0	0	0	0	0	0
D2/S6	0	0	0	0	0	0
D3/S1	0	0	0	0	0	0
D3/S2	0	0	0	0	0	0
D3/S3	0	0	0	0	0	0
D3/S4	0	0	0	0	0	0
D3/S5	0	0	0	0	0	0
D3/S6	0	0	0	0	0	0
D4/S1	0	0	0	0	0	0
D4/S2	0	0	0	0	0	0
D4/S3	0	0	0	0	0	0
D4/S4	0	0	0	0	0	0
D4/S5	0	0	0	0	0	0
D4/S6	0	0	0	0	0	0
D5/S1	0	0	0	0	0	0
D5/S2	0	0	0	0	0	0
D5/S3	0	0	0	0	0	0
D5/S4	0	0	0	0	0	0
D5/S5	0	0	0	0	0	0
D5/S6	0	0	0	0	0	0
D6/S1	0	0	0	0	0	0
D6/S2	0	0	0	0	0	0
D6/S3	0	0	0	0	0	0
D6/S4	0	0	0	0	0	0
D6/S5	0	0	0	0	0	0
D6/S6	0	0	0	0	0	0

PHASE DATA

Vehicle Times

Phase Number	1	2	3	4	5	6	7	8
Direction								
Minimum green	0	10	0	8	6	10	0	8
Passage (1/10 sec)	30	30	0	30	30	30	0	30
Maximum 1	15	35	0	10	15	35	0	10
Maximum 2	30	50	0	50	30	50	0	50
Yellow Change (1/10 sec)	35	40	30	40	35	40	30	40
Red Clearance (1/10 sec)	10	15	0	15	10	15	0	15

Density Times

Phase Number	1	2	3	4	5	6	7	8
Added Initial (1/10 sec)	0	0	0	0	0	0	0	0
Maximum Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Minimum Gap (1/10 sec)	0	0	0	0	0	0	0	0

Pedestrian Times

Phase Number	1	2	3	4	5	6	7	8
Walk	0	5	0	5	0	5	0	5
Pedestrian Clear	0	15	0	15	0	15	0	15
Flash Walk	Steady	Steady	Steady	Steady	Steady	Steady	Steady	Steady
Extended Pedestrian Clear	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green

Other Phase Data

Phase Number	1	2	3	4	5	6	7	8
Enabled Phases	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Auto Flash Entry	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
Auto Flash Exit	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
Non-Act 1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non-Act 2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Locking Memory	ON	ON	ON	ON	ON	ON	ON	ON
Min Veh Recall	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
Max Veh Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ped Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Soft Veh Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Dual Entry	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Simul Gap Dis	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Actuated Rest in Walk	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Cond Service	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Added Init	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Pedestrian Recall Type	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF
Recall Delay	0	0	0	0	0	0	0	0

Special Sequence

Phase Number	1	2	3	4	5	6	7	8
Phase Omit	0	0	0	0	0	0	0	0
Minus Yellow	0	0	0	0	0	0	0	0
Omit Call	0	0	0	0	0	0	0	0

PHASE DATA

Vehicle Detectors

Timing Data

Detector	1	2	3	4	5	6	7	8
Extend (1/10 sec)	0	0	0	0	0	0	0	0
Delay (1/10 sec)	0	0	0	0	0	0	0	0
Queueue Limit	0	0	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255	255	255
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Extend (1/10 sec)	0	0	0	0	0	0	0	0
Delay (1/10 sec)	0	0	0	0	0	0	0	0
Queueue Limit	0	0	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255	255	255

Vehicle Detectors

Control Data

Detector	1	2	3	4	5	6	7	8
Call Phase	1	2	3	4	5	6	7	8
Mode	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector
Switch Phase	0	0	0	0	0	0	0	0
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Call Phase	0	0	0	0	0	0	0	0
Mode	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector
Switch Phase	0	0	0	0	0	0	0	0

Vehicle Detectors

Config Data

Detector	1	2	3	4	5	6	7	8
Volume Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Occupancy Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Yellow Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Red Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Passage	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON
Queue	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Call	ON	ON	ON	ON	ON	ON	ON	ON
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Volume Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Occupancy Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Yellow Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Red Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Passage	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON
Queue	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Call	ON	ON	ON	ON	ON	ON	ON	ON

Ped Detectors

Detector	1	2	3	4	5	6	7	8
Extend (sec)	0	0	0	0	0	0	0	0
Delay (sec)	0	0	0	0	0	0	0	0
Mode	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector
Switch Phase	0	0	0	0	0	0	0	0

Misc Ped Options

Phase Number	1	2	3	4	5	6	7	8
Walk Offset time	0	0	0	0	0	0	0	0
Walk Offset Mode	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk

UNIT DATA

Startup and Misc

Start Up Time	900
Startup State	Flash
Red Revert (1/10)	40
Auto Pedestrian Clear	Disable
Stop time reset	No
Unit Alt Sequence	0

Automatic Flash

Test A = Flash	No							
Channel	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

(See Per-Phase Options for Entry and Exit Phases)

Ring Structure

Phase Number	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Ring	1	1	1	1	2	2	2	2
Concurrency	5, 6	5, 6	7, 8	7, 8	1, 2	1, 2	3, 4	3, 4
Sequence Ring Number	**1**	**2**	**3**	**4**				
Global Ring Sequence	1, 2, 3, 4	5, 6, 7, 8						

OVERLAP TABLE

Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**
Included Phases								
Trail Green	0	0	0	0	0	0	0	0
Trail Yellow / 10	30	30	30	30	30	30	30	30
Trail Red / 10	0	0	0	0	0	0	0	0
-G/Y Modifier Phases								
+GRN Modifier Phases	0	0	0	0	0	0	0	0

(For Channel Assignments, see Channel Config below)

SEQUENCE TABLE

Ring Number	**1**	**2**	**3**	**4**
Global Ring Sequence	1, 2, 3, 4	5, 6, 7, 8		
Sequence 2 (Alt Seq 1)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 3 (Alt Seq 2)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 4 (Alt Seq 3)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 5 (Alt Seq 4)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 6 (Alt Seq 5)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 7 (Alt Seq 6)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 8 (Alt Seq 7)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 9 (Alt Seq 8)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 10 (Alt Seq 9)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 11 (Alt Seq 10)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 12 (Alt Seq 11)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 13 (Alt Seq 12)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 14 (Alt Seq 13)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 15 (Alt Seq 14)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 16 (Alt Seq 15)	1, 2, 3, 4	5, 6, 7, 8		

UNIT DATA

PORT1 TABLE

Port1 Address	0	1	2	3	4	5	6	7
	T&F BIU #1 TS2	T&F BIU #2 TS2	T&F BIU #3 TS2	T&F BIU #4 TS2	T&F BIU #5 RESERVED	T&F BIU #6 RESERVED	T&F BIU #7 MFG USE	T&F BIU #8 MFG USE
Device Present								
Frame40 Enable								
Port1 Address	8	9	10	11	12	13	14	15
	DET BIU #1 TS2	DET BIU #2 TS2	DET BIU #3 TS2	DET BIU #4 TS2	DET BIU #5 TS2 RESERVED	DET BIU #6 RESERVED	DET BIU #7 MFG USE	DETBIU #8 MFG USE
Device Present								
Frame40 Enable								
Port1 Address	16	17	18					
	MALFUNCTION UNIT	DIAGNOSTIC (MSG 30)	CONTROLLER UNIT					
Device Present								
Frame40 Enable								

I/O Miscellaneous

RING	1	2	3	4
Input Response	1	2	0	0
Output Select	1	2	0	0
I/O MODES	INPUT		OUTPUT	
ABC' Conn:	NEMA TS 1 compatible (0)		NEMA TS 1 compatible (0)	
D' Conn:	Input Mode 0		Output Mode 0	

Channel Config

Channel	1	2	3	4	5	6	7	8
Control Source	1	2	3	4	5	6	7	8
Control Type	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle
Channel	9	10	11	12	13	14	15	16
Control Source	2	4	6	8	1	2	3	4
Control Type	phasePedestrian	phasePedestrian	phasePedestrian	phasePedestrian	overlap	overlap	overlap	overlap
Channel	17	18	19	20	21	22	23	24
Control Source	1	3	5	7	0	0	0	0
Control Type	phasePedestrian	phasePedestrian	phasePedestrian	phasePedestrian	other	other	other	other

Signal Driver Output

HDWE Output Pin	PH 1 Red/Yel/Grn	PH 2 Red/Yel/Grn	PH 3 Red/Yel/Grn	PH 4 Red/Yel/Grn	PH 5 Red/Yel/Grn	PH 6 Red/Yel/Grn	PH 7 Red/Yel/Grn	PH 8 Red/Yel/Grn
Channel	Phase 1 Veh (1)	Phase 2 Veh (2)	Phase 3 Veh (3)	Phase 4 Veh (4)	Phase 5 Veh (5)	Phase 6 Veh (6)	Phase 7 Veh (7)	Phase 8 Veh (8)
HDWE Output Pin	PH 1 DW/PC/WK (9)	PH 2 DW/PC/WK (10)	PH 3 DW/PC/WK (11)	PH 4 DW/PC/WK (12)	PH 5 DW/PC/WK (13)	PH 6 DW/PC/WK (14)	PH 7 DW/PC/WK (15)	PH 8 DW/PC/WK (16)
Channel	Phase 1 Ped (17)	Phase 2 Ped (9)	Phase 3 Ped (18)	Phase 4 Ped (10)	Phase 5 Ped (19)	Phase 6 Ped (11)	Phase 7 Ped (20)	Phase 8 Ped (12)
HDWE Output Pin	OL A Red/Yel/Grn (17)	OL B Red/Yel/Grn (18)	OL C Red/Yel/Grn (19)	OL D Red/Yel/Grn (20)	PH 1 ON/Nxt/Chk (21)	PH 2 ON/Nxt/Chk (22)	PH 3 ON/Nxt/Chk (23)	PH 4 ON/Nxt/Chk (24)
Channel	OL A Veh (13)	OL B Veh (14)	OL C Veh (15)	OL D Veh (16)	.....(0	.....(0	.....(0	.....(0
HDWE Output Pin	PH 5 ON/Nxt/Chk (25)	PH 6 ON/Nxt/Chk (26)	PH 7 ON/Nxt/Chk (27)	PH 8 ON/Nxt/Chk (28)				
Channel	.....(0	.....(0	.....(0	.....(0				

COORD DATA

Coord Options

Operational Mode	254
Coord Mode	PRM Permissive
Maximum Mode	MaxInhibit
Correction Mode	Dwell
Proprietary Correction Mode	DWL
Offset Mode	BEG Begin of 1st CP green
Force Mode	Floating(plan)
Max Dwell	10
Yield Period	10

Time Base Coord Options

Standard Time Zone Diif	-21600
Daylight Saving	Other
Cycle Zero Reference Point	65535

Level 1 Coord Data

Dial/Split/Offset(NTCIP)	**1/1/1 (1)**	**1/1/2 (2)**	**1/1/3 (3)**	**1/2/1 (4)**	**1/2/2(5)**	**1/2/3 (6)**	**1/3/1 (7)**	**1/3/2 (8)**	**1/3/3 (9)**
Cycle Time	60	60	60	0	0	0	0	0	0
Offset Time	15	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**1/4/1 (10)**	**1/4/2 (11)**	**1/4/3 (12)**	**1/5/1 (13)**	**1/5/2 (14)**	**1/5/3 (15)**	**1/6/1 (16)**	**1/6/2 (17)**	**1/6/3 (18)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**2/1/1 (19)**	**2/1/2 (20)**	**2/1/3 (21)**	**2/2/1 (22)**	**2/2/2(23)**	**2/2/3 (24)**	**2/3/1 (25)**	**2/3/2 (26)**	**2/3/3 (27)**
Cycle Time	60	60	60	0	0	0	0	0	0
Offset Time	20	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**2/4/1 (28)**	**2/4/2 (29)**	**2/4/3 (30)**	**2/5/1 (31)**	**2/5/2 (32)**	**2/5/3 (33)**	**2/6/1 (34)**	**2/6/2 (35)**	**2/6/3 (36)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**3/1/1 (37)**	**3/1/2 (38)**	**3/1/3 (39)**	**3/2/1 (40)**	**3/2/2(41)**	**3/2/3 (42)**	**3/3/1 (43)**	**3/3/2 (44)**	**3/3/3 (45)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0

COORD DATA

Level 1 Coord Data (cont.)

Dial/Split/Offset(NTCIP)	3/4/1 (46)	3/4/2 (47)	3/4/3 (48)	3/5/1 (49)	3/5/2 (50)	3/5/3 (51)	3/6/1 (52)	3/6/2 (53)	3/6/3 (54)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	4/1/1 (55)	4/1/2 (56)	4/1/3 (57)	4/2/1 (58)	4/2/2 (59)	4/2/3 (60)	4/3/1 (61)	4/3/2 (62)	4/3/3 (63)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	4/4/1 (64)	4/4/2 (65)	4/4/3 (66)	4/5/1 (67)	4/5/2 (68)	4/5/3 (69)	4/6/1 (70)	4/6/2 (71)	4/6/3 (72)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	5/1/1 (73)	5/1/2 (74)	5/1/3 (75)	5/2/1 (76)	5/2/2 (77)	5/2/3 (78)	5/3/1 (79)	5/3/2 (80)	5/3/3 (81)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	5/4/1 (82)	5/4/2 (83)	5/4/3 (84)	5/5/1 (85)	5/5/2 (86)	5/5/3 (87)	5/6/1 (88)	5/6/2 (89)	5/6/3 (90)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	6/1/1 (91)	6/1/2 (92)	6/1/3 (93)	6/2/1 (94)	6/2/2 (95)	6/2/3 (96)	6/3/1 (97)	6/3/2 (98)	6/3/3 (99)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	6/4/1 (100)	6/4/2 (101)	6/4/3 (102)	6/5/1 (103)	6/5/2 (104)	6/5/3 (105)	6/6/1 (106)	6/6/2 (107)	6/6/3 (108)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0

COORD DATA

Level 2 Coord Data

DIAL 1

Dial 1 Split 1								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	YES	NO	NO	NO	YES	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	13	32	0	15	13	32	0	14
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 2								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 3								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 4								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 5								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 6								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 2

Dial 2 Split 1								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	YES	NO	NO	NO	YES	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	13	32	0	15	13	32	0	15
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 2								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 3								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 4								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 5								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 6								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

COORD DATA

Level 2 Coord Data

DIAL 3

Dial 3 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 4

Dial 4 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

COORD DATA

Level 2 Coord Data

DIAL 5

Dial 5 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 6

Dial 6 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

TBC DATA

Schedules 1-32

Schedule #	1	2	3	4	5	6	7	8
Month	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	NONE
Day of Month	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	NONE
Day of Week	SU, SA	MO, TU, WE, TH, FR	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	1	2	3	4	5	6	7	0
Schedule #	9	10	11	12	13	14	15	16
Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0
Schedule #	17	18	19	20	21	22	23	24
Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0
Schedule #	25	26	27	28	29	30	31	32
Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0

TBC DATA

Day Plans 1- 8

Day Plan 1				Day Plan 2			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	1	254	01	5	45	5
02	0	0	0	02	8	45	254
03	0	0	0	03	15	0	9
04	0	0	0	04	18	30	254
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

Day Plan 3				Day Plan 4			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

Day Plan 5				Day Plan 6			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

Day Plan 7				Day Plan 8			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

TBC DATA

Day Plans 9-16

Day Plan 9				Day Plan 10			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 11				**Day Plan 12**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 13				**Day Plan 14**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 15				**Day Plan 16**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

TIME BASE ACTIONS

Action #	1	2	3	4	5	6	7	8
Pattern Number	1	0	0	0	19	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Pattern Number	37	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**41**	**42**	**43**	**44**	**45**	**46**	**47**	**48**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**49**	**50**	**51**	**52**	**53**	**54**	**55**	**56**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**57**	**58**	**59**	**60**	**61**	**62**	**63**	**64**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	65	66	67	68	69	70	71	72
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**73**	**74**	**75**	**76**	**77**	**78**	**79**	**80**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**81**	**82**	**83**	**84**	**85**	**86**	**87**	**88**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**97**	**98**	**99**	**100**	**101**	**102**	**103**	**104**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**105**	**106**	**107**	**108**	**109**	**110**	**111**	**112**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**113**	**114**	**115**	**116**	**117**	**118**	**119**	**120**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**121**	**122**	**123**	**124**	**125**	**126**	**127**	**128**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	129	130	131	132	133	134	135	136
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**137**	**138**	**139**	**140**	**141**	**142**	**143**	**144**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**145**	**146**	**147**	**148**	**149**	**150**	**151**	**152**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**153**	**154**	**155**	**156**	**157**	**158**	**159**	**160**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**161**	**162**	**163**	**164**	**165**	**166**	**167**	**168**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**169**	**170**	**171**	**172**	**173**	**174**	**175**	**176**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**177**	**178**	**179**	**180**	**181**	**182**	**183**	**184**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**185**	**186**	**187**	**188**	**189**	**190**	**191**	**192**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	193	194	195	196	197	198	199	200
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**201**	**202**	**203**	**204**	**205**	**206**	**207**	**208**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**209**	**210**	**211**	**212**	**213**	**214**	**215**	**216**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**217**	**218**	**219**	**220**	**221**	**222**	**223**	**224**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**225**	**226**	**227**	**228**	**229**	**230**	**231**	**232**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**233**	**234**	**235**	**236**	**237**	**238**	**239**	**240**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**241**	**242**	**243**	**244**	**245**	**246**	**247**	**248**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**249**	**250**	**251**	**252**	**253**	**254**	**255**	**256**
Pattern Number	0	0	0	0	0	254	255	
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	

TBC DATA

Dimming

Channel	1	2	3	4	5	6	7	8
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	9	10	11	12	13	14	15	16
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel\	17	18	19	20	21	22	23	24
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Phase Function Map

Function Number	1	2	3	4	5	6	7	8
Function Name	PHS-01 MAX#2	PHS-02 MAX#2	PHS-03 MAX#2	PHS-04 MAX#2	PHS-05 MAX#2	PHS-06 MAX#2	PHS-07 MAX#2	PHS-08 MAX#2
Assigned to	P1	P2	P3	P4	P5	P6	P7	P8
Function Number	9	10	11	12	13	14	15	16
Function Name	PHS-09 MAX#2	PHS-10 MAX#2	PHS-11 MAX#2	PHS-12 MAX#2	PHS-13 MAX#2	PHS-14 MAX#2	PHS-15 MAX#2	PHS-16 MAX#2
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	17	18	19	20	21	22	23	24
Function Name	PHS-01 OMT	PHS-02 OMT	PHS-03 OMT	PHS-04 OMT	PHS-05 OMT	PHS-06 OMT	PHS-07 OMT	PHS-08 OMT
Assigned to	P9	P10	P11	P12	P13	P14	P15	P16
Function Number	25	26	27	28	29	30	31	32
Function Name	PHS-09 OMT	PHS-10 OMT	PHS-11 OMT	PHS-12 OMT	PHS-13 OMT	PHS-14 OMT	PHS-15 OMT	PHS-16 OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	33	34	35	36	37	38	39	40
Function Name	PHS-01 PED OMT	PHS-02 PED OMT	PHS-03 PED OMT	PHS-04 PED OMT	PHS-05 PED OMT	PHS-06 PED OMT	PHS-07 PED OMT	PHS-08 PED OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	41	42	43	44	45	46	47	48
Function Name	PHS-09 PED OMT	PHS-10 PED OMT	PHS-11 PED OMT	PHS-12 PED OMT	PHS-13 PED OMT	PHS-14 PED OMT	PHS-15 PED OMT	PHS-16 PED OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	49	50	51	52	53	54	55	56
Function Name	PHS-01 MAX REC	PHS-02 MAX REC	PHS-03 MAX REC	PHS-04 MAX REC	PHS-05 MAX REC	PHS-06 MAX REC	PHS-07 MAX REC	PHS-08 MAX REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	57	58	59	60	61	62	63	64
Function Name	PHS-09 MAX REC	PHS-10 MAX REC	PHS-11 MAX REC	PHS-12 MAX REC	PHS-13 MAX REC	PHS-14 MAX REC	PHS-15 MAX REC	PHS-16 MAX REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	65	66	67	68	69	70	71	72
Function Name	PHS-01 MIN REC	PHS-02 MIN REC	PHS-03 MIN REC	PHS-04 MIN REC	PHS-05 MIN REC	PHS-06 MIN REC	PHS-07 MIN REC	PHS-08 MIN REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	73	74	75	76	77	78	79	80
Function Name	PHS-09 MIN REC	PHS-10 MIN REC	PHS-11 MIN REC	PHS-12 MIN REC	PHS-13 MIN REC	PHS-14 MIN REC	PHS-15 MIN REC	PHS-16 MIN REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	81	82	83	84	85	86	87	88
Function Name	PHS-01 PED REC	PHS-02 PED REC	PHS-03 PED REC	PHS-04 PED REC	PHS-05 PED REC	PHS-06 PED REC	PHS-07 PED REC	PHS-08 PED REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Phase Function Map Continued

Function Number	89	90	91	92	93	94	95	96
Function Name	PHS-09 PED REC	PHS-10 PED REC	PHS-11 PED REC	PHS-12 PED REC	PHS-13 PED REC	PHS-14 PED REC	PHS-15 PED REC	PHS-16 PED REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	97	98	99	100	101	102	103	104
Function Name	DET-01 SW OMIT	DET-02 SW OMIT	DET-03 SW OMIT	DET-04 SW OMIT	DET-05 SW OMIT	DET-06 SW OMIT	DET-07 SW OMIT	DET-08 SW OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	105	106	107	108	109	110	111	112
Function Name	DET-09 SW OMIT	DET-10 SW OMIT	DET-11 SW OMIT	DET-12 SW OMIT	DET-13 SW OMIT	DET-14 SW OMIT	DET-15 SW OMIT	DET-16 SW OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	113	114	115	116	117	118	119	120
Function Name	DET-01 SW NOW	DET-02 SW NOW	DET-03 SW NOW	DET-04 SW NOW	DET-05 SW NOW	DET-06 SW NOW	DET-07 SW NOW	DET-08 SW NOW
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	121	122	123	124	125	126	127	128
Function Name	DET-09 SW NOW	DET-10 SW NOW	DET-11 SW NOW	DET-12 SW NOW	DET-13 SW NOW	DET-14 SW NOW	DET-15 SW NOW	DET-16 SW NOW
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	129	130	131	132	133	134	135	136
Function Name	DET-01 SW ALSO	DET-02 SW ALSO	DET-03 SW ALSO	DET-04 SW ALSO	DET-05 SW ALSO	DET-06 SW ALSO	DET-07 SW ALSO	DET-08 SW ALSO
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	137	138	139	140	141	142	143	144
Function Name	DET-09 SW ALSO	DET-10 SW ALSO	DET-11 SW ALSO	DET-12 SW ALSO	DET-13 SW ALSO	DET-14 SW ALSO	DET-15 SW ALSO	DET-16 SW ALSO
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	145	146	147	148	149	150	151	152
Function Name	OLAP A OMIT	OLAP B OMIT	OLAP C OMIT	OLAP D OMIT	OLAP E OMIT	OLAP F OMIT	OLAP G OMITO	OLAP H OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	153	154	155	156	157	158	159	160
Function Name	OLAP I OMIT	OLAP J OMIT	OLAP K OMIT	OLAP L OMIT	OLAP M OMIT	OLAP N OMIT	OLAP O OMITO	OLAP P OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Special Function Map

Function Name	Special Func 1	Special Func 2	Special Func 3	Special Func 4	Special Func 5	Special Func 6	Special Func 7	Special Func 8
Assigned to	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Function Name	Veh 33-48	Veh 49-64	SPC + PED	VEH 33-48	VEH 49-64	DYN MX5=SPC+PED	PROT/PERM OMITS	Phase 2 Sign Control
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Name	Phase 4 Sign Control	Phase 6 Sign Control	Phase 8 Sign Control	TX DIA - 4 Phase	TX DIA - 3 Phase	TX DIA - Separate	Que1/Lvl 1 Controls	Que1/Lvl 2 Controls
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Name	Que2/Lvl 1 Controls	Que2/Lvl 2 Controls	OLI-P FL G PHS	OLI-P FL R PHS	RESERVED	Coord Adaptive Split	PHS FUNC 1-8	PHS FUNC 9-16
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PREEMPT TABLE

All Preempts

Preempt	1	2	3	4	5	6		
Minimum Green	6	6	6	6	6	6		
Minimum Walk	0	0	0	0	0	0		
Control	NLM, NOPE1	NLM, NOPE1	NLM, NOPE1	NLM, NOPE1	NOPE1	NOPE1		
Preempt Option Key:	Non-Lock Mem	NLM	No Over Flash	NOF	No Over PE+1	NOPE1	Flash Dwell	FD

All Preempts

Preempt	1	2	3	4	5	6
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Extend	0	0	0	0	0	0
Minimum Duration	6	8	6	6	0	0
Maximum Presence	30	20	20	20	0	0
Lock Out	1	1	1	1	0	0
Exit Phase	2, 6	2, 6	2, 6	2, 6		
Exit Calls	NONE	NONE	NONE	NONE	NONE	NONE

Interval Times

Preempt	1	2	3	4	5	6
Enter Ped Clear	0	0	0	0	8	8
Enter Yellow Change	40	40	40	40	40	40
Enter Red Clear	20	20	20	20	20	20
Track Green	1	1	1	1	10	10
Track Ped Clear	0	0	0	0	8	8
Track Yellow Change	0	0	40	0	40	40
Track Red Clear	0	0	20	0	20	20
Dwell Green	8	8	6	8	10	10
Return Ped Clear	0	0	0	0	8	8
Return Yellow (1/10)	40	40	40	40	40	40
Return Red (1/10)	20	20	20	20	20	20

EPAC PREEMPT 1 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Green (1)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 1 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 1 OVERLAP STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Green (1)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dark (3)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

PREEMPT DATA

EPAC PREEMPT 3 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Green (1)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 3 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 3 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Green (1)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

Low Priority

Preempt Entry	1	2	3	4	5	6
Low Priority Non Lock	NO	NO	NO	NO	NO	NO
LP Skip Phases	NO	NO	NO	NO	NO	NO
LP Delay	0	0	0	0	0	0
LP Extend	0	0	0	0	0	0
LP Duration	0	0	0	0	0	0
LP Dwell	0	0	0	0	0	0
LP Max Call	0	0	0	0	0	0
LP Lock Out	0	0	0	0	0	0
LP Dwell Phases	NONE	NONE	NONE	NONE	NONE	NONE
LP Exit Calls	NONE	NONE	NONE	NONE	NONE	NONE

SYSTEM DATA

Sys Backup Time (Sec)	900	(900 sec = 15 min)

Traffic Responsive

System Detector

System Det	1	2	3	4	5	6	7	8
Assigned to phase	0	0	0	0	0	0	0	0
Veh/Hour (VPHR * 100)	0	0	0	0	0	0	0	0
Avg Time Util (AVGT)	0	0	0	0	0	0	0	0
Corr Factor (CTFC /10)	0	0	0	0	0	0	0	0
Min Vol Reqd (MVOL %)	0	0	0	0	0	0	0	0

Queue Assignment

Queue	1				2			
Detector	1	2	3	4	1	2	3	4
System Detector	0	0	0	0	0	0	0	0
Weighting Factor	0	0	0	0	0	0	0	0
Input Selection	AVERAGE output				AVERAGE output			
Failure Level	0				0			

Queue Select

Queue #	1		2	
LEVEL	1	2	1	2
% Enter (UP)	0	0	0	0
% Leave (DN)	0	0	0	0
DL/SPL/OFF	000	000	000	000

Detector Diagnostics

Vehicle Detector Diagnostics Value 0

Vehicle Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	30	0	0	0	30
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Vehicle Detector #	9	10	11	12	13	14	15	16
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Vehicle Detector Diagnostics Value 1

Vehicle Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Vehicle Detector #	9	10	11	12	13	14	15	16
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Pedestrian Detector Diagnostics Value 0

Pedestrian Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Pedestrian Detector Diagnostics Value 1

Pedestrian Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

SYSTEM DATA

Enabled Alarms

Alarm Set	Enabled Alarms
Description 1-32	01ONLINE, 02POWERON, 03POWEROFF, 04NOCOORDCYCLEFAULT, 05OFFLINECYCLEFAIL, 06NOCOORDCOORDFAULT, 07NOCOORDCOORDFAIL, 08OFFLINEVOLTMONIT, 09OFFLINEREMOTEFL, 10OFFLINEPREEMPT1, 11OFFLINEPREEMPT2, 12OFFLINEPREEMPT3, 13OFFLINEPREEMPT4, 14SPECIALSTATUS1ON, 15SPECIALSTATUS2ON, 16SPECIALSTATUS3ON, 17SPECIALSTATUS4ON, 18SPECIALSTATUS5ON, 19SPECIALSTATUS6ON, 20SPECIALSTATUS1OFF, 21SPECIALSTATUS2OFF, 22SPECIALSTATUS3OFF, 23SPECIALSTATUS4OFF, 24SPECIALSTATUS5OFF, 25SPECIALSTATUS6OFF, 26OFFLINECONFLFL, 27OFFLINELOCALFL, 28ALARM28RESERVED, 29SIGNATURECHKBATTERY, 30WATCHDOGTIMEOUT, 31EEPROMWRITEERROR, 32ALARM32RESERVED
Description 33-64	53DATACHANGEREMOTE, 54DATACHANGEKEYPAD
Description 65-96	82IMECHANGEREMOTE, 83TIMECHANGEKEYPAD
Description 97-128	NONE
Description 129-160	NONE
Description 161-192	NONE
Description 193-224	NONE
Description 225-256	NONE
Description 257-288	NONE
Description 289-320	NONE
Description 321-352	NONE
Description 353-384	NONE
Description 385-416	NONE

SYSTEM DATA

Speed Trap Data

Assign Detectors

Measurement:	Miles Per Hour			
Measurement:	**1**		**2**	
Trap # 1	**D1**	**D2**	**D1**	**D2**
Assign	0	0	0	0
Trap Distribution (7500 = 11 ft, 15000 = 22 ft.)	7500		7500	

Speed Trap Ranges, Dial 1 - 6

Offset	1		2		3	
Value	**Low**	**High**	**Low**	**High**	**Low**	**High**
D1/S1	0	0	0	0	0	0
D1/S2	0	0	0	0	0	0
D1/S3	0	0	0	0	0	0
D1/S4	0	0	0	0	0	0
D1/S5	0	0	0	0	0	0
D1/S6	0	0	0	0	0	0
D2/S1	0	0	0	0	0	0
D2/S2	0	0	0	0	0	0
D2/S3	0	0	0	0	0	0
D2/S4	0	0	0	0	0	0
D2/S5	0	0	0	0	0	0
D2/S6	0	0	0	0	0	0
D3/S1	0	0	0	0	0	0
D3/S2	0	0	0	0	0	0
D3/S3	0	0	0	0	0	0
D3/S4	0	0	0	0	0	0
D3/S5	0	0	0	0	0	0
D3/S6	0	0	0	0	0	0
D4/S1	0	0	0	0	0	0
D4/S2	0	0	0	0	0	0
D4/S3	0	0	0	0	0	0
D4/S4	0	0	0	0	0	0
D4/S5	0	0	0	0	0	0
D4/S6	0	0	0	0	0	0
D5/S1	0	0	0	0	0	0
D5/S2	0	0	0	0	0	0
D5/S3	0	0	0	0	0	0
D5/S4	0	0	0	0	0	0
D5/S5	0	0	0	0	0	0
D5/S6	0	0	0	0	0	0
D6/S1	0	0	0	0	0	0
D6/S2	0	0	0	0	0	0
D6/S3	0	0	0	0	0	0
D6/S4	0	0	0	0	0	0
D6/S5	0	0	0	0	0	0
D6/S6	0	0	0	0	0	0

PHASE DATA

Vehicle Times

Phase Number	1	2	3	4	5	6	7	8
Direction								
Minimum green	0	10	0	10	0	10	0	10
Passage (1/10 sec)	0	40	0	30	0	40	0	30
Maximum 1	0	35	0	25	0	35	0	25
Maximum 2	30	50	30	50	30	50	30	50
Yellow Change (1/10 sec)	35	35	35	35	35	35	35	35
Red Clearance (1/10 sec)	0	15	15	15	15	15	15	15

Density Times

Phase Number	1	2	3	4	5	6	7	8
Added Initial (1/10 sec)	0	0	0	0	0	0	0	0
Maximum Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Minimum Gap (1/10 sec)	0	0	0	0	0	0	0	0

Pedestrian Times

Phase Number	1	2	3	4	5	6	7	8
Walk	0	5	0	5	0	5	0	5
Pedestrian Clear	0	12	0	14	0	12	0	14
Flash Walk	Steady	Steady	Steady	Steady	Steady	Steady	Steady	Steady
Extended Pedestrian Clear	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green	Normal Green

Other Phase Data

Phase Number	1	2	3	4	5	6	7	8
Enabled Phases	ON	ON	OFF	ON	OFF	ON	OFF	ON
Auto Flash Entry	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Flash Exit	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non-Act 1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non-Act 2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Locking Memory	ON	ON	ON	ON	ON	ON	ON	ON
Min Veh Recall	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
Max Veh Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ped Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Soft Veh Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Dual Entry	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Simul Gap Dis	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Actuated Rest in Walk	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Cond Service	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Added Init	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Pedestrian Recall Type	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF	Ped Recall OFF
Recall Delay	0	0	0	0	0	0	0	0

Special Sequence

Phase Number	1	2	3	4	5	6	7	8
Phase Omit	0	0	0	0	0	0	0	0
Minus Yellow	0	0	0	0	0	0	0	0
Omit Call	0	0	0	0	0	0	0	0

PHASE DATA

Vehicle Detectors

Timing Data

Detector	1	2	3	4	5	6	7	8
Extend (1/10 sec)	0	0	0	0	0	0	0	0
Delay (1/10 sec)	0	0	0	0	0	0	0	0
Queueue Limit	0	0	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255	255	255
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Extend (1/10 sec)	0	0	0	0	0	0	0	0
Delay (1/10 sec)	0	0	0	0	0	0	0	0
Queueue Limit	0	0	0	0	0	0	0	0
Fail Time	255	255	255	255	255	255	255	255

Vehicle Detectors

Control Data

Detector	1	2	3	4	5	6	7	8
Call Phase	0	2	0	4	0	6	0	8
Mode	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector
Switch Phase	0	0	0	0	0	0	0	0
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Call Phase	0	0	0	0	0	0	0	0
Mode	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector	VEH Detector
Switch Phase	0	0	0	0	0	0	0	0

Vehicle Detectors

Config Data

Detector	1	2	3	4	5	6	7	8
Volume Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Occupancy Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Yellow Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Red Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Passage	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON
Queue	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Call	ON	ON	ON	ON	ON	ON	ON	ON
Detector	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Volume Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Occupancy Det	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Yellow Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Red Lock	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Passage	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON
Queue	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Call	ON	ON	ON	ON	ON	ON	ON	ON

Ped Detectors

Detector	1	2	3	4	5	6	7	8
Extend (sec)	0	0	0	0	0	0	0	0
Delay (sec)	0	0	0	0	0	0	0	0
Mode	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector	PED Detector
Switch Phase	0	0	0	0	0	0	0	0

Misc Ped Options

Phase Number	1	2	3	4	5	6	7	8
Walk Offset time	0	0	0	0	0	0	0	0
Walk Offset Mode	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk	Advance Walk

UNIT DATA

Startup and Misc

Start Up Time	900
Startup State	Flash
Red Revert (1/10)	40
Auto Pedestrian Clear	Disable
Stop time reset	No
Unit Alt Sequence	0

Automatic Flash

Test A = Flash	No							
Channel	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
Flash	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

(See Per-Phase Options for Entry and Exit Phases)

Ring Structure

Phase Number	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Ring	1	1	1	1	2	2	2	2
Concurrency	5, 6	5, 6	7, 8	7, 8	1, 2	1, 2	3, 4	3, 4
Sequence Ring Number	**1**	**2**	**3**	**4**				
Global Ring Sequence	1, 2, 3, 4	5, 6, 7, 8						

OVERLAP TABLE

Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**
Included Phases								
Trail Green	0	0	0	0	0	0	0	0
Trail Yellow / 10	30	30	30	30	30	30	30	30
Trail Red / 10	0	0	0	0	0	0	0	0
-G/Y Modifier Phases								
+GRN Modifier Phases	0	0	0	0	0	0	0	0

(For Channel Assignments, see Channel Config below)

SEQUENCE TABLE

Ring Number	**1**	**2**	**3**	**4**
Global Ring Sequence	1, 2, 3, 4	5, 6, 7, 8		
Sequence 2 (Alt Seq 1)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 3 (Alt Seq 2)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 4 (Alt Seq 3)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 5 (Alt Seq 4)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 6 (Alt Seq 5)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 7 (Alt Seq 6)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 8 (Alt Seq 7)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 9 (Alt Seq 8)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 10 (Alt Seq 9)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 11 (Alt Seq 10)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 12 (Alt Seq 11)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 13 (Alt Seq 12)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 14 (Alt Seq 13)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 15 (Alt Seq 14)	1, 2, 3, 4	5, 6, 7, 8		
Sequence 16 (Alt Seq 15)	1, 2, 3, 4	5, 6, 7, 8		

UNIT DATA

PORT1 TABLE

Port1 Address	0	1	2	3	4	5	6	7
	T&F BIU #1 TS2	T&F BIU #2 TS2	T&F BIU #3 TS2	T&F BIU #4 TS2	T&F BIU #5 RESERVED	T&F BIU #6 RESERVED	T&F BIU #7 MFG USE	T&F BIU #8 MFG USE
Device Present								
Frame40 Enable								
Port1 Address	8	9	10	11	12	13	14	15
	DET BIU #1 TS2	DET BIU #2 TS2	DET BIU #3 TS2	DET BIU #4 TS2	DET BIU #5 TS2 RESERVED	DET BIU #6 RESERVED	DET BIU #7 MFG USE	DETBIU #8 MFG USE
Device Present								
Frame40 Enable								
Port1 Address	16	17	18					
	MALFUNCTION UNIT	DIAGNOSTIC (MSG 30)	CONTROLLER UNIT					
Device Present								
Frame40 Enable								

I/O Miscellaneous

RING	1	2	3	4
Input Response	1	2	0	0
Output Select	1	2	0	0
I/O MODES	INPUT		OUTPUT	
ABC' Conn:	NEMA TS 1 compatible (0)		NEMA TS 1 compatible (0)	
D' Conn:	Input Mode 0		Output Mode 0	

Channel Config

Channel	1	2	3	4	5	6	7	8
Control Source	1	2	3	4	5	6	7	8
Control Type	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle	phaseVehicle
Channel	9	10	11	12	13	14	15	16
Control Source	2	4	6	8	1	2	3	4
Control Type	phasePedestrian	phasePedestrian	phasePedestrian	phasePedestrian	overlap	overlap	overlap	overlap
Channel	17	18	19	20	21	22	23	24
Control Source	1	3	5	7	0	0	0	0
Control Type	phasePedestrian	phasePedestrian	phasePedestrian	phasePedestrian	other	other	other	other

Signal Driver Output

HDWE Output Pin	PH 1 Red/Yel/Grn	PH 2 Red/Yel/Grn	PH 3 Red/Yel/Grn	PH 4 Red/Yel/Grn	PH 5 Red/Yel/Grn	PH 6 Red/Yel/Grn	PH 7 Red/Yel/Grn	PH 8 Red/Yel/Grn
Channel	Phase 1 Veh (1)	Phase 2 Veh (2)	Phase 3 Veh (3)	Phase 4 Veh (4)	Phase 5 Veh (5)	Phase 6 Veh (6)	Phase 7 Veh (7)	Phase 8 Veh (8)
HDWE Output Pin	PH 1 DW/PC/WK (9)	PH 2 DW/PC/WK (10)	PH 3 DW/PC/WK (11)	PH 4 DW/PC/WK (12)	PH 5 DW/PC/WK (13)	PH 6 DW/PC/WK (14)	PH 7 DW/PC/WK (15)	PH 8 DW/PC/WK (16)
Channel	Phase 1 Ped (17)	Phase 2 Ped (9)	Phase 3 Ped (18)	Phase 4 Ped (10)	Phase 5 Ped (19)	Phase 6 Ped (11)	Phase 7 Ped (20)	Phase 8 Ped (12)
HDWE Output Pin	OL A Red/Yel/Grn (17)	OL B Red/Yel/Grn (18)	OL C Red/Yel/Grn (19)	OL D Red/Yel/Grn (20)	PH 1 ON/Nxt/Chk (21)	PH 2 ON/Nxt/Chk (22)	PH 3 ON/Nxt/Chk (23)	PH 4 ON/Nxt/Chk (24)
Channel	OL A Veh (13)	OL B Veh (14)	OL C Veh (15)	OL D Veh (16)	.....(0	.....(0	.....(0	.....(0
HDWE Output Pin	PH 5 ON/Nxt/Chk (25)	PH 6 ON/Nxt/Chk (26)	PH 7 ON/Nxt/Chk (27)	PH 8 ON/Nxt/Chk (28)				
Channel	.....(0	.....(0	.....(0	.....(0				

COORD DATA

Coord Options

Operational Mode	254
Coord Mode	PRM Permissive
Maximum Mode	MaxInhibit
Correction Mode	Other
Proprietary Correction Mode	MDW
Offset Mode	BEG Begin of 1st CP green
Force Mode	Fixed(cycle time)
Max Dwell	30
Yield Period	10

Time Base Coord Options

Standard Time Zone Diif	-21600
Daylight Saving	Other
Cycle Zero Reference Point	65535

Level 1 Coord Data

Dial/Split/Offset(NTCIP)	**1/1/1 (1)**	**1/1/2 (2)**	**1/1/3 (3)**	**1/2/1 (4)**	**1/2/2(5)**	**1/2/3 (6)**	**1/3/1 (7)**	**1/3/2 (8)**	**1/3/3 (9)**
Cycle Time	85	85	85	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	1	0	0	0	0	0	0	0	0
Mode	Permissive	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**1/4/1 (10)**	**1/4/2 (11)**	**1/4/3 (12)**	**1/5/1 (13)**	**1/5/2 (14)**	**1/5/3 (15)**	**1/6/1 (16)**	**1/6/2 (17)**	**1/6/3 (18)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**2/1/1 (19)**	**2/1/2 (20)**	**2/1/3 (21)**	**2/2/1 (22)**	**2/2/2(23)**	**2/2/3 (24)**	**2/3/1 (25)**	**2/3/2 (26)**	**2/3/3 (27)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**2/4/1 (28)**	**2/4/2 (29)**	**2/4/3 (30)**	**2/5/1 (31)**	**2/5/2 (32)**	**2/5/3 (33)**	**2/6/1 (34)**	**2/6/2 (35)**	**2/6/3 (36)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	**3/1/1 (37)**	**3/1/2 (38)**	**3/1/3 (39)**	**3/2/1 (40)**	**3/2/2(41)**	**3/2/3 (42)**	**3/3/1 (43)**	**3/3/2 (44)**	**3/3/3 (45)**
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0

COORD DATA

Level 1 Coord Data (cont.)

Dial/Split/Offset(NTCIP)	3/4/1 (46)	3/4/2 (47)	3/4/3 (48)	3/5/1 (49)	3/5/2 (50)	3/5/3 (51)	3/6/1 (52)	3/6/2 (53)	3/6/3 (54)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	4/1/1 (55)	4/1/2 (56)	4/1/3 (57)	4/2/1 (58)	4/2/2 (59)	4/2/3 (60)	4/3/1 (61)	4/3/2 (62)	4/3/3 (63)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	4/4/1 (64)	4/4/2 (65)	4/4/3 (66)	4/5/1 (67)	4/5/2 (68)	4/5/3 (69)	4/6/1 (70)	4/6/2 (71)	4/6/3 (72)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	5/1/1 (73)	5/1/2 (74)	5/1/3 (75)	5/2/1 (76)	5/2/2 (77)	5/2/3 (78)	5/3/1 (79)	5/3/2 (80)	5/3/3 (81)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	5/4/1 (82)	5/4/2 (83)	5/4/3 (84)	5/5/1 (85)	5/5/2 (86)	5/5/3 (87)	5/6/1 (88)	5/6/2 (89)	5/6/3 (90)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	6/1/1 (91)	6/1/2 (92)	6/1/3 (93)	6/2/1 (94)	6/2/2 (95)	6/2/3 (96)	6/3/1 (97)	6/3/2 (98)	6/3/3 (99)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0
Dial/Split/Offset(NTCIP)	6/4/1 (100)	6/4/2 (101)	6/4/3 (102)	6/5/1 (103)	6/5/2 (104)	6/5/3 (105)	6/6/1 (106)	6/6/2 (107)	6/6/3 (108)
Cycle Time	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0
Sequence Number	0	0	0	0	0	0	0	0	0
Mode	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal	Normal
R2 Lag	0	0	0	0	0	0	0	0	0
R3 Lag	0	0	0	0	0	0	0	0	0
R4 Lag	0	0	0	0	0	0	0	0	0

COORD DATA

Level 2 Coord Data

DIAL 1

Dial 1 Split 1								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	YES	NO	NO	NO	YES	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	25	35	0	25	25	35	0	25
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 2								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 3								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 4								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 5								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 1 Split 6								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 2

Dial 2 Split 1								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 2								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 3								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 4								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 5								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 2 Split 6								
Phase	1	2	3	4	5	6	7	8
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

COORD DATA

Level 2 Coord Data

DIAL 3

Dial 3 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 3 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 4

Dial 4 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 4 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

COORD DATA

Level 2 Coord Data

DIAL 5

Dial 5 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 5 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

DIAL 6

Dial 6 Split 1								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 2								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 3								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 4								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 5								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO
Dial 6 Split 6								
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Coord PH	NO	NO	NO	NO	NO	NO	NO	NO
Mode	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated	Actuated
Phase Time	0	0	0	0	0	0	0	0
Dual Coord Phase	NO	NO	NO	NO	NO	NO	NO	NO

TBC DATA

Schedules 1-32

Schedule #	1	2	3	4	5	6	7	8
Month	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	JAN, FEB, MAR, APR, MAY, JUNE, JULY, AUG, SEP, OCT, NOV, DEC	NONE
Day of Month	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31	NONE
Day of Week	SU, MO, TU, WE, TH, FR, SA	SU	SA	WE	TH	FR	SA	NONE
Day Plan	1	2	3	4	5	6	7	0
Schedule #	9	10	11	12	13	14	15	16
Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0
Schedule #	17	18	19	20	21	22	23	24
Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0
Schedule #	25	26	27	28	29	30	31	32
Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Month	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day of Week	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Day Plan	0	0	0	0	0	0	0	0

TBC DATA

Day Plans 1- 8

Day Plan 1				Day Plan 2			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	1	0	1	01	0	0	0
02	12	0	1	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 3				**Day Plan 4**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 5				**Day Plan 6**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 7				**Day Plan 8**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

TBC DATA

Day Plans 9-16

Day Plan 9				Day Plan 10			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 11				**Day Plan 12**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 13				**Day Plan 14**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0
Day Plan 15				**Day Plan 16**			
Event #	Hour	Minute	Action	Event #	Hour	Minute	Action
01	0	0	0	01	0	0	0
02	0	0	0	02	0	0	0
03	0	0	0	03	0	0	0
04	0	0	0	04	0	0	0
05	0	0	0	05	0	0	0
06	0	0	0	06	0	0	0
07	0	0	0	07	0	0	0
08	0	0	0	08	0	0	0
09	0	0	0	09	0	0	0
10	0	0	0	10	0	0	0
11	0	0	0	11	0	0	0
12	0	0	0	12	0	0	0
13	0	0	0	13	0	0	0
14	0	0	0	14	0	0	0
15	0	0	0	15	0	0	0

TIME BASE ACTIONS

Action #	1	2	3	4	5	6	7	8
Pattern Number	1	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**41**	**42**	**43**	**44**	**45**	**46**	**47**	**48**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**49**	**50**	**51**	**52**	**53**	**54**	**55**	**56**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**57**	**58**	**59**	**60**	**61**	**62**	**63**	**64**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	65	66	67	68	69	70	71	72
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**73**	**74**	**75**	**76**	**77**	**78**	**79**	**80**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**81**	**82**	**83**	**84**	**85**	**86**	**87**	**88**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**97**	**98**	**99**	**100**	**101**	**102**	**103**	**104**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**105**	**106**	**107**	**108**	**109**	**110**	**111**	**112**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**113**	**114**	**115**	**116**	**117**	**118**	**119**	**120**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**121**	**122**	**123**	**124**	**125**	**126**	**127**	**128**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	129	130	131	132	133	134	135	136
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**137**	**138**	**139**	**140**	**141**	**142**	**143**	**144**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**145**	**146**	**147**	**148**	**149**	**150**	**151**	**152**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**153**	**154**	**155**	**156**	**157**	**158**	**159**	**160**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**161**	**162**	**163**	**164**	**165**	**166**	**167**	**168**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**169**	**170**	**171**	**172**	**173**	**174**	**175**	**176**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**177**	**178**	**179**	**180**	**181**	**182**	**183**	**184**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**185**	**186**	**187**	**188**	**189**	**190**	**191**	**192**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

TIME BASE ACTIONS

Action #	193	194	195	196	197	198	199	200
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**201**	**202**	**203**	**204**	**205**	**206**	**207**	**208**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**209**	**210**	**211**	**212**	**213**	**214**	**215**	**216**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**217**	**218**	**219**	**220**	**221**	**222**	**223**	**224**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**225**	**226**	**227**	**228**	**229**	**230**	**231**	**232**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**233**	**234**	**235**	**236**	**237**	**238**	**239**	**240**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**241**	**242**	**243**	**244**	**245**	**246**	**247**	**248**
Pattern Number	0	0	0	0	0	0	0	0
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Action #	**249**	**250**	**251**	**252**	**253**	**254**	**255**	**256**
Pattern Number	0	0	0	0	0	0	0	
Phase function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Auxillary Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Detector function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
Special Function	NONE	NONE	NONE	NONE	NONE	NONE	NONE	

TBC DATA

Dimming

Channel	1	2	3	4	5	6	7	8
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel	9	10	11	12	13	14	15	16
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Channel\	17	18	19	20	21	22	23	24
Dim	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Phase Function Map

Function Number	1	2	3	4	5	6	7	8
Function Name	PHS-01 MAX#2	PHS-02 MAX#2	PHS-03 MAX#2	PHS-04 MAX#2	PHS-05 MAX#2	PHS-06 MAX#2	PHS-07 MAX#2	PHS-08 MAX#2
Assigned to	P1	P2	P3	P4	P5	P6	P7	P8
Function Number	9	10	11	12	13	14	15	16
Function Name	PHS-09 MAX#2	PHS-10 MAX#2	PHS-11 MAX#2	PHS-12 MAX#2	PHS-13 MAX#2	PHS-14 MAX#2	PHS-15 MAX#2	PHS-16 MAX#2
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	17	18	19	20	21	22	23	24
Function Name	PHS-01 OMT	PHS-02 OMT	PHS-03 OMT	PHS-04 OMT	PHS-05 OMT	PHS-06 OMT	PHS-07 OMT	PHS-08 OMT
Assigned to	P9	P10	P11	P12	P13	P14	P15	P16
Function Number	25	26	27	28	29	30	31	32
Function Name	PHS-09 OMT	PHS-10 OMT	PHS-11 OMT	PHS-12 OMT	PHS-13 OMT	PHS-14 OMT	PHS-15 OMT	PHS-16 OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	33	34	35	36	37	38	39	40
Function Name	PHS-01 PED OMT	PHS-02 PED OMT	PHS-03 PED OMT	PHS-04 PED OMT	PHS-05 PED OMT	PHS-06 PED OMT	PHS-07 PED OMT	PHS-08 PED OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	41	42	43	44	45	46	47	48
Function Name	PHS-09 PED OMT	PHS-10 PED OMT	PHS-11 PED OMT	PHS-12 PED OMT	PHS-13 PED OMT	PHS-14 PED OMT	PHS-15 PED OMT	PHS-16 PED OMT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	49	50	51	52	53	54	55	56
Function Name	PHS-01 MAX REC	PHS-02 MAX REC	PHS-03 MAX REC	PHS-04 MAX REC	PHS-05 MAX REC	PHS-06 MAX REC	PHS-07 MAX REC	PHS-08 MAX REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	57	58	59	60	61	62	63	64
Function Name	PHS-09 MAX REC	PHS-10 MAX REC	PHS-11 MAX REC	PHS-12 MAX REC	PHS-13 MAX REC	PHS-14 MAX REC	PHS-15 MAX REC	PHS-16 MAX REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	65	66	67	68	69	70	71	72
Function Name	PHS-01 MIN REC	PHS-02 MIN REC	PHS-03 MIN REC	PHS-04 MIN REC	PHS-05 MIN REC	PHS-06 MIN REC	PHS-07 MIN REC	PHS-08 MIN REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	73	74	75	76	77	78	79	80
Function Name	PHS-09 MIN REC	PHS-10 MIN REC	PHS-11 MIN REC	PHS-12 MIN REC	PHS-13 MIN REC	PHS-14 MIN REC	PHS-15 MIN REC	PHS-16 MIN REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	81	82	83	84	85	86	87	88
Function Name	PHS-01 PED REC	PHS-02 PED REC	PHS-03 PED REC	PHS-04 PED REC	PHS-05 PED REC	PHS-06 PED REC	PHS-07 PED REC	PHS-08 PED REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Phase Function Map Continued

Function Number	89	90	91	92	93	94	95	96
Function Name	PHS-09 PED REC	PHS-10 PED REC	PHS-11 PED REC	PHS-12 PED REC	PHS-13 PED REC	PHS-14 PED REC	PHS-15 PED REC	PHS-16 PED REC
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	97	98	99	100	101	102	103	104
Function Name	DET-01 SW OMIT	DET-02 SW OMIT	DET-03 SW OMIT	DET-04 SW OMIT	DET-05 SW OMIT	DET-06 SW OMIT	DET-07 SW OMIT	DET-08 SW OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	105	106	107	108	109	110	111	112
Function Name	DET-09 SW OMIT	DET-10 SW OMIT	DET-11 SW OMIT	DET-12 SW OMIT	DET-13 SW OMIT	DET-14 SW OMIT	DET-15 SW OMIT	DET-16 SW OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	113	114	115	116	117	118	119	120
Function Name	DET-01 SW NOW	DET-02 SW NOW	DET-03 SW NOW	DET-04 SW NOW	DET-05 SW NOW	DET-06 SW NOW	DET-07 SW NOW	DET-08 SW NOW
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	121	122	123	124	125	126	127	128
Function Name	DET-09 SW NOW	DET-10 SW NOW	DET-11 SW NOW	DET-12 SW NOW	DET-13 SW NOW	DET-14 SW NOW	DET-15 SW NOW	DET-16 SW NOW
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	129	130	131	132	133	134	135	136
Function Name	DET-01 SW ALSO	DET-02 SW ALSO	DET-03 SW ALSO	DET-04 SW ALSO	DET-05 SW ALSO	DET-06 SW ALSO	DET-07 SW ALSO	DET-08 SW ALSO
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	137	138	139	140	141	142	143	144
Function Name	DET-09 SW ALSO	DET-10 SW ALSO	DET-11 SW ALSO	DET-12 SW ALSO	DET-13 SW ALSO	DET-14 SW ALSO	DET-15 SW ALSO	DET-16 SW ALSO
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	145	146	147	148	149	150	151	152
Function Name	OLAP A OMIT	OLAP B OMIT	OLAP C OMIT	OLAP D OMIT	OLAP E OMIT	OLAP F OMIT	OLAP G OMITO	OLAP H OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Number	153	154	155	156	157	158	159	160
Function Name	OLAP I OMIT	OLAP J OMIT	OLAP K OMIT	OLAP L OMIT	OLAP M OMIT	OLAP N OMIT	OLAP O OMITO	OLAP P OMIT
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Special Function Map

Function Name	Special Func 1	Special Func 2	Special Func 3	Special Func 4	Special Func 5	Special Func 6	Special Func 7	Special Func 8
Assigned to	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Function Name	Veh 33-48	Veh 49-64	SPC + PED	VEH 33-48	VEH 49-64	DYN MX5=SPC+PED	PROT/PERM OMITS	Phase 2 Sign Control
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Name	Phase 4 Sign Control	Phase 6 Sign Control	Phase 8 Sign Control	TX DIA - 4 Phase	TX DIA - 3 Phase	TX DIA - Separate	Que1/Lvl 1 Controls	Que1/Lvl 2 Controls
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Function Name	Que2/Lvl 1 Controls	Que2/Lvl 2 Controls	OLI-P FL G PHS	OLI-P FL R PHS	RESERVED	Coord Adaptive Split	PHS FUNC 1-8	PHS FUNC 9-16
Assigned to	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PREEMPT TABLE

All Preempts

Preempt	1	2	3	4	5	6
Minimum Green	8	10	10	10	10	10
Minimum Walk	0	0	0	0	10	10
Control	NLM, NOF, NOPE1	NLM, NOF, NOPE1	NLM, NOF, NOPE1	NLM, NOF, NOPE1	NONE	NOPE1
Preempt Option Key:	Non-Lock Mem	NLM	No Over Flash	NOF	No Over PE+1	NOPE1	Flash Dwell	FD

All Preempts

Preempt	1	2	3	4	5	6
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Extend	0	0	0	0	0	0
Minimum Duration	8	10	8	8	0	0
Maximum Presence	30	30	30	40	0	0
Lock Out	1	1	1	1	0	0
Exit Phase	2, 6	2, 6	2, 6	2, 6		
Exit Calls	NONE	NONE	NONE	NONE	NONE	NONE

Interval Times

Preempt	1	2	3	4	5	6
Enter Ped Clear	0	0	0	0	8	8
Enter Yellow Change	0	0	0	0	40	40
Enter Red Clear	0	0	0	0	20	20
Track Green	1	1	1	1	10	10
Track Ped Clear	0	0	0	0	8	8
Track Yellow Change	40	40	30	40	40	40
Track Red Clear	20	20	10	20	20	20
Dwell Green	10	10	10	10	10	10
Return Ped Clear	0	0	0	0	8	8
Return Yellow (1/10)	40	40	40	40	40	40
Return Red (1/10)	20	20	20	20	20	20

EPAC PREEMPT 1 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Green (1)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 1 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 1 OVERLAP STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Green (1)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dark (3)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 2 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

PREEMPT DATA

EPAC PREEMPT 3 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Green (1)	Red (0)	Red (0)	Green (1)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 3 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 3 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Green (1)	Red (0)	Red (0)	Red (0)	Red (0)	Green (1)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dark (3)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 4 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 5 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 VEHICLE STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 PEDESTRIAN STATUS

Phase Number	1	2	3	4	5	6	7	8
Track Grn	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Dwell	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)	Dont Walk (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

EPAC PREEMPT 6 OVERLAP STATUS

Overlap	A	B	C	D	E	F	G	H
Track Grn	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Dwell	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)	Red (0)
Cycle	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)	NO (0)

Low Priority

Preempt Entry	1	2	3	4	5	6
Low Priority Non Lock	NO	NO	NO	NO	NO	NO
LP Skip Phases	NO	NO	NO	NO	NO	NO
LP Delay	0	0	0	0	0	0
LP Extend	0	0	0	0	0	0
LP Duration	0	0	0	0	0	0
LP Dwell	0	0	0	0	0	0
LP Max Call	0	0	0	0	0	0
LP Lock Out	0	0	0	0	0	0
LP Dwell Phases	NONE	NONE	NONE	NONE	NONE	NONE
LP Exit Calls	NONE	NONE	NONE	NONE	NONE	NONE

SYSTEM DATA

Sys Backup Time (Sec)	900	(900 sec = 15 min)

Traffic Responsive

System Detector

System Det	1	2	3	4	5	6	7	8
Assigned to phase	0	0	0	0	0	0	0	0
Veh/Hour (VPHR * 100)	0	0	0	0	0	0	0	0
Avg Time Util (AVGT)	0	0	0	0	0	0	0	0
Corr Factor (CTFC /10)	0	0	0	0	0	0	0	0
Min Vol Reqd (MVOL %)	0	0	0	0	0	0	0	0

Queue Assignment

Queue	1				2			
Detector	1	2	3	4	1	2	3	4
System Detector	0	0	0	0	0	0	0	0
Weighting Factor	0	0	0	0	0	0	0	0
Input Selection	AVERAGE output				AVERAGE output			
Failure Level	0				0			

Queue Select

Queue #	1		2	
LEVEL	1	2	1	2
% Enter (UP)	0	0	0	0
% Leave (DN)	0	0	0	0
DL/SPL/OFF	000	000	000	000

Detector Diagnostics

Vehicle Detector Diagnostics Value 0

Vehicle Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Vehicle Detector #	9	10	11	12	13	14	15	16
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Vehicle Detector Diagnostics Value 1

Vehicle Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0
Vehicle Detector #	9	10	11	12	13	14	15	16
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Pedestrian Detector Diagnostics Value 0

Pedestrian Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

Pedestrian Detector Diagnostics Value 1

Pedestrian Detector #	1	2	3	4	5	6	7	8
Max Presence	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0

SYSTEM DATA

Enabled Alarms

Alarm Set	Enabled Alarms
Description 1-32	01ONLINE, 02POWERON, 03POWEROFF, 04NOCOORDCYCLEFAULT, 05OFFLINECYCLEFAIL, 06NOCOORDCOORDFAULT, 07NOCOORDCOORDFAIL, 08OFFLINEVOLTMONIT, 09OFFLINEREMOTEFL, 10OFFLINEPREEMPT1, 11OFFLINEPREEMPT2, 12OFFLINEPREEMPT3, 13OFFLINEPREEMPT4, 14SPECIALSTATUS1ON, 15SPECIALSTATUS2ON, 16SPECIALSTATUS3ON, 17SPECIALSTATUS4ON, 18SPECIALSTATUS5ON, 19SPECIALSTATUS6ON, 20SPECIALSTATUS1OFF, 21SPECIALSTATUS2OFF, 22SPECIALSTATUS3OFF, 23SPECIALSTATUS4OFF, 24SPECIALSTATUS5OFF, 25SPECIALSTATUS6OFF, 26OFFLINECONFLFL, 27OFFLINELOCALFL, 28ALARM28RESERVED, 29SIGNATURECHKBATTERY, 30WATCHDOGTIMEOUT, 31EEPROMWRITEERROR, 32ALARM32RESERVED
Description 33-64	33COORDACTIVE, 34TRAFFICTASKDELAYED, 35CYCLEZEROPHASEFAULT, 36NOSYSTEMBACKUP, 37SYSTEMACTIVE, 38CYCLEZEROPEDDELAY, 39NOSYSTEMSTANDBY, 40NOCOORDCOMNDFREE, 41NOCOORDCOORDFREE, 42NOCOORDBADPFREE, 43NOCOORDTRANSFREE, 44NOCOORDINPUTFREE, 45NOCOORDFAILFREE, 46ALARMLOGFAULT, 47COMMLOGFAULT, 48TRAFRESPLOGFAULT, 49SPEEDLOGFAULT, 50MOESLOGFAULT, 51DETLOGFAULT, 52DIALUPFAILED, 53DATACHANGEREMOTE, 54DATACHANGEKEYPAD, 55OFFLINEPREEMPT5, 56OFFLINEPREEMPT6, 57OFFLINEPRIORITY1, 58OFFLINEPRIORITY2, 59OFFLINEPRIORITY3, 60OFFLINEPRIORITY4, 61OFFLINEPRIORITY5, 62OFFLINEPRIORITY6, 63DIAGBUSFAULT, 64DIAGADDRESSFAULT
Description 65-96	65DIAGINVALIDOPCODE, 66DIAGDIVIDEBYZERO, 67DIAGSYSTEMFAULT, 68DIAGFALSEINTERRUPT, 69DIAGINVALIDTRAP, 70DIAGUNSPECIFIED, 71DIAGIOPINIT, 72DIAGRAMTEST, 73DIAGVTRXFAULT, 74DIAGIOPTIMEOUT, 75DIAGIOPRAMTEST, 76DIAGIOPCLOCKTEST, 77DIAGIOPROMTEST, 78INVALIDPROMRESTART, 79INCOMPATMEMRESTART, 80EEPROMCRCINITIALIZE, 81EEPROMINITKEYPAD, 82IMECHANGEREMOTE, 83TIMECHANGEKEYPAD, 84COORDOFFSETFAULT, 85RTCCHIPFAILURE, 86RTCCHIPFAULT, 87RTCCHIPADJUST, 88SOFTWARECLOCKADJUST, 89PROGRAMDAY0, 90CRITLALARMSCLEAR, 91DIAGEEPROMCRCERR, 92DIAGEPROMCRCERROR, 93DIAGTRAFTASKXSDLY, 94DIAGTRAFTASKWDOG, 95VOLCOUNTLOGFAULT, 96MMUUNDETECTEDCNFLCT
Description 97-128	97MMUUNDETECTEDCNFLCT, 98MMUUTILIZATIONCNFLCT, 99SDLC1SECDLYFAULT, 100SDLC1SECDLYFAIL, 101FRAME128FAULT, 102FRAME128ONLINE, 103FRAME129FAULT, 104FRAME129ONLINE, 105ALARMRESERVED, 106ALARMRESERVED, 107FRAME131FAULT, 108FRAME131ONLINE, 109ALARMRESERVED, 110ALARMRESERVED, 111ALARMRESERVED, 112ALARMRESERVED, 113ALARMRESERVED, 114ALARMRESERVED, 115ALARMRESERVED, 116ALARMRESERVED, 117ALARMRESERVED, 118ALARMRESERVED, 119ALARMRESERVED, 120ALARMRESERVED, 121FRAME138FAULT, 122FRAME138ONLINE, 123FRAME139FAULT, 124FRAME139ONLINE, 125FRAME140FAULT, 126FRAME140ONLINE, 127FRAME141FAULT, 128FRAME141ONLINE
Description 129-160	129ALARMRESERVED, 130ALARMRESERVED, 131ALARMRESERVED, 132ALARMRESERVED, 133ALARMRESERVED, 134ALARMRESERVED, 135ALARMRESERVED, 136ALARMRESERVED, 137ALARMRESERVED, 138ALARMRESERVED, 139ALARMRESERVED, 140ALARMRESERVED, 141FRAME148FAULT, 142FRAME148ONLINE, 143FRAME149FAULT, 144FRAME149ONLINE, 145FRAME150FAULT, 146FRAME150ONLINE, 147FRAME151FAULT, 148FRAME151ONLINE, 149FRAME152FAULT, 150FRAME152ONLINE, 151FRAME153FAULT, 152FRAME153ONLINE, 153FRAME154FAULT, 154FRAME154ONLINE, 155FRAME155FAULT, 156FRAME155ONLINE, 157ALARMRESERVED, 158ALARMRESERVED, 159ALARMRESERVED, 160ALARMRESERVED
Description 161-192	161FRAME158FAULT, 162FRAME158ONLINE, 163ALARMRESERVED, 164ALARMRESERVED, 165ALARMRESERVED, 166ALARMRESERVED, 167ALARMRESERVED, 168ALARMRESERVED, 169ALARMRESERVED, 170ALARMRESERVED, 171ALARMRESERVED, 172ALARMRESERVED, 173ALARMRESERVED, 174ALARMRESERVED, 175ALARMRESERVED, 176ALARMRESERVED, 177ALARMRESERVED, 178ALARMRESERVED, 179ALARMRESERVED, 180ALARMRESERVED, 181FRAME168FAULT, 182FRAME168ONLINE, 183FRAME169FAULT, 184FRAME169ONLINE, 185FRAME170FAULT, 186FRAME170ONLINE, 187FRAME171FAULT, 188FRAME171ONLINE, 189RESERVEDFORFUTRUE, 190RESERVEDFORFUTRUE, 191RESERVEDFORFUTRUE, 192RESERVEDFORFUTRUE
Description 193-224	193RESERVEDFORFUTRUE, 194RESERVEDFORFUTRUE, 195RESERVEDFORFUTRUE, 196RESERVEDFORFUTRUE, 197RESERVEDFORFUTRUE, 198RESERVEDFORFUTRUE, 199RESERVEDFORFUTRUE, 200RESERVEDFORFUTRUE, 201RESERVEDFORFUTRUE, 202RESERVEDFORFUTRUE, 203RESERVEDFORFUTRUE, 204RESERVEDFORFUTRUE, 205RESERVEDFORFUTRUE, 206RESERVEDFORFUTRUE, 207RESERVEDFORFUTRUE, 208RESERVEDFORFUTRUE, 209RESERVEDFORFUTRUE, 210RESERVEDFORFUTRUE, 211RESERVEDFORFUTRUE, 212RESERVEDFORFUTRUE, 213RESERVEDFORFUTRUE, 214RESERVEDFORFUTRUE, 215RESERVEDFORFUTRUE, 216RESERVEDFORFUTRUE, 217RESERVEDFORFUTRUE, 218RESERVEDFORFUTRUE, 219RESERVEDFORFUTRUE, 220RESERVEDFORFUTRUE, 221RESERVEDFORFUTRUE, 222RESERVEDFORFUTRUE, 223RESERVEDFORFUTRUE, 224RESERVEDFORFUTRUE
Description 225-256	225RESERVEDFORFUTRUE, 226RESERVEDFORFUTRUE, 227RESERVEDFORFUTRUE, 228RESERVEDFORFUTRUE, 229RESERVEDFORFUTRUE, 230RESERVEDFORFUTRUE, 231RESERVEDFORFUTRUE, 232RESERVEDFORFUTRUE, 233RESERVEDFORFUTRUE, 234RESERVEDFORFUTRUE, 235RESERVEDFORFUTRUE, 236RESERVEDFORFUTRUE, 237RESERVEDFORFUTRUE, 238RESERVEDFORFUTRUE, 239RESERVEDFORFUTRUE, 240RESERVEDFORFUTRUE, 241RESERVEDFORFUTRUE, 242RESERVEDFORFUTRUE, 243RESERVEDFORFUTRUE, 244RESERVEDFORFUTRUE, 245RESERVEDFORFUTRUE, 246RESERVEDFORFUTRUE, 247RESERVEDFORFUTRUE, 248RESERVEDFORFUTRUE, 249RESERVEDFORFUTRUE, 250RESERVEDFORFUTRUE, 251RESERVEDFORFUTRUE, 252RESERVEDFORFUTRUE, 253RESERVEDFORFUTRUE, 254RESERVEDFORFUTRUE, 255RESERVEDFORFUTRUE, 256RESERVEDFORFUTRUE
Description 257-288	257RESERVEDFORFUTRUE, 258RESERVEDFORFUTRUE, 259RESERVEDFORFUTRUE, 260RESERVEDFORFUTRUE, 261RESERVEDFORFUTRUE, 262RESERVEDFORFUTRUE, 263RESERVEDFORFUTRUE, 264RESERVEDFORFUTRUE, 265RESERVEDFORFUTRUE, 266RESERVEDFORFUTRUE, 267RESERVEDFORFUTRUE, 268RESERVEDFORFUTRUE, 269RESERVEDFORFUTRUE, 270RESERVEDFORFUTRUE, 271RESERVEDFORFUTRUE, 272RESERVEDFORFUTRUE, 273RESERVEDFORFUTRUE, 274RESERVEDFORFUTRUE, 275RESERVEDFORFUTRUE, 276RESERVEDFORFUTRUE, 278RESERVEDFORFUTRUE, 279RESERVEDFORFUTRUE, 280RESERVEDFORFUTRUE, 281RESERVEDFORFUTRUE, 282RESERVEDFORFUTRUE, 283RESERVEDFORFUTRUE, 284RESERVEDFORFUTRUE, 285RESERVEDFORFUTRUE, 286RESERVEDFORFUTRUE, 287RESERVEDFORFUTRUE, 288RESERVEDFORFUTRUE
Description 289-320	289RESERVEDFORFUTRUE, 290RESERVEDFORFUTRUE, 291RESERVEDFORFUTRUE, 292RESERVEDFORFUTRUE, 293RESERVEDFORFUTRUE, 294RESERVEDFORFUTRUE, 295RESERVEDFORFUTRUE, 296RESERVEDFORFUTRUE, 297RESERVEDFORFUTRUE, 298RESERVEDFORFUTRUE, 299RESERVEDFORFUTRUE, 300RESERVEDFORFUTRUE, 301RESERVEDFORFUTRUE, 302RESERVEDFORFUTRUE, 303RESERVEDFORFUTRUE, 304RESERVEDFORFUTRUE, 305RESERVEDFORFUTRUE, 306RESERVEDFORFUTRUE, 307RESERVEDFORFUTRUE, 308RESERVEDFORFUTRUE, 309RESERVEDFORFUTRUE, 310RESERVEDFORFUTRUE, 311RESERVEDFORFUTRUE, 312RESERVEDFORFUTRUE, 313RESERVEDFORFUTRUE, 314RESERVEDFORFUTRUE, 315RESERVEDFORFUTRUE, 316RESERVEDFORFUTRUE, 317RESERVEDFORFUTRUE, 318RESERVEDFORFUTRUE, 319RESERVEDFORFUTRUE, 320RESERVEDFORFUTRUE
Description 321-352	321RESERVEDFORFUTRUE, 322RESERVEDFORFUTRUE, 323RESERVEDFORFUTRUE, 324RESERVEDFORFUTRUE, 325RESERVEDFORFUTRUE, 326RESERVEDFORFUTRUE, 327RESERVEDFORFUTRUE, 328RESERVEDFORFUTRUE, 329RESERVEDFORFUTRUE, 330RESERVEDFORFUTRUE, 331RESERVEDFORFUTRUE, 332RESERVEDFORFUTRUE, 333RESERVEDFORFUTRUE, 334RESERVEDFORFUTRUE, 335RESERVEDFORFUTRUE, 336RESERVEDFORFUTRUE, 337RESERVEDFORFUTRUE, 338RESERVEDFORFUTRUE, 339RESERVEDFORFUTRUE, 340RESERVEDFORFUTRUE, 341RESERVEDFORFUTRUE, 342RESERVEDFORFUTRUE, 343RESERVEDFORFUTRUE, 344RESERVEDFORFUTRUE, 345RESERVEDFORFUTRUE, 346RESERVEDFORFUTRUE, 347RESERVEDFORFUTRUE, 348RESERVEDFORFUTRUE, 349RESERVEDFORFUTRUE, 350RESERVEDFORFUTRUE, 351RESERVEDFORFUTRUE, 352RESERVEDFORFUTRUE
Description 353-384	353RESERVEDFORFUTRUE, 354RESERVEDFORFUTRUE, 355RESERVEDFORFUTRUE, 356RESERVEDFORFUTRUE, 357DIAGRESPFRAMEFAIL, 358DIAGRNGDNLOADFAIL, 359DIAGINVTS2A1CNF, 360FRAME18FAULT, 361FRAME18ONLINE, 362FRAME18FAILURE, 363CYCLEMOELOGFAULT, 364MMULOGFAULT, 365RESERVEDFORFUTRUE, 366PREEMPTINPUTMAXFLT, 367RESERVEDFORFUTRUE, 368RESERVEDFORFUTRUE, 369RESERVEDFORFUTRUE, 370RESERVEDFORFUTRUE, 371WDRESTARTFIELDIO, 372WDRESTART10THTSK, 373WDOGSTARTWDBCKUP, 374WDOGSTARTWDPRIME, 375WDOGSTARTPLAYER, 376WDOGSTARTPRINTER, 377WDOGSTARTTRIB1, 378WDOGSTARTTRIB2, 379WDOGSTARTFPANEL, 380WDOGSTARTLV1DIAG, 381WDOGSTARTTBE, 382WDOGSTARTBACKGND, 383WDOGSTARTTBC, 384WDOGSTARTLED
Description 385-416	385WDOGSTARTKEYBOARD, 386WDOGSTARTDISPLAY, 387DIAGFIELDIOFAIL, 388DIAGPWRFAILLOADFLT, 389DIAGNOIPSTACK, 390DIAGFIOMAXRETRIES, 391DIAGFIORESET, 392DIAGFIOEVENTOVRN, 393CFGDATAINITIALIZE, 394CFGDATASWOPINCOMPAT, 395HARDWARESWOPPROBLEM, 396CFGDATAINITKEYPAD, 397DIAGCGFDATACRCERROR, 398DIAGPROGRAMCRCERROR, 399SIGNATUREINVALID, 400BBDATACHGFAULT, 401CFGDATACHGFAULT, 402CFGDATAINITDATAKEY, 403RESERVEDFORFUTRUE, 404RESERVEDFORFUTRUE, 405RESERVEDFORFUTRUE, 406RESERVEDFORFUTRUE, 407RESERVEDFORFUTRUE, 408RESERVEDFORFUTRUE, 409RESERVEDFORFUTRUE, 410RESERVEDFORFUTRUE, 411RESERVEDFORFUTRUE, 412RESERVEDFORFUTRUE, 413RESERVEDFORFUTRUE, 414RESERVEDFORFUTRUE, 415RESERVEDFORFUTRUE, 416DIAGECOMDNLDFAIL

SYSTEM DATA

Speed Trap Data

Assign Detectors

Measurement:	Miles Per Hour			
Measurement:	**1**		**2**	
Trap # 1	**D1**	**D2**	**D1**	**D2**
Assign	0	0	0	0
Trap Distribution (7500 = 11 ft, 15000 = 22 ft.)	7500		7500	

Speed Trap Ranges, Dial 1 - 6

Offset	1		2		3	
Value	**Low**	**High**	**Low**	**High**	**Low**	**High**
D1/S1	0	0	0	0	0	0
D1/S2	0	0	0	0	0	0
D1/S3	0	0	0	0	0	0
D1/S4	0	0	0	0	0	0
D1/S5	0	0	0	0	0	0
D1/S6	0	0	0	0	0	0
D2/S1	0	0	0	0	0	0
D2/S2	0	0	0	0	0	0
D2/S3	0	0	0	0	0	0
D2/S4	0	0	0	0	0	0
D2/S5	0	0	0	0	0	0
D2/S6	0	0	0	0	0	0
D3/S1	0	0	0	0	0	0
D3/S2	0	0	0	0	0	0
D3/S3	0	0	0	0	0	0
D3/S4	0	0	0	0	0	0
D3/S5	0	0	0	0	0	0
D3/S6	0	0	0	0	0	0
D4/S1	0	0	0	0	0	0
D4/S2	0	0	0	0	0	0
D4/S3	0	0	0	0	0	0
D4/S4	0	0	0	0	0	0
D4/S5	0	0	0	0	0	0
D4/S6	0	0	0	0	0	0
D5/S1	0	0	0	0	0	0
D5/S2	0	0	0	0	0	0
D5/S3	0	0	0	0	0	0
D5/S4	0	0	0	0	0	0
D5/S5	0	0	0	0	0	0
D5/S6	0	0	0	0	0	0
D6/S1	0	0	0	0	0	0
D6/S2	0	0	0	0	0	0
D6/S3	0	0	0	0	0	0
D6/S4	0	0	0	0	0	0
D6/S5	0	0	0	0	0	0
D6/S6	0	0	0	0	0	0

APPENDIX B

Existing Conditions

Parking Data

Day of the Week	Lot Description (Business Name)	Available Spaces	7 - 8 am	8 - 9 am	9 - 10 am	10 - 11 am	11 am - 12	12 - 1 pm	1 - 2 pm	2 - 3 pm	3 - 4 pm	4 - 5 pm	5 - 6 pm	6 - 7 pm	7 - 8 pm	8 - 9 pm	9 - 10 pm	Daily Utilization	Number ADA	Notes
Monday	City Hall Parking Garage	314	79	123	125	118	119	108	106	119	122	125	68	36	35	35	34	29%	2	20 x City Vehicles parked.
	Between City Hall and Garage	31	0	0	6	9	8	8	10	7	10	7	9	3	3	0	0	17%	6	
	Green St WEST SIDE (2nd to 3rd)	13	0	0	1	5	5	5	4	1	3	4	4	3	1	1	0	19%	1	Includes Drop Off Area
	Green St EAST SIDE (2nd to 3rd)	9	0	0	0	0	2	3	2	1	1	3	1	3	1	0	0	13%	1	
	Lot Description (Business Name)	**Available Spaces**	**7 - 8 am**	**8 - 9 am**	**9 - 10 am**	**10 - 11 am**	**11 am - 12**	**12 - 1 pm**	**1 - 2 pm**	**2 - 3 pm**	**3 - 4 pm**	**4 - 5 pm**	**5 - 6 pm**	**6 - 7 pm**	**7 - 8 pm**	**8 - 9 pm**	**9 - 10 pm**	**Daily Utilization**	**Number ADA**	**Notes**
Tuesday	City Hall Parking Garage	314	96	139	156	161	172	125	139	147	152	127	98	63	54	50	48	37%	2	20 x City Vehicles parked.
	Between City Hall and Garage	31	2	9	13	14	15	15	12	12	17	21	12	19	9	9	8	40%	6	
	Green St WEST SIDE (2nd to 3rd)	13	0	1	3	4	5	7	4	2	2	1	2	6	4	4	3	25%	1	Includes Drop Off Area
	Green St EAST SIDE (2nd to 3rd)	9	0	2	1	2	4	6	2	2	3	0	2	4	6	3	3	30%	1	
	Lot Description (Business Name)	**Available Spaces**	**7 - 8 am**	**8 - 9 am**	**9 - 10 am**	**10 - 11 am**	**11 am - 12**	**12 - 1 pm**	**1 - 2 pm**	**2 - 3 pm**	**3 - 4 pm**	**4 - 5 pm**	**5 - 6 pm**	**6 - 7 pm**	**7 - 8 pm**	**8 - 9 pm**	**9 - 10 pm**	**Daily Utilization**	**Number ADA**	**Notes**
Wednesday	City Hall Parking Garage	314	77	128	146	149	143	127	131	143	143	121	63	44	37	34	31	32%	2	20 x City Vehicles parked.
	Between City Hall and Garage	31	1	2	9	8	9	11	11	7	9	6	4	4	5	4	0	19%	6	
	Green St WEST SIDE (2nd to 3rd)	13	0	1	2	2	1	6	3	3	0	1	8	8	7	6	4	27%	1	Includes Drop Off Area
	Green St EAST SIDE (2nd to 3rd)	9	0	2	1	1	2	5	4	1	1	1	2	4	5	2	0	23%	1	
	Lot Description (Business Name)	**Available Spaces**	**7 - 8 am**	**8 - 9 am**	**9 - 10 am**	**10 - 11 am**	**11 am - 12**	**12 - 1 pm**	**1 - 2 pm**	**2 - 3 pm**	**3 - 4 pm**	**4 - 5 pm**	**5 - 6 pm**	**6 - 7 pm**	**7 - 8 pm**	**8 - 9 pm**	**9 - 10 pm**	**Daily Utilization**	**Number ADA**	**Notes**
Thursday	City Hall Parking Garage	314	79	130	143	141	152	142	154	154	150	149	60	53	49	38	38	35%	2	20 x City Vehicles parked.
	Between City Hall and Garage	31	0	2	8	11	12	20	19	13	15	15	17	18	12	2	0	35%	6	
	Green St WEST SIDE (2nd to 3rd)	13	1	2	0	6	3	6	4	3	1	1	4	6	6	4	2	25%	1	Includes Drop Off Area
	Green St EAST SIDE (2nd to 3rd)	9	0	1	0	3	0	6	3	2	0	1	5	5	5	4	3	28%	1	
	Lot Description (Business Name)	**Available Spaces**	**7 - 8 am**	**8 - 9 am**	**9 - 10 am**	**10 - 11 am**	**11 am - 12**	**12 - 1 pm**	**1 - 2 pm**	**2 - 3 pm**	**3 - 4 pm**	**4 - 5 pm**	**5 - 6 pm**	**6 - 7 pm**	**7 - 8 pm**	**8 - 9 pm**	**9 - 10 pm**	**Daily Utilization**	**Number ADA**	**Notes**
Friday	City Hall Parking Garage	314	70	121	130	131	121	101	110	110	113	122	89	66	69	59	52	31%	2	20 x City Vehicles parked.
	Between City Hall and Garage	31	0	10	13	15	14	19	12	16	18	7	19	19	17	16	11	44%	6	
	Green St WEST SIDE (2nd to 3rd)	13	0	1	3	3	4	7	4	7	5	0	7	10	10	10	8	41%	1	Includes Drop Off Area
	Green St EAST SIDE (2nd to 3rd)	9	0	0	2	0	2	4	3	4	3	2	4	9	9	7	6	41%	1	
	Lot Description (Business Name)	**Available Spaces**	**7 - 8 am**	**8 - 9 am**	**9 - 10 am**	**10 - 11 am**	**11 am - 12**	**12 - 1 pm**	**1 - 2 pm**	**2 - 3 pm**	**3 - 4 pm**	**4 - 5 pm**	**5 - 6 pm**	**6 - 7 pm**	**7 - 8 pm**	**8 - 9 pm**	**9 - 10 pm**	**Daily Utilization**	**Number ADA**	**Notes**
Saturday	City Hall Parking Garage	314	38	42	42	45	49	58	60	52	47	48	48	42	44	50	52	15%	2	20 x City Vehicles parked.
	Between City Hall and Garage	31	0	2	7	8	10	19	20	19	8	8	5	11	10	10	7	31%	6	
	Green St WEST SIDE (2nd to 3rd)	13	2	1	1	2	7	10	8	10	7	5	7	8	7	9	9	48%	1	Includes Drop Off Area
	Green St EAST SIDE (2nd to 3rd)	9	0	0	0	0	4	7	6	8	9	4	5	7	7	11	11	59%	1	

Here's data from our current parking inventory model of the blocks east and west of Green Street (2nd-3rd). Note, the 84 Parking Spaces "Adjusted" from the Garage for Elevate 113 Apts, have not materialized and were based on the UDO required parking for development approval that could not be provided on-site. The development had provided a supplemental Parking Study with about half that amount of parking to be sourced from public inventory of parking spaces based on similar apartment project demands. The total vacancy in the garage is probably closer to 100 spaces on the typical peak weekday demand considering the possible impact of Elevate 113 (and its approved shared sources of public parking). Staff intends to do a parking study of the same DT Area again later this year. "Unoccupied" spaces for shared public use is the difference between available spaces and peak demand in the tables below from non "Pvt" (private) inventory.

				Existing	Peak	Adjusted
10	On Street	3rd St NORTH SIDE (Douglas to Green)	13	13		####
10	On Street	Douglas EAST SIDE (3rd to 2nd)	5	6		####
10		North Side of 213 SE Douglas (3 Garage Doors)	3	2		67%
10	10C (Pvt)	South Side of Fire Station	11	10		91%
10	10D (Pvt)	Between 209 Douglas and City Hall (209 SE Douglas St)	13	12		92%
10	10E (Split)	Between Neighbor's and City Hall (Pub-15. Pvt-13)	28	25		89%
10	10H (Pvt)	East Side of Fire Station (By Tower)	3	3		####
10	10B (Pvt)	North Side of Fire Station	16	14		88%
10	10A (Pvt)	Between 111 and 101 SE 2nd (Coin Store)	10	10		####
10	10G (Pub)	City Hall Parking Garage	314	172	84	82%
10	10F (Pub)	Between City Hall and Garage	31	21		68%
10	On Street	Green St WEST SIDE (2nd to 3rd)	13	9		69%
11		Between 203 and 205 Green	2	1		50%
11	On Street	Green St EAST SIDE (2nd to 3rd)	9	8		89%
11	11A (Pvt)	Around 209 SE Green (Closed Restaurant)	31	5		16%
11	11B (Pvt)	West Side of AT&T (202 SE 3rd St - Open Lot Only)	30	30		####
11	11C (Pvt)	East Side of 200 SE 3rd (Barber Shop)	14	10		71%
11	On Street	3rd St NORTH SIDE (Green to Johnson)	8	11		####
11	11D (Pvt)	206 and 208 SE 3rd (Zak Chiropractic)	23	10		43%
11	On Street	Johnson St WEST SIDE (2nd to 3rd)	13	2		15%
11	11G (Pvt)	Around 201 SE Green (Herrington's Auto)	20	22		####

	Existing	Planned	Notes:
City Hall Parking Garage	314	314	-20 city vehicles parked overnight in garage
Between City Hall and Garage	31	31	
Green Street West Side	13	0	
Green Street East Side	9	0	
Total	*367*	*345*	

AM Peak Hour	Existing		Planned		Analysis		Elevate	
7:30-8:30 AM	7-8 AM	8-9 AM	7-8 AM	8-9 AM	Peak Hour	Available	Apts.	**Total**
City Hall Parking Garage	77	128	77	131	104	210		
Between City Hall and Garage	1	2	1	2	2	29		
Green Street West Side	0	1	-	-	-	-		
Green Street East Side	0	2	-	-	-	-		
Total	*78*	*133*	*78*	*133*	*106*	239	84	***155***

PM Peak Hour	Existing		Planned		Analysis	
4:15-5:15 PM	4-5 PM	5-6 PM	4-5 PM	5-6 PM	Peak Hour	Available
City Hall Parking Garage	121	63	123	73	111	203
Between City Hall and Garage	6	4	6	4	6	25
Green Street West Side	1	8	-	-	-	-
Green Street East Side	1	2	-	-	-	-
Total	*129*	*77*	*129*	*77*	*117*	*228*

Weekend Peak Hour	Existing		Planned		Analysis	
6:30-7:30 PM	6-7 PM	7-8 PM	6-7 PM	7-8 PM	Peak Hour	Available
City Hall Parking Garage	42	44	57	58	58	256
Between City Hall and Garage	11	10	11	10	11	20
Green Street West Side	8	7	-	-	-	-
Green Street East Side	7	7	-	-	-	-
Total	*68*	*68*	*68*	*68*	*69*	276

Elevate Apts.	**Total**
84	***144***
84	***192***

Signal Warrants

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Major Street : 2nd St
Minor Street : Green St
City : Lees Summit, MO
County : Jackson

Time Count Began : 6:00 AM
Date : May 10 2023
Day of Week of Count: Wednesday

Is the intersection in a community with a population less than 10,000 or are speeds greater than 40 mph? no

	Major Street	Minor Street
Adjustment factor for day of week and month of year of count	1	1
Number of Lanes	1	1

Time Beginning	Major Street Approach Volumes EAST	WEST	Total	≡	Minor Street Approach Volumes NORTH	SOUTH	*
12:00 m	0	0	0		0	0	0
1:00	0	0	0		0	0	0
2:00	0	0	0		0	0	0
3:00 am	0	0	0		0	0	0
4:00	0	0	0		0	0	0
5:00	0	0	0		0	0	0
6:00 am	157	60	217		12	10	12
7:00	282	188	470		21	39	39
8:00	295	227	522		33	46	46
9:00 am	281	247	528		29	50	50
10:00	263	248	511		21	56	56
11:00	320	266	586		13	67	67
12:00 n	324	344	668		22	88	88
1:00	288	293	581		18	68	68
2:00	277	310	587		18	87	87
3:00 pm	334	344	678		20	85	85
4:00	373	363	736		42	82	82
5:00	349	394	743		29	78	78
6:00 pm	310	299	609		17	67	67
7:00	0	0	0		0	0	0
8:00	0	0	0		0	0	0
9:00 pm	0	0	0		0	0	0
10:00	0	0	0		0	0	0
11:00	0	0	0		0	0	0
24HR Total	3853	3583			295	823	

Note: ≡ Total of both approaches.
* The HIGHEST approach only.

NOTE: Basic minimum hourly volumes (unreduced)

NOTE: No adjust ment made

Warrant #1 - Condition A

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
43	8
94	26
104	31
106	33
102	37
117	45
134	59
116	45
117	58
136	57
147	55
149	52
122	45
0	0
0	0
0	0
0	0
0	0

Warranting Volumes: 500 / 150

Hours Met: 0
Warrant Met: No

Warrant #1 - Condition B

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
29	16
63	52
70	61
70	67
68	75
78	89
89	117
77	91
78	116
90	113
98	109
99	104
81	89
0	0
0	0
0	0
0	0
0	0

Warranting Volumes: 750 / 75

Hours Met: 0
Warrant Met: No

Warrant #1 - Combination of Conditions A & B

For this warrant vehicle volume requirements for conditions A and B are reduced to **80% Factor**

NOTE: Conditions A and B **SHALL BOTH** meet a minimum of 8 hours. However, the 8 hours satisfying condition A **NEED NOT** be the same as the 8 hours satisfying condition B.

Condition	A	B
Hours Met	0	5
Warrant Met	No	

Warrant #2

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
270	14
240	19
240	21
250	22
220	30
190	46
220	31
220	40
180	47
170	48
160	49
210	32
0	*****
0	*****
0	*****
0	*****
0	*****

Warranting Volumes From MUTCD Fig. 4C-1

Hours Met: 0
Warrant Met: No

***** Major Street volume is so low that no Minor Street warrant exists

Warrant #3

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
430	9
400	12
400	13
410	14
370	18
330	27
370	18
370	24
320	27
300	27
290	27
350	19
0	*****
0	*****
0	*****
0	*****
0	*****

Warranting Volumes From MUTCD Fig. 4C-3

Hours Met: 0
Warrant Met: No

Chapter 3 Warrant 4

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Lee's Summit	Engineer:	Olsson
County:	Jackson	Date:	July 20, 2023
District:			

Major Street:	2nd Street	Lanes:	1	Major Approach Speed:	30
Minor Street:	Green Street	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pd

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 35 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

Option

*Pedestrian volume crossing the major street **may** be reduced as much as 50% if the 15th-percentile crossing speed of pedestrians is less than 3.5 ft/sec.* A walking speed study was conducted which reported a pedestrian speed less than 3.5 ft/sec for the 15th percentile. ☐ Yes ☑ No

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

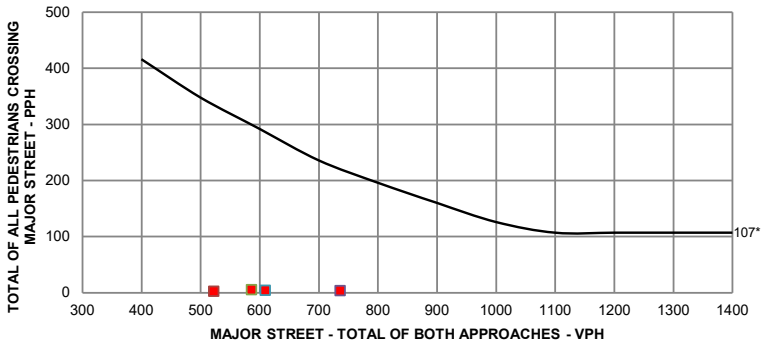
Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☑ No

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
8:00-9:00	522	3
11:00-12:00	586	6
4:00-5:00	736	4
4:00-5:00	609	5

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

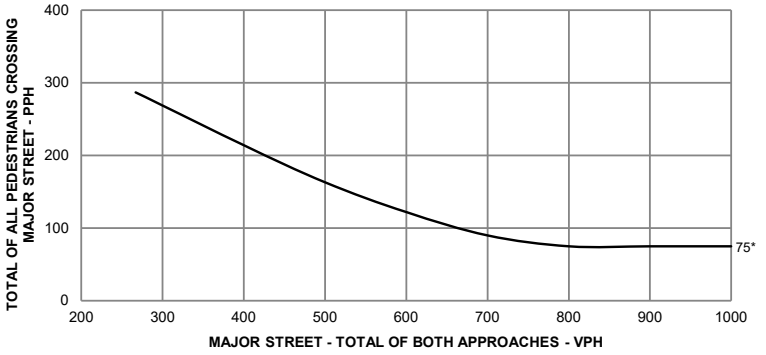


** Note: 107 pph applies as the lower threshold volume for 100% volume level*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



** Note: 75 pph applies as the lower threshold volume for 70% volume level*

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Major Street : 2nd St
Minor Street : Johnson St
City : Lees Summit, MO
County : Jackson

Time Count Began : 6:00 AM
Date : May 10 2023
Day of Week of Count: Wednesday

Is the intersection in a community with a population less than 10,000 or are speeds greater than 40 mph? no

	Major Street	Minor Street
Adjustment factor for day of week and month of year of count	1	1
Number of Lanes	1	1

Time Beginning	Major Street Approach Volumes EAST	WEST	Total	≡	Minor Street Approach Volumes NORTH	SOUTH	*
12:00 m	0	0	0		0	0	0
1:00	0	0	0		0	0	0
2:00	0	0	0		0	0	0
3:00 am	0	0	0		0	0	0
4:00	0	0	0		0	0	0
5:00	0	0	0		0	0	0
6:00 am	158	57	215		10	2	10
7:00	290	192	482		12	7	12
8:00	306	226	532		15	8	15
9:00 am	285	240	525		30	9	30
10:00	261	246	507		19	14	19
11:00	323	271	594		32	9	32
12:00 n	328	349	677		32	19	32
1:00	281	289	570		30	16	30
2:00	279	314	593		23	20	23
3:00 pm	339	355	694		31	10	31
4:00	366	364	730		43	26	43
5:00	333	403	736		40	21	40
6:00 pm	308	312	620		19	11	19
7:00	0	0	0		0	0	0
8:00	0	0	0		0	0	0
9:00 pm	0	0	0		0	0	0
10:00	0	0	0		0	0	0
11:00	0	0	0		0	0	0
24HR Total	3857	3618			336	172	

Note: ≡ Total of both approaches.
* The HIGHEST approach only.

NOTE: Basic minimum hourly volumes (unreduced)

NOTE: No adjust ment made

Warrant #1 - Condition A

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
43	7
96	8
106	10
105	20
101	13
119	21
135	21
114	20
119	15
139	21
146	29
147	27
124	13
0	0
0	0
0	0
0	0
0	0

Warranting Volumes: 500 / 150

Hours Met: 0
Warrant Met: No

Warrant #1 - Condition B

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
29	13
64	16
71	20
70	40
68	25
79	43
90	43
76	40
79	31
93	41
97	57
98	53
83	25
0	0
0	0
0	0
0	0
0	0

Warranting Volumes: 750 / 75

Hours Met: 0
Warrant Met: No

Warrant #1 - Combination of Conditions A & B

For this warrant vehicle volume requirements for conditions A and B are reduced to **80% Factor**

NOTE: Conditions A and B **SHALL BOTH** meet a minimum of 8 hours. However, the 8 hours satisfying condition A **NEED NOT** be the same as the 8 hours satisfying condition B.

Condition	A	B
Hours Met	0	0
Warrant Met	No	

Warrant #2

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
260	5
240	6
240	13
250	8
210	15
180	18
220	14
210	11
180	17
170	25
170	24
200	10
0	*****
0	*****
0	*****
0	*****
0	*****

Warranting Volumes From MUTCD Fig. 4C-1

Hours Met: 0
Warrant Met: No

Warrant #3

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
420	3
400	4
400	8
410	5
360	9
320	10
370	8
360	6
310	10
300	14
300	13
350	5
0	*****
0	*****
0	*****
0	*****
0	*****

Warranting Volumes From MUTCD Fig. 4C-3

Hours Met: 0
Warrant Met: No

***** Major Street volume is so low that no Minor Street warrant exists

Chapter 3 Warrant 4

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Lee's Summit	Engineer:	Olsson
County:	Jackson	Date:	July 20, 2023
District:			

Major Street:	2nd Street	Lanes:	1	Major Approach Speed:	30
Minor Street:	Johnson Street	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pd

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 35 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

Option

*Pedestrian volume crossing the major street **may** be reduced as much as 50% if the 15th-percentile crossing speed of pedestrians is less than 3.5 ft/sec.* A walking speed study was conducted which reported a pedestrian speed less than 3.5 ft/sec for the 15th percentile. ☐ Yes ☑ No

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

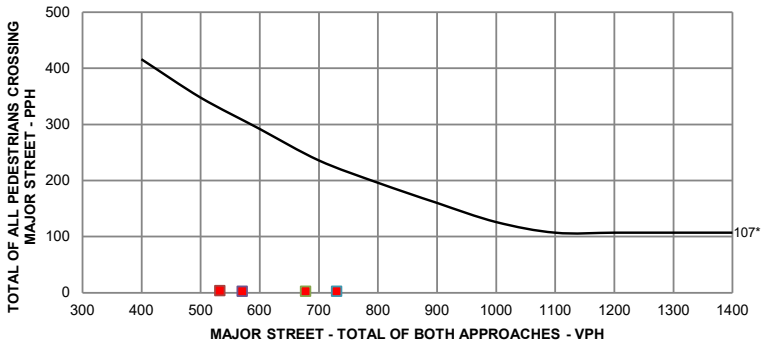
Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☑ No

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
8:00-9:00	532	4
12:00-1:00	677	3
1:00-2:00	570	3
1:00-2:00	730	3

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

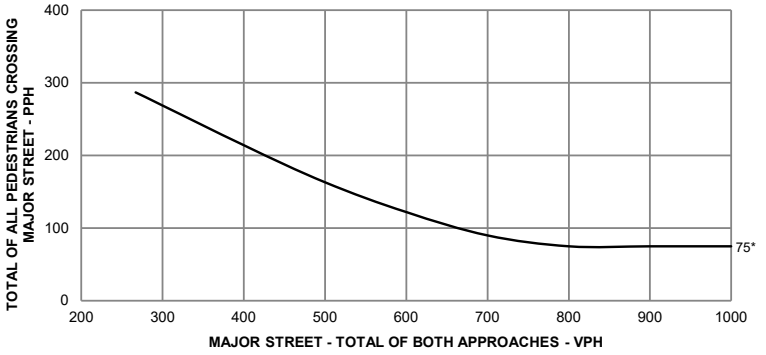


** Note: 107 pph applies as the lower threshold volume for 100% volume level*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



** Note: 75 pph applies as the lower threshold volume for 70% volume level*

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Major Street : 3rd St
Minor Street : Green St
City : Lees Summit, MO
County : Jackson

Time Count Began : 6:00 AM
Date : May 10 2023
Day of Week of Count: Wednesday

Is the intersection in a community with a population less than 10,000 or are speeds greater than 40 mph? no

	Major Street	Minor Street
Adjustment factor for day of week and month of year of count	1	1
Number of Lanes	1	1

Time Beginning	Major Street Approach Volumes EAST	WEST	Total	≡	Minor Street Approach Volumes NORTH	SOUTH	*
12:00 m	0	0	0		0	0	0
1:00	0	0	0		0	0	0
2:00	0	0	0		0	0	0
3:00 am	0	0	0		0	0	0
4:00	0	0	0		0	0	0
5:00	0	0	0		0	0	0
6:00 am	45	30	75		8	15	15
7:00	104	88	192		31	42	42
8:00	122	93	215		39	48	48
9:00 am	137	140	277		47	57	57
10:00	171	149	320		51	51	51
11:00	179	205	384		48	51	51
12:00 n	195	220	415		61	79	79
1:00	200	202	402		43	62	62
2:00	172	239	411		35	85	85
3:00 pm	194	220	414		60	70	70
4:00	173	204	377		68	68	68
5:00	186	204	390		69	68	69
6:00 pm	159	212	371		35	52	52
7:00	0	0	0		0	0	0
8:00	0	0	0		0	0	0
9:00 pm	0	0	0		0	0	0
10:00	0	0	0		0	0	0
11:00	0	0	0		0	0	0
24HR Total	2037	2206			595	748	

Note: ≡ Total of both approaches.
* The HIGHEST approach only.

NOTE: Basic minimum hourly volumes (unreduced)

NOTE: No adjust ment made

Warrant #1 - Condition A		Warrant #1 - Condition B		Warrant #1 - Combination of Conditions A & B		Warrant #2		Warrant #3	
Percent of Warrant Volumes Met		Percent of Warrant Volumes Met				Warrant Volume	Percent of Warrant	Warrant Volume	Percent of Warrant
Major	Minor	Major	Minor						
0	0	0	0	For this warrant vehicle volume requirements for conditions A and B are reduced to **80% Factor**		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	*****
15	10	10	20	**NOTE**: Conditions A and B **SHALL BOTH** meet a minimum of 8 hours. However, the 8 hours satisfying condition A **NEED NOT** be the same as the 8 hours satisfying condition B.		0	*****	0	*****
38	28	26	56			0	*****	0	*****
43	32	29	64			0	*****	0	*****
55	38	37	76			0	*****	0	*****
64	34	43	68			0	*****	0	*****
77	34	51	68			0	*****	0	*****
83	53	55	105			300	26	0	*****
80	41	54	83			300	21	0	*****
82	57	55	113			300	28	0	*****
83	47	55	93			300	23	0	*****
75	45	50	91			0	*****	0	*****
78	46	52	92			310	22	0	*****
74	35	49	69			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	*****
Warranting Volumes		Warranting Volumes				Warranting Volumes		Warranting Volumes	
500	150	750	75			From MUTCD Fig. 4C-1		From MUTCD Fig. 4C-3	
Hours Met	0	Hours Met	0	Condition	A B	Hours Met	0	Hours Met	0
Warrant Met	No	Warrant Met	No	Hours Met	0 0	Warrant Met	No	Warrant Met	No
				Warrant Met	No				

***** Major Street volume is so low that no Minor Street warrant exists

Chapter 3 Warrant 4

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Lee's Summit	Engineer:	Olsson
County:	Jackson	Date:	July 20, 2023
District:			

Major Street:	3rd Street	Lanes:	1	Major Approach Speed:	25
Minor Street:	Green Street	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pd

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 35 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

Option

*Pedestrian volume crossing the major street **may** be reduced as much as 50% if the 15th-percentile crossing speed of pedestrians is less than 3.5 ft/sec.* A walking speed study was conducted which reported a pedestrian speed less than 3.5 ft/sec for the 15th percentile. ☐ Yes ☑ No

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

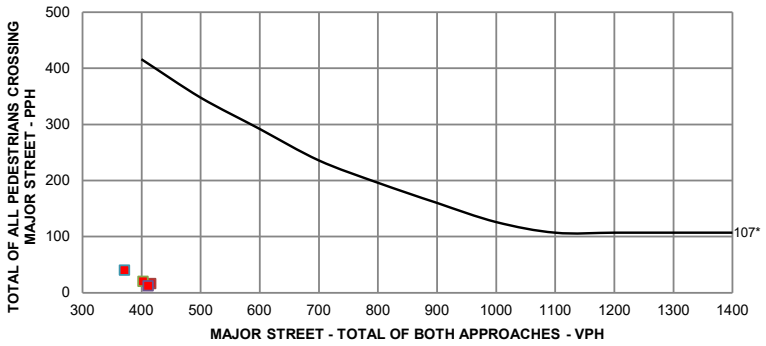
Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☑ No

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
12:00-1:00	415	17
1:00-2:00	402	21
2:00-3:00	411	13
2:00-3:00	371	41

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

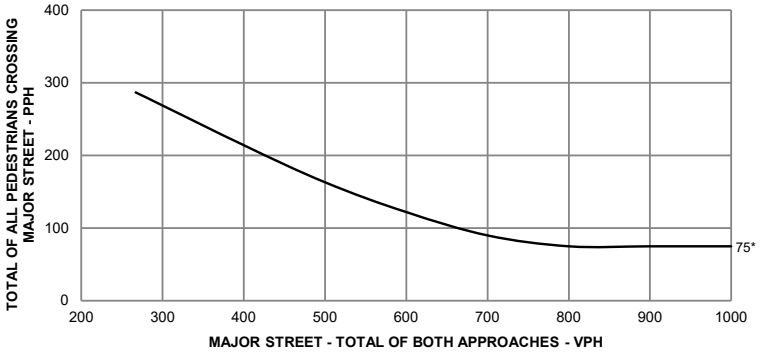


** Note: 107 pph applies as the lower threshold volume for 100% volume level*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



** Note: 75 pph applies as the lower threshold volume for 70% volume level*

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Major Street : 3rd St
Minor Street : Johnson St
City : Lees Summit, MO
County : Jackson

Time Count Began : 6:00 AM
Date : May 10 2023
Day of Week of Count: Wednesday

Is the intersection in a community with a population less than 10,000 or are speeds greater than 40 mph? no

	Major Street	Minor Street
Adjustment factor for day of week and month of year of count	1	1
Number of Lanes	1	1

Time Beginning	Major Street Approach Volumes EAST	WEST	Total	≡	Minor Street Approach Volumes NORTH	SOUTH	*
12:00 m	0	0	0		0	0	0
1:00	0	0	0		0	0	0
2:00	0	0	0		0	0	0
3:00 am	0	0	0		0	0	0
4:00	0	0	0		0	0	0
5:00	0	0	0		0	0	0
6:00 am	48	24	72		10	2	10
7:00	108	80	188		7	2	7
8:00	127	85	212		7	4	7
9:00 am	141	132	273		12	5	12
10:00	164	137	301		15	11	15
11:00	188	186	374		18	14	18
12:00 n	219	213	432		17	11	17
1:00	212	178	390		16	9	16
2:00	179	219	398		18	13	18
3:00 pm	183	215	398		20	7	20
4:00	187	197	384		25	4	25
5:00	194	202	396		12	8	12
6:00 pm	155	177	332		12	6	12
7:00	0	0	0		0	0	0
8:00	0	0	0		0	0	0
9:00 pm	0	0	0		0	0	0
10:00	0	0	0		0	0	0
11:00	0	0	0		0	0	0
24HR Total	2105	2045			189	96	

Note: ≡ Total of both approaches.
* The HIGHEST approach only.

NOTE: Basic minimum hourly volumes (unreduced)

NOTE: No adjust ment made

Warrant #1 - Condition A

Beginning	Percent of Warrant Volumes Met Major	Minor
12:00 m	0	0
1:00	0	0
2:00	0	0
3:00 am	0	0
4:00	0	0
5:00	0	0
6:00 am	14	7
7:00	38	5
8:00	42	5
9:00 am	55	8
10:00	60	10
11:00	75	12
12:00 n	86	11
1:00	78	11
2:00	80	12
3:00 pm	80	13
4:00	77	17
5:00	79	8
6:00 pm	66	8
7:00	0	0
8:00	0	0
9:00 pm	0	0
10:00	0	0
11:00	0	0
Warranting Volumes	500	150

Hours Met 0
Warrant Met No

Warrant #1 - Condition B

Beginning	Percent of Warrant Volumes Met Major	Minor
12:00 m	0	0
1:00	0	0
2:00	0	0
3:00 am	0	0
4:00	0	0
5:00	0	0
6:00 am	10	13
7:00	25	9
8:00	28	9
9:00 am	36	16
10:00	40	20
11:00	50	24
12:00 n	58	23
1:00	52	21
2:00	53	24
3:00 pm	53	27
4:00	51	33
5:00	53	16
6:00 pm	44	16
7:00	0	0
8:00	0	0
9:00 pm	0	0
10:00	0	0
11:00	0	0
Warranting Volumes	750	75

Hours Met 0
Warrant Met No

Warrant #1 - Combination of Conditions A & B

For this warrant vehicle volume requirements for conditions A and B are reduced to **80% Factor**

NOTE: Conditions A and B **SHALL BOTH** meet a minimum of 8 hours. However, the 8 hours satisfying condition A **NEED NOT** be the same as the 8 hours satisfying condition B.

Condition	A	B
Hours Met	0	0
Warrant Met	No	

Warrant #2

Beginning	Warrant Volume	Percent of Warrant
12:00 m	0	*****
1:00	0	*****
2:00	0	*****
3:00 am	0	*****
4:00	0	*****
5:00	0	*****
6:00 am	0	*****
7:00	0	*****
8:00	0	*****
9:00 am	0	*****
10:00	0	*****
11:00	0	*****
12:00 n	290	6
1:00	310	5
2:00	310	6
3:00 pm	310	6
4:00	0	*****
5:00	310	4
6:00 pm	0	*****
7:00	0	*****
8:00	0	*****
9:00 pm	0	*****
10:00	0	*****
11:00	0	*****
Warranting Volumes	From MUTCD Fig. 4C-1	

Hours Met 0
Warrant Met No

Warrant #3

Beginning	Warrant Volume	Percent of Warrant
12:00 m	0	*****
1:00	0	*****
2:00	0	*****
3:00 am	0	*****
4:00	0	*****
5:00	0	*****
6:00 am	0	*****
7:00	0	*****
8:00	0	*****
9:00 am	0	*****
10:00	0	*****
11:00	0	*****
12:00 n	0	*****
1:00	0	*****
2:00	0	*****
3:00 pm	0	*****
4:00	0	*****
5:00	0	*****
6:00 pm	0	*****
7:00	0	*****
8:00	0	*****
9:00 pm	0	*****
10:00	0	*****
11:00	0	*****
Warranting Volumes	From MUTCD Fig. 4C-3	

Hours Met 0
Warrant Met No

***** Major Street volume is so low that no Minor Street warrant exists

Chapter 3 Warrant 4

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Lee's Summit	Engineer:	Olsson
County:	Jackson	Date:	July 20, 2023
District:			

Major Street:	2nd Street	Lanes:	1	Major Approach Speed:	25
Minor Street:	Green Street	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pd

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 35 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

Option

*Pedestrian volume crossing the major street **may** be reduced as much as 50% if the 15th-percentile crossing speed of pedestrians is less than 3.5 ft/sec.* A walking speed study was conducted which reported a pedestrian speed less than 3.5 ft/sec for the 15th percentile. ☐ Yes ☑ No

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

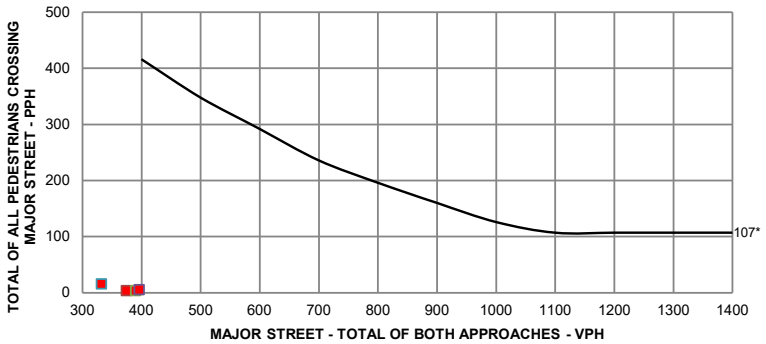
Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☑ No

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
11:00-12:00	374	4
1:00-2:00	390	4
5:00-6:00	396	6
5:00-6:00	332	16

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

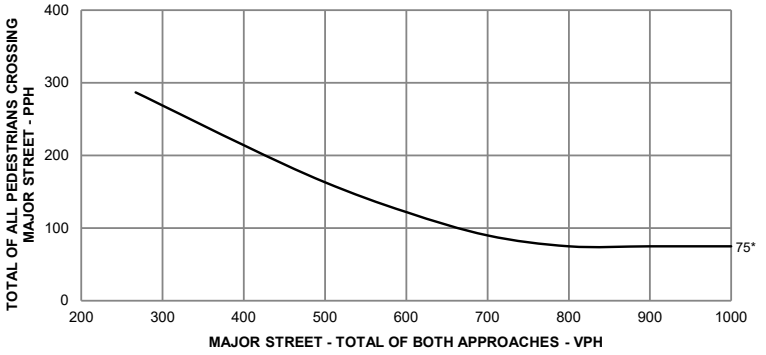


** Note: 107 pph applies as the lower threshold volume for 100% volume level*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



** Note: 75 pph applies as the lower threshold volume for 70% volume level*

Turn Lane Warrants

LEFT TURN LANE WARRANTS - EXISTING CONDITIONS												
Intersection	Movement	Signlaized	Median Divided	Directional Street Classification	Cross Street Classification	Left Turn Volume			Meets Warrant	Criteria	Build Length	Feasibility
						AM	PM	Weekend				
2nd and Market	Southbound	YES	NO	Collector	Minor Arterial	15	31	16	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
	Northbound	YES	NO	Collector	Minor Arterial	5	18	10	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
2nd and Main	Northbound	YES	NO	Local	Minor Arterial	8	25	18	YES	Signalized, PM only	No minimum	NO, restripe?
2nd and Douglas	Southbound	YES	NO	Minor Arterial	Minor Arterial	40	36	0	YES	Signalized, arterial/arterial	Minimum of 250'	NO
	Northbound	YES	NO	Minor Arterial	Minor Arterial	14	28	11	YES	Signalized, arterial/arterial	Minimum of 250'	YES, restripe
2nd and SE Alley	Southbound	NO	NO	Local	Minor Arterial	0	8	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	4	19	0	NO	Meets no hours	-	NO
2nd and Green	Southbound	NO	NO	Local	Minor Arterial	6	14	2	NO	Meets no hours		YES, restripe
	Northbound	NO	NO	Local	Minor Arterial	22	38	28	YES	Meets all three hours	No minimum	YES, restripe
2nd and Johnson	Southbound	NO	NO	Local	Minor Arterial	5	23	5	YES	Meets PM only	No minimum	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	3	15	3	NO	Meets no hours	-	YES, repave
2nd and Independence	Southbound	YES	NO	Local	Minor Arterial	36	64	44	YES	Signalized, meets all three hours	No minimum	YES, repave
	Northbound	YES	NO	Local	Minor Arterial	11	6	9	YES	Signalized, meets no hours	No minimum	YES, repave
3rd and Johnson	Southbound	NO	NO	Local	Minor Arterial	3	9	4	NO	Meets no hours	-	NO
	Westbound	NO	NO	Minor Arterial	Local	0	1	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	2	1	2	NO	Meets no hours	-	NO
	Eastbound	NO	NO	Minor Arterial	Local	2	2	1	NO	Meets no hours	-	NO
3rd and Green	Southbound	NO	NO	Local	Minor Arterial	3	19	11	NO	Meets no hours	-	YES, remove parking
	Westbound	NO	NO	Minor Arterial	Local	16	28	20	YES	Meets PM and weekend	Minimum of 200'	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	5	13	20	YES	Meets weekend only	Minimum of 150'	YES, remove parking
	Eastbound	NO	NO	Minor Arterial	Local	12	17	25	YES	Meets weekend only	Minimum of 200'	YES, remove parking
3rd and SE Alley	Southbound	NO	NO	Local	Minor Arterial	0	3	2	NO	Meets no hours	-	NO
	Westbound	NO	NO	Minor Arterial	Local	2	4	13	NO	Meets no hours	-	YES, remove parking
	Northbound	NO	NO	Local	Minor Arterial	1	3	6	NO	Meets no hours	-	NO
	Eastbound	NO	NO	Minor Arterial	Local	15	10	3	NO	Meets no hours	-	YES, remove parking
3rd and Douglas	Southbound	NO	NO	Minor Arterial	Minor Arterial	9	47	28	YES	Arterial/arterial	Minimum of 250'	NO
	Westbound	NO	NO	Minor Arterial	Minor Arterial	9	16	22	YES	Arterial/arterial	Minimum of 250'	NO
	Northbound	NO	NO	Minor Arterial	Minor Arterial	12	11	17	YES	Arterial/arterial	Minimum of 250'	NO
	Eastbound	NO	NO	Minor Arterial	Minor Arterial	35	49	32	YES	Arterial/arterial	Minimum of 250'	NO
Johnson and Cooper	Southbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave
	Westbound	NO	NO	Local	Local	1	2	1	NO	Local/local	-	YES, repave
	Northbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave
	Eastbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave
Green and Parking	Northbound	NO	NO	Local	Local	15	9	8	NO	Local/local	-	YES, restripe
	Eastbound	NO	NO	Local	Local	7	36	2	NO	Local/local	-	NO

RIGHT TURN LANE WARRANTS - EXISTING CONDITIONS										
Intersection	**Movement**	**Directional Street Classification**	**Cross Street Classification**	**Right Turn Volume**			**Meets Warrant**	**Criteria**	**Build Length**	**Feasibility**
				AM	**PM**	**Weekend**				
2nd and Jefferson	Eastbound	Minor Arterial	Minor Arterial	26	38	14	NO	Meets no hours	-	NO
2nd and Market	Southbound	Collector	Minor Arterial	27	42	13	NO	Meets no hours	-	NO
	Westbound	Minor Arterial	Collector	14	25	11	NO	Meets no hours	-	NO
	Northbound	Collector	Minor Arterial	20	81	22	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Collector	10	14	3	NO	Meets no hours	-	NO
2nd and Main	Southbound	Local	Minor Arterial	33	16	6	NO	Local	-	NO
	Westbound	Minor Arterial	Local	6	6	8	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	18	15	23	NO	Local	-	YES, restripe
	Eastbound	Minor Arterial	Local	6	23	6	NO	Meets no hours	-	NO
2nd and Douglas	Southbound	Minor Arterial	Minor Arterial	91	200	82	YES	Meets all three hours	Minimum of 200'	YES, repave
	Northbound	Minor Arterial	Minor Arterial	13	30	22	NO	Meets no hours	-	NO
2nd and SE Alley	Southbound	Local	Minor Arterial	0	5	1	NO	Local	-	NO
	Westbound	Minor Arterial	Local	7	0	1	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	6	14	2	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	16	6	1	NO	Meets no hours	-	NO
2nd and Green	Southbound	Local	Minor Arterial	12	15	3	NO	Local	-	NO
	Westbound	Minor Arterial	Local	10	12	3	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	17	36	21	NO	Local	-	YES, remove parking
	Eastbound	Minor Arterial	Local	9	33	18	NO	Meets no hours	-	NO
2nd and Johnson	Southbound	Local	Minor Arterial	4	15	7	NO	Local	-	YES, repave
	Westbound	Minor Arterial	Local	13	12	5	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	0	4	0	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	3	12	4	NO	Meets no hours	-	NO
2nd and Independence	Southbound	Minor Arterial	Minor Arterial	54	74	44	NO	Meets PM only	Minimum of 200'	YES, repave
	Westbound	Minor Arterial	Minor Arterial	62	70	49	YES	Meets AM and PM	Minimum of 200'	YES
	Northbound	Minor Arterial	Minor Arterial	15	23	11	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	13	13	20	NO	Meets no hours	-	NO
3rd and Johnson	Southbound	Local	Minor Arterial	1	5	2	NO	Local	-	NO
	Westbound	Minor Arterial	Local	5	18	4	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	0	0	1	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	2	0	1	NO	Meets no hours	-	NO
3rd and Green	Southbound	Local	Minor Arterial	13	20	14	NO	Local	-	NO
	Westbound	Minor Arterial	Local	13	14	15	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	11	18	11	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	11	18	23	NO	Meets no hours	-	NO
3rd and SE Alley	Southbound	Local	Minor Arterial	3	9	3	NO	Local	-	NO
	Westbound	Minor Arterial	Local	0	1	1	NO	Meets no hours	-	YES, remove parking
	Northbound	Local	Minor Arterial	2	6	13	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	4	12	19	NO	Meets no hours	-	YES, remove parking
3rd and Douglas	Southbound	Minor Arterial	Minor Arterial	29	58	31	NO	Meets no hours	-	NO
	Westbound	Minor Arterial	Minor Arterial	16	27	20	NO	Meets no hours	-	NO
	Northbound	Minor Arterial	Minor Arterial	13	10	18	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	13	17	41	NO	Meets no hours	-	NO
Johnson and Cooper	Southbound	Local	Local	0	0	0	NO	Local	-	YES, repave
	Westbound	Local	Local	1	1	0	NO	Local	-	NO
	Northbound	Local	Local	0	0	1	NO	Local	-	NO
	Eastbound	Local	Local	0	1	0	NO	Local	-	YES, repave
Green and Parking	Southbound	Local	Local	28	12	5	NO	Local	-	YES, remove parking
	Eastbound	Local	Local	6	19	3	NO	Local	-	NO

Capacity Analysis

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	215	16	8	303	7	4	0	6	0	0	0
Future Vol, veh/h	7	215	16	8	303	7	4	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	8	242	18	9	340	8	4	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	348	0	0	260	0	0	629	633	251	633	638	344
Stage 1	-	-	-	-	-	-	267	267	-	362	362	-
Stage 2	-	-	-	-	-	-	362	366	-	271	276	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1222	-	-	1316	-	-	398	400	793	395	397	703
Stage 1	-	-	-	-	-	-	743	692	-	661	629	-
Stage 2	-	-	-	-	-	-	661	626	-	739	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1316	-	-	394	394	793	387	391	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	394	-	387	391	-
Stage 1	-	-	-	-	-	-	738	687	-	656	625	-
Stage 2	-	-	-	-	-	-	656	622	-	728	680	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	11.5	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	564	1222	-	-	1316	-	-	-
HCM Lane V/C Ratio	0.02	0.006	-	-	0.007	-	-	-
HCM Control Delay (s)	11.5	8	-	-	7.8	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	96	4	2	126	0	1	0	2	0	1	3
Future Vol, veh/h	15	96	4	2	126	0	1	0	2	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	11	0	1	0	50	0	0	0	50	0
Mvmt Flow	17	112	5	2	147	0	1	0	2	0	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	117	0	0	302	300	115	301	302	147
Stage 1	-	-	-	-	-	-	149	149	-	151	151	-
Stage 2	-	-	-	-	-	-	153	151	-	150	151	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.6	6.5	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.95	4	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1447	-	-	1484	-	-	566	616	943	655	539	905
Stage 1	-	-	-	-	-	-	752	778	-	856	690	-
Stage 2	-	-	-	-	-	-	748	776	-	857	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1447	-	-	1484	-	-	557	607	943	646	531	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	557	607	-	646	531	-
Stage 1	-	-	-	-	-	-	742	768	-	845	689	-
Stage 2	-	-	-	-	-	-	743	775	-	844	681	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.1	9.7	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	766	1447	-	-	1484	-	-	770
HCM Lane V/C Ratio	0.005	0.012	-	-	0.002	-	-	0.006
HCM Control Delay (s)	9.7	7.5	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	203	9	37	284	10	22	9	17	6	13	12
Future Vol, veh/h	9	203	9	37	284	10	22	9	17	6	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	2	10	0	0	0	0	0	0
Mvmt Flow	10	231	10	42	323	11	25	10	19	7	15	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	241	0	0	683	674	236	684	674	329
Stage 1	-	-	-	-	-	-	256	256	-	413	413	-
Stage 2	-	-	-	-	-	-	427	418	-	271	261	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1237	-	-	1337	-	-	366	379	808	365	379	717
Stage 1	-	-	-	-	-	-	753	699	-	620	597	-
Stage 2	-	-	-	-	-	-	610	594	-	739	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1237	-	-	1337	-	-	337	364	808	338	364	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	337	364	-	338	364	-
Stage 1	-	-	-	-	-	-	747	693	-	615	578	-
Stage 2	-	-	-	-	-	-	565	576	-	705	690	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.9	14.5	13.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	432	1237	-	-	1337	-	-	442
HCM Lane V/C Ratio	0.126	0.008	-	-	0.031	-	-	0.08
HCM Control Delay (s)	14.5	7.9	-	-	7.8	-	-	13.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.3

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	75	11	16	110	13	5	31	11	3	21	13
Future Vol, veh/h	12	75	11	16	110	13	5	31	11	3	21	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	1	0	10	0	0	7	6	5	0	0	0
Mvmt Flow	13	79	12	17	116	14	5	33	12	3	22	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8.3	7.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	12%	12%	8%
Vol Thru, %	66%	77%	79%	57%
Vol Right, %	23%	11%	9%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	98	139	37
LT Vol	5	12	16	3
Through Vol	31	75	110	21
RT Vol	11	11	13	13
Lane Flow Rate	49	103	146	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.062	0.118	0.174	0.047
Departure Headway (Hd)	4.502	4.124	4.271	4.321
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	854	830	833
Service Time	2.504	2.222	2.353	2.323
HCM Lane V/C Ratio	0.061	0.121	0.176	0.047
HCM Control Delay	7.8	7.8	8.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.6	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	211	3	2	324	13	3	5	0	5	1	4
Future Vol, veh/h	12	211	3	2	324	13	3	5	0	5	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	20	0	0	0	0
Mvmt Flow	13	237	3	2	364	15	3	6	0	6	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	379	0	0	240	0	0	643	648	239	644	642	372
Stage 1	-	-	-	-	-	-	265	265	-	376	376	-
Stage 2	-	-	-	-	-	-	378	383	-	268	266	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.7	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.18	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1191	-	-	1339	-	-	389	367	805	389	395	678
Stage 1	-	-	-	-	-	-	745	658	-	649	620	-
Stage 2	-	-	-	-	-	-	648	582	-	742	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	1339	-	-	382	363	805	381	390	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	382	363	-	381	390	-
Stage 1	-	-	-	-	-	-	737	651	-	642	619	-
Stage 2	-	-	-	-	-	-	642	581	-	728	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	15	13
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	370	1191	-	-	1339	-	-	463
HCM Lane V/C Ratio	0.024	0.011	-	-	0.002	-	-	0.024
HCM Control Delay (s)	15	8.1	-	-	7.7	-	-	13
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	85	2	0	136	5	2	0	0	3	3	1
Future Vol, veh/h	2	85	2	0	136	5	2	0	0	3	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	90	2	0	145	5	2	0	0	3	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	92	0	0	245	245	91	243	244	148
Stage 1	-	-	-	-	-	-	95	95	-	148	148	-
Stage 2	-	-	-	-	-	-	150	150	-	95	96	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1444	-	-	1515	-	-	713	661	972	715	661	904
Stage 1	-	-	-	-	-	-	917	820	-	859	779	-
Stage 2	-	-	-	-	-	-	857	777	-	917	819	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1444	-	-	1515	-	-	709	660	972	714	660	904
Mov Cap-2 Maneuver	-	-	-	-	-	-	709	660	-	714	660	-
Stage 1	-	-	-	-	-	-	916	819	-	858	779	-
Stage 2	-	-	-	-	-	-	852	777	-	916	818	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	10.1	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	709	1444	-	-	1515	-	-	710
HCM Lane V/C Ratio	0.003	0.001	-	-	-	-	-	0.01
HCM Control Delay (s)	10.1	7.5	0	-	0	-	-	10.1
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	6	15	41	31	28
Future Vol, veh/h	7	6	15	41	31	28
Conflicting Peds, #/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	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	9	8	20	55	41	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	155	60	78	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	841	1011	1533	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	830	1011	1533	-	-	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1533	-	905	-	-
HCM Lane V/C Ratio	0.013	-	0.019	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	159	26	135	217	24	210
Future Vol, veh/h	159	26	135	217	24	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	3	3	4	1	3
Mvmt Flow	177	29	150	241	27	233

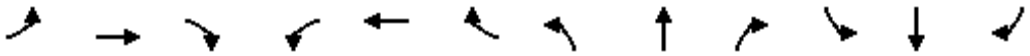
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	206	0	733	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	4.13	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.327
Pot Cap-1 Maneuver	-	-	1359	-	389	847
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1359	-	346	847
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	521	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	847	-	-	1359	-
HCM Lane V/C Ratio	0.077	0.275	-	-	0.11	-
HCM Control Delay (s)	16.3	10.9	-	-	8	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	1.1	-	-	0.4	-

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	17	372	27	352	47	72
v/c Ratio	0.02	0.26	0.03	0.24	0.09	0.14
Control Delay	5.0	4.9	5.0	4.8	7.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	4.9	5.0	4.8	7.2	7.5
Queue Length 50th (ft)	0	0	0	0	2	3
Queue Length 95th (ft)	8	87	10	82	20	27
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	972	1727	954	1717	1067	1000
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.22	0.03	0.21	0.04	0.07

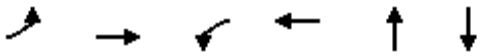
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	343	10	26	320	14	5	20	20	15	27	27
Future Volume (veh/h)	16	343	10	26	320	14	5	20	20	15	27	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1752	1900	1826	1856	1752	1826	1796
Adj Flow Rate, veh/h	17	361	11	27	337	15	5	21	21	16	28	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	2	10	0	5	3	10	5	7
Cap, veh/h	537	702	21	522	691	31	172	187	165	214	180	142
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1045	1805	55	1026	1777	79	78	842	743	192	810	638
Grp Volume(v), veh/h	17	0	372	27	0	352	47	0	0	72	0	0
Grp Sat Flow(s),veh/h/ln	1045	0	1860	1026	0	1856	1662	0	0	1640	0	0
Q Serve(g_s), s	0.3	0.0	3.9	0.5	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	3.9	4.5	0.0	3.7	0.6	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.11		0.45	0.22		0.39
Lane Grp Cap(c), veh/h	537	0	723	522	0	721	525	0	0	536	0	0
V/C Ratio(X)	0.03	0.00	0.51	0.05	0.00	0.49	0.09	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1349	0	2169	1320	0	2164	1428	0	0	1415	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	0.0	6.0	7.7	0.0	5.9	8.0	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.1	0.0	0.7	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.1	0.0	0.8	0.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.0	6.8	7.8	0.0	6.7	8.1	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		389			379			47			72	
Approach Delay, s/veh		6.8			6.7			8.1			8.2	
Approach LOS		A			A			A			A	

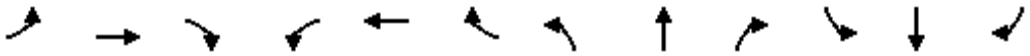
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		10.7		15.0		10.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		6.0		2.9		6.5		2.6				
Green Ext Time (p_c), s		3.4		0.3		3.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.0									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	8	398	25	349	34	40
v/c Ratio	0.01	0.24	0.03	0.21	0.07	0.09
Control Delay	3.0	2.7	2.9	2.6	7.2	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	2.7	2.9	2.6	7.2	10.2
Queue Length 50th (ft)	0	0	0	0	2	5
Queue Length 95th (ft)	5	88	9	76	16	22
Internal Link Dist (ft)		437		283	319	214
Turn Bay Length (ft)	185		100			
Base Capacity (vph)	985	1741	940	1728	474	432
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.23	0.03	0.20	0.07	0.09

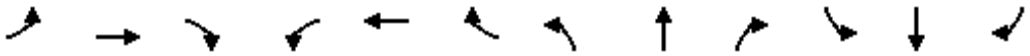
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	365	6	23	319	6	8	6	18	0	5	33
Future Volume (veh/h)	7	365	6	23	319	6	8	6	18	0	5	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1604	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	392	6	25	343	6	9	6	19	0	5	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	20	0	3	0	0	0	0	0	0	0
Cap, veh/h	590	761	12	555	753	13	231	50	117	298	27	186
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.13	0.13	0.13	0.00	0.13	0.13
Sat Flow, veh/h	1048	1837	28	1002	1818	32	326	388	904	1408	205	1436
Grp Volume(v), veh/h	8	0	398	25	0	349	34	0	0	0	0	40
Grp Sat Flow(s),veh/h/ln	1048	0	1865	1002	0	1850	1617	0	0	1408	0	1641
Q Serve(g_s), s	0.1	0.0	3.8	0.5	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	3.4	0.0	3.8	4.3	0.0	3.3	0.4	0.0	0.0	0.0	0.0	0.5
Prop In Lane	1.00		0.02	1.00		0.02	0.26		0.56	1.00		0.88
Lane Grp Cap(c), veh/h	590	0	773	555	0	767	398	0	0	298	0	213
V/C Ratio(X)	0.01	0.00	0.51	0.05	0.00	0.46	0.09	0.00	0.00	0.00	0.00	0.19
Avail Cap(c_a), veh/h	1437	0	2281	1365	0	2262	719	0	0	583	0	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	0.0	5.3	6.9	0.0	5.1	9.3	0.0	0.0	0.0	0.0	9.4
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.1	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	0.0	5.8	6.9	0.0	5.5	9.4	0.0	0.0	0.0	0.0	9.8
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		406			374			34			40	
Approach Delay, s/veh		5.8			5.6			9.4			9.8	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		8.6		15.5		8.6				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		5.8		2.5		6.3		2.4				
Green Ext Time (p_c), s		2.5		0.0		2.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	209	208	13	22	273	49	139	212
v/c Ratio	0.36	0.21	0.02	0.04	0.28	0.06	0.29	0.43
Control Delay	10.5	8.1	0.2	7.2	8.5	3.0	12.6	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	8.1	0.2	7.2	8.5	3.0	12.6	11.0
Queue Length 50th (ft)	26	23	0	2	32	0	18	19
Queue Length 95th (ft)	79	65	1	12	85	12	62	72
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	949	1589	1385	943	1589	1358	1393	1286
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.13	0.01	0.02	0.17	0.04	0.10	0.16

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	185	12	20	243	44	14	96	13	40	58	91
Future Volume (veh/h)	186	185	12	20	243	44	14	96	13	40	58	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1781	1870	1870	1796	1811	1900	1856	1841	1841
Adj Flow Rate, veh/h	209	208	13	22	273	49	16	108	15	45	65	102
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	2	0	8	2	2	7	6	0	3	4	4
Cap, veh/h	547	763	657	589	763	646	145	339	44	183	145	181
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1066	1870	1610	1105	1870	1585	94	1447	186	213	617	770
Grp Volume(v), veh/h	209	208	13	22	273	49	139	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	1066	1870	1610	1105	1870	1585	1727	0	0	1601	0	0
Q Serve(g_s), s	5.5	2.4	0.2	0.4	3.3	0.6	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	8.8	2.4	0.2	2.9	3.3	0.6	2.1	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.12		0.11	0.21		0.48
Lane Grp Cap(c), veh/h	547	763	657	589	763	646	528	0	0	509	0	0
V/C Ratio(X)	0.38	0.27	0.02	0.04	0.36	0.08	0.26	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	1074	1687	1452	1135	1687	1429	1610	0	0	1510	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	6.5	5.8	7.4	6.7	5.9	10.4	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.0	0.3	0.1	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.6	0.0	0.1	0.9	0.1	0.7	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	6.7	5.8	7.4	7.1	6.0	10.7	0.0	0.0	11.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		430			344			139			212	
Approach Delay, s/veh		8.4			6.9			10.7			11.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		13.9		18.8		13.9				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		10.8		5.7		5.3		4.1				
Green Ext Time (p_c), s		2.5		1.3		2.3		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

Notes

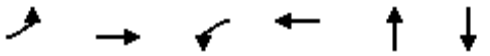
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	93	13	9	105	16	12	72	13	9	52	29
Future Vol, veh/h	35	93	13	9	105	16	12	72	13	9	52	29
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	0	0	0	2	0	0	7	0	0	6	0
Mvmt Flow	38	102	14	10	115	18	13	79	14	10	57	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

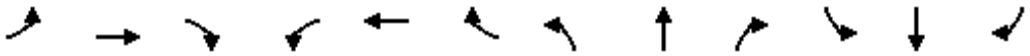
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.5	8.4	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	25%	7%	10%
Vol Thru, %	74%	66%	81%	58%
Vol Right, %	13%	9%	12%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	141	130	90
LT Vol	12	35	9	9
Through Vol	72	93	105	52
RT Vol	13	13	16	29
Lane Flow Rate	107	155	143	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.138	0.197	0.179	0.125
Departure Headway (Hd)	4.651	4.588	4.501	4.544
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	770	781	796	787
Service Time	2.685	2.622	2.533	2.58
HCM Lane V/C Ratio	0.139	0.198	0.18	0.126
HCM Control Delay	8.4	8.8	8.5	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.6	0.4



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	68	152	25	366	90	165
v/c Ratio	0.11	0.08	0.04	0.26	0.20	0.40
Control Delay	6.2	8.6	6.0	12.8	14.4	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.2	8.6	6.0	12.8	14.4	16.1
Queue Length 50th (ft)	7	7	3	37	17	30
Queue Length 95th (ft)	23	35	11	75	48	79
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	999	3127	1067	3109	1326	1203
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.05	0.02	0.12	0.07	0.14

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	126	13	23	271	62	11	56	15	36	60	54
Future Volume (veh/h)	62	126	13	23	271	62	11	56	15	36	60	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1885	1811	1767	1870	1900	1856	1856	1811
Adj Flow Rate, veh/h	68	138	14	25	298	68	12	62	16	40	66	59
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	0	0	1	6	9	2	0	3	3	6
Cap, veh/h	529	919	92	571	649	146	136	276	64	177	165	121
Arrive On Green	0.11	0.28	0.28	0.05	0.22	0.22	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1767	3236	324	1810	2905	653	108	1341	313	252	804	588
Grp Volume(v), veh/h	68	74	78	25	182	184	90	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1797	1810	1791	1768	1762	0	0	1645	0	0
Q Serve(g_s), s	1.0	1.1	1.2	0.4	3.1	3.2	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	1.1	1.2	0.4	3.1	3.2	1.5	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.37	0.13		0.18	0.24		0.36
Lane Grp Cap(c), veh/h	529	501	511	571	400	395	477	0	0	463	0	0
V/C Ratio(X)	0.13	0.15	0.15	0.04	0.45	0.47	0.19	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1298	1945	1983	1467	1976	1950	1532	0	0	1448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.4	9.6	9.6	9.6	12.0	12.0	11.9	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	0.8	0.9	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	0.1	1.0	1.0	0.5	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	9.7	9.7	9.6	12.8	12.9	12.1	0.0	0.0	12.9	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	B	A	A	B	A	A
Approach Vol, veh/h		220			391			90			165	
Approach Delay, s/veh		9.4			12.7			12.1			12.9	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	15.7		12.9	9.4	13.5		12.9				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.4	3.2		5.0	3.0	5.2		3.5				
Green Ext Time (p_c), s	0.0	0.8		0.9	0.1	2.2		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		11.8	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	1	0	7	0	0	6	0
Future Vol, veh/h	0	0	0	1	0	1	0	7	0	0	6	0
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	1	0	9	0	0	8	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	17	8	17	17	9	8	0	0	9	0	0
Stage 1	8	8	-	9	9	-	-	-	-	-	-	-
Stage 2	10	9	-	8	8	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1001	881	1080	1003	881	1079	1625	-	-	1624	-	-
Stage 1	1019	893	-	1017	892	-	-	-	-	-	-	-
Stage 2	1016	892	-	1019	893	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1000	881	1080	1003	881	1079	1625	-	-	1624	-	-
Mov Cap-2 Maneuver	1000	881	-	1003	881	-	-	-	-	-	-	-
Stage 1	1019	893	-	1017	892	-	-	-	-	-	-	-
Stage 2	1015	892	-	1019	893	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.5	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1625	-	-	-	1040	1624	-	-
HCM Lane V/C Ratio	-	-	-	-	0.002	-	-	-
HCM Control Delay (s)	0	-	-	0	8.5	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	387	6	2	418	0	19	0	14	8	2	5
Future Vol, veh/h	0	387	6	2	418	0	19	0	14	8	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	455	7	2	492	0	22	0	16	9	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	492	0	0	462	0	0	959	955	459	963	958	492
Stage 1	-	-	-	-	-	-	459	459	-	496	496	-
Stage 2	-	-	-	-	-	-	500	496	-	467	462	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1082	-	-	1110	-	-	239	260	606	237	259	581
Stage 1	-	-	-	-	-	-	586	570	-	559	549	-
Stage 2	-	-	-	-	-	-	557	549	-	580	568	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1082	-	-	1110	-	-	235	259	606	230	258	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	259	-	230	258	-
Stage 1	-	-	-	-	-	-	586	570	-	559	548	-
Stage 2	-	-	-	-	-	-	548	548	-	564	568	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	17.9	18.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	317	1082	-	-	1110	-	-	293
HCM Lane V/C Ratio	0.122	-	-	-	0.002	-	-	0.06
HCM Control Delay (s)	17.9	0	-	-	8.2	-	-	18.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	205	12	4	169	1	3	1	6	3	0	9
Future Vol, veh/h	10	205	12	4	169	1	3	1	6	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	218	13	4	180	1	3	1	6	3	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	231	0	0	441	436	225	439	442	181
Stage 1	-	-	-	-	-	-	247	247	-	189	189	-
Stage 2	-	-	-	-	-	-	194	189	-	250	253	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1407	-	-	1349	-	-	530	517	819	532	513	867
Stage 1	-	-	-	-	-	-	761	706	-	817	748	-
Stage 2	-	-	-	-	-	-	812	748	-	759	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1349	-	-	519	511	819	522	507	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	519	511	-	522	507	-
Stage 1	-	-	-	-	-	-	754	700	-	810	746	-
Stage 2	-	-	-	-	-	-	801	746	-	745	695	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	10.5	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	664	1407	-	-	1349	-	-	744
HCM Lane V/C Ratio	0.016	0.008	-	-	0.003	-	-	0.017
HCM Control Delay (s)	10.5	7.6	0	-	7.7	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	368	33	23	367	12	38	10	36	14	17	15
Future Vol, veh/h	8	368	33	23	367	12	38	10	36	14	17	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	3	0	1	0	0	0	3	14	0	7
Mvmt Flow	9	428	38	27	427	14	44	12	42	16	20	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	441	0	0	466	0	0	972	960	447	980	972	434
Stage 1	-	-	-	-	-	-	465	465	-	488	488	-
Stage 2	-	-	-	-	-	-	507	495	-	492	484	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.24	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.626	4	3.363
Pot Cap-1 Maneuver	1130	-	-	1106	-	-	234	259	609	218	254	611
Stage 1	-	-	-	-	-	-	581	566	-	539	553	-
Stage 2	-	-	-	-	-	-	552	549	-	537	555	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	1106	-	-	208	251	609	191	246	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	251	-	191	246	-
Stage 1	-	-	-	-	-	-	576	561	-	535	540	-
Stage 2	-	-	-	-	-	-	504	536	-	486	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	22.9	21.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	1130	-	-	1106	-	-	276
HCM Lane V/C Ratio	0.328	0.008	-	-	0.024	-	-	0.194
HCM Control Delay (s)	22.9	8.2	-	-	8.3	-	-	21.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.1	-	-	0.7

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	179	18	28	141	14	13	26	18	19	41	20
Future Vol, veh/h	17	179	18	28	141	14	13	26	18	19	41	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0	0	3	6	0	0	5
Mvmt Flow	18	185	19	29	145	14	13	27	19	20	42	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	8.9	8.2	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	8%	15%	24%
Vol Thru, %	46%	84%	77%	51%
Vol Right, %	32%	8%	8%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	214	183	80
LT Vol	13	17	28	19
Through Vol	26	179	141	41
RT Vol	18	18	14	20
Lane Flow Rate	59	221	189	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.271	0.234	0.11
Departure Headway (Hd)	4.781	4.415	4.468	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	814	804	746
Service Time	2.823	2.444	2.497	2.829
HCM Lane V/C Ratio	0.079	0.271	0.235	0.11
HCM Control Delay	8.2	9.1	8.9	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.1	0.9	0.4

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	405	12	4	372	12	15	9	4	23	7	15
Future Vol, veh/h	1	405	12	4	372	12	15	9	4	23	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	8	0	0	25	0	0	0
Mvmt Flow	1	476	14	5	438	14	18	11	5	27	8	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	452	0	0	490	0	0	953	947	483	948	947	445
Stage 1	-	-	-	-	-	-	485	485	-	455	455	-
Stage 2	-	-	-	-	-	-	468	462	-	493	492	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.45	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.525	3.5	4	3.3
Pot Cap-1 Maneuver	1119	-	-	1084	-	-	241	263	539	243	263	617
Stage 1	-	-	-	-	-	-	567	555	-	589	572	-
Stage 2	-	-	-	-	-	-	579	568	-	562	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1119	-	-	1084	-	-	228	261	539	233	261	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	261	-	233	261	-
Stage 1	-	-	-	-	-	-	566	554	-	588	569	-
Stage 2	-	-	-	-	-	-	552	565	-	546	550	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	20.8	19.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	260	1119	-	-	1084	-	-	300
HCM Lane V/C Ratio	0.127	0.001	-	-	0.004	-	-	0.176
HCM Control Delay (s)	20.8	8.2	-	-	8.3	-	-	19.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	214	0	1	177	18	1	7	0	9	12	5
Future Vol, veh/h	2	214	0	1	177	18	1	7	0	9	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	0	7	0	0	0	0	0	0
Mvmt Flow	2	221	0	1	182	19	1	7	0	9	12	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	221	0	0	427	428	221	423	419	192
Stage 1	-	-	-	-	-	-	225	225	-	194	194	-
Stage 2	-	-	-	-	-	-	202	203	-	229	225	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1383	-	-	1360	-	-	541	522	824	545	528	855
Stage 1	-	-	-	-	-	-	782	721	-	812	744	-
Stage 2	-	-	-	-	-	-	805	737	-	778	721	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1383	-	-	1360	-	-	527	520	824	538	526	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	527	520	-	538	526	-
Stage 1	-	-	-	-	-	-	780	720	-	810	743	-
Stage 2	-	-	-	-	-	-	786	736	-	769	720	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	12	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	521	1383	-	-	1360	-	-	573
HCM Lane V/C Ratio	0.016	0.001	-	-	0.001	-	-	0.047
HCM Control Delay (s)	12	7.6	0	-	7.6	0	-	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	19	9	48	61	12
Future Vol, veh/h	36	19	9	48	61	12
Conflicting Peds, #/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	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	26	12	66	84	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	182	92	100	0	-	0
Stage 1	92	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	812	971	1505	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	806	971	1505	-	-	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1505	-	856	-	-
HCM Lane V/C Ratio	0.008	-	0.088	-	-
HCM Control Delay (s)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

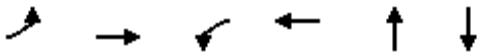
Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	253	38	259	308	31	196
Future Vol, veh/h	253	38	259	308	31	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	1	0	1
Mvmt Flow	275	41	282	335	34	213

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	316	0	1195	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	899	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1250	-	208	746
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	401	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	161	746
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	310	-

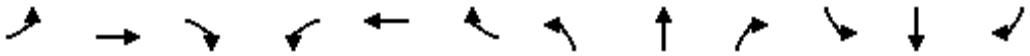
Approach	EB	WB	NB
HCM Control Delay, s	0	4	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	161	746	-	-	1250	-
HCM Lane V/C Ratio	0.209	0.286	-	-	0.225	-
HCM Control Delay (s)	33.2	11.7	-	-	8.7	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	1.2	-	-	0.9	-



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	32	446	44	566	134	107
v/c Ratio	0.07	0.39	0.08	0.50	0.27	0.24
Control Delay	5.4	7.1	5.4	8.3	8.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	7.1	5.4	8.3	8.8	11.2
Queue Length 50th (ft)	3	56	5	78	8	10
Queue Length 95th (ft)	12	104	14	143	47	48
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	565	1498	730	1482	892	826
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.30	0.06	0.38	0.15	0.13

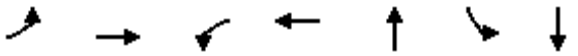
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	405	14	41	507	25	18	27	81	31	27	42
Future Volume (veh/h)	30	405	14	41	507	25	18	27	81	31	27	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1900	1885	1900	1900	1900	1885	1900	1841	1870
Adj Flow Rate, veh/h	32	431	15	44	539	27	19	29	86	33	29	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	1	0	0	0	1	0	4	2
Cap, veh/h	388	827	29	479	806	40	147	126	277	208	167	174
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	838	1825	64	959	1780	89	110	486	1067	278	644	669
Grp Volume(v), veh/h	32	0	446	44	0	566	134	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	838	0	1889	959	0	1869	1663	0	0	1591	0	0
Q Serve(g_s), s	1.1	0.0	5.9	1.2	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	5.9	7.1	0.0	8.3	2.2	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.14		0.64	0.31		0.42
Lane Grp Cap(c), veh/h	388	0	855	479	0	847	550	0	0	548	0	0
V/C Ratio(X)	0.08	0.00	0.52	0.09	0.00	0.67	0.24	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	731	0	1629	872	0	1612	1060	0	0	1025	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.1	0.0	6.8	9.3	0.0	7.5	10.3	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.1	0.0	1.3	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.6	0.2	0.0	2.3	0.7	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	7.5	9.5	0.0	8.8	10.6	0.0	0.0	10.3	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		478			610			134			107	
Approach Delay, s/veh		7.8			8.8			10.6			10.3	
Approach LOS		A			A			B			B	

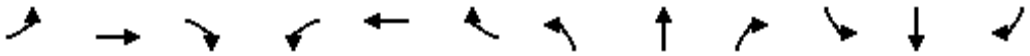
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.8		14.0		20.8		14.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		11.3		3.7		10.3		4.2				
Green Ext Time (p_c), s		4.0		0.5		5.5		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	24	538	17	585	50	1	22
v/c Ratio	0.04	0.35	0.02	0.38	0.12	0.00	0.06
Control Delay	3.9	4.3	3.8	4.6	11.7	15.0	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	4.3	3.8	4.6	11.7	15.0	14.5
Queue Length 50th (ft)	0	0	0	0	4	0	3
Queue Length 95th (ft)	9	120	7	138	29	3	19
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	655	1610	740	1602	432	439	388
Starvation Cap Reductn	0	0	0	45	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.33	0.02	0.38	0.12	0.00	0.06

Intersection Summary



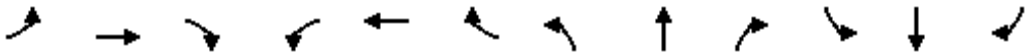
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	472	23	16	532	6	25	6	15	1	5	16
Future Volume (veh/h)	22	472	23	16	532	6	25	6	15	1	5	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	513	25	17	578	7	27	7	16	1	5	17
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
Percent Heavy Veh, %	5	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	453	846	41	493	875	11	292	44	62	451	47	161
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	810	1797	88	881	1859	23	710	354	501	1410	379	1289
Grp Volume(v), veh/h	24	0	538	17	0	585	50	0	0	1	0	22
Grp Sat Flow(s),veh/h/ln	810	0	1884	881	0	1881	1564	0	0	1410	0	1668
Q Serve(g_s), s	0.6	0.0	5.8	0.4	0.0	6.5	0.2	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	7.1	0.0	5.8	6.1	0.0	6.5	0.7	0.0	0.0	0.0	0.0	0.3
Prop In Lane	1.00		0.05	1.00		0.01	0.54		0.32	1.00		0.77
Lane Grp Cap(c), veh/h	453	0	887	493	0	886	399	0	0	451	0	208
V/C Ratio(X)	0.05	0.00	0.61	0.03	0.00	0.66	0.13	0.00	0.00	0.00	0.00	0.11
Avail Cap(c_a), veh/h	950	0	2044	1034	0	2041	658	0	0	690	0	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.3	0.0	5.3	7.6	0.0	5.5	10.7	0.0	0.0	10.4	0.0	10.6
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	0.1	0.0	1.2	0.2	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.0	6.0	7.6	0.0	6.4	10.9	0.0	0.0	10.4	0.0	10.8
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		562			602			50			23	
Approach Delay, s/veh		6.1			6.4			10.9			10.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.3		8.9		18.3		8.9				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		9.1		2.3		8.5		2.7				
Green Ext Time (p_c), s		3.7		0.0		4.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	137	355	38	40	354	86	184	399
v/c Ratio	0.39	0.52	0.06	0.11	0.53	0.14	0.32	0.64
Control Delay	14.7	14.3	3.4	10.9	14.4	5.2	11.5	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	14.3	3.4	10.9	14.4	5.2	11.5	14.2
Queue Length 50th (ft)	20	56	0	5	56	3	25	49
Queue Length 95th (ft)	72	155	12	25	155	27	79	154
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	749	1440	1236	747	1426	1228	1243	1260
Starvation Cap Reductn	0	33	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.25	0.03	0.05	0.25	0.07	0.15	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	327	35	37	326	79	28	111	30	36	132	200
Future Volume (veh/h)	126	327	35	37	326	79	28	111	30	36	132	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1885	1885	1900	1900	1900	1856	1900	1885
Adj Flow Rate, veh/h	137	355	38	40	354	86	30	121	33	39	143	217
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
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	3	0	1
Cap, veh/h	420	748	633	432	742	629	148	421	102	125	218	294
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	964	1900	1610	1007	1885	1598	141	1313	318	90	680	918
Grp Volume(v), veh/h	137	355	38	40	354	86	184	0	0	399	0	0
Grp Sat Flow(s),veh/h/ln	964	1900	1610	1007	1885	1598	1772	0	0	1688	0	0
Q Serve(g_s), s	5.1	5.7	0.6	1.3	5.7	1.4	0.0	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	10.8	5.7	0.6	7.0	5.7	1.4	3.1	0.0	0.0	8.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.18	0.10		0.54
Lane Grp Cap(c), veh/h	420	748	633	432	742	629	670	0	0	637	0	0
V/C Ratio(X)	0.33	0.47	0.06	0.09	0.48	0.14	0.27	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	737	1372	1163	763	1361	1154	1296	0	0	1274	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	9.2	7.7	11.8	9.3	7.9	10.5	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.1	0.6	0.1	0.2	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.9	0.2	0.2	1.9	0.4	1.1	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	9.8	7.7	11.9	9.8	8.1	10.7	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		530			480			184			399	
Approach Delay, s/veh		10.7			9.7			10.7			13.3	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.6		19.3		21.6		19.3				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		12.8		10.5		9.0		5.1				
Green Ext Time (p_c), s		3.3		2.6		3.1		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

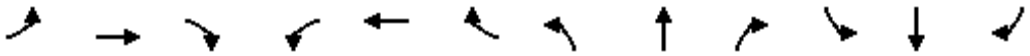
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	170	17	16	138	27	11	71	10	47	105	58
Future Vol, veh/h	49	170	17	16	138	27	11	71	10	47	105	58
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	56	195	20	18	159	31	13	82	11	54	121	67
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.5	10.4	9.6	11
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	21%	9%	22%
Vol Thru, %	77%	72%	76%	50%
Vol Right, %	11%	7%	15%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	236	181	210
LT Vol	11	49	16	47
Through Vol	71	170	138	105
RT Vol	10	17	27	58
Lane Flow Rate	106	271	208	241
Geometry Grp	1	1	1	1
Degree of Util (X)	0.162	0.389	0.3	0.35
Departure Headway (Hd)	5.524	5.164	5.19	5.216
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	648	697	693	690
Service Time	3.564	3.196	3.224	3.249
HCM Lane V/C Ratio	0.164	0.389	0.3	0.349
HCM Control Delay	9.6	11.5	10.4	11
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.6	1.8	1.3	1.6

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	104	331	25	357	128	241
v/c Ratio	0.26	0.29	0.07	0.56	0.15	0.31
Control Delay	14.7	17.4	13.0	25.9	11.7	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	17.4	13.0	25.9	11.7	12.8
Queue Length 50th (ft)	26	45	6	63	27	54
Queue Length 95th (ft)	54	98	19	104	63	115
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	618	2266	655	2194	861	772
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.15	0.04	0.16	0.15	0.31

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	301	13	24	269	70	6	93	23	64	91	74
Future Volume (veh/h)	99	301	13	24	269	70	6	93	23	64	91	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1885	1870	1900	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	317	14	25	283	74	6	98	24	67	96	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	0	0	1	2	0	1	0	0	0	0
Cap, veh/h	374	785	35	351	455	117	72	679	159	245	346	248
Arrive On Green	0.11	0.22	0.22	0.05	0.16	0.16	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1795	3522	155	1810	2821	725	25	1446	339	366	737	528
Grp Volume(v), veh/h	104	162	169	25	178	179	128	0	0	241	0	0
Grp Sat Flow(s),veh/h/ln	1795	1805	1872	1810	1791	1755	1810	0	0	1631	0	0
Q Serve(g_s), s	2.8	4.8	4.8	0.7	5.8	6.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	4.8	4.8	0.7	5.8	6.0	2.5	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.41	0.05		0.19	0.28		0.32
Lane Grp Cap(c), veh/h	374	402	417	351	289	283	910	0	0	839	0	0
V/C Ratio(X)	0.28	0.40	0.41	0.07	0.62	0.63	0.14	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	740	1135	1177	831	1126	1103	910	0	0	839	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	20.8	20.9	20.1	24.5	24.6	9.5	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.7	0.6	0.1	2.1	2.3	0.3	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	2.0	0.3	2.4	2.5	1.0	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.5	21.5	20.2	26.7	27.0	9.8	0.0	0.0	11.1	0.0	0.0
LnGrp LOS	B	C	C	C	C	C	A	A	A	B	A	A
Approach Vol, veh/h		435			382			128			241	
Approach Delay, s/veh		20.7			26.4			9.8			11.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	19.5		35.0	12.2	15.6		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.7	6.8		7.2	4.8	8.0		4.5				
Green Ext Time (p_c), s	0.0	1.9		1.4	0.2	2.1		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		19.4	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	2	0	1	0	27	0	0	23	0
Future Vol, veh/h	0	0	1	2	0	1	0	27	0	0	23	0
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	0	0	1	2	0	1	0	31	0	0	26	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	58	57	26	58	57	31	26	0	0	31	0	0
Stage 1	26	26	-	31	31	-	-	-	-	-	-	-
Stage 2	32	31	-	27	26	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	944	838	1056	944	838	1049	1601	-	-	1595	-	-
Stage 1	997	878	-	991	873	-	-	-	-	-	-	-
Stage 2	990	873	-	996	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	943	838	1056	943	838	1049	1601	-	-	1595	-	-
Mov Cap-2 Maneuver	943	838	-	943	838	-	-	-	-	-	-	-
Stage 1	997	878	-	991	873	-	-	-	-	-	-	-
Stage 2	989	873	-	995	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	8.7	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	1056	976	1595	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.003	-	-	-
HCM Control Delay (s)	0	-	-	8.4	8.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	202	1	3	259	1	0	2	2	0	1	1
Future Vol, veh/h	0	202	1	3	259	1	0	2	2	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	0	222	1	3	285	1	0	2	2	0	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	286	0	0	223	0	0	516	515	223	517	515	286
Stage 1	-	-	-	-	-	-	223	223	-	292	292	-
Stage 2	-	-	-	-	-	-	293	292	-	225	223	-
Critical Hdwy	4.1	-	-	4.43	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.497	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1288	-	-	1183	-	-	473	466	822	472	466	758
Stage 1	-	-	-	-	-	-	784	723	-	720	675	-
Stage 2	-	-	-	-	-	-	719	675	-	782	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	1183	-	-	471	465	822	468	465	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	465	-	468	465	-
Stage 1	-	-	-	-	-	-	784	723	-	720	673	-
Stage 2	-	-	-	-	-	-	715	673	-	778	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.1	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	594	1288	-	-	1183	-	-	576
HCM Lane V/C Ratio	0.007	-	-	-	0.003	-	-	0.004
HCM Control Delay (s)	11.1	0	-	-	8.1	-	-	11.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	197	19	13	146	1	6	0	13	2	0	3
Future Vol, veh/h	3	197	19	13	146	1	6	0	13	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	243	23	16	180	1	7	0	16	2	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	266	0	0	478	476	255	484	487	181
Stage 1	-	-	-	-	-	-	263	263	-	213	213	-
Stage 2	-	-	-	-	-	-	215	213	-	271	274	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1407	-	-	1310	-	-	501	491	789	496	484	867
Stage 1	-	-	-	-	-	-	747	694	-	794	730	-
Stage 2	-	-	-	-	-	-	792	730	-	739	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1310	-	-	492	483	789	480	476	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	492	483	-	480	476	-
Stage 1	-	-	-	-	-	-	745	692	-	792	720	-
Stage 2	-	-	-	-	-	-	778	720	-	722	685	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	10.6	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	663	1407	-	-	1310	-	-	656
HCM Lane V/C Ratio	0.035	0.003	-	-	0.012	-	-	0.009
HCM Control Delay (s)	10.6	7.6	0	-	7.8	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	182	18	12	232	3	28	13	21	2	9	3
Future Vol, veh/h	4	182	18	12	232	3	28	13	21	2	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	202	20	13	258	3	31	14	23	2	10	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	222	0	0	512	507	212	525	516	260
Stage 1	-	-	-	-	-	-	220	220	-	286	286	-
Stage 2	-	-	-	-	-	-	292	287	-	239	230	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1315	-	-	1359	-	-	476	471	833	466	466	784
Stage 1	-	-	-	-	-	-	787	725	-	726	679	-
Stage 2	-	-	-	-	-	-	720	678	-	769	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1315	-	-	1359	-	-	462	465	833	438	460	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	462	465	-	438	460	-
Stage 1	-	-	-	-	-	-	785	723	-	724	672	-
Stage 2	-	-	-	-	-	-	700	671	-	730	716	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	12.6	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	545	1315	-	-	1359	-	-	501
HCM Lane V/C Ratio	0.126	0.003	-	-	0.01	-	-	0.031
HCM Control Delay (s)	12.6	7.7	-	-	7.7	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	164	23	20	126	15	20	28	11	11	12	14
Future Vol, veh/h	25	164	23	20	126	15	20	28	11	11	12	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	200	28	24	154	18	24	34	13	13	15	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	8.9	8.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	12%	12%	30%
Vol Thru, %	47%	77%	78%	32%
Vol Right, %	19%	11%	9%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	212	161	37
LT Vol	20	25	20	11
Through Vol	28	164	126	12
RT Vol	11	23	15	14
Lane Flow Rate	72	259	196	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.313	0.242	0.061
Departure Headway (Hd)	4.922	4.359	4.433	4.838
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	727	825	811	739
Service Time	2.961	2.385	2.46	2.879
HCM Lane V/C Ratio	0.099	0.314	0.242	0.061
HCM Control Delay	8.5	9.4	8.9	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.3	0.9	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	199	4	2	237	5	3	3	0	5	3	7
Future Vol, veh/h	2	199	4	2	237	5	3	3	0	5	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	224	4	2	266	6	3	3	0	6	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	228	0	0	509	506	226	505	505	269
Stage 1	-	-	-	-	-	-	230	230	-	273	273	-
Stage 2	-	-	-	-	-	-	279	276	-	232	232	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1303	-	-	1352	-	-	478	472	818	481	473	775
Stage 1	-	-	-	-	-	-	777	718	-	737	688	-
Stage 2	-	-	-	-	-	-	732	685	-	775	716	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1352	-	-	469	471	818	477	472	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	469	471	-	477	472	-
Stage 1	-	-	-	-	-	-	775	717	-	736	687	-
Stage 2	-	-	-	-	-	-	720	684	-	770	715	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	12.8	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	470	1303	-	-	1352	-	-	580
HCM Lane V/C Ratio	0.014	0.002	-	-	0.002	-	-	0.029
HCM Control Delay (s)	12.8	7.8	-	-	7.7	-	-	11.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	184	1	0	157	4	2	2	1	4	4	2
Future Vol, veh/h	1	184	1	0	157	4	2	2	1	4	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	214	1	0	183	5	2	2	1	5	5	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	215	0	0	406	405	215	404	403	186
Stage 1	-	-	-	-	-	-	217	217	-	186	186	-
Stage 2	-	-	-	-	-	-	189	188	-	218	217	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1398	-	-	1367	-	-	559	538	830	561	539	861
Stage 1	-	-	-	-	-	-	790	727	-	820	750	-
Stage 2	-	-	-	-	-	-	817	748	-	789	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1398	-	-	1367	-	-	553	537	830	558	538	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	537	-	558	538	-
Stage 1	-	-	-	-	-	-	789	726	-	819	750	-
Stage 2	-	-	-	-	-	-	810	748	-	785	726	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.2	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	585	1398	-	-	1367	-	-	591
HCM Lane V/C Ratio	0.01	0.001	-	-	-	-	-	0.02
HCM Control Delay (s)	11.2	7.6	0	-	0	-	-	11.2
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	8	60	34	5
Future Vol, veh/h	2	3	8	60	34	5
Conflicting Peds, #/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	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	4	10	77	44	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	144	47	50	0	-	0
Stage 1	47	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	853	1028	1570	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	847	1028	1570	-	-	-
Mov Cap-2 Maneuver	847	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	947	-	-
HCM Lane V/C Ratio	0.007	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	14	91	165	25	84
Future Vol, veh/h	140	14	91	165	25	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	152	15	99	179	27	91

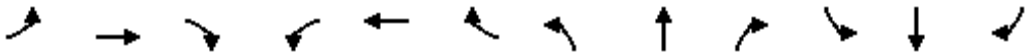
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	537	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1423	-	508	890
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1423	-	472	890
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	890	-	-	1423	-
HCM Lane V/C Ratio	0.058	0.103	-	-	0.07	-
HCM Control Delay (s)	13.1	9.5	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0.2	-

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	10	236	21	268	56	58
v/c Ratio	0.01	0.14	0.02	0.16	0.08	0.08
Control Delay	3.6	2.9	3.5	2.9	4.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.6	2.9	3.5	2.9	4.5	5.2
Queue Length 50th (ft)	0	0	0	0	2	3
Queue Length 95th (ft)	5	54	9	60	18	20
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	1102	1851	1136	1843	1350	1383
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.13	0.02	0.15	0.04	0.04

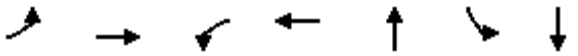
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	212	3	19	233	11	10	19	22	16	24	13
Future Volume (veh/h)	9	212	3	19	233	11	10	19	22	16	24	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	233	3	21	256	12	11	21	24	18	26	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	610	733	9	636	705	33	205	175	159	248	220	90
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1129	1872	24	1162	1800	84	169	806	731	290	1012	414
Grp Volume(v), veh/h	10	0	236	21	0	268	56	0	0	58	0	0
Grp Sat Flow(s),veh/h/ln	1129	0	1896	1162	0	1885	1706	0	0	1717	0	0
Q Serve(g_s), s	0.2	0.0	2.2	0.3	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	2.2	2.5	0.0	2.6	0.7	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.04	0.20		0.43	0.31		0.24
Lane Grp Cap(c), veh/h	610	0	742	636	0	738	539	0	0	557	0	0
V/C Ratio(X)	0.02	0.00	0.32	0.03	0.00	0.36	0.10	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	1494	0	2226	1546	0	2213	1474	0	0	1484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	5.4	6.3	0.0	5.5	8.1	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.4	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.0	0.0	0.5	0.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.0	5.8	6.3	0.0	5.9	8.2	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		246			289			56			58	
Approach Delay, s/veh		5.8			6.0			8.2			8.2	
Approach LOS		A			A			A			A	

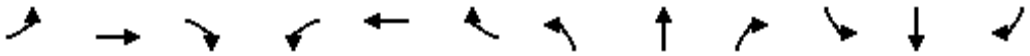
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		10.5		15.0		10.5				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		4.7		2.7		4.6		2.7				
Green Ext Time (p_c), s		2.0		0.2		2.4		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			6.3									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	265	38	275	54	1	10
v/c Ratio	0.01	0.16	0.04	0.16	0.11	0.00	0.02
Control Delay	3.3	2.8	3.2	2.8	6.1	8.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	2.8	3.2	2.8	6.1	8.0	8.1
Queue Length 50th (ft)	0	0	0	0	3	0	1
Queue Length 95th (ft)	6	55	12	58	17	2	7
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	1080	1823	1090	1821	503	518	463
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.15	0.03	0.15	0.11	0.00	0.02

Intersection Summary



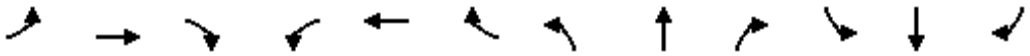
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	232	6	34	239	8	18	7	23	1	3	6
Future Volume (veh/h)	12	232	6	34	239	8	18	7	23	1	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	258	7	38	266	9	20	8	26	1	3	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	663	774	21	671	768	26	271	33	90	479	59	139
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1122	1841	50	1132	1827	62	541	280	762	1396	506	1181
Grp Volume(v), veh/h	13	0	265	38	0	275	54	0	0	1	0	10
Grp Sat Flow(s),veh/h/ln	1122	0	1891	1132	0	1889	1583	0	0	1396	0	1687
Q Serve(g_s), s	0.2	0.0	2.2	0.6	0.0	2.4	0.5	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	2.5	0.0	2.2	2.8	0.0	2.4	0.7	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.03	1.00		0.03	0.37		0.48	1.00		0.70
Lane Grp Cap(c), veh/h	663	0	795	671	0	794	393	0	0	479	0	198
V/C Ratio(X)	0.02	0.00	0.33	0.06	0.00	0.35	0.14	0.00	0.00	0.00	0.00	0.05
Avail Cap(c_a), veh/h	1583	0	2344	1599	0	2342	737	0	0	785	0	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	4.6	5.6	0.0	4.7	9.6	0.0	0.0	9.3	0.0	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.1	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	0.0	4.9	5.6	0.0	4.9	9.7	0.0	0.0	9.3	0.0	9.4
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		278			313			54			11	
Approach Delay, s/veh		4.9			5.0			9.7			9.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		8.3		15.5		8.3				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		4.5		2.1		4.8		2.7				
Green Ext Time (p_c), s		1.6		0.0		1.8		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	59	189	19	28	196	47	85	170
v/c Ratio	0.11	0.22	0.02	0.05	0.23	0.06	0.17	0.30
Control Delay	7.8	8.3	1.2	7.3	8.3	3.0	7.7	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	8.3	1.2	7.3	8.3	3.0	7.7	6.7
Queue Length 50th (ft)	6	20	0	3	21	0	6	9
Queue Length 95th (ft)	20	48	3	12	50	10	26	37
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	1175	1854	1577	1184	1854	1577	1614	1709
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.10	0.01	0.02	0.11	0.03	0.05	0.10

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	181	18	27	188	45	11	49	22	0	82	82
Future Volume (veh/h)	57	181	18	27	188	45	11	49	22	0	82	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1826	1900	1885	1900
Adj Flow Rate, veh/h	59	189	19	28	196	47	11	51	23	0	85	85
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	5	0	1	0
Cap, veh/h	528	574	487	540	574	487	179	303	122	0	221	221
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.26	0.26	0.26	0.00	0.26	0.26
Sat Flow, veh/h	1155	1900	1610	1192	1900	1610	101	1183	476	0	865	865
Grp Volume(v), veh/h	59	189	19	28	196	47	85	0	0	0	0	170
Grp Sat Flow(s),veh/h/ln	1155	1900	1610	1192	1900	1610	1760	0	0	0	0	1730
Q Serve(g_s), s	1.1	2.0	0.2	0.5	2.1	0.6	0.0	0.0	0.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	3.2	2.0	0.2	2.5	2.1	0.6	1.0	0.0	0.0	0.0	0.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	0.13		0.27	0.00		0.50
Lane Grp Cap(c), veh/h	528	574	487	540	574	487	604	0	0	0	0	443
V/C Ratio(X)	0.11	0.33	0.04	0.05	0.34	0.10	0.14	0.00	0.00	0.00	0.00	0.38
Avail Cap(c_a), veh/h	1466	2117	1794	1509	2117	1794	2017	0	0	0	0	1882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	7.2	6.5	8.1	7.2	6.6	7.7	0.0	0.0	0.0	0.0	8.1
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.0	0.1	0.6	0.1	0.3	0.0	0.0	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	7.6	6.6	8.2	7.6	6.7	7.8	0.0	0.0	0.0	0.0	8.7
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		267			271			85			170	
Approach Delay, s/veh		7.7			7.5			7.8			8.7	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.5		13.0		13.5		13.0				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		5.2		4.1		4.5		3.0				
Green Ext Time (p_c), s		1.6		1.0		1.7		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

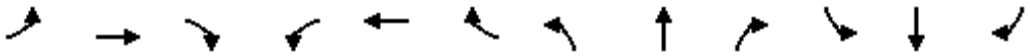
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	173	41	22	113	20	17	30	18	28	68	31
Future Vol, veh/h	32	173	41	22	113	20	17	30	18	28	68	31
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	40	214	51	27	140	25	21	37	22	35	84	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	9.6	8.9	9.6
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	13%	14%	22%
Vol Thru, %	46%	70%	73%	54%
Vol Right, %	28%	17%	13%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	246	155	127
LT Vol	17	32	22	28
Through Vol	30	173	113	68
RT Vol	18	41	20	31
Lane Flow Rate	80	304	191	157
Geometry Grp	1	1	1	1
Degree of Util (X)	0.115	0.393	0.256	0.22
Departure Headway (Hd)	5.162	4.657	4.811	5.056
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	686	768	741	702
Service Time	3.254	2.721	2.884	3.138
HCM Lane V/C Ratio	0.117	0.396	0.258	0.224
HCM Control Delay	8.9	10.7	9.6	9.6
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	1.9	1	0.8

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	50	162	26	257	98	167
v/c Ratio	0.14	0.18	0.07	0.43	0.10	0.19
Control Delay	14.5	16.2	13.7	22.4	9.4	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	16.2	13.7	22.4	9.4	9.4
Queue Length 50th (ft)	12	18	6	41	19	31
Queue Length 95th (ft)	31	50	20	73	45	69
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	642	2458	669	2417	945	865
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.07	0.04	0.11	0.10	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	129	20	24	188	49	9	70	11	44	65	44
Future Volume (veh/h)	46	129	20	24	188	49	9	70	11	44	65	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	140	22	26	204	53	10	76	12	48	71	48
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
Percent Heavy Veh, %	2	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	335	520	80	365	387	98	116	756	112	275	398	239
Arrive On Green	0.08	0.17	0.17	0.05	0.14	0.14	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1781	3134	484	1810	2829	718	95	1498	222	387	788	474
Grp Volume(v), veh/h	50	80	82	26	127	130	98	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1781	1805	1813	1810	1791	1756	1815	0	0	1649	0	0
Q Serve(g_s), s	1.3	2.2	2.3	0.7	3.9	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	2.2	2.3	0.7	3.9	4.0	1.6	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.41	0.10		0.12	0.29		0.29
Lane Grp Cap(c), veh/h	335	299	301	365	245	240	984	0	0	911	0	0
V/C Ratio(X)	0.15	0.27	0.27	0.07	0.52	0.54	0.10	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	794	1220	1225	884	1210	1187	984	0	0	911	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.8	21.3	21.3	19.7	23.4	23.5	7.6	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.1	1.7	1.9	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	0.9	0.3	1.6	1.7	0.6	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	21.7	21.8	19.8	25.1	25.4	7.8	0.0	0.0	8.3	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		212			283			98			167	
Approach Delay, s/veh		21.1			24.8			7.8			8.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	15.2		35.0	9.9	13.5		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.7	4.3		4.9	3.3	6.0		3.6				
Green Ext Time (p_c), s	0.0	0.9		0.9	0.1	1.5		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		17.9	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	6	1	0	9	0
Future Vol, veh/h	0	0	0	1	0	0	0	6	1	0	9	0
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	0	0	7	1	0	10	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	18	10	18	18	8	10	0	0	8	0	0
Stage 1	10	10	-	8	8	-	-	-	-	-	-	-
Stage 2	8	8	-	10	10	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1001	880	1077	1001	880	1080	1623	-	-	1625	-	-
Stage 1	1016	891	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	893	-	1016	891	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1001	880	1077	1001	880	1080	1623	-	-	1625	-	-
Mov Cap-2 Maneuver	1001	880	-	1001	880	-	-	-	-	-	-	-
Stage 1	1016	891	-	1019	893	-	-	-	-	-	-	-
Stage 2	1019	893	-	1016	891	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.6	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1623	-	-	-	1001	1625	-	-
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	-
HCM Control Delay (s)	0	-	-	0	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

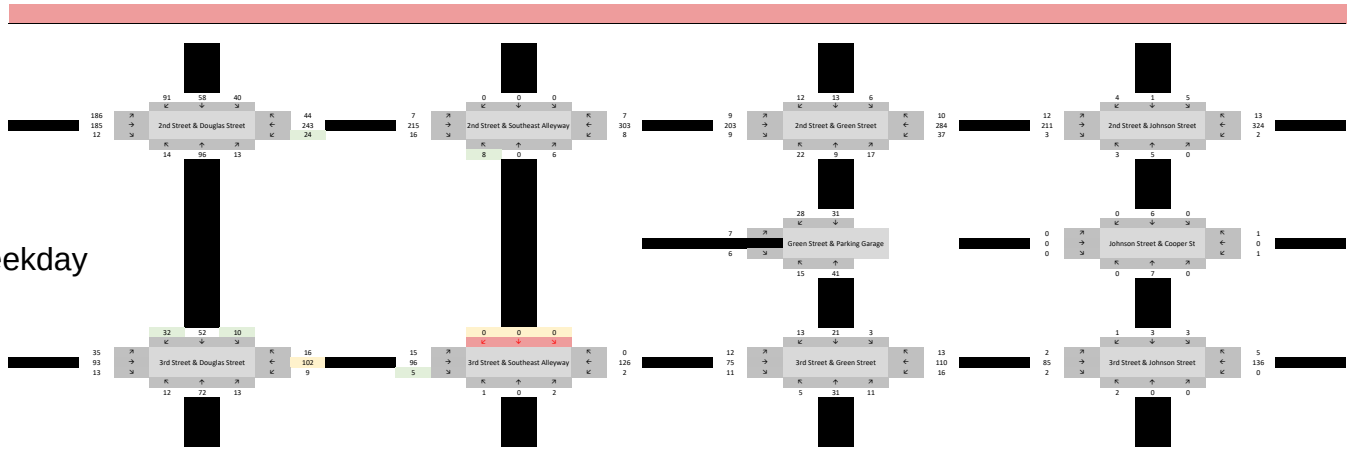
APPENDIX C

Existing Redistribution Conditions

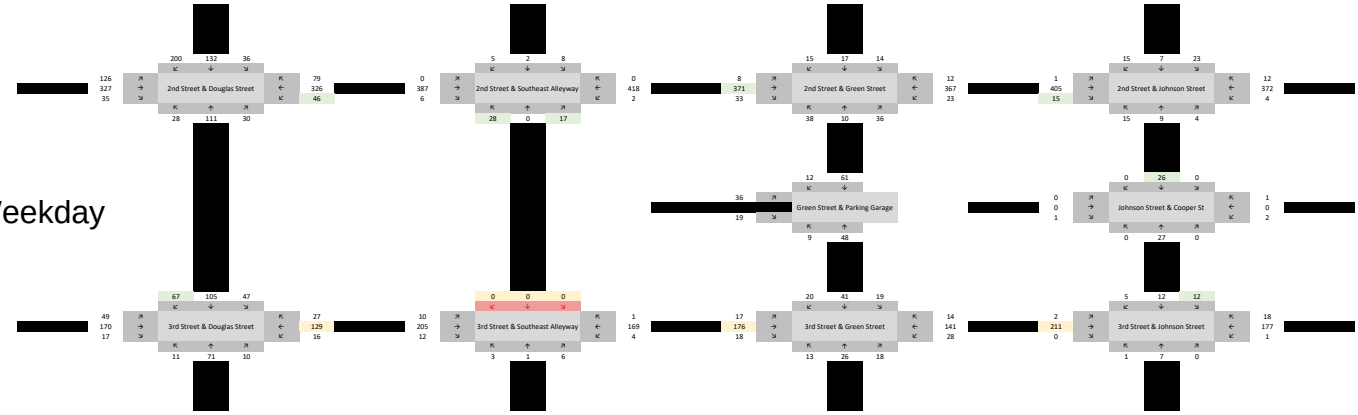
Redistribution Sheets

Alley Redistribution

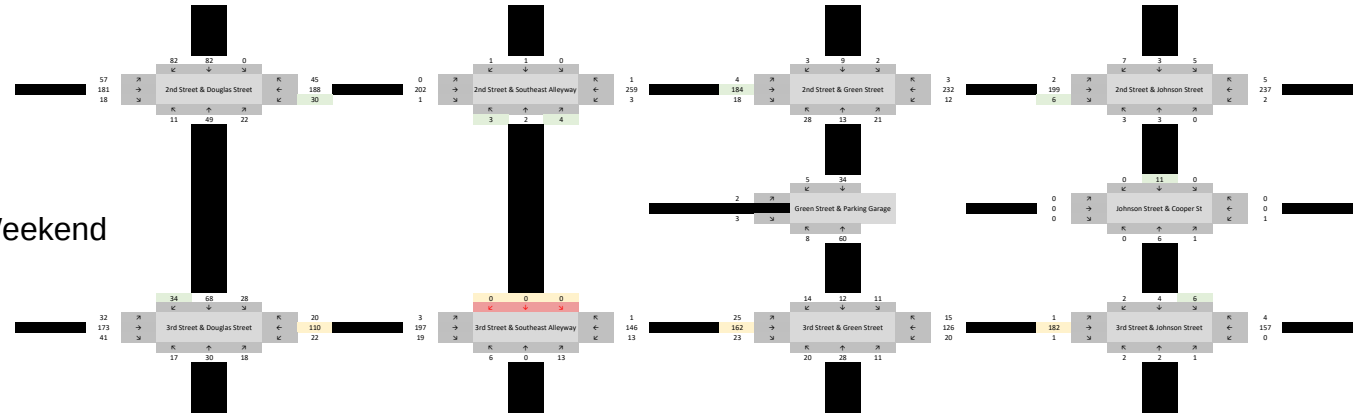
AM Weekday



PM Weekday

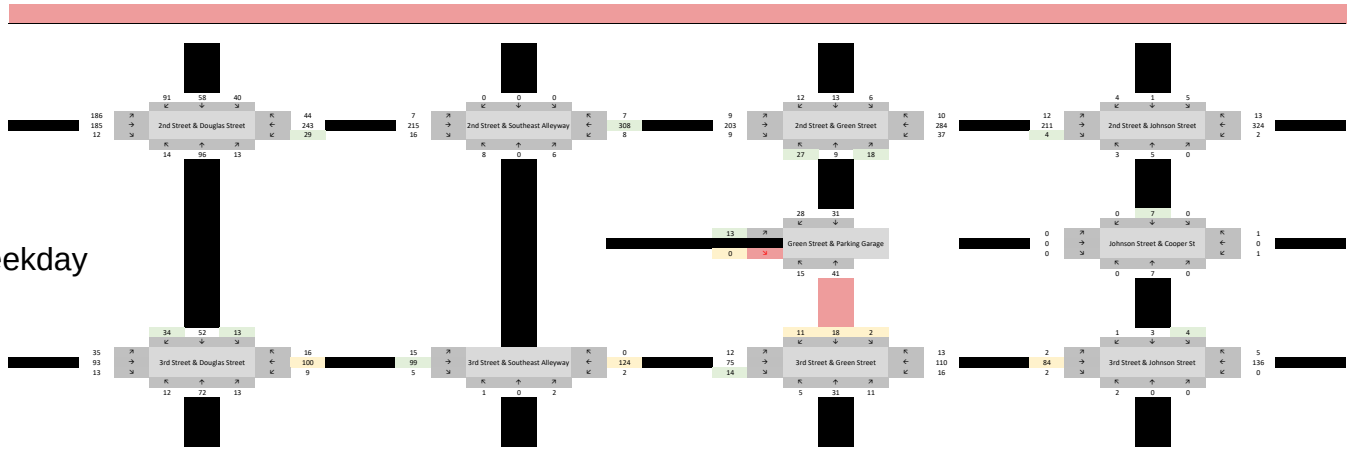


PM Weekend

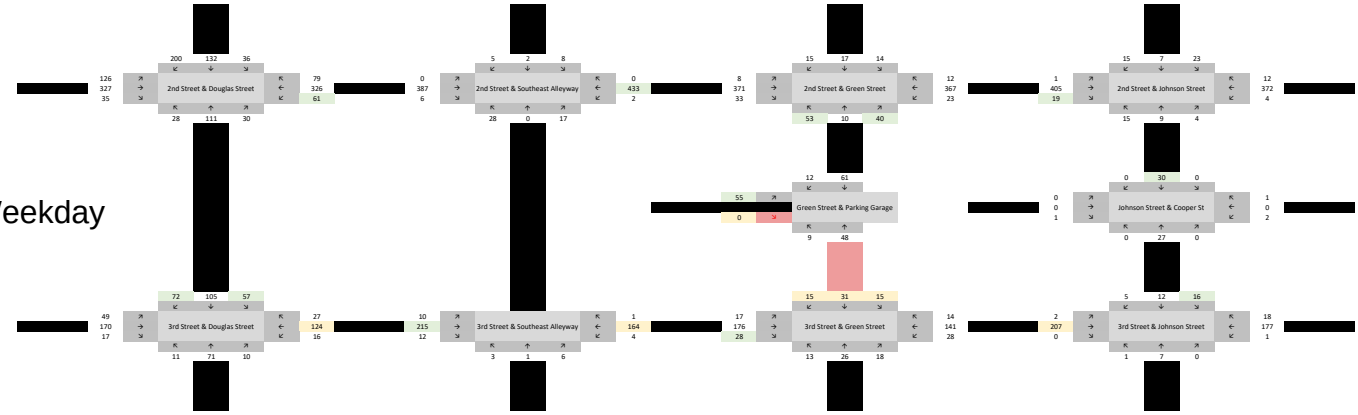


SB Exit Redistribution

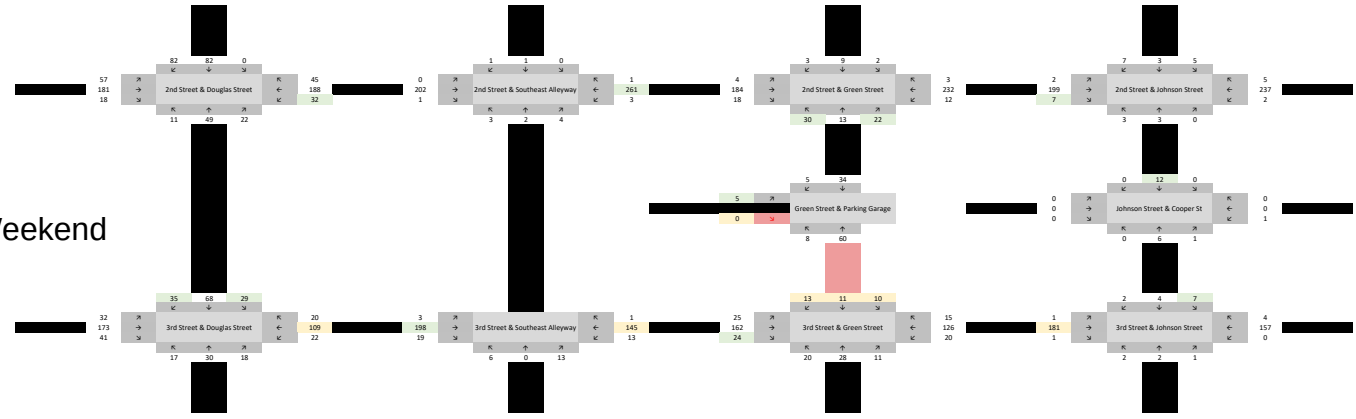
AM Weekday



PM Weekday

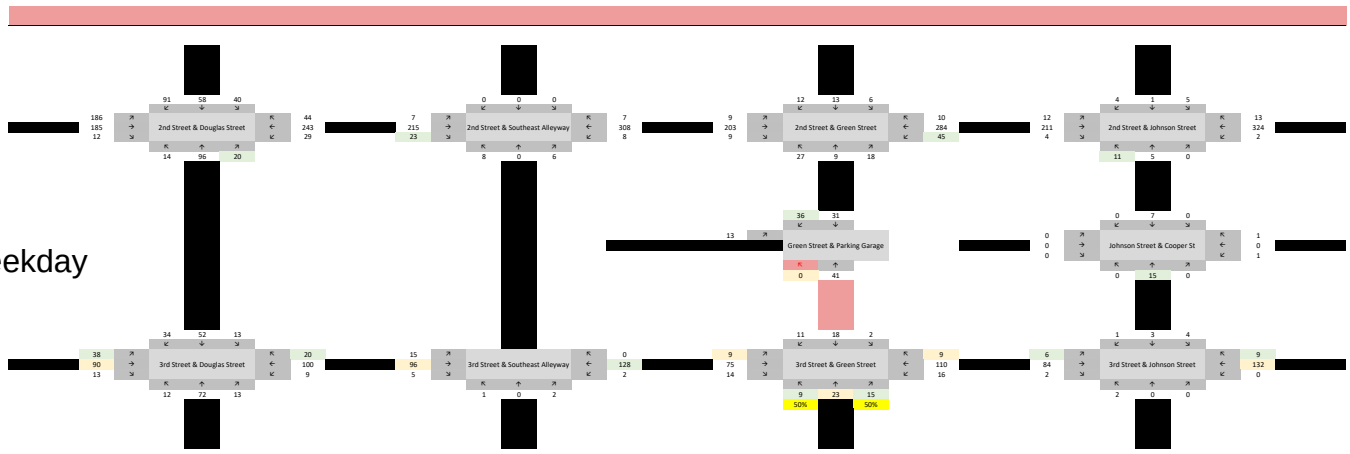


PM Weekend

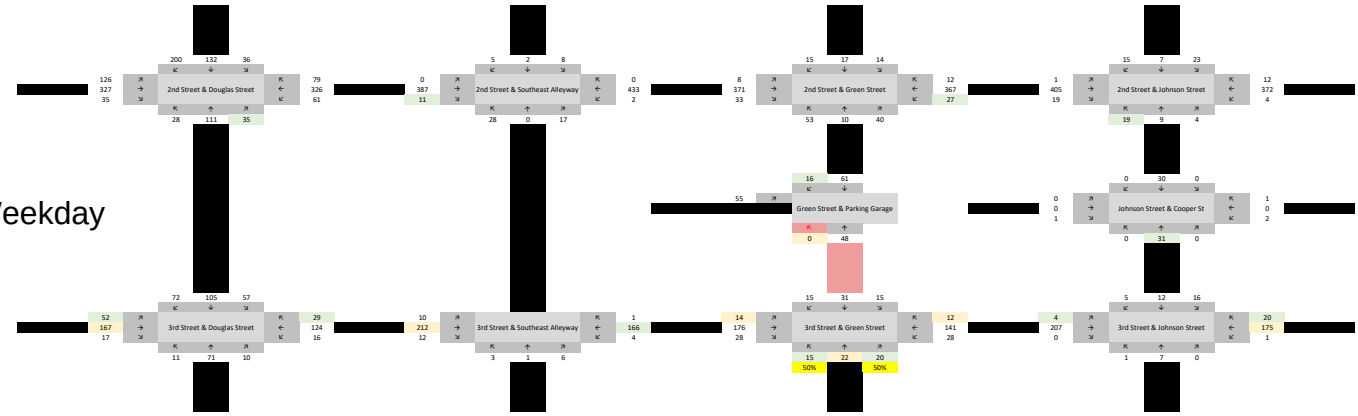


NB Enter Redistribution

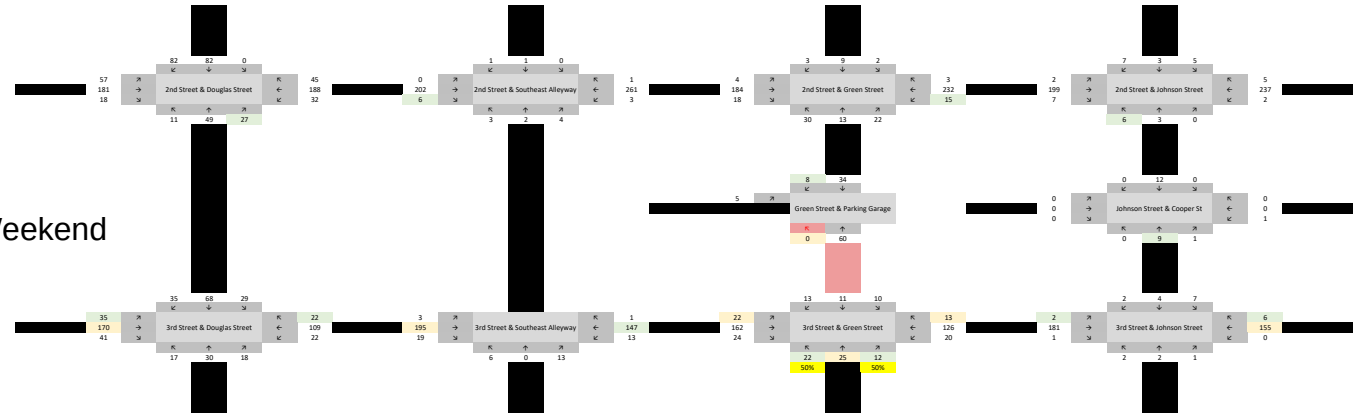
AM Weekday



PM Weekday

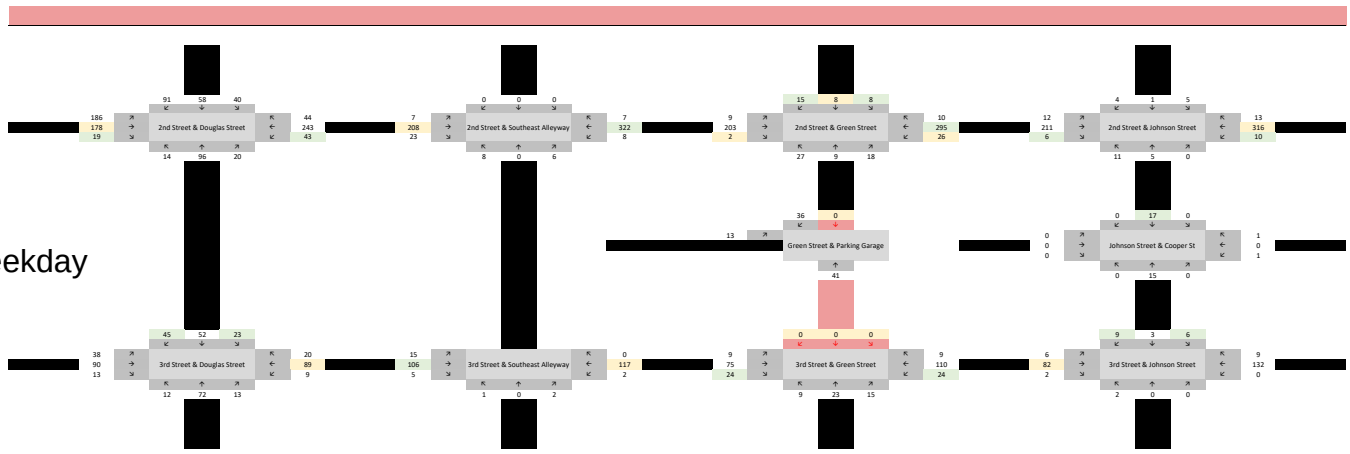


PM Weekend

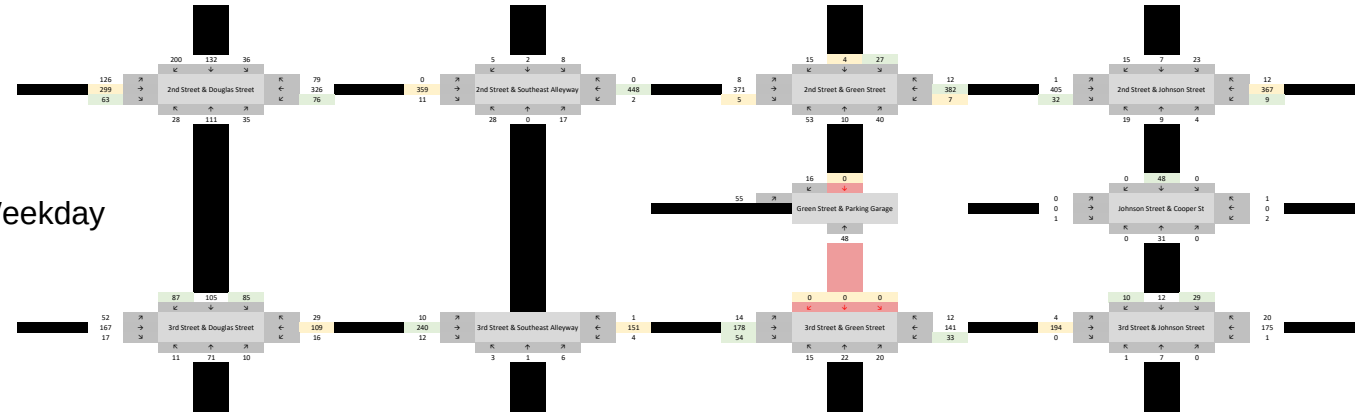


SB Thru Redistribution

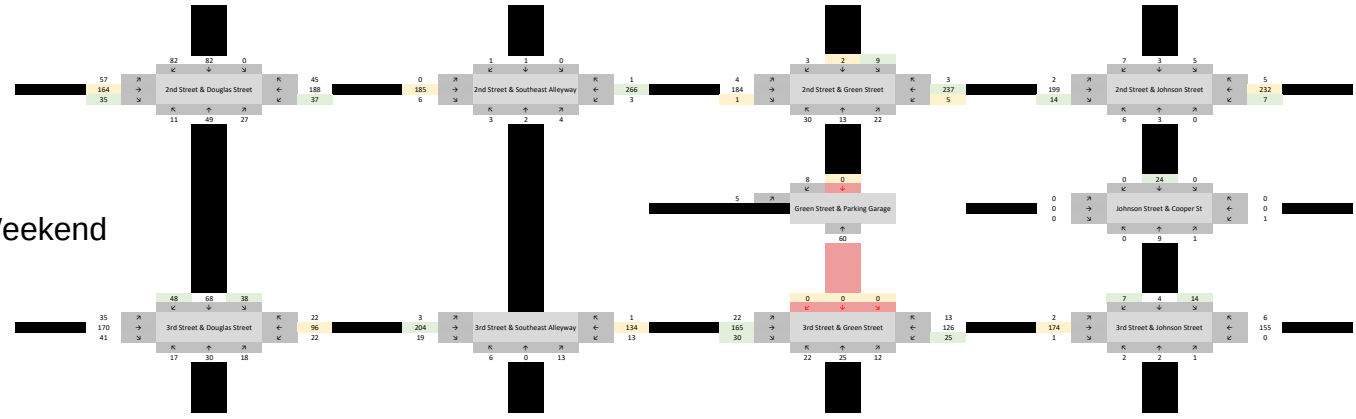
AM Weekday



PM Weekday

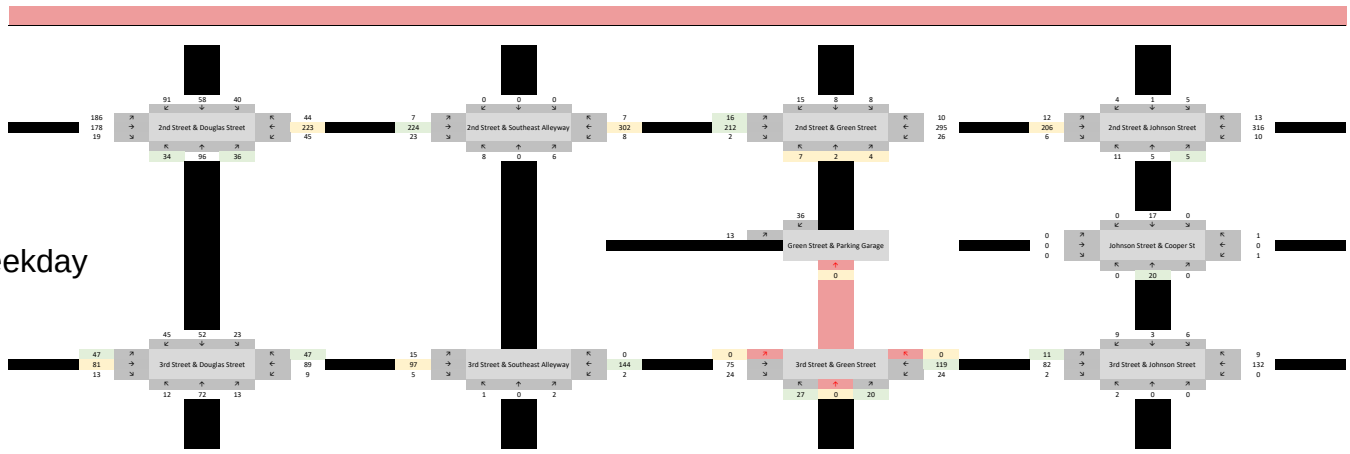


PM Weekend

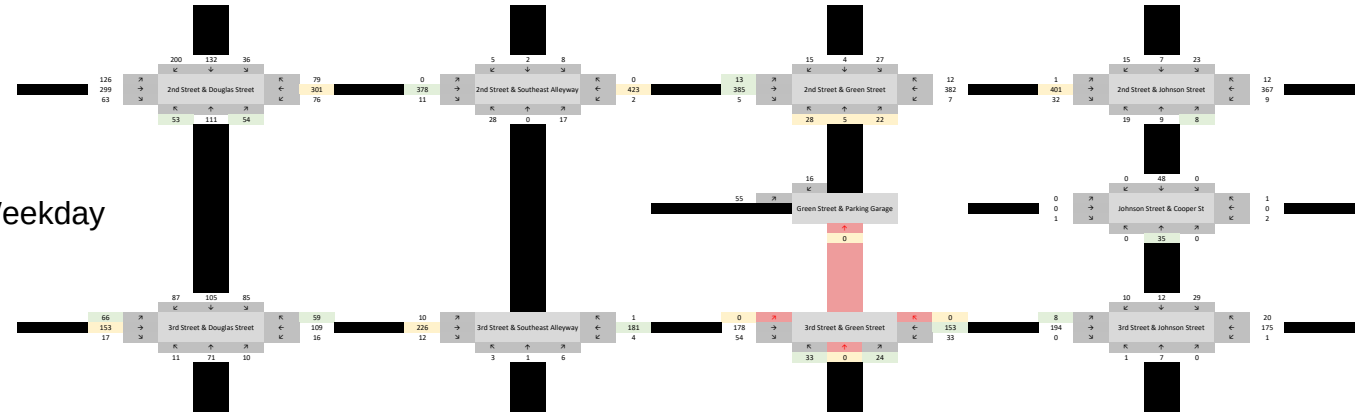


NB Thru Redistribution

AM Weekday

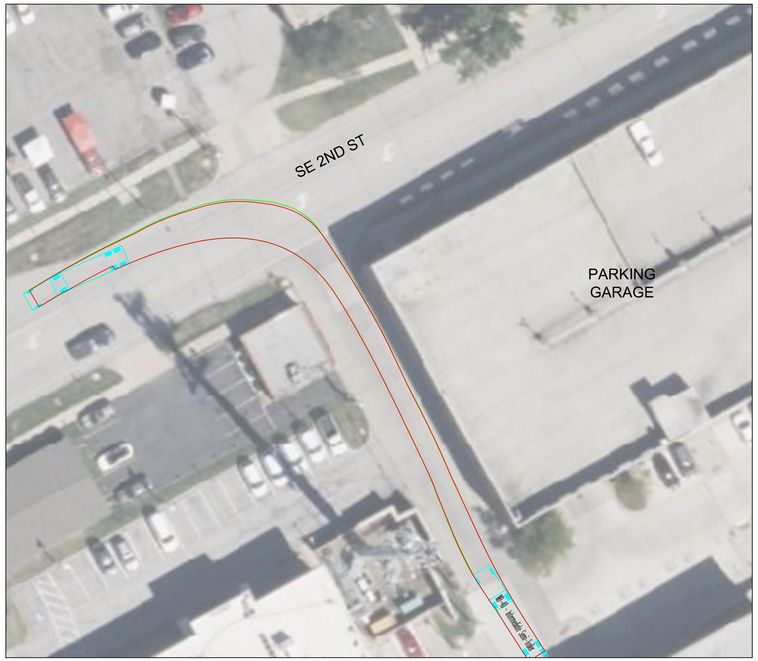


PM Weekday



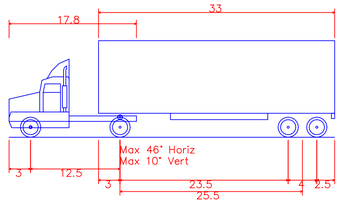
PM Weekend

Turning Templates



OUTBOUND LEFT TURN FROM
THE ALLEY TO SE 2ND ST

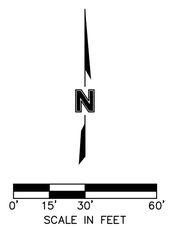
OUTBOUND RIGHT TURN FROM
THE ALLEY TO SE 2ND ST



WB-40 - Intermediate Semi-Trailer	
Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.30°

INBOUND LEFT TURN FROM
SE 3RD ST TO THE ALLEY

INBOUND RIGHT TURN FROM
SE 3RD ST TO THE ALLEY



olsson
Olsson - Civil Engineering
Missouri Certificate of Authority #001592
1301 Burlington Street
North Kansas City, MO 64116
TEL 816.361.1177
www.olsson.com

NOT FOR CONSTRUCTION

REVISIONS

REV. NO.	DATE	REVISIONS DESCRIPTION	BY

ONE-WAY ALLEY TRUCK TURNING PLAN
EXHIBIT

LEE'S SUMMIT DOWNTOWN MARKET
GREEN STREET - 2ND STREET TO 3RD STREET

LEE'S SUMMIT, MO

2023

drawn by: AR
checked by:
approved by:
QA/QC by:
project no.: 022-00393
drawing no.: C_EXH01_02200393
date: 09/01/2023

SHEET
EXH-01

DWG: F:\2022\00001-00500\022-00393\40-Design\Exhibits\2023-08-31 One Way Alley Truck Turning Exhibit\C_EXH01_02200393.dwg USER: aromanov
DATE: Aug 31, 2023 6:25pm XREFS: C_PTBLK_02200393

Signal Warrants

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Major Street : 2nd St
Minor Street : Green St
City : Lees Summit, MO
County : Jackson

Time Count Began : 6:00 AM
Date : May 10 2023
Day of Week of Count: Wednesday

Is the intersection in a community with a population less than 10,000 or are speeds greater than 40 mph? no

	Major Street	Minor Street
Adjustment factor for day of week and month of year of count	1	1
Number of Lanes	1	1

Time Beginning	Major Street Approach Volumes EAST	WEST	Total	≡	Minor Street Approach Volumes NORTH	SOUTH	*
12:00 m	0	0	0		0	0	0
1:00	0	0	0		0	0	0
2:00	0	0	0		0	0	0
3:00 am	0	0	0		0	0	0
4:00	0	0	0		0	0	0
5:00	0	0	0		0	0	0
6:00 am	157	60	217		12	3	12
7:00	282	188	470		21	12	21
8:00	295	227	522		33	14	33
9:00 am	281	247	528		29	15	29
10:00	263	248	511		21	17	21
11:00	320	266	586		13	20	20
12:00 n	324	344	668		22	57	57
1:00	288	293	581		18	44	44
2:00	277	310	587		18	57	57
3:00 pm	334	344	678		20	55	55
4:00	373	363	736		42	53	53
5:00	349	394	743		29	51	51
6:00 pm	310	299	609		17	44	44
7:00	0	0	0		0	0	0
8:00	0	0	0		0	0	0
9:00 pm	0	0	0		0	0	0
10:00	0	0	0		0	0	0
11:00	0	0	0		0	0	0
24HR Total	3853	3583			295	442	

Note: ≡ Total of both approaches.
* The HIGHEST approach only.

NOTE: Basic minimum hourly volumes (unreduced)

NOTE: No adjust ment made

Warrant #1 - Condition A

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
43	8
94	14
104	22
106	19
102	14
117	13
134	38
116	29
117	38
136	37
147	35
149	34
122	29
0	0
0	0
0	0
0	0
0	0
Warranting Volumes 500	150

Hours Met 0
Warrant Met No

Warrant #1 - Condition B

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
29	16
63	28
70	44
70	39
68	28
78	27
89	76
77	59
78	76
90	73
98	71
99	68
81	59
0	0
0	0
0	0
0	0
0	0
Warranting Volumes 750	75

Hours Met 0
Warrant Met No

Warrant #1 - Combination of Conditions A & B

For this warrant vehicle volume requirements for conditions A and B are reduced to **80% Factor**

NOTE: Conditions A and B **SHALL BOTH** meet a minimum of 8 hours. However, the 8 hours satisfying condition A **NEED NOT** be the same as the 8 hours satisfying condition B.

Condition	A	B
Hours Met	0	0
Warrant Met	No	

Warrant #2

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
270	8
240	14
240	12
250	8
220	9
190	30
220	20
220	26
180	31
170	31
160	32
210	21
0	*****
0	*****
0	*****
0	*****
0	*****
Warranting Volumes From MUTCD Fig. 4C-1	

Hours Met 0
Warrant Met No

***** Major Street volume is so low that no Minor Street warrant exists

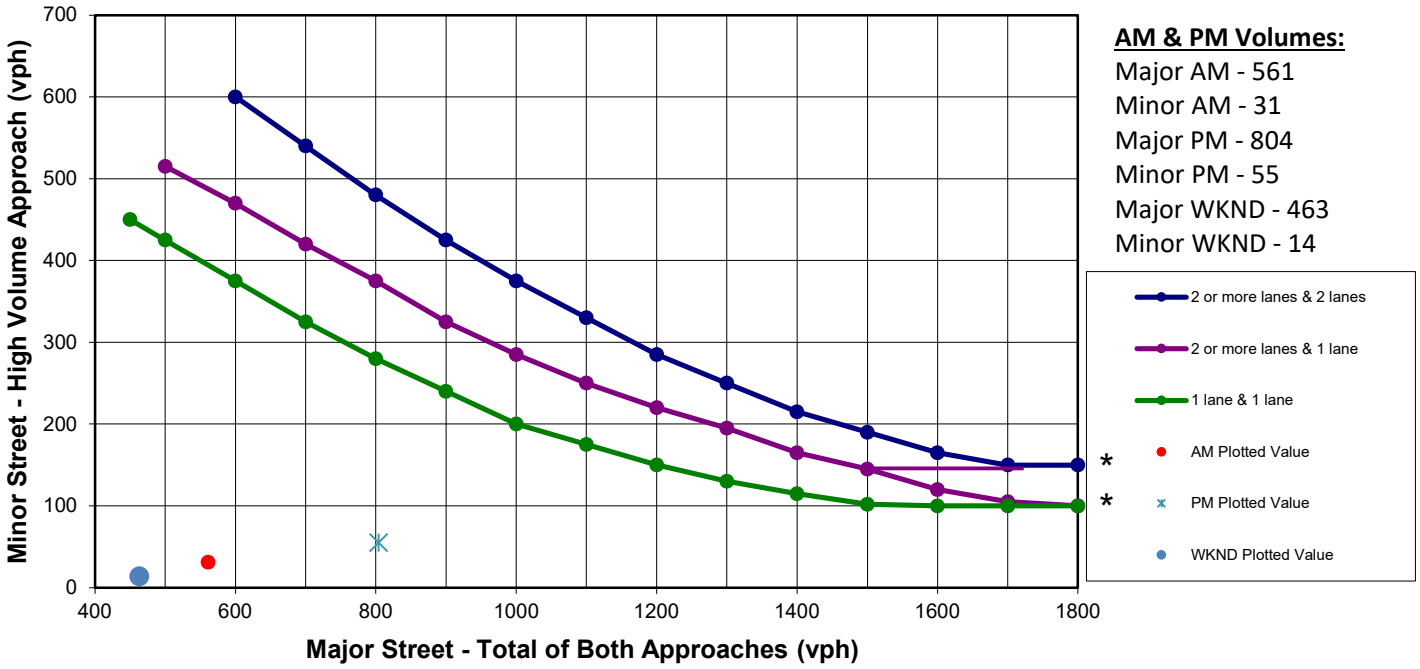
Warrant #3

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
430	5
400	8
400	7
410	5
370	5
330	17
370	12
370	15
320	17
300	18
290	18
350	13
0	*****
0	*****
0	*****
0	*****
0	*****
Warranting Volumes From MUTCD Fig. 4C-3	

Hours Met 0
Warrant Met No

Peak Hour Volume Warrant (Existing Redistribution)

2nd Street and Green Street



AM & PM Volumes:

Major AM - 561
Minor AM - 31
Major PM - 804
Minor PM - 55
Major WKND - 463
Minor WKND - 14

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Major Street : 2nd St
Minor Street : Johnson St
City : Lees Summit, MO
County : Jackson

Time Count Began : 6:00 AM
Date : May 10 2023
Day of Week of Count: Wednesday

Is the intersection in a community with a population less than 10,000 or are speeds greater than 40 mph? no

	Major Street	Minor Street
Adjustment factor for day of week and month of year of count	1	1
Number of Lanes	1	1

Time Beginning	Major Street Approach Volumes EAST	WEST	Total	≡	Minor Street Approach Volumes NORTH	SOUTH	*
12:00 m	0	0	0		0	0	0
1:00	0	0	0		0	0	0
2:00	0	0	0		0	0	0
3:00 am	0	0	0		0	0	0
4:00	0	0	0		0	0	0
5:00	0	0	0		0	0	0
6:00 am	158	57	215		10	5	10
7:00	290	192	482		12	19	19
8:00	306	226	532		15	21	21
9:00 am	285	240	525		30	24	30
10:00	261	246	507		19	37	37
11:00	323	271	594		32	24	32
12:00 n	328	349	677		32	25	32
1:00	281	289	570		30	21	30
2:00	279	314	593		23	26	26
3:00 pm	339	355	694		31	13	31
4:00	366	364	730		43	34	43
5:00	333	403	736		40	27	40
6:00 pm	308	312	620		19	14	19
7:00	0	0	0		0	0	0
8:00	0	0	0		0	0	0
9:00 pm	0	0	0		0	0	0
10:00	0	0	0		0	0	0
11:00	0	0	0		0	0	0
24HR Total	3857	3618			336	290	

Note: ≡ Total of both approaches.
* The HIGHEST approach only.

NOTE: Basic minimum hourly volumes (unreduced)

NOTE: No adjust ment made

Warrant #1 - Condition A

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
43	7
96	13
106	14
105	20
101	25
119	21
135	21
114	20
119	17
139	21
146	29
147	27
124	13
0	0
0	0
0	0
0	0
0	0

Warranting Volumes: 500 / 150

Hours Met: 0
Warrant Met: No

Warrant #1 - Condition B

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
29	13
64	25
71	28
70	40
68	49
79	43
90	43
76	40
79	35
93	41
97	57
98	53
83	25
0	0
0	0
0	0
0	0
0	0

Warranting Volumes: 750 / 75

Hours Met: 0
Warrant Met: No

Warrant #1 - Combination of Conditions A & B

For this warrant vehicle volume requirements for conditions A and B are reduced to **80% Factor**

NOTE: Conditions A and B **SHALL BOTH** meet a minimum of 8 hours. However, the 8 hours satisfying condition A **NEED NOT** be the same as the 8 hours satisfying condition B.

Condition	A	B
Hours Met	0	0
Warrant Met	No	

Warrant #2

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
260	7
240	9
240	13
250	15
210	15
180	18
220	14
210	12
180	17
170	25
170	24
200	10
0	*****
0	*****
0	*****
0	*****
0	*****

Warranting Volumes From MUTCD Fig. 4C-1

Hours Met: 0
Warrant Met: No

Warrant #3

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
420	5
400	5
400	8
410	9
360	9
320	10
370	8
360	7
310	10
300	14
300	13
350	5
0	*****
0	*****
0	*****
0	*****
0	*****

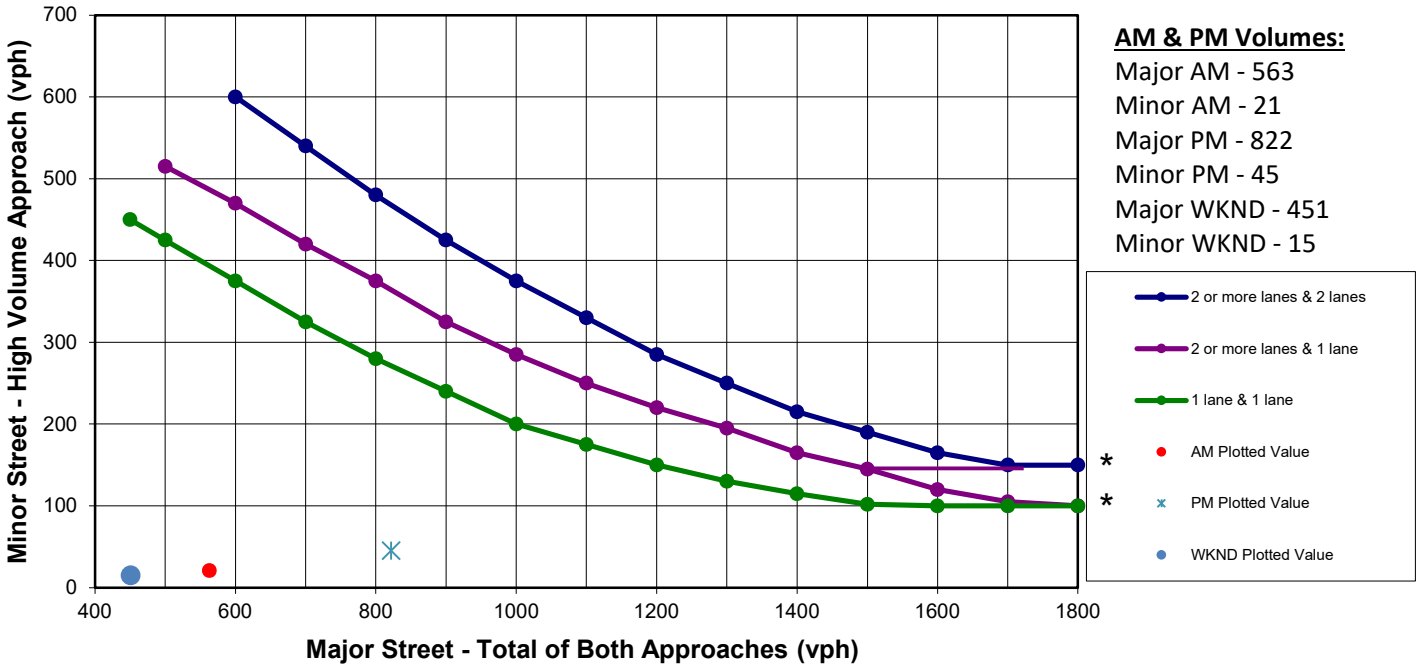
Warranting Volumes From MUTCD Fig. 4C-3

Hours Met: 0
Warrant Met: No

***** Major Street volume is so low that no Minor Street warrant exists

Peak Hour Volume Warrant (Existing Redistribution)

2nd Street and Johnson Street



AM & PM Volumes:

Major AM - 563
Minor AM - 21
Major PM - 822
Minor PM - 45
Major WKND - 451
Minor WKND - 15

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Major Street : 3rd St
Minor Street : Green St
City : Lees Summit, MO
County : Jackson

Time Count Began : 6:00 AM
Date : May 10 2023
Day of Week of Count: Wednesday

Is the intersection in a community with a population less than 10,000 or are speeds greater than 40 mph? no

	Major Street	Minor Street
Adjustment factor for day of week and month of year of count	1	1
Number of Lanes	1	1

Time Beginning	Major Street Approach Volumes EAST	WEST	Total	≡	Minor Street Approach Volumes NORTH	SOUTH	*
12:00 m	0	0	0		0	0	0
1:00	0	0	0		0	0	0
2:00	0	0	0		0	0	0
3:00 am	0	0	0		0	0	0
4:00	0	0	0		0	0	0
5:00	0	0	0		0	0	0
6:00 am	47	32	79		0	15	15
7:00	109	92	201		0	42	42
8:00	128	98	226		0	48	48
9:00 am	144	147	291		0	57	57
10:00	180	156	336		0	51	51
11:00	188	215	403		0	51	51
12:00 n	205	242	447		0	79	79
1:00	210	222	432		0	62	62
2:00	181	263	444		0	85	85
3:00 pm	204	242	446		0	70	70
4:00	182	224	406		0	68	68
5:00	195	224	419		0	68	68
6:00 pm	167	233	400		0	52	52
7:00	0	0	0		0	0	0
8:00	0	0	0		0	0	0
9:00 pm	0	0	0		0	0	0
10:00	0	0	0		0	0	0
11:00	0	0	0		0	0	0
24HR Total	2140	2390			0	748	

Note: ≡ Total of both approaches.
* The HIGHEST approach only.

NOTE: Basic minimum hourly volumes (unreduced)

NOTE: No adjust ment made

Warrant #1 - Condition A

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
16	10
40	28
45	32
58	38
67	34
81	34
89	53
86	41
89	57
89	47
81	45
84	45
80	35
0	0
0	0
0	0
0	0
0	0
Warranting Volumes 500	150
Hours Met	0
Warrant Met	No

Warrant #1 - Condition B

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
11	20
27	56
30	64
39	76
45	68
54	68
60	105
58	83
59	113
59	93
54	91
56	91
53	69
0	0
0	0
0	0
0	0
0	0
Warranting Volumes 750	75
Hours Met	0
Warrant Met	No

Warrant #1 - Combination of Conditions A & B

For this warrant vehicle volume requirements for conditions A and B are reduced to **80% Factor**

NOTE: Conditions A and B **SHALL BOTH** meet a minimum of 8 hours. However, the 8 hours satisfying condition A **NEED NOT** be the same as the 8 hours satisfying condition B.

Condition	A	B
Hours Met	0	0
Warrant Met	No	

Warrant #2

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
300	17
280	28
290	21
280	30
280	25
300	23
290	23
300	17
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
Warranting Volumes From MUTCD Fig. 4C-1	
Hours Met	0
Warrant Met	No

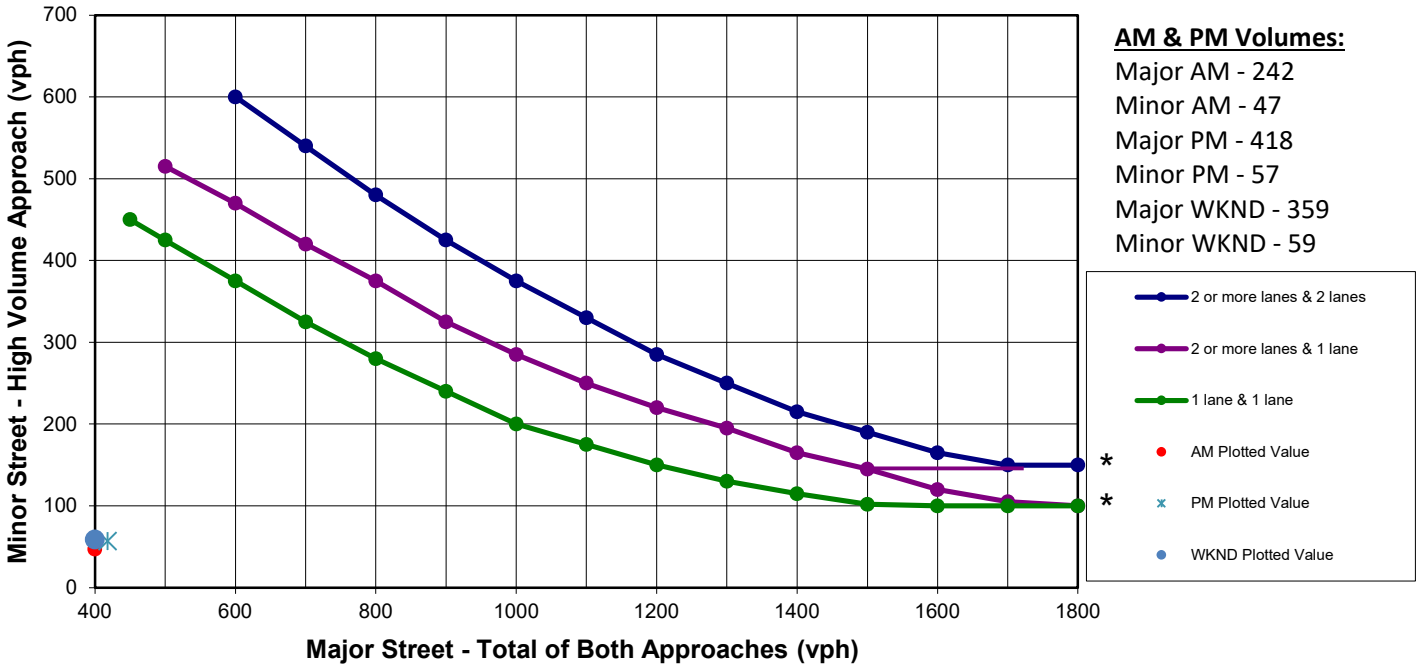
Warrant #3

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
450	18
0	*****
450	19
450	16
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
Warranting Volumes From MUTCD Fig. 4C-3	
Hours Met	0
Warrant Met	No

***** Major Street volume is so low that no Minor Street warrant exists

Peak Hour Volume Warrant (Existing Redistribution)

3rd Street and Green Street



AM & PM Volumes:

Major AM - 242
Minor AM - 47
Major PM - 418
Minor PM - 57
Major WKND - 359
Minor WKND - 59

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Major Street : 3rd St
Minor Street : Johnson St
City : Lees Summit, MO
County : Jackson

Time Count Began : 6:00 AM
Date : May 10 2023
Day of Week of Count: Wednesday

Is the intersection in a community with a population less than 10,000 or are speeds greater than 40 mph? no

	Major Street	Minor Street
Adjustment factor for day of week and month of year of count	1	1
Number of Lanes	1	1

Time Beginning	Major Street Approach Volumes EAST	WEST	Total ≡	Minor Street Approach Volumes NORTH	SOUTH	*
12:00 m	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00 am	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00 am	48	24	72	26	2	26
7:00	108	80	188	18	2	18
8:00	127	85	212	18	4	18
9:00 am	141	132	273	31	5	31
10:00	164	137	301	39	11	39
11:00	188	186	374	47	14	47
12:00 n	219	213	432	34	11	34
1:00	212	178	390	32	9	32
2:00	179	219	398	36	13	36
3:00 pm	183	215	398	40	7	40
4:00	187	197	384	50	4	50
5:00	194	202	396	24	8	24
6:00 pm	155	177	332	24	6	24
7:00	0	0	0	0	0	0
8:00	0	0	0	0	0	0
9:00 pm	0	0	0	0	0	0
10:00	0	0	0	0	0	0
11:00	0	0	0	0	0	0
24HR Total	2105	2045		419	96	

Note: ≡ Total of both approaches.
* The HIGHEST approach only.

NOTE: Basic minimum hourly volumes (unreduced)

NOTE: No adjust ment made

Warrant #1 - Condition A

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
14	17
38	12
42	12
55	21
60	26
75	31
86	23
78	21
80	24
80	27
77	33
79	16
66	16
0	0
0	0
0	0
0	0
0	0

Warranting Volumes: 500 / 150

Hours Met: 0
Warrant Met: No

Warrant #1 - Condition B

Percent of Warrant Volumes Met Major	Minor
0	0
0	0
0	0
0	0
0	0
0	0
10	35
25	24
28	24
36	41
40	52
50	63
58	45
52	43
53	48
53	53
51	67
53	32
44	32
0	0
0	0
0	0
0	0
0	0

Warranting Volumes: 750 / 75

Hours Met: 0
Warrant Met: No

Warrant #1 - Combination of Conditions A & B

For this warrant vehicle volume requirements for conditions A and B are reduced to **80% Factor**

NOTE: Conditions A and B **SHALL BOTH** meet a minimum of 8 hours. However, the 8 hours satisfying condition A **NEED NOT** be the same as the 8 hours satisfying condition B.

Condition	A	B
Hours Met	0	0
Warrant Met	No	

Warrant #2

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
290	12
310	10
310	12
310	13
0	*****
310	8
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****

Warranting Volumes From MUTCD Fig. 4C-1

Hours Met: 0
Warrant Met: No

Warrant #3

Warrant Volume	Percent of Warrant
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****
0	*****

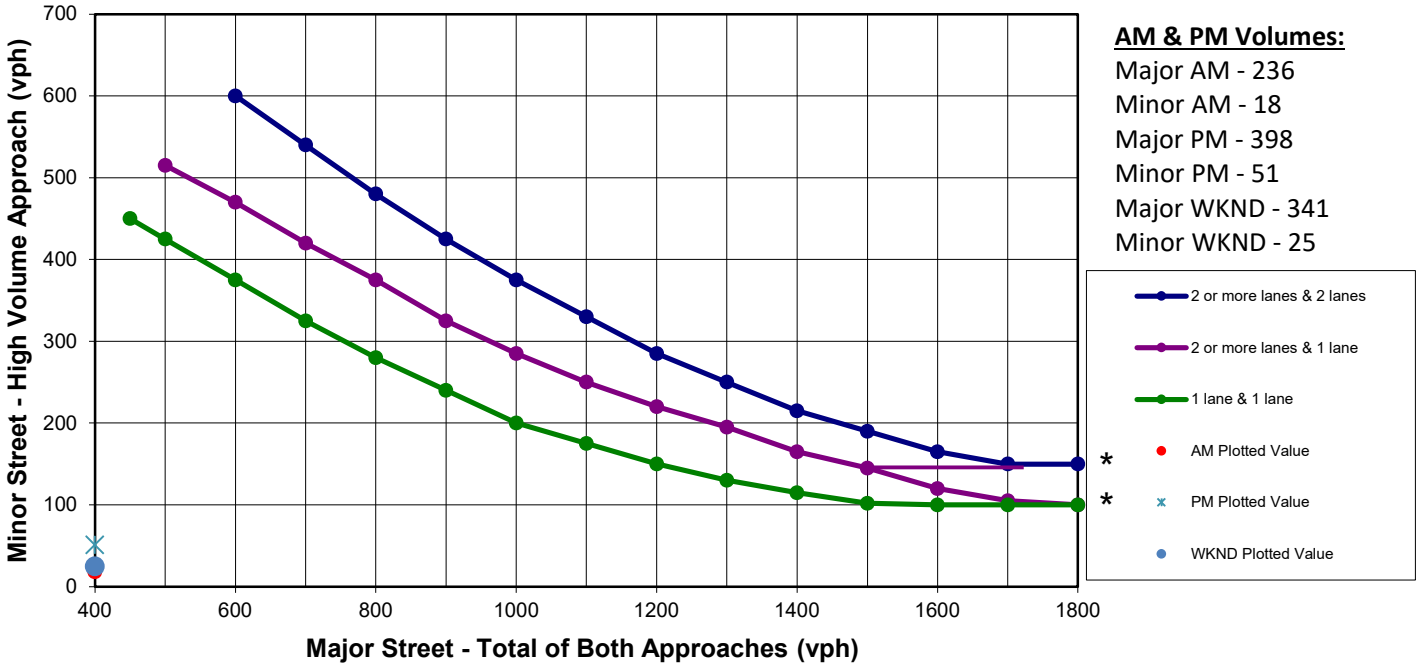
Warranting Volumes From MUTCD Fig. 4C-3

Hours Met: 0
Warrant Met: No

***** Major Street volume is so low that no Minor Street warrant exists

Peak Hour Volume Warrant (Existing Redistribution)

3rd Street and Johnson Street



AM & PM Volumes:

Major AM - 236
Minor AM - 18
Major PM - 398
Minor PM - 51
Major WKND - 341
Minor WKND - 25

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Turn Lane Warrants

LEFT TURN LANE WARRANTS - EXISTING REDISTRIBUTION CONDITIONS												
Intersection	Movement	Signlaized	Median Divided	Directional Street Classification	Cross Street Classification	Left Turn Volume			Meets Warrant	Criteria	Build Length	Feasibility
						AM	PM	Weekend				
2nd and Market	Southbound	YES	NO	Collector	Minor Arterial	15	31	16	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
	Northbound	YES	NO	Collector	Minor Arterial	5	18	10	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
2nd and Main	Northbound	YES	NO	Local	Minor Arterial	8	25	18	YES	Signalized, PM only	No minimum	NO, restripe?
2nd and Douglas	Southbound	YES	NO	Minor Arterial	Minor Arterial	40	36	0	YES	Signalized, arterial/arterial	Minimum of 250'	NO
	Northbound	YES	NO	Minor Arterial	Minor Arterial	34	53	39	YES	Signalized, arterial/arterial	Minimum of 250'	YES, restripe
2nd and SE Alley	Southbound	NO	NO	Local	Minor Arterial	0	8	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	8	28	3	YES	Meets PM only	-	NO
2nd and Green	Southbound	NO	NO	Local	Minor Arterial	8	27	9	YES	Meets PM only		YES, restripe
	Northbound	NO	NO	Local	Minor Arterial	7	28	2	YES	Meets PM only	No minimum	YES, restripe
2nd and Johnson	Southbound	NO	NO	Local	Minor Arterial	5	23	5	YES	Meets PM only	No minimum	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	11	19	6	NO	Meets no hours	-	YES, repave
2nd and Independence	Southbound	YES	NO	Local	Minor Arterial	36	64	44	YES	Signalized, meets all three hours	No minimum	YES, repave
	Northbound	YES	NO	Local	Minor Arterial	11	6	9	YES	Signalized, meets no hours	No minimum	YES, repave
3rd and Johnson	Southbound	NO	NO	Local	Minor Arterial	6	29	14	YES	Meets PM only	-	NO
	Westbound	NO	NO	Minor Arterial	Local	0	1	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	2	1	2	NO	Meets no hours	-	NO
	Eastbound	NO	NO	Minor Arterial	Local	11	8	5	NO	Meets no hours	-	NO
3rd and Green	Westbound	NO	NO	Minor Arterial	Local	24	33	25	YES	Meets all three hours	Minimum of 200'	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	27	33	44	YES	Meets all three hours	Minimum of 150'	YES, remove parking
3rd and SE Alley	Westbound	NO	NO	Minor Arterial	Local	2	4	13	NO	Meets no hours	-	YES, remove parking
	Northbound	NO	NO	Local	Minor Arterial	1	3	6	NO	Meets no hours	-	NO
	Eastbound	NO	NO	Minor Arterial	Local	15	10	3	NO	Meets no hours	-	YES, remove parking
3rd and Douglas	Southbound	NO	NO	Minor Arterial	Minor Arterial	23	85	38	YES	Arterial/arterial	Minimum of 250'	NO
	Westbound	NO	NO	Minor Arterial	Minor Arterial	9	16	22	YES	Arterial/arterial	Minimum of 250'	NO
	Northbound	NO	NO	Minor Arterial	Minor Arterial	12	11	17	YES	Arterial/arterial	Minimum of 250'	NO
	Eastbound	NO	NO	Minor Arterial	Minor Arterial	47	66	57	YES	Arterial/arterial	Minimum of 250'	NO
Johnson and Cooper	Southbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave
	Westbound	NO	NO	Local	Local	1	2	1	NO	Local/local	-	YES, repave
	Northbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave
	Eastbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave

RIGHT TURN LANE WARRANTS - EXISTING REDISTRIBUTION CONDITIONS										
Intersection	Movement	Directional Street Classification	Cross Street Classification	Right Turn Volume			Meets Warrant	Criteria	Build Length	Feasibility
				AM	PM	Weekend				
2nd and Jefferson	Eastbound	Minor Arterial	Minor Arterial	26	38	14	NO	Meets no hours	-	NO
2nd and Market	Southbound	Collector	Minor Arterial	27	42	13	NO	Meets no hours	-	NO
	Westbound	Minor Arterial	Collector	14	25	11	NO	Meets no hours	-	NO
	Northbound	Collector	Minor Arterial	20	81	22	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Collector	10	14	3	NO	Meets no hours	-	NO
2nd and Main	Southbound	Local	Minor Arterial	33	16	6	NO	Local	-	NO
	Westbound	Minor Arterial	Local	6	6	8	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	18	15	23	NO	Local	-	YES, restripe
	Eastbound	Minor Arterial	Local	6	23	6	NO	Meets no hours	-	NO
2nd and Douglas	Southbound	Minor Arterial	Minor Arterial	91	200	82	YES	Meets all three hours	Minimum of 200'	YES, repave
	Northbound	Minor Arterial	Minor Arterial	36	54	56	NO	Meets no hours	-	NO
2nd and SE Alley	Southbound	Local	Minor Arterial	0	5	1	NO	Local	-	NO
	Westbound	Minor Arterial	Local	7	0	1	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	6	17	4	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	23	11	6	NO	Meets no hours	-	NO
2nd and Green	Southbound	Local	Minor Arterial	15	15	3	NO	Local	-	NO
	Westbound	Minor Arterial	Local	10	12	3	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	4	22	2	NO	Local	-	YES, remove parking
	Eastbound	Minor Arterial	Local	2	5	1	NO	Meets no hours	-	NO
2nd and Johnson	Southbound	Local	Minor Arterial	4	15	7	NO	Local	-	YES, repave
	Westbound	Minor Arterial	Local	13	12	5	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	5	8	3	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	6	32	14	NO	Meets no hours	-	NO
2nd and Independence	Southbound	Minor Arterial	Minor Arterial	54	74	44	NO	Meets PM only	Minimum of 200'	YES, repave
	Westbound	Minor Arterial	Minor Arterial	62	70	49	YES	Meets AM and PM	Minimum of 200'	YES
	Northbound	Minor Arterial	Minor Arterial	15	23	11	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	13	13	20	NO	Meets no hours	-	NO
3rd and Johnson	Southbound	Local	Minor Arterial	9	10	7	NO	Local	-	NO
	Westbound	Minor Arterial	Local	9	20	6	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	0	0	1	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	2	0	1	NO	Meets no hours	-	NO
3rd and Green	Northbound	Local	Minor Arterial	20	24	15	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	24	54	30	NO	Meets no hours	-	NO
3rd and SE Alley	Westbound	Minor Arterial	Local	0	1	1	NO	Meets no hours	-	YES, remove parking
	Northbound	Local	Minor Arterial	2	6	13	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	5	12	19	NO	Meets no hours	-	YES, remove parking
3rd and Douglas	Southbound	Minor Arterial	Minor Arterial	45	87	48	NO	Meets PM only	-	NO
	Westbound	Minor Arterial	Minor Arterial	47	59	57	NO	Meets no hours	-	NO
	Northbound	Minor Arterial	Minor Arterial	13	10	18	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	13	17	41	NO	Meets no hours	-	NO
Johnson and Cooper	Southbound	Local	Local	0	0	0	NO	Local	-	YES, repave
	Westbound	Local	Local	1	1	0	NO	Local	-	NO
	Northbound	Local	Local	0	0	1	NO	Local	-	NO
	Eastbound	Local	Local	0	1	0	NO	Local	-	YES, repave

Capacity Analysis

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	224	23	8	302	7	8	0	6	0	0	0
Future Vol, veh/h	7	224	23	8	302	7	8	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	8	252	26	9	339	8	9	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	278	0	0	642	646	265	646	655	343
Stage 1	-	-	-	-	-	-	281	281	-	361	361	-
Stage 2	-	-	-	-	-	-	361	365	-	285	294	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1223	-	-	1296	-	-	390	393	779	387	388	704
Stage 1	-	-	-	-	-	-	730	682	-	662	629	-
Stage 2	-	-	-	-	-	-	662	627	-	727	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1296	-	-	386	387	779	380	383	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	387	-	380	383	-
Stage 1	-	-	-	-	-	-	725	677	-	657	625	-
Stage 2	-	-	-	-	-	-	657	623	-	716	668	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	12.6	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	492	1223	-	-	1296	-	-	-
HCM Lane V/C Ratio	0.032	0.006	-	-	0.007	-	-	-
HCM Control Delay (s)	12.6	8	-	-	7.8	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	15	97	5	2	144	0	1	0	2	0	0	0
Future Vol, veh/h	15	97	5	2	144	0	1	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	11	0	1	0	50	0	0	0	50	0
Mvmt Flow	17	113	6	2	167	0	1	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	167	0	0	119	0	0	321	321	116
Stage 1	-	-	-	-	-	-	150	150	-
Stage 2	-	-	-	-	-	-	171	171	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.9	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.95	4	3.3
Pot Cap-1 Maneuver	1423	-	-	1482	-	-	584	599	942
Stage 1	-	-	-	-	-	-	773	777	-
Stage 2	-	-	-	-	-	-	755	761	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1423	-	-	1482	-	-	576	0	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	576	0	-
Stage 1	-	-	-	-	-	-	763	0	-
Stage 2	-	-	-	-	-	-	754	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	777	1423	-	-	1482	-	-
HCM Lane V/C Ratio	0.004	0.012	-	-	0.002	-	-
HCM Control Delay (s)	9.7	7.6	0	-	7.4	0	-
HCM Lane LOS	A	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	212	2	26	295	10	7	2	4	8	8	15
Future Vol, veh/h	16	212	2	26	295	10	7	2	4	8	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	2	10	0	0	0	0	0	0
Mvmt Flow	18	241	2	30	335	11	8	2	5	9	9	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	243	0	0	692	684	242	683	680	341
Stage 1	-	-	-	-	-	-	278	278	-	401	401	-
Stage 2	-	-	-	-	-	-	414	406	-	282	279	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1224	-	-	1335	-	-	361	374	802	366	376	706
Stage 1	-	-	-	-	-	-	733	684	-	630	604	-
Stage 2	-	-	-	-	-	-	620	601	-	729	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1224	-	-	1335	-	-	336	360	802	352	362	706
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	360	-	352	362	-
Stage 1	-	-	-	-	-	-	722	674	-	621	591	-
Stage 2	-	-	-	-	-	-	582	588	-	712	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	14	13.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	414	1224	-	-	1335	-	-	469
HCM Lane V/C Ratio	0.036	0.015	-	-	0.022	-	-	0.075
HCM Control Delay (s)	14	8	-	-	7.8	-	-	13.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	24	24	119	27	20
Future Vol, veh/h	75	24	24	119	27	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	0	10	0	7	5
Mvmt Flow	79	25	25	125	28	21
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	8.3	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	57%	0%	17%
Vol Thru, %	0%	76%	83%
Vol Right, %	43%	24%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	47	99	143
LT Vol	27	0	24
Through Vol	0	75	119
RT Vol	20	24	0
Lane Flow Rate	49	104	151
Geometry Grp	1	1	1
Degree of Util (X)	0.061	0.115	0.179
Departure Headway (Hd)	4.439	3.972	4.27
Convergence, Y/N	Yes	Yes	Yes
Cap	812	892	835
Service Time	2.439	2.045	2.323
HCM Lane V/C Ratio	0.06	0.117	0.181
HCM Control Delay	7.7	7.6	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.4	0.6

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	206	6	10	316	13	11	5	5	5	1	4
Future Vol, veh/h	12	206	6	10	316	13	11	5	5	5	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	20	0	0	0	0
Mvmt Flow	13	231	7	11	355	15	12	6	6	6	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	370	0	0	238	0	0	648	653	235	652	649	363
Stage 1	-	-	-	-	-	-	261	261	-	385	385	-
Stage 2	-	-	-	-	-	-	387	392	-	267	264	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.7	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.18	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1200	-	-	1341	-	-	386	364	809	384	391	686
Stage 1	-	-	-	-	-	-	748	660	-	642	614	-
Stage 2	-	-	-	-	-	-	641	576	-	743	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1200	-	-	1341	-	-	377	357	809	371	384	686
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	357	-	371	384	-
Stage 1	-	-	-	-	-	-	740	653	-	635	609	-
Stage 2	-	-	-	-	-	-	630	571	-	724	686	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	14	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	425	1200	-	-	1341	-	-	456
HCM Lane V/C Ratio	0.056	0.011	-	-	0.008	-	-	0.025
HCM Control Delay (s)	14	8	-	-	7.7	-	-	13.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	82	2	0	132	9	2	0	0	6	3	9
Future Vol, veh/h	11	82	2	0	132	9	2	0	0	6	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	12	87	2	0	140	10	2	0	0	6	3	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	89	0	0	264	262	88	257	258	145
Stage 1	-	-	-	-	-	-	112	112	-	145	145	-
Stage 2	-	-	-	-	-	-	152	150	-	112	113	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1444	-	-	1519	-	-	693	646	976	700	650	908
Stage 1	-	-	-	-	-	-	898	807	-	863	781	-
Stage 2	-	-	-	-	-	-	855	777	-	898	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1444	-	-	1519	-	-	678	640	976	695	644	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	678	640	-	695	644	-
Stage 1	-	-	-	-	-	-	890	800	-	855	781	-
Stage 2	-	-	-	-	-	-	843	777	-	890	799	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	10.3	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	678	1444	-	-	1519	-	-	776
HCM Lane V/C Ratio	0.003	0.008	-	-	-	-	-	0.025
HCM Control Delay (s)	10.3	7.5	0	-	0	-	-	9.8
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	159	26	135	217	24	210
Future Vol, veh/h	159	26	135	217	24	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	3	3	4	1	3
Mvmt Flow	177	29	150	241	27	233

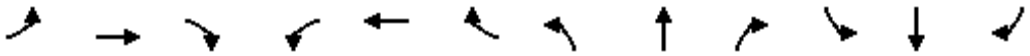
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	206	0	733	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	4.13	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.327
Pot Cap-1 Maneuver	-	-	1359	-	389	847
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1359	-	346	847
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	521	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	847	-	-	1359	-
HCM Lane V/C Ratio	0.077	0.275	-	-	0.11	-
HCM Control Delay (s)	16.3	10.9	-	-	8	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	1.1	-	-	0.4	-

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	17	372	27	352	47	72
v/c Ratio	0.02	0.26	0.03	0.24	0.09	0.14
Control Delay	5.0	4.9	5.0	4.8	7.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	4.9	5.0	4.8	7.2	7.5
Queue Length 50th (ft)	0	0	0	0	2	3
Queue Length 95th (ft)	8	87	10	82	20	27
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	972	1727	954	1717	1067	1000
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.22	0.03	0.21	0.04	0.07

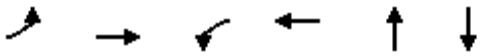
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	343	10	26	320	14	5	20	20	15	27	27
Future Volume (veh/h)	16	343	10	26	320	14	5	20	20	15	27	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1752	1900	1826	1856	1752	1826	1796
Adj Flow Rate, veh/h	17	361	11	27	337	15	5	21	21	16	28	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	2	10	0	5	3	10	5	7
Cap, veh/h	537	702	21	522	691	31	172	187	165	214	180	142
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1045	1805	55	1026	1777	79	78	842	743	192	810	638
Grp Volume(v), veh/h	17	0	372	27	0	352	47	0	0	72	0	0
Grp Sat Flow(s),veh/h/ln	1045	0	1860	1026	0	1856	1662	0	0	1640	0	0
Q Serve(g_s), s	0.3	0.0	3.9	0.5	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	3.9	4.5	0.0	3.7	0.6	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.11		0.45	0.22		0.39
Lane Grp Cap(c), veh/h	537	0	723	522	0	721	525	0	0	536	0	0
V/C Ratio(X)	0.03	0.00	0.51	0.05	0.00	0.49	0.09	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1349	0	2169	1320	0	2164	1428	0	0	1415	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	0.0	6.0	7.7	0.0	5.9	8.0	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.1	0.0	0.7	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.1	0.0	0.8	0.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.0	6.8	7.8	0.0	6.7	8.1	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		389			379			47			72	
Approach Delay, s/veh		6.8			6.7			8.1			8.2	
Approach LOS		A			A			A			A	

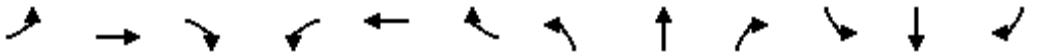
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		10.7		15.0		10.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		6.0		2.9		6.5		2.6				
Green Ext Time (p_c), s		3.4		0.3		3.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.0									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	8	398	25	349	34	40
v/c Ratio	0.01	0.24	0.03	0.21	0.07	0.09
Control Delay	3.0	2.7	2.9	2.6	7.2	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	2.7	2.9	2.6	7.2	10.2
Queue Length 50th (ft)	0	0	0	0	2	5
Queue Length 95th (ft)	5	88	9	76	16	22
Internal Link Dist (ft)		437		283	319	214
Turn Bay Length (ft)	185		100			
Base Capacity (vph)	985	1741	940	1728	474	432
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.23	0.03	0.20	0.07	0.09

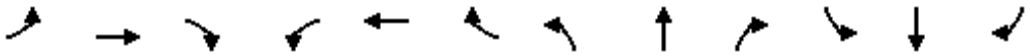
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	365	6	23	319	6	8	6	18	0	5	33
Future Volume (veh/h)	7	365	6	23	319	6	8	6	18	0	5	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1604	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	392	6	25	343	6	9	6	19	0	5	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	20	0	3	0	0	0	0	0	0	0
Cap, veh/h	590	761	12	555	753	13	231	50	117	298	27	186
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.13	0.13	0.13	0.00	0.13	0.13
Sat Flow, veh/h	1048	1837	28	1002	1818	32	326	388	904	1408	205	1436
Grp Volume(v), veh/h	8	0	398	25	0	349	34	0	0	0	0	40
Grp Sat Flow(s),veh/h/ln	1048	0	1865	1002	0	1850	1617	0	0	1408	0	1641
Q Serve(g_s), s	0.1	0.0	3.8	0.5	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	3.4	0.0	3.8	4.3	0.0	3.3	0.4	0.0	0.0	0.0	0.0	0.5
Prop In Lane	1.00		0.02	1.00		0.02	0.26		0.56	1.00		0.88
Lane Grp Cap(c), veh/h	590	0	773	555	0	767	398	0	0	298	0	213
V/C Ratio(X)	0.01	0.00	0.51	0.05	0.00	0.46	0.09	0.00	0.00	0.00	0.00	0.19
Avail Cap(c_a), veh/h	1437	0	2281	1365	0	2262	719	0	0	583	0	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	0.0	5.3	6.9	0.0	5.1	9.3	0.0	0.0	0.0	0.0	9.4
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.1	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	0.0	5.8	6.9	0.0	5.5	9.4	0.0	0.0	0.0	0.0	9.8
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		406			374			34			40	
Approach Delay, s/veh		5.8			5.6			9.4			9.8	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		8.6		15.5		8.6				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		5.8		2.5		6.3		2.4				
Green Ext Time (p_c), s		2.5		0.0		2.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	209	200	21	48	251	49	186	212
v/c Ratio	0.36	0.21	0.02	0.08	0.26	0.06	0.38	0.41
Control Delay	10.6	8.3	1.2	7.8	8.6	3.1	12.7	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	8.3	1.2	7.8	8.6	3.1	12.7	10.5
Queue Length 50th (ft)	26	23	0	5	30	0	23	18
Queue Length 95th (ft)	78	63	4	21	79	12	76	71
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	966	1587	1384	947	1587	1356	1312	1267
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.13	0.02	0.05	0.16	0.04	0.14	0.17

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	178	19	43	223	44	34	96	36	40	58	91
Future Volume (veh/h)	186	178	19	43	223	44	34	96	36	40	58	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1781	1870	1870	1796	1811	1900	1856	1841	1841
Adj Flow Rate, veh/h	209	200	21	48	251	49	38	108	40	45	65	102
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	2	0	8	2	2	7	6	0	3	4	4
Cap, veh/h	553	743	640	582	743	630	182	265	86	186	149	185
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1088	1870	1610	1105	1870	1585	200	1101	356	211	620	770
Grp Volume(v), veh/h	209	200	21	48	251	49	186	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	1088	1870	1610	1105	1870	1585	1657	0	0	1601	0	0
Q Serve(g_s), s	5.3	2.3	0.3	1.0	3.0	0.6	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	8.4	2.3	0.3	3.3	3.0	0.6	2.9	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.20		0.22	0.21		0.48
Lane Grp Cap(c), veh/h	553	743	640	582	743	630	533	0	0	520	0	0
V/C Ratio(X)	0.38	0.27	0.03	0.08	0.34	0.08	0.35	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	1114	1708	1470	1152	1708	1447	1559	0	0	1523	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	6.6	5.9	7.7	6.8	6.1	10.4	0.0	0.0	10.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.1	0.3	0.1	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.6	0.1	0.2	0.8	0.1	0.9	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	6.8	6.0	7.8	7.1	6.1	10.8	0.0	0.0	11.2	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		430			348			186			212	
Approach Delay, s/veh		8.4			7.1			10.8			11.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.3		14.0		18.3		14.0				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		10.4		5.6		5.3		4.9				
Green Ext Time (p_c), s		2.5		1.3		2.2		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

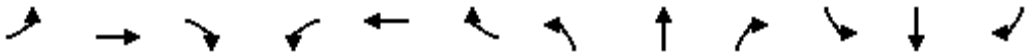
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	81	13	9	89	47	12	72	13	23	52	45
Future Vol, veh/h	47	81	13	9	89	47	12	72	13	23	52	45
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	0	0	0	2	0	0	7	0	0	6	0
Mvmt Flow	52	89	14	10	98	52	13	79	14	25	57	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.6	8.6	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	33%	6%	19%
Vol Thru, %	74%	57%	61%	43%
Vol Right, %	13%	9%	32%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	141	145	120
LT Vol	12	47	9	23
Through Vol	72	81	89	52
RT Vol	13	13	47	45
Lane Flow Rate	107	155	159	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.14	0.203	0.198	0.168
Departure Headway (Hd)	4.732	4.705	4.465	4.573
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	755	761	801	782
Service Time	2.778	2.746	2.505	2.616
HCM Lane V/C Ratio	0.142	0.204	0.199	0.169
HCM Control Delay	8.6	9	8.6	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.8	0.7	0.6

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	68	152	25	366	90	165
v/c Ratio	0.11	0.08	0.04	0.26	0.20	0.40
Control Delay	6.2	8.6	6.0	12.8	14.4	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.2	8.6	6.0	12.8	14.4	16.1
Queue Length 50th (ft)	7	7	3	37	17	30
Queue Length 95th (ft)	23	35	11	75	48	79
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	999	3127	1067	3109	1326	1203
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.05	0.02	0.12	0.07	0.14

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	126	13	23	271	62	11	56	15	36	60	54
Future Volume (veh/h)	62	126	13	23	271	62	11	56	15	36	60	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1885	1811	1767	1870	1900	1856	1856	1811
Adj Flow Rate, veh/h	68	138	14	25	298	68	12	62	16	40	66	59
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	0	0	1	6	9	2	0	3	3	6
Cap, veh/h	529	919	92	571	649	146	136	276	64	177	165	121
Arrive On Green	0.11	0.28	0.28	0.05	0.22	0.22	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1767	3236	324	1810	2905	653	108	1341	313	252	804	588
Grp Volume(v), veh/h	68	74	78	25	182	184	90	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1797	1810	1791	1768	1762	0	0	1645	0	0
Q Serve(g_s), s	1.0	1.1	1.2	0.4	3.1	3.2	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	1.1	1.2	0.4	3.1	3.2	1.5	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.37	0.13		0.18	0.24		0.36
Lane Grp Cap(c), veh/h	529	501	511	571	400	395	477	0	0	463	0	0
V/C Ratio(X)	0.13	0.15	0.15	0.04	0.45	0.47	0.19	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1298	1945	1983	1467	1976	1950	1532	0	0	1448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.4	9.6	9.6	9.6	12.0	12.0	11.9	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	0.8	0.9	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	0.1	1.0	1.0	0.5	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	9.7	9.7	9.6	12.8	12.9	12.1	0.0	0.0	12.9	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	B	A	A	B	A	A
Approach Vol, veh/h		220			391			90			165	
Approach Delay, s/veh		9.4			12.7			12.1			12.9	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	15.7		12.9	9.4	13.5		12.9				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.4	3.2		5.0	3.0	5.2		3.5				
Green Ext Time (p_c), s	0.0	0.8		0.9	0.1	2.2		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		11.8	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	1	0	20	0	0	17	0
Future Vol, veh/h	0	0	0	1	0	1	0	20	0	0	17	0
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	1	0	25	0	0	21	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	47	46	21	46	46	25	21	0	0	25	0	0
Stage 1	21	21	-	25	25	-	-	-	-	-	-	-
Stage 2	26	25	-	21	21	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	959	850	1062	961	850	1057	1608	-	-	1603	-	-
Stage 1	1003	882	-	998	878	-	-	-	-	-	-	-
Stage 2	997	878	-	1003	882	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	958	850	1062	961	850	1057	1608	-	-	1603	-	-
Mov Cap-2 Maneuver	958	850	-	961	850	-	-	-	-	-	-	-
Stage 1	1003	882	-	998	878	-	-	-	-	-	-	-
Stage 2	996	878	-	1003	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.6	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1608	-	-	-	1007	1603	-	-
HCM Lane V/C Ratio	-	-	-	-	0.002	-	-	-
HCM Control Delay (s)	0	-	-	0	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	378	11	2	423	0	28	0	17	8	2	5
Future Vol, veh/h	0	378	11	2	423	0	28	0	17	8	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	445	13	2	498	0	33	0	20	9	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	458	0	0	958	954	452	964	960	498
Stage 1	-	-	-	-	-	-	452	452	-	502	502	-
Stage 2	-	-	-	-	-	-	506	502	-	462	458	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1076	-	-	1114	-	-	239	261	612	237	259	576
Stage 1	-	-	-	-	-	-	591	574	-	555	545	-
Stage 2	-	-	-	-	-	-	552	545	-	584	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1076	-	-	1114	-	-	235	260	612	229	258	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	260	-	229	258	-
Stage 1	-	-	-	-	-	-	591	574	-	555	544	-
Stage 2	-	-	-	-	-	-	543	544	-	565	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19.2	18.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	306	1076	-	-	1114	-	-	292
HCM Lane V/C Ratio	0.173	-	-	-	0.002	-	-	0.06
HCM Control Delay (s)	19.2	0	-	-	8.2	-	-	18.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕				
Traffic Vol, veh/h	10	226	12	4	181	1	3	1	6	0	0	0
Future Vol, veh/h	10	226	12	4	181	1	3	1	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	240	13	4	193	1	3	1	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	194	0	0	253	0	0	471	471	247
Stage 1	-	-	-	-	-	-	269	269	-
Stage 2	-	-	-	-	-	-	202	202	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1391	-	-	1324	-	-	555	494	797
Stage 1	-	-	-	-	-	-	781	690	-
Stage 2	-	-	-	-	-	-	837	738	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1391	-	-	1324	-	-	548	0	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	548	0	-
Stage 1	-	-	-	-	-	-	774	0	-
Stage 2	-	-	-	-	-	-	834	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0.2	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	692	1391	-	-	1324	-	-
HCM Lane V/C Ratio	0.015	0.008	-	-	0.003	-	-
HCM Control Delay (s)	10.3	7.6	0	-	7.7	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	385	5	7	382	12	28	5	22	27	4	15
Future Vol, veh/h	13	385	5	7	382	12	28	5	22	27	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	3	0	1	0	0	0	3	14	0	7
Mvmt Flow	15	448	6	8	444	14	33	6	26	31	5	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	454	0	0	959	955	451	964	951	451
Stage 1	-	-	-	-	-	-	481	481	-	467	467	-
Stage 2	-	-	-	-	-	-	478	474	-	497	484	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.24	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.626	4	3.363
Pot Cap-1 Maneuver	1114	-	-	1117	-	-	239	260	606	223	262	598
Stage 1	-	-	-	-	-	-	570	557	-	554	565	-
Stage 2	-	-	-	-	-	-	572	561	-	533	555	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	1117	-	-	225	255	606	206	257	598
Mov Cap-2 Maneuver	-	-	-	-	-	-	225	255	-	206	257	-
Stage 1	-	-	-	-	-	-	563	550	-	547	561	-
Stage 2	-	-	-	-	-	-	547	557	-	498	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	19.9	21.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	305	1114	-	-	1117	-	-	268
HCM Lane V/C Ratio	0.21	0.014	-	-	0.007	-	-	0.2
HCM Control Delay (s)	19.9	8.3	-	-	8.2	-	-	21.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.7

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	54	33	153	33	24
Future Vol, veh/h	178	54	33	153	33	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	6
Mvmt Flow	184	56	34	158	34	25
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.6	8.6	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	58%	0%	18%
Vol Thru, %	0%	77%	82%
Vol Right, %	42%	23%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	57	232	186
LT Vol	33	0	33
Through Vol	0	178	153
RT Vol	24	54	0
Lane Flow Rate	59	239	192
Geometry Grp	1	1	1
Degree of Util (X)	0.076	0.266	0.225
Departure Headway (Hd)	4.68	4.008	4.22
Convergence, Y/N	Yes	Yes	Yes
Cap	770	880	836
Service Time	2.68	2.104	2.316
HCM Lane V/C Ratio	0.077	0.272	0.23
HCM Control Delay	8.1	8.6	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	1.1	0.9

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	401	32	9	367	12	19	9	8	23	7	15
Future Vol, veh/h	1	401	32	9	367	12	19	9	8	23	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	8	0	0	25	0	0	0
Mvmt Flow	1	472	38	11	432	14	22	11	9	27	8	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	446	0	0	510	0	0	967	961	491	964	973	439
Stage 1	-	-	-	-	-	-	493	493	-	461	461	-
Stage 2	-	-	-	-	-	-	474	468	-	503	512	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.45	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.525	3.5	4	3.3
Pot Cap-1 Maneuver	1125	-	-	1065	-	-	236	258	534	237	254	622
Stage 1	-	-	-	-	-	-	562	550	-	584	569	-
Stage 2	-	-	-	-	-	-	575	565	-	555	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1125	-	-	1065	-	-	222	255	534	223	251	622
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	255	-	223	251	-
Stage 1	-	-	-	-	-	-	561	549	-	583	563	-
Stage 2	-	-	-	-	-	-	545	559	-	534	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	21.2	20.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	265	1125	-	-	1065	-	-	290
HCM Lane V/C Ratio	0.16	0.001	-	-	0.01	-	-	0.183
HCM Control Delay (s)	21.2	8.2	-	-	8.4	-	-	20.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	194	0	1	175	20	1	7	0	29	12	10
Future Vol, veh/h	8	194	0	1	175	20	1	7	0	29	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	0	7	0	0	0	0	0	0
Mvmt Flow	8	200	0	1	180	21	1	7	0	30	12	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	200	0	0	420	419	200	413	409	191
Stage 1	-	-	-	-	-	-	216	216	-	193	193	-
Stage 2	-	-	-	-	-	-	204	203	-	220	216	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1383	-	-	1384	-	-	547	528	846	553	535	856
Stage 1	-	-	-	-	-	-	791	728	-	813	745	-
Stage 2	-	-	-	-	-	-	803	737	-	787	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1383	-	-	1384	-	-	527	524	846	544	531	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	527	524	-	544	531	-
Stage 1	-	-	-	-	-	-	785	723	-	807	744	-
Stage 2	-	-	-	-	-	-	779	736	-	774	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	12	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	524	1383	-	-	1384	-	-	582
HCM Lane V/C Ratio	0.016	0.006	-	-	0.001	-	-	0.09
HCM Control Delay (s)	12	7.6	0	-	7.6	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	253	38	259	308	31	196
Future Vol, veh/h	253	38	259	308	31	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	1	0	1
Mvmt Flow	275	41	282	335	34	213

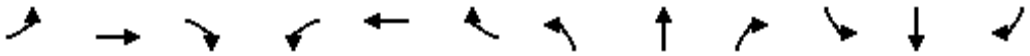
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	316	0	1195	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	899	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1250	-	208	746
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	401	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	161	746
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	310	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	14.6
HCM LOS			B

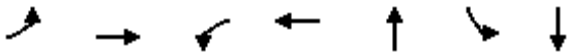
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	161	746	-	-	1250	-
HCM Lane V/C Ratio	0.209	0.286	-	-	0.225	-
HCM Control Delay (s)	33.2	11.7	-	-	8.7	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	1.2	-	-	0.9	-

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	32	446	44	566	134	107
v/c Ratio	0.07	0.39	0.08	0.50	0.27	0.24
Control Delay	5.4	7.1	5.4	8.3	8.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	7.1	5.4	8.3	8.8	11.2
Queue Length 50th (ft)	3	56	5	78	8	10
Queue Length 95th (ft)	12	104	14	143	47	48
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	565	1498	730	1482	892	826
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.30	0.06	0.38	0.15	0.13

Intersection Summary

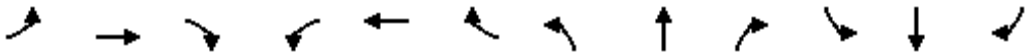


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	405	14	41	507	25	18	27	81	31	27	42
Future Volume (veh/h)	30	405	14	41	507	25	18	27	81	31	27	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1900	1885	1900	1900	1900	1885	1900	1841	1870
Adj Flow Rate, veh/h	32	431	15	44	539	27	19	29	86	33	29	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	1	0	0	0	1	0	4	2
Cap, veh/h	388	827	29	479	806	40	147	126	277	208	167	174
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	838	1825	64	959	1780	89	110	486	1067	278	644	669
Grp Volume(v), veh/h	32	0	446	44	0	566	134	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	838	0	1889	959	0	1869	1663	0	0	1591	0	0
Q Serve(g_s), s	1.1	0.0	5.9	1.2	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	5.9	7.1	0.0	8.3	2.2	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.14		0.64	0.31		0.42
Lane Grp Cap(c), veh/h	388	0	855	479	0	847	550	0	0	548	0	0
V/C Ratio(X)	0.08	0.00	0.52	0.09	0.00	0.67	0.24	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	731	0	1629	872	0	1612	1060	0	0	1025	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.1	0.0	6.8	9.3	0.0	7.5	10.3	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.1	0.0	1.3	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.6	0.2	0.0	2.3	0.7	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	7.5	9.5	0.0	8.8	10.6	0.0	0.0	10.3	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		478			610			134			107	
Approach Delay, s/veh		7.8			8.8			10.6			10.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.8		14.0		20.8		14.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		11.3		3.7		10.3		4.2				
Green Ext Time (p_c), s		4.0		0.5		5.5		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	24	538	17	585	50	1	22
v/c Ratio	0.04	0.35	0.02	0.38	0.12	0.00	0.06
Control Delay	3.9	4.3	3.8	4.6	11.7	15.0	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	4.3	3.8	4.6	11.7	15.0	14.5
Queue Length 50th (ft)	0	0	0	0	4	0	3
Queue Length 95th (ft)	9	120	7	138	29	3	19
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	655	1610	740	1602	432	439	388
Starvation Cap Reductn	0	0	0	45	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.33	0.02	0.38	0.12	0.00	0.06

Intersection Summary



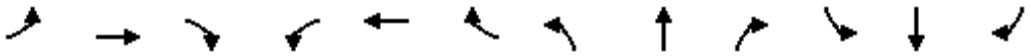
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	472	23	16	532	6	25	6	15	1	5	16
Future Volume (veh/h)	22	472	23	16	532	6	25	6	15	1	5	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	513	25	17	578	7	27	7	16	1	5	17
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
Percent Heavy Veh, %	5	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	453	846	41	493	875	11	292	44	62	451	47	161
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	810	1797	88	881	1859	23	710	354	501	1410	379	1289
Grp Volume(v), veh/h	24	0	538	17	0	585	50	0	0	1	0	22
Grp Sat Flow(s),veh/h/ln	810	0	1884	881	0	1881	1564	0	0	1410	0	1668
Q Serve(g_s), s	0.6	0.0	5.8	0.4	0.0	6.5	0.2	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	7.1	0.0	5.8	6.1	0.0	6.5	0.7	0.0	0.0	0.0	0.0	0.3
Prop In Lane	1.00		0.05	1.00		0.01	0.54		0.32	1.00		0.77
Lane Grp Cap(c), veh/h	453	0	887	493	0	886	399	0	0	451	0	208
V/C Ratio(X)	0.05	0.00	0.61	0.03	0.00	0.66	0.13	0.00	0.00	0.00	0.00	0.11
Avail Cap(c_a), veh/h	950	0	2044	1034	0	2041	658	0	0	690	0	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.3	0.0	5.3	7.6	0.0	5.5	10.7	0.0	0.0	10.4	0.0	10.6
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	0.1	0.0	1.2	0.2	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.0	6.0	7.6	0.0	6.4	10.9	0.0	0.0	10.4	0.0	10.8
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		562			602			50			23	
Approach Delay, s/veh		6.1			6.4			10.9			10.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.3		8.9		18.3		8.9				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		9.1		2.3		8.5		2.7				
Green Ext Time (p_c), s		3.7		0.0		4.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	137	325	68	83	327	86	238	399
v/c Ratio	0.37	0.49	0.11	0.22	0.50	0.14	0.44	0.63
Control Delay	14.2	13.8	5.0	12.1	14.0	4.9	12.6	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	13.8	5.0	12.1	14.0	4.9	12.6	13.9
Queue Length 50th (ft)	20	50	2	11	50	2	32	47
Queue Length 95th (ft)	70	140	22	44	141	25	100	151
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	815	1464	1257	818	1449	1248	1168	1269
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.22	0.05	0.10	0.23	0.07	0.20	0.31

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	299	63	76	301	79	53	111	54	36	132	200
Future Volume (veh/h)	126	299	63	76	301	79	53	111	54	36	132	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1885	1885	1900	1900	1900	1856	1900	1885
Adj Flow Rate, veh/h	137	325	68	83	327	86	58	121	59	39	143	217
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
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	3	0	1
Cap, veh/h	431	725	615	437	720	610	196	337	139	128	220	296
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	988	1900	1610	1007	1885	1598	259	1041	428	89	680	917
Grp Volume(v), veh/h	137	325	68	83	327	86	238	0	0	399	0	0
Grp Sat Flow(s),veh/h/ln	988	1900	1610	1007	1885	1598	1728	0	0	1686	0	0
Q Serve(g_s), s	4.8	5.1	1.1	2.7	5.1	1.4	0.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	9.9	5.1	1.1	7.7	5.1	1.4	4.0	0.0	0.0	8.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.24		0.25	0.10		0.54
Lane Grp Cap(c), veh/h	431	725	615	437	720	610	672	0	0	645	0	0
V/C Ratio(X)	0.32	0.45	0.11	0.19	0.45	0.14	0.35	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	788	1413	1197	802	1402	1188	1285	0	0	1308	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	9.1	7.9	12.0	9.2	8.0	10.5	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.5	0.1	0.3	0.5	0.1	0.3	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.6	0.3	0.5	1.7	0.4	1.4	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	9.7	8.0	12.3	9.7	8.1	10.8	0.0	0.0	12.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		530			496			238			399	
Approach Delay, s/veh		10.4			9.9			10.8			12.8	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		19.0		20.6		19.0				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		11.9		10.2		9.7		6.0				
Green Ext Time (p_c), s		3.2		2.6		3.1		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			10.9									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

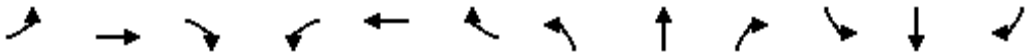
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	153	17	16	109	59	11	71	10	85	105	87
Future Vol, veh/h	66	153	17	16	109	59	11	71	10	85	105	87
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	76	176	20	18	125	68	13	82	11	98	121	100
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	10.8	9.9	12.9
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	28%	9%	31%
Vol Thru, %	77%	65%	59%	38%
Vol Right, %	11%	7%	32%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	236	184	277
LT Vol	11	66	16	85
Through Vol	71	153	109	105
RT Vol	10	17	59	87
Lane Flow Rate	106	271	211	318
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.409	0.314	0.466
Departure Headway (Hd)	5.722	5.429	5.347	5.27
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	625	662	670	681
Service Time	3.779	3.473	3.395	3.313
HCM Lane V/C Ratio	0.17	0.409	0.315	0.467
HCM Control Delay	9.9	12.2	10.8	12.9
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.6	2	1.3	2.5

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	104	331	25	357	128	241
v/c Ratio	0.26	0.29	0.07	0.56	0.15	0.31
Control Delay	14.7	17.4	13.0	25.9	11.7	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	17.4	13.0	25.9	11.7	12.8
Queue Length 50th (ft)	26	45	6	63	27	54
Queue Length 95th (ft)	54	98	19	104	63	115
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	618	2266	655	2194	861	772
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.15	0.04	0.16	0.15	0.31

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	301	13	24	269	70	6	93	23	64	91	74
Future Volume (veh/h)	99	301	13	24	269	70	6	93	23	64	91	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1885	1870	1900	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	317	14	25	283	74	6	98	24	67	96	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	0	0	1	2	0	1	0	0	0	0
Cap, veh/h	374	785	35	351	455	117	72	679	159	245	346	248
Arrive On Green	0.11	0.22	0.22	0.05	0.16	0.16	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1795	3522	155	1810	2821	725	25	1446	339	366	737	528
Grp Volume(v), veh/h	104	162	169	25	178	179	128	0	0	241	0	0
Grp Sat Flow(s),veh/h/ln	1795	1805	1872	1810	1791	1755	1810	0	0	1631	0	0
Q Serve(g_s), s	2.8	4.8	4.8	0.7	5.8	6.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	4.8	4.8	0.7	5.8	6.0	2.5	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.41	0.05		0.19	0.28		0.32
Lane Grp Cap(c), veh/h	374	402	417	351	289	283	910	0	0	839	0	0
V/C Ratio(X)	0.28	0.40	0.41	0.07	0.62	0.63	0.14	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	740	1135	1177	831	1126	1103	910	0	0	839	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	20.8	20.9	20.1	24.5	24.6	9.5	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.7	0.6	0.1	2.1	2.3	0.3	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	2.0	0.3	2.4	2.5	1.0	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.5	21.5	20.2	26.7	27.0	9.8	0.0	0.0	11.1	0.0	0.0
LnGrp LOS	B	C	C	C	C	C	A	A	A	B	A	A
Approach Vol, veh/h		435			382			128			241	
Approach Delay, s/veh		20.7			26.4			9.8			11.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	19.5		35.0	12.2	15.6		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.7	6.8		7.2	4.8	8.0		4.5				
Green Ext Time (p_c), s	0.0	1.9		1.4	0.2	2.1		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		19.4	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	2	0	1	0	35	0	0	48	0
Future Vol, veh/h	0	0	1	2	0	1	0	35	0	0	48	0
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	0	0	1	2	0	1	0	40	0	0	55	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	96	95	55	96	95	40	55	0	0	40	0	0
Stage 1	55	55	-	40	40	-	-	-	-	-	-	-
Stage 2	41	40	-	56	55	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	891	799	1018	891	799	1037	1563	-	-	1583	-	-
Stage 1	962	853	-	980	866	-	-	-	-	-	-	-
Stage 2	979	866	-	961	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	890	799	1018	890	799	1037	1563	-	-	1583	-	-
Mov Cap-2 Maneuver	890	799	-	890	799	-	-	-	-	-	-	-
Stage 1	962	853	-	980	866	-	-	-	-	-	-	-
Stage 2	978	866	-	960	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	8.9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	1018	934	1583	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.004	-	-	-
HCM Control Delay (s)	0	-	-	8.5	8.9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	214	6	3	238	1	3	2	4	0	1	1
Future Vol, veh/h	0	214	6	3	238	1	3	2	4	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	0	235	7	3	262	1	3	2	4	0	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	242	0	0	509	508	239	511	511	263
Stage 1	-	-	-	-	-	-	239	239	-	269	269	-
Stage 2	-	-	-	-	-	-	270	269	-	242	242	-
Critical Hdwy	4.1	-	-	4.43	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.497	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1313	-	-	1163	-	-	478	471	805	476	469	781
Stage 1	-	-	-	-	-	-	769	711	-	741	690	-
Stage 2	-	-	-	-	-	-	740	690	-	766	709	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1313	-	-	1163	-	-	476	470	805	471	468	781
Mov Cap-2 Maneuver	-	-	-	-	-	-	476	470	-	471	468	-
Stage 1	-	-	-	-	-	-	769	711	-	741	688	-
Stage 2	-	-	-	-	-	-	736	688	-	759	709	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.3	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	580	1313	-	-	1163	-	-	585
HCM Lane V/C Ratio	0.017	-	-	-	0.003	-	-	0.004
HCM Control Delay (s)	11.3	0	-	-	8.1	-	-	11.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕				
Traffic Vol, veh/h	3	182	19	13	169	1	6	0	13	0	0	0
Future Vol, veh/h	3	182	19	13	169	1	6	0	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	225	23	16	209	1	7	0	16	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	210	0	0	248	0	0	487	487	237
Stage 1	-	-	-	-	-	-	245	245	-
Stage 2	-	-	-	-	-	-	242	242	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1373	-	-	1330	-	-	543	484	807
Stage 1	-	-	-	-	-	-	800	707	-
Stage 2	-	-	-	-	-	-	803	709	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1373	-	-	1330	-	-	534	0	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	534	0	-
Stage 1	-	-	-	-	-	-	798	0	-
Stage 2	-	-	-	-	-	-	792	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.5	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	695	1373	-	-	1330	-	-
HCM Lane V/C Ratio	0.034	0.003	-	-	0.012	-	-
HCM Control Delay (s)	10.4	7.6	0	-	7.7	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	201	1	5	237	3	2	1	2	9	2	3
Future Vol, veh/h	16	201	1	5	237	3	2	1	2	9	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	223	1	6	263	3	2	1	2	10	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	266	0	0	224	0	0	539	538	224	538	537	265
Stage 1	-	-	-	-	-	-	260	260	-	277	277	-
Stage 2	-	-	-	-	-	-	279	278	-	261	260	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1310	-	-	1357	-	-	456	453	820	457	453	779
Stage 1	-	-	-	-	-	-	749	697	-	734	685	-
Stage 2	-	-	-	-	-	-	732	684	-	748	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1357	-	-	446	445	820	449	445	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	445	-	449	445	-
Stage 1	-	-	-	-	-	-	739	687	-	724	682	-
Stage 2	-	-	-	-	-	-	723	681	-	735	687	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	11.7	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	545	1310	-	-	1357	-	-	493
HCM Lane V/C Ratio	0.01	0.014	-	-	0.004	-	-	0.032
HCM Control Delay (s)	11.7	7.8	-	-	7.7	-	-	12.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	30	25	139	44	15
Future Vol, veh/h	165	30	25	139	44	15
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	201	37	30	170	54	18
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.8	8.8	8.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	75%	0%	15%
Vol Thru, %	0%	85%	85%
Vol Right, %	25%	15%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	59	195	164
LT Vol	44	0	25
Through Vol	0	165	139
RT Vol	15	30	0
Lane Flow Rate	72	238	200
Geometry Grp	1	1	1
Degree of Util (X)	0.097	0.277	0.242
Departure Headway (Hd)	4.84	4.196	4.349
Convergence, Y/N	Yes	Yes	Yes
Cap	741	858	828
Service Time	2.864	2.21	2.364
HCM Lane V/C Ratio	0.097	0.277	0.242
HCM Control Delay	8.4	8.8	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	1.1	0.9

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	196	14	2	232	5	6	3	3	5	3	7
Future Vol, veh/h	2	196	14	2	232	5	6	3	3	5	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	220	16	2	261	6	7	3	3	6	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	236	0	0	506	503	228	503	508	264
Stage 1	-	-	-	-	-	-	232	232	-	268	268	-
Stage 2	-	-	-	-	-	-	274	271	-	235	240	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1308	-	-	1343	-	-	480	474	816	482	471	780
Stage 1	-	-	-	-	-	-	775	716	-	742	691	-
Stage 2	-	-	-	-	-	-	736	689	-	773	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1308	-	-	1343	-	-	471	473	816	476	470	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	473	-	476	470	-
Stage 1	-	-	-	-	-	-	773	715	-	741	690	-
Stage 2	-	-	-	-	-	-	724	688	-	765	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	12	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	527	1308	-	-	1343	-	-	580
HCM Lane V/C Ratio	0.026	0.002	-	-	0.002	-	-	0.029
HCM Control Delay (s)	12	7.8	-	-	7.7	-	-	11.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	174	1	0	155	6	2	2	1	14	4	7
Future Vol, veh/h	5	174	1	0	155	6	2	2	1	14	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	202	1	0	180	7	2	2	1	16	5	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	187	0	0	203	0	0	405	402	203	400	399	184
Stage 1	-	-	-	-	-	-	215	215	-	184	184	-
Stage 2	-	-	-	-	-	-	190	187	-	216	215	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1399	-	-	1381	-	-	560	540	843	564	542	864
Stage 1	-	-	-	-	-	-	792	729	-	822	751	-
Stage 2	-	-	-	-	-	-	816	749	-	791	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1399	-	-	1381	-	-	549	537	843	559	539	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	549	537	-	559	539	-
Stage 1	-	-	-	-	-	-	788	725	-	818	751	-
Stage 2	-	-	-	-	-	-	803	749	-	783	725	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	11.2	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	585	1399	-	-	1381	-	-	616
HCM Lane V/C Ratio	0.01	0.004	-	-	-	-	-	0.047
HCM Control Delay (s)	11.2	7.6	0	-	0	-	-	11.1
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	14	91	165	25	84
Future Vol, veh/h	140	14	91	165	25	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	152	15	99	179	27	91

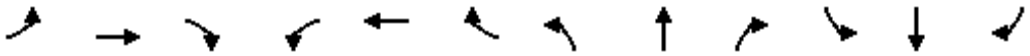
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	537	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1423	-	508	890
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1423	-	472	890
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	890	-	-	1423	-
HCM Lane V/C Ratio	0.058	0.103	-	-	0.07	-
HCM Control Delay (s)	13.1	9.5	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0.2	-

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	10	236	21	268	56	58
v/c Ratio	0.01	0.14	0.02	0.16	0.08	0.08
Control Delay	3.6	2.9	3.5	2.9	4.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.6	2.9	3.5	2.9	4.5	5.2
Queue Length 50th (ft)	0	0	0	0	2	3
Queue Length 95th (ft)	5	54	9	60	18	20
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	1102	1851	1136	1843	1350	1383
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.13	0.02	0.15	0.04	0.04

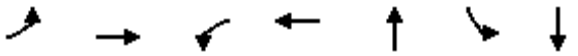
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	212	3	19	233	11	10	19	22	16	24	13
Future Volume (veh/h)	9	212	3	19	233	11	10	19	22	16	24	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	233	3	21	256	12	11	21	24	18	26	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	610	733	9	636	705	33	205	175	159	248	220	90
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1129	1872	24	1162	1800	84	169	806	731	290	1012	414
Grp Volume(v), veh/h	10	0	236	21	0	268	56	0	0	58	0	0
Grp Sat Flow(s),veh/h/ln	1129	0	1896	1162	0	1885	1706	0	0	1717	0	0
Q Serve(g_s), s	0.2	0.0	2.2	0.3	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	2.2	2.5	0.0	2.6	0.7	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.04	0.20		0.43	0.31		0.24
Lane Grp Cap(c), veh/h	610	0	742	636	0	738	539	0	0	557	0	0
V/C Ratio(X)	0.02	0.00	0.32	0.03	0.00	0.36	0.10	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	1494	0	2226	1546	0	2213	1474	0	0	1484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	5.4	6.3	0.0	5.5	8.1	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.4	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.0	0.0	0.5	0.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.0	5.8	6.3	0.0	5.9	8.2	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		246			289			56			58	
Approach Delay, s/veh		5.8			6.0			8.2			8.2	
Approach LOS		A			A			A			A	

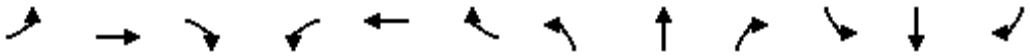
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		10.5		15.0		10.5				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		4.7		2.7		4.6		2.7				
Green Ext Time (p_c), s		2.0		0.2		2.4		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			6.3									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	265	38	275	54	1	10
v/c Ratio	0.01	0.16	0.04	0.16	0.11	0.00	0.02
Control Delay	3.3	2.8	3.2	2.8	6.1	8.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	2.8	3.2	2.8	6.1	8.0	8.1
Queue Length 50th (ft)	0	0	0	0	3	0	1
Queue Length 95th (ft)	6	55	12	58	17	2	7
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	1080	1823	1090	1821	503	518	463
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.15	0.03	0.15	0.11	0.00	0.02

Intersection Summary



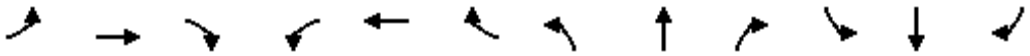
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	232	6	34	239	8	18	7	23	1	3	6
Future Volume (veh/h)	12	232	6	34	239	8	18	7	23	1	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	258	7	38	266	9	20	8	26	1	3	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	663	774	21	671	768	26	271	33	90	479	59	139
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1122	1841	50	1132	1827	62	541	280	762	1396	506	1181
Grp Volume(v), veh/h	13	0	265	38	0	275	54	0	0	1	0	10
Grp Sat Flow(s),veh/h/ln	1122	0	1891	1132	0	1889	1583	0	0	1396	0	1687
Q Serve(g_s), s	0.2	0.0	2.2	0.6	0.0	2.4	0.5	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	2.5	0.0	2.2	2.8	0.0	2.4	0.7	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.03	1.00		0.03	0.37		0.48	1.00		0.70
Lane Grp Cap(c), veh/h	663	0	795	671	0	794	393	0	0	479	0	198
V/C Ratio(X)	0.02	0.00	0.33	0.06	0.00	0.35	0.14	0.00	0.00	0.00	0.00	0.05
Avail Cap(c_a), veh/h	1583	0	2344	1599	0	2342	737	0	0	785	0	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	4.6	5.6	0.0	4.7	9.6	0.0	0.0	9.3	0.0	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.1	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	0.0	4.9	5.6	0.0	4.9	9.7	0.0	0.0	9.3	0.0	9.4
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		278			313			54			11	
Approach Delay, s/veh		4.9			5.0			9.7			9.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		8.3		15.5		8.3				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		4.5		2.1		4.8		2.7				
Green Ext Time (p_c), s		1.6		0.0		1.8		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	59	171	36	39	167	47	150	170
v/c Ratio	0.11	0.20	0.05	0.07	0.20	0.06	0.32	0.30
Control Delay	8.0	8.4	2.6	7.7	8.4	3.1	8.0	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.0	8.4	2.6	7.7	8.4	3.1	8.0	6.5
Queue Length 50th (ft)	6	18	0	4	17	0	10	9
Queue Length 95th (ft)	20	45	8	15	44	10	37	36
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	1207	1855	1578	1203	1855	1578	1460	1714
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.09	0.02	0.03	0.09	0.03	0.10	0.10

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	164	35	37	160	45	39	49	56	0	82	82
Future Volume (veh/h)	57	164	35	37	160	45	39	49	56	0	82	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1826	1900	1885	1900
Adj Flow Rate, veh/h	59	171	36	39	167	47	41	51	58	0	85	85
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	5	0	1	0
Cap, veh/h	538	564	478	538	564	478	240	202	171	0	233	233
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.27	0.27	0.27	0.00	0.27	0.27
Sat Flow, veh/h	1186	1900	1610	1194	1900	1610	261	748	636	0	865	865
Grp Volume(v), veh/h	59	171	36	39	167	47	150	0	0	0	0	170
Grp Sat Flow(s),veh/h/ln	1186	1900	1610	1194	1900	1610	1645	0	0	0	0	1730
Q Serve(g_s), s	1.1	1.9	0.4	0.7	1.8	0.6	0.0	0.0	0.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	2.9	1.9	0.4	2.6	1.8	0.6	1.8	0.0	0.0	0.0	0.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	0.27		0.39	0.00		0.50
Lane Grp Cap(c), veh/h	538	564	478	538	564	478	613	0	0	0	0	466
V/C Ratio(X)	0.11	0.30	0.08	0.07	0.30	0.10	0.24	0.00	0.00	0.00	0.00	0.36
Avail Cap(c_a), veh/h	1484	2078	1761	1489	2078	1761	1860	0	0	0	0	1847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	7.3	6.8	8.3	7.3	6.9	7.9	0.0	0.0	0.0	0.0	8.0
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.1	0.4	0.1	0.2	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.1	0.1	0.5	0.1	0.5	0.0	0.0	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	7.7	6.9	8.4	7.7	7.0	8.1	0.0	0.0	0.0	0.0	8.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		266			253			150			170	
Approach Delay, s/veh		7.8			7.7			8.1			8.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.5		13.5		13.5		13.5				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		4.9		4.1		4.6		3.8				
Green Ext Time (p_c), s		1.6		1.0		1.5		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Notes

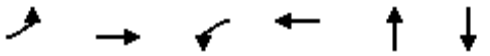
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	148	41	22	96	57	17	30	18	38	68	48
Future Vol, veh/h	57	148	41	22	96	57	17	30	18	38	68	48
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	70	183	51	27	119	70	21	37	22	47	84	59
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

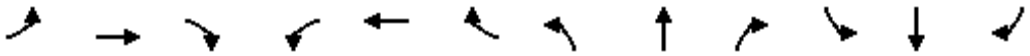
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	9.9	9.1	10.1
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	23%	13%	25%
Vol Thru, %	46%	60%	55%	44%
Vol Right, %	28%	17%	33%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	246	175	154
LT Vol	17	57	22	38
Through Vol	30	148	96	68
RT Vol	18	41	57	48
Lane Flow Rate	80	304	216	190
Geometry Grp	1	1	1	1
Degree of Util (X)	0.12	0.405	0.288	0.269
Departure Headway (Hd)	5.398	4.798	4.794	5.088
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	741	741	696
Service Time	3.398	2.884	2.886	3.188
HCM Lane V/C Ratio	0.12	0.41	0.291	0.273
HCM Control Delay	9.1	11.2	9.9	10.1
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.4	2	1.2	1.1



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	50	162	26	257	98	167
v/c Ratio	0.14	0.18	0.07	0.43	0.10	0.19
Control Delay	14.5	16.2	13.7	22.4	9.4	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	16.2	13.7	22.4	9.4	9.4
Queue Length 50th (ft)	12	18	6	41	19	31
Queue Length 95th (ft)	31	50	20	73	45	69
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	642	2458	669	2417	945	865
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.07	0.04	0.11	0.10	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	129	20	24	188	49	9	70	11	44	65	44
Future Volume (veh/h)	46	129	20	24	188	49	9	70	11	44	65	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	140	22	26	204	53	10	76	12	48	71	48
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
Percent Heavy Veh, %	2	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	335	520	80	365	387	98	116	756	112	275	398	239
Arrive On Green	0.08	0.17	0.17	0.05	0.14	0.14	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1781	3134	484	1810	2829	718	95	1498	222	387	788	474
Grp Volume(v), veh/h	50	80	82	26	127	130	98	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1781	1805	1813	1810	1791	1756	1815	0	0	1649	0	0
Q Serve(g_s), s	1.3	2.2	2.3	0.7	3.9	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	2.2	2.3	0.7	3.9	4.0	1.6	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.41	0.10		0.12	0.29		0.29
Lane Grp Cap(c), veh/h	335	299	301	365	245	240	984	0	0	911	0	0
V/C Ratio(X)	0.15	0.27	0.27	0.07	0.52	0.54	0.10	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	794	1220	1225	884	1210	1187	984	0	0	911	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.8	21.3	21.3	19.7	23.4	23.5	7.6	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.1	1.7	1.9	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	0.9	0.3	1.6	1.7	0.6	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	21.7	21.8	19.8	25.1	25.4	7.8	0.0	0.0	8.3	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		212			283			98			167	
Approach Delay, s/veh		21.1			24.8			7.8			8.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	15.2		35.0	9.9	13.5		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.7	4.3		4.9	3.3	6.0		3.6				
Green Ext Time (p_c), s	0.0	0.9		0.9	0.1	1.5		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		17.9	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	12	1	0	24	0
Future Vol, veh/h	0	0	0	1	0	0	0	12	1	0	24	0
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	0	0	14	1	0	28	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	43	43	28	43	43	15	28	0	0	15	0	0
Stage 1	28	28	-	15	15	-	-	-	-	-	-	-
Stage 2	15	15	-	28	28	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	965	853	1053	965	853	1070	1599	-	-	1616	-	-
Stage 1	994	876	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	887	-	994	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	965	853	1053	965	853	1070	1599	-	-	1616	-	-
Mov Cap-2 Maneuver	965	853	-	965	853	-	-	-	-	-	-	-
Stage 1	994	876	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	887	-	994	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.7	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	-	965	1616	-	-
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	-
HCM Control Delay (s)	0	-	-	0	8.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

APPENDIX D

Existing Plus Phase 1 Development Conditions

Trip Generation

Weekday AM Peak Hour Trip Generation

ITE Code	Description	Land Use	Size	Units	Trip Gen. Avg. Rate/Eq.	Trips	Trip Distribution Enter	Trip Distribution Exit	Trips Enter	Trips Exit
858	ITE Manual	Farmers Market	50	Vendors	Average Rate	887	52%	48%	461	426
-	Projected Attendence	Event Space	0	Attendees	Estimated Rate	0	93%	7%	0	0
-	Available Garage Spaces	Farmers Market	155	Parking Spaces	Estimated Rate	310	52%	48%	161	149
Total					**Total**	**887**			**461**	**426**

Weekday PM Peak Hour Trip Generation

ITE Code	Description	Land Use	Size	Units	Trip Gen. Avg. Rate/Eq.	Trips	Trip Distribution Enter	Trip Distribution Exit	Trips Enter	Trips Exit
-	-	Farmers Market	0	Attendees	Estimated Rate	0	52%	48%	0	0
-	Projected Attendence	Event Space	225	Attendees	Estimated Rate	113	92%	8%	104	9
-	Available Garage Spaces	Event Space	144	Parking Spaces	Estimated Rate	144	100%	0%	104	0
Total					**Total**	**113**			**104**	**9**

Weekend PM Peak Hour Trip Generation

ITE Code	Description	Land Use	Size	Units	Trip Gen. Avg. Rate/Eq.	Trips	Trip Distribution Enter	Trip Distribution Exit	Trips Enter	Trips Exit
-	-	Farmers Market	0	Attendees	Estimated Rate	0	52%	48%	0	0
-	Projected Attendence	Event Space	1,000	Attendees	Estimated Rate	400	92%	8%	368	32
-	Available Garage Spaces	Event Space	192	Parking Spaces	Estimated Rate	192	100%	0%	192	0
Total					**Total**	**400**			**368**	**32**

Assumptions

2.0 *riders per vehicle*

35% *Adjustment for peak attendance hour (farmer's market)*

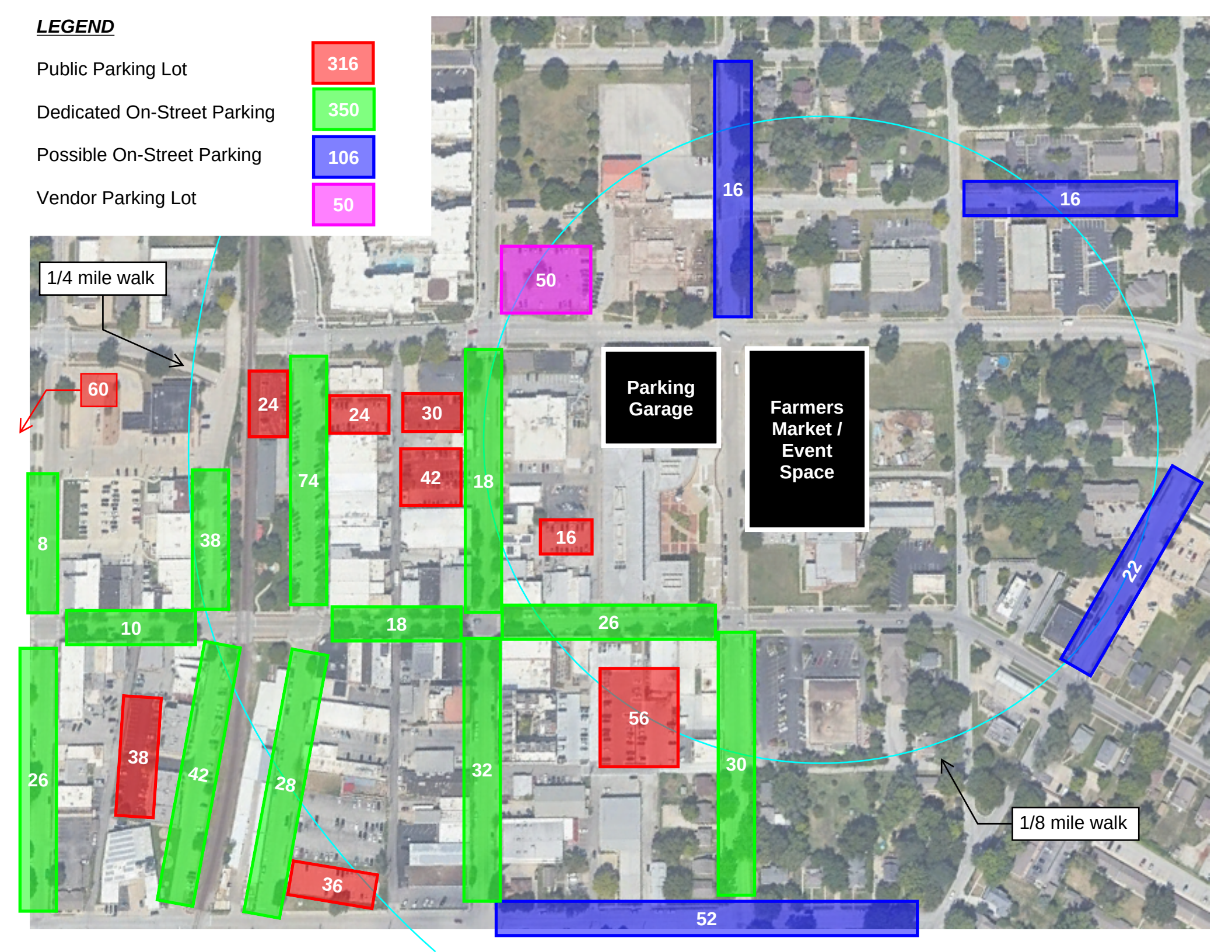
Farmers Market distribution from land use code 858

Event Space distribution from land use code 462 - Used period representing heavier entering conditions

80% *Estimate of traffic that arrives prior to peak hour - dining, multi-use trips, etc*

TOTAL STUDY AREA TRIP DISTRIBUTION								
Existing Gravity (to/from)	**AM Peak**		**PM Peak**		**Weekend Peak**		**Average**	**Proposed**
	Enter	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**	**Both**	**Both**
West (2nd Street)	11%	16%	12%	15%	11%	14%	*13%*	**10%**
East (2nd Street)	20%	9%	14%	14%	15%	10%	*14%*	**15%**
West (3rd Street)	10%	10%	11%	9%	17%	11%	*11%*	**15%**
East (3rd Street)	10%	6%	10%	11%	14%	15%	*11%*	**10%**
South (Jefferson St)	15%	10%	10%	12%	7%	7%	*10%*	**10%**
North (Market St)	1%	1%	2%	1%	1%	1%	*1%*	**1%**
South (Market St)	1%	2%	4%	2%	2%	2%	*2%*	**2%**
North (Main St)	0%	0%	0%	0%	0%	1%	*0%*	**1%**
South (Main St)	1%	2%	1%	1%	2%	3%	*2%*	**2%**
North (Douglas St)	14%	24%	19%	15%	13%	12%	*16%*	**15%**
South (Douglas St)	6%	4%	4%	6%	4%	7%	*5%*	**5%**
North (Southeast Alley)	0%	1%	1%	0%	0%	0%	*0%*	**1%**
South (Southeast Alley)	0%	1%	1%	1%	2%	3%	*1%*	**1%**
North (Green St)	2%	2%	2%	1%	1%	2%	*2%*	**1%**
South (Green St)	3%	4%	3%	4%	5%	5%	*4%*	**4%**
North (Johnson St)	1%	2%	2%	1%	1%	1%	*1%*	**1%**
South (Johnson St)	0%	0%	0%	1%	0%	0%	*0%*	**1%**
North (Independence Ave)	4%	5%	4%	5%	4%	4%	*4%*	**4%**
South (Independence Ave)	1%	1%	0%	1%	1%	2%	*1%*	**1%**
Total	100%	100%	100%	100%	100%	100%	*100%*	**100%**

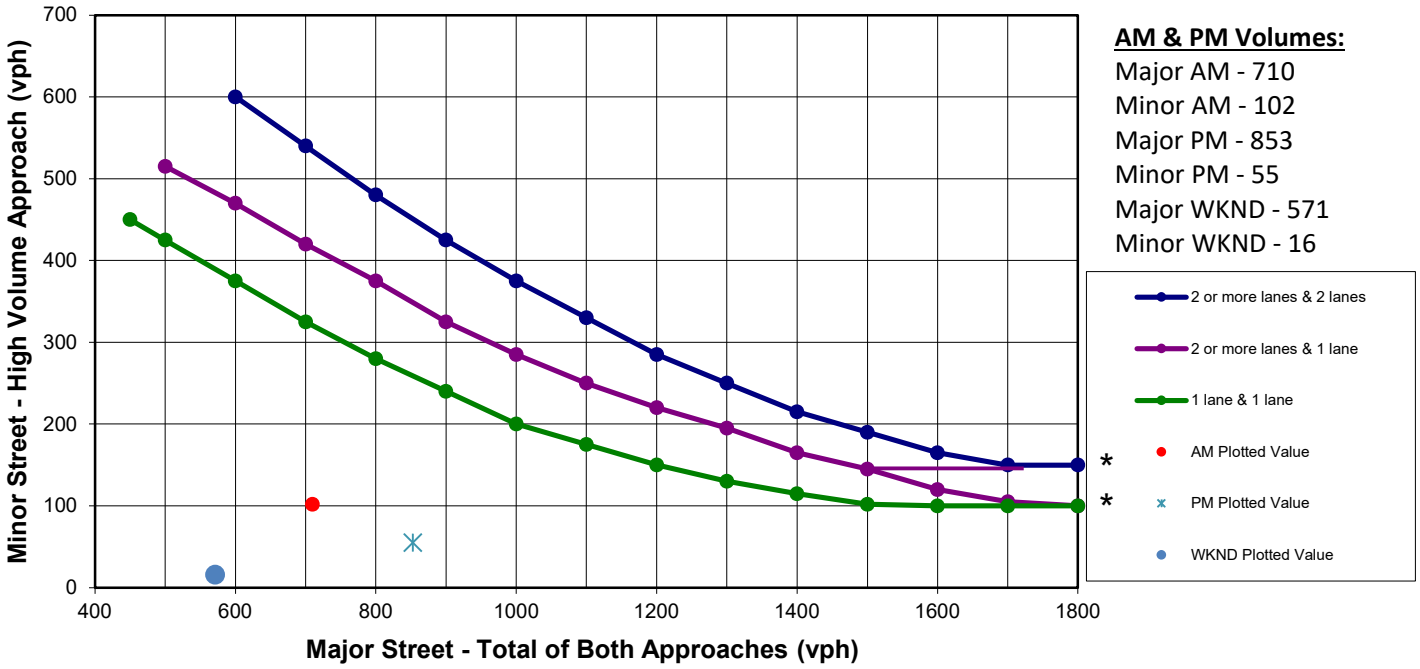
Parking Map


LEGEND
Public Parking Lot
316
Dedicated On-Street Parking
350
Possible On-Street Parking
106
Vendor Parking Lot
50
1/4 mile walk
1/8 mile walk
Parking Garage
Farmers Market / Event Space
60
24
24
30
42
74
18
8
38
16
10
18
26
22
56
38
42
28
32
30
26
36
52
50
16
16

Signal Warrants

Peak Hour Volume Warrant (Existing + Phase 1)

2nd Street and Green Street



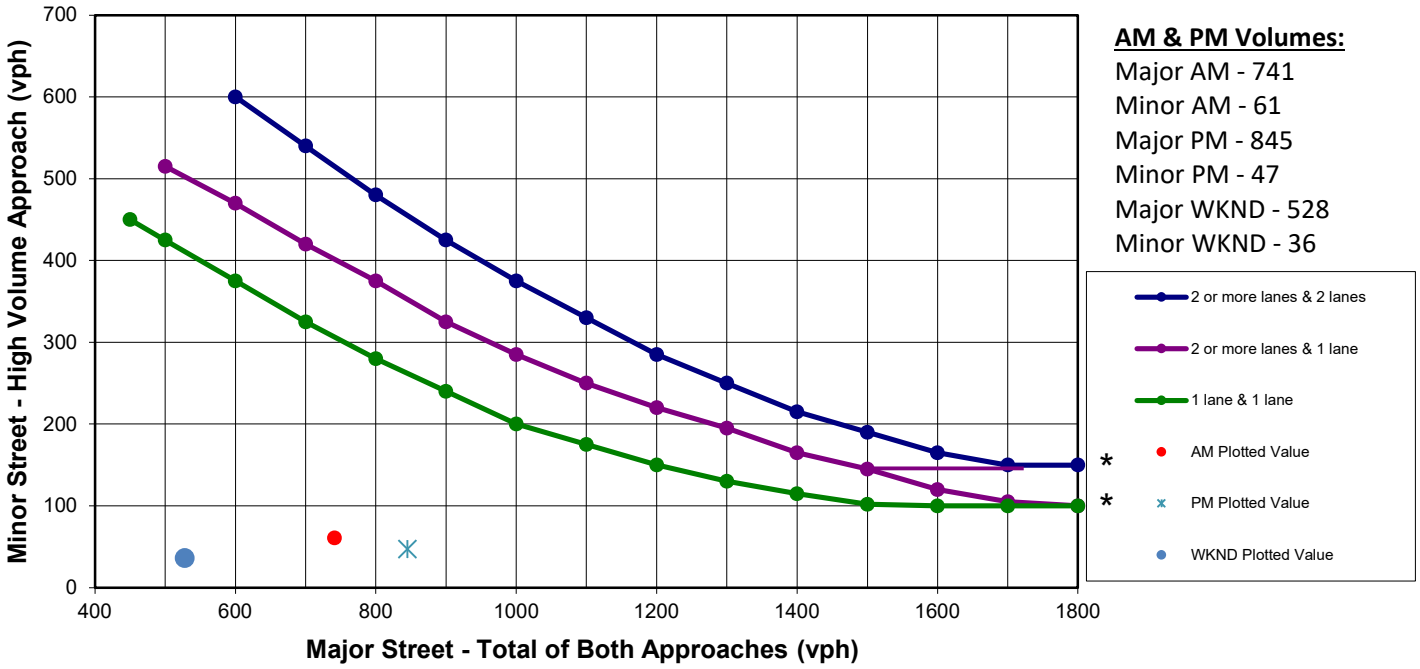
AM & PM Volumes:

Major AM - 710
Minor AM - 102
Major PM - 853
Minor PM - 55
Major WKND - 571
Minor WKND - 16

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Peak Hour Volume Warrant (Existing + Phase 1)

2nd Street and Johnson Street



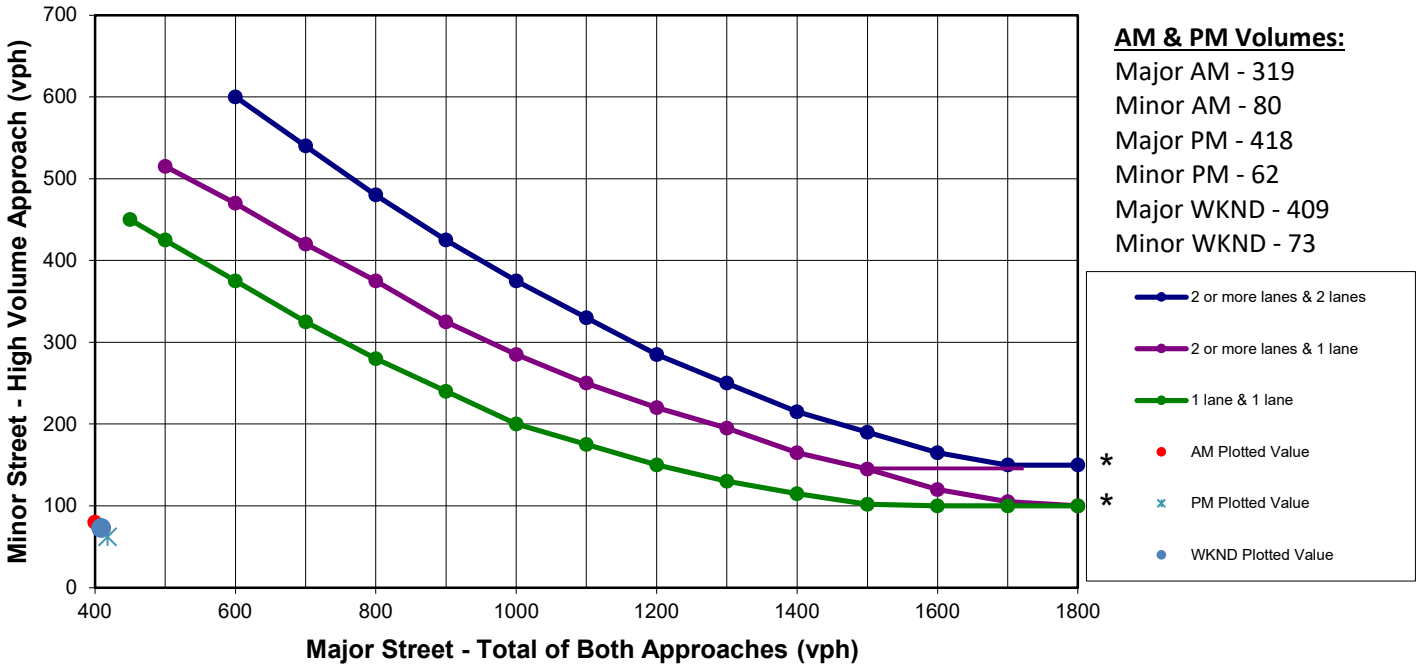
AM & PM Volumes:

Major AM - 741
Minor AM - 61
Major PM - 845
Minor PM - 47
Major WKND - 528
Minor WKND - 36

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Peak Hour Volume Warrant (Existing + Phase 1)

3rd Street and Green Street



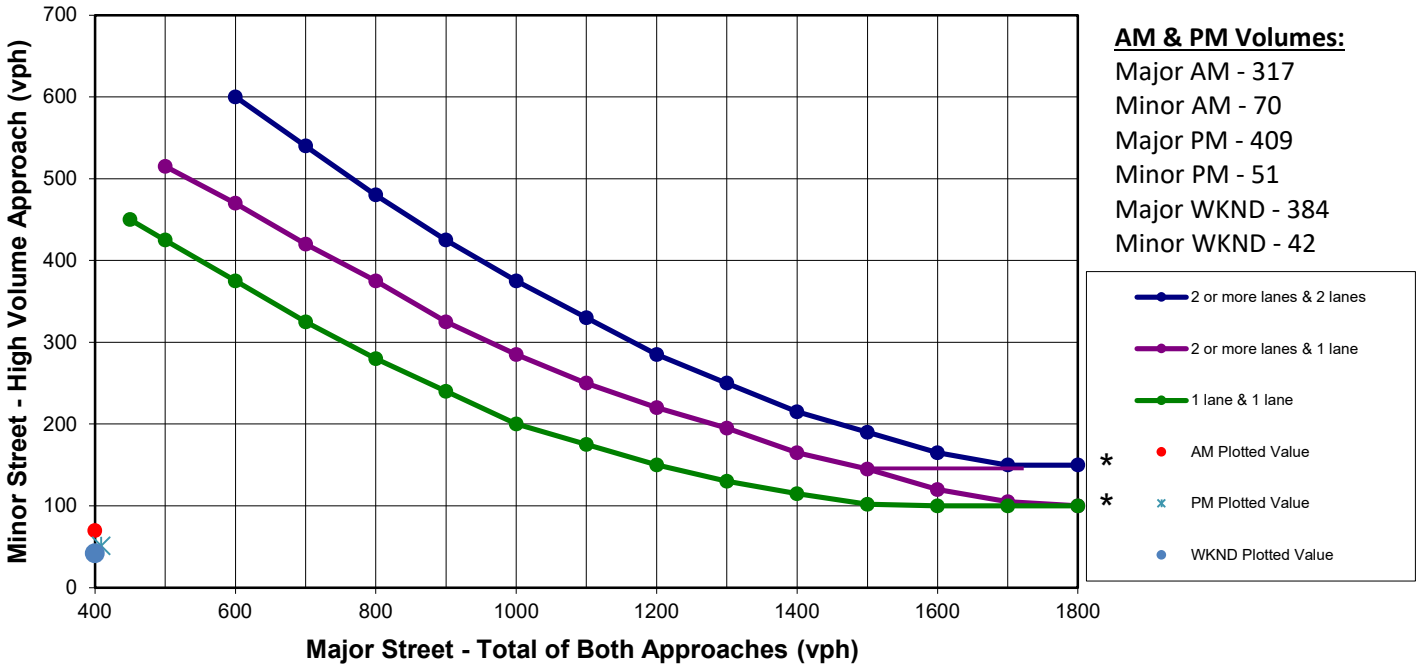
AM & PM Volumes:

Major AM - 319
Minor AM - 80
Major PM - 418
Minor PM - 62
Major WKND - 409
Minor WKND - 73

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Peak Hour Volume Warrant (Existing + Phase 1)

3rd Street and Johnson Street



AM & PM Volumes:

Major AM - 317
Minor AM - 70
Major PM - 409
Minor PM - 51
Major WKND - 384
Minor WKND - 42

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Turn Lane Warrants

LEFT TURN LANE WARRANTS - EXISTING PLUS PHASE 1 CONDITIONS												
Intersection	Movement	Signlaized	Median Divided	Directional Street Classification	Cross Street Classification	Left Turn Volume			Meets Warrant	Criteria	Build Length	Feasibility
						AM	PM	Weekend				
2nd and Market	Southbound	YES	NO	Collector	Minor Arterial	17	32	18	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
	Northbound	YES	NO	Collector	Minor Arterial	34	18	10	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
2nd and Main	Northbound	YES	NO	Local	Minor Arterial	22	25	25	YES	Signalized, meets all three hours	No minimum	NO, restripe?
2nd and Douglas	Southbound	YES	NO	Minor Arterial	Minor Arterial	66	53	30	YES	Signalized, arterial/arterial	Minimum of 250'	NO
	Northbound	YES	NO	Minor Arterial	Minor Arterial	34	54	39	YES	Signalized, arterial/arterial	Minimum of 250'	YES, restripe
2nd and SE Alley	Southbound	NO	NO	Local	Minor Arterial	0	8	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	55	28	3	YES	Meets AM and PM	No minimum	NO
2nd and Green	Southbound	NO	NO	Local	Minor Arterial	8	27	9	YES	Meets PM only	No minimum	YES, restripe
	Northbound	NO	NO	Local	Minor Arterial	54	28	2	YES	Meets AM and PM	No minimum	YES, restripe
2nd and Johnson	Southbound	NO	NO	Local	Minor Arterial	5	23	5	YES	Meets PM only	No minimum	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	29	30	27	YES	Meets all three hours	No minimum	YES, repave
2nd and Independence	Southbound	YES	NO	Local	Minor Arterial	36	64	44	YES	Signalized, meets all three hours	No minimum	YES, repave
	Northbound	YES	NO	Local	Minor Arterial	16	7	13	YES	Signalized, meets no hours	No minimum	YES, repave
3rd and Johnson	Southbound	NO	NO	Local	Minor Arterial	21	29	14	YES	Meets AM and PM	No minimum	NO
	Westbound	NO	NO	Minor Arterial	Local	0	1	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	5	1	4	NO	Meets no hours	-	NO
3rd and Green	Eastbound	NO	NO	Minor Arterial	Local	33	8	8	YES	Meets AM only	Minimum of 200'	NO
	Westbound	NO	NO	Minor Arterial	Local	57	33	44	YES	Meets all three hours	Minimum of 200'	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	33	37	52	YES	Meets all three hours	No minimum	YES, remove parking
3rd and SE Alley	Westbound	NO	NO	Minor Arterial	Local	23	4	31	YES	Meets AM and Weekend	Minimum of 200'	YES, remove parking
	Northbound	NO	NO	Local	Minor Arterial	13	3	11	NO	Meets no hours	-	NO
	Eastbound	NO	NO	Minor Arterial	Local	31	20	22	YES	Meets all three hours	Minimum of 200'	YES, remove parking
3rd and Douglas	Southbound	NO	NO	Minor Arterial	Minor Arterial	23	85	38	YES	Arterial/arterial	Minimum of 250'	NO
	Westbound	NO	NO	Minor Arterial	Minor Arterial	9	16	22	YES	Arterial/arterial	Minimum of 250'	NO
	Northbound	NO	NO	Minor Arterial	Minor Arterial	16	11	17	YES	Arterial/arterial	Minimum of 250'	NO
	Eastbound	NO	NO	Minor Arterial	Minor Arterial	66	74	71	YES	Arterial/arterial	Minimum of 250'	NO
Johnson and Cooper	Southbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave
	Westbound	NO	NO	Local	Local	1	2	1	NO	Local/local	-	YES, repave
	Northbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave
	Eastbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave

RIGHT TURN LANE WARRANTS - EXISTING PLUS PHASE 1 CONDITIONS										
Intersection	**Movement**	**Directional Street Classification**	**Cross Street Classification**	**Right Turn Volume**			**Meets Warrant**	**Criteria**	**Build Length**	**Feasibility**
				AM	**PM**	**Weekend**				
2nd and Jefferson	Eastbound	Minor Arterial	Minor Arterial	26	38	14	NO	Meets no hours	-	NO
2nd and Market	Southbound	Collector	Minor Arterial	27	42	13	NO	Meets no hours	-	NO
	Westbound	Minor Arterial	Collector	15	25	11	NO	Meets no hours	-	NO
	Northbound	Collector	Minor Arterial	23	83	26	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Collector	35	14	3	NO	Meets no hours	-	NO
2nd and Main	Southbound	Local	Minor Arterial	33	16	6	NO	Local	-	NO
	Westbound	Minor Arterial	Local	7	6	8	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	52	17	27	NO	Local	-	YES, restripe
	Eastbound	Minor Arterial	Local	21	23	24	NO	Meets no hours	-	NO
2nd and Douglas	Southbound	Minor Arterial	Minor Arterial	115	200	90	YES	Meets all three hours	Minimum of 200'	YES, repave
	Northbound	Minor Arterial	Minor Arterial	62	67	78	YES	Meets all three hours	Minimum of 200'	NO
2nd and SE Alley	Southbound	Local	Minor Arterial	0	5	1	NO	Local	-	NO
	Westbound	Minor Arterial	Local	7	0	1	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	19	17	4	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	87	53	82	YES	Meets AM and Weekend	Minimum of 150'	NO
2nd and Green	Southbound	Local	Minor Arterial	15	15	3	NO	Local	-	NO
	Westbound	Minor Arterial	Local	10	12	3	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	44	22	2	NO	Local	-	YES, remove parking
	Eastbound	Minor Arterial	Local	23	19	26	NO	Meets no hours	-	NO
2nd and Johnson	Southbound	Local	Minor Arterial	6	16	9	NO	Local	-	YES, repave
	Westbound	Minor Arterial	Local	13	12	5	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	27	8	6	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	28	32	14	NO	Meets no hours	-	NO
2nd and Independence	Southbound	Minor Arterial	Minor Arterial	72	78	59	YES	Meets AM and PM	Minimum of 200'	YES, repave
	Westbound	Minor Arterial	Minor Arterial	62	70	49	YES	Meets AM and PM	Minimum of 200'	YES
	Northbound	Minor Arterial	Minor Arterial	15	23	11	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	17	13	20	NO	Meets no hours	-	NO
3rd and Johnson	Southbound	Local	Minor Arterial	45	10	24	NO	Local	-	NO
	Westbound	Minor Arterial	Local	25	30	25	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	0	0	1	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	5	0	1	NO	Meets no hours	-	NO
3rd and Green	Northbound	Local	Minor Arterial	47	25	21	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	24	54	43	NO	Meets no hours	-	NO
3rd and SE Alley	Westbound	Minor Arterial	Local	6	5	9	NO	Meets no hours	-	YES, remove parking
	Northbound	Local	Minor Arterial	15	6	13	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	9	12	32	NO	Meets no hours	-	YES, remove parking
3rd and Douglas	Southbound	Minor Arterial	Minor Arterial	76	88	65	YES	Meets all three hours	-	NO
	Westbound	Minor Arterial	Minor Arterial	55	59	57	NO	Meets no hours	-	NO
	Northbound	Minor Arterial	Minor Arterial	17	12	23	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	17	17	41	NO	Meets no hours	-	NO
Johnson and Cooper	Southbound	Local	Local	0	0	0	NO	Local	-	YES, repave
	Westbound	Local	Local	1	1	0	NO	Local	-	NO
	Northbound	Local	Local	0	0	1	NO	Local	-	NO
	Eastbound	Local	Local	0	1	0	NO	Local	-	YES, repave

Capacity Analysis

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	278	87	8	379	7	55	0	19	0	0	0
Future Vol, veh/h	7	278	87	8	379	7	55	0	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	8	312	98	9	426	8	62	0	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	434	0	0	410	0	0	825	829	361	836	874	430
Stage 1	-	-	-	-	-	-	377	377	-	448	448	-
Stage 2	-	-	-	-	-	-	448	452	-	388	426	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1136	-	-	1160	-	-	294	308	688	289	290	629
Stage 1	-	-	-	-	-	-	649	619	-	594	576	-
Stage 2	-	-	-	-	-	-	594	574	-	640	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1136	-	-	1160	-	-	291	303	688	277	286	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	303	-	277	286	-
Stage 1	-	-	-	-	-	-	644	615	-	590	571	-
Stage 2	-	-	-	-	-	-	589	569	-	616	585	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	18.9	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	1136	-	-	1160	-	-	-
HCM Lane V/C Ratio	0.243	0.007	-	-	0.008	-	-	-
HCM Control Delay (s)	18.9	8.2	-	-	8.1	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	31	100	9	23	144	6	13	0	15	0	0	0
Future Vol, veh/h	31	100	9	23	144	6	13	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	11	0	1	0	50	0	0	0	50	0
Mvmt Flow	36	116	10	27	167	7	15	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	174	0	0	126	0	0	418	421	121
Stage 1	-	-	-	-	-	-	193	193	-
Stage 2	-	-	-	-	-	-	225	228	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.9	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.95	4	3.3
Pot Cap-1 Maneuver	1415	-	-	1473	-	-	510	527	936
Stage 1	-	-	-	-	-	-	737	745	-
Stage 2	-	-	-	-	-	-	711	719	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1415	-	-	1473	-	-	487	0	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	0	-
Stage 1	-	-	-	-	-	-	717	0	-
Stage 2	-	-	-	-	-	-	697	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	655	1415	-	-	1473	-	-
HCM Lane V/C Ratio	0.05	0.025	-	-	0.018	-	-
HCM Control Delay (s)	10.8	7.6	0	-	7.5	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	258	23	78	325	10	54	4	44	8	10	15
Future Vol, veh/h	16	258	23	78	325	10	54	4	44	8	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	2	10	0	0	0	0	0	0
Mvmt Flow	18	293	26	89	369	11	61	5	50	9	11	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	380	0	0	319	0	0	909	900	306	923	908	375
Stage 1	-	-	-	-	-	-	342	342	-	553	553	-
Stage 2	-	-	-	-	-	-	567	558	-	370	355	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1190	-	-	1252	-	-	258	280	739	252	277	676
Stage 1	-	-	-	-	-	-	677	642	-	521	518	-
Stage 2	-	-	-	-	-	-	512	515	-	654	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1190	-	-	1252	-	-	227	256	739	217	253	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	256	-	217	253	-
Stage 1	-	-	-	-	-	-	667	632	-	513	481	-
Stage 2	-	-	-	-	-	-	453	478	-	596	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.5	22	17.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1190	-	-	1252	-	-	335
HCM Lane V/C Ratio	0.356	0.015	-	-	0.071	-	-	0.112
HCM Control Delay (s)	22	8.1	-	-	8.1	-	-	17.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.6	0	-	-	0.2	-	-	0.4

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	24	57	146	33	47
Future Vol, veh/h	92	24	57	146	33	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	0	10	0	7	5
Mvmt Flow	97	25	60	154	35	49
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	9	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	41%	0%	28%
Vol Thru, %	0%	79%	72%
Vol Right, %	59%	21%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	80	116	203
LT Vol	33	0	57
Through Vol	0	92	146
RT Vol	47	24	0
Lane Flow Rate	84	122	214
Geometry Grp	1	1	1
Degree of Util (X)	0.105	0.143	0.259
Departure Headway (Hd)	4.501	4.218	4.369
Convergence, Y/N	Yes	Yes	Yes
Cap	800	854	810
Service Time	2.508	2.227	2.459
HCM Lane V/C Ratio	0.105	0.143	0.264
HCM Control Delay	8	7.9	9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.5	1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	269	28	40	378	13	29	5	27	5	1	6
Future Vol, veh/h	13	269	28	40	378	13	29	5	27	5	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	20	0	0	0	0
Mvmt Flow	15	302	31	45	425	15	33	6	30	6	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	0	333	0	0	875	878	318	889	886	433
Stage 1	-	-	-	-	-	-	348	348	-	523	523	-
Stage 2	-	-	-	-	-	-	527	530	-	366	363	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.7	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.18	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1131	-	-	1238	-	-	272	268	727	266	286	627
Stage 1	-	-	-	-	-	-	672	603	-	541	534	-
Stage 2	-	-	-	-	-	-	538	498	-	657	628	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1131	-	-	1238	-	-	258	255	727	241	272	627
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	255	-	241	272	-
Stage 1	-	-	-	-	-	-	663	595	-	534	515	-
Stage 2	-	-	-	-	-	-	512	480	-	615	620	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	17.3	15.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	361	1131	-	-	1238	-	-	353
HCM Lane V/C Ratio	0.19	0.013	-	-	0.036	-	-	0.038
HCM Control Delay (s)	17.3	8.2	-	-	8	-	-	15.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	101	5	0	153	25	5	2	0	21	4	45
Future Vol, veh/h	33	101	5	0	153	25	5	2	0	21	4	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	35	107	5	0	163	27	5	2	0	22	4	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	112	0	0	383	370	110	358	359	177
Stage 1	-	-	-	-	-	-	180	180	-	177	177	-
Stage 2	-	-	-	-	-	-	203	190	-	181	182	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1396	-	-	1490	-	-	579	563	949	601	571	871
Stage 1	-	-	-	-	-	-	826	754	-	829	756	-
Stage 2	-	-	-	-	-	-	804	747	-	825	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1396	-	-	1490	-	-	533	548	949	587	556	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	533	548	-	587	556	-
Stage 1	-	-	-	-	-	-	804	734	-	807	756	-
Stage 2	-	-	-	-	-	-	756	747	-	800	733	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	11.8	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	537	1396	-	-	1490	-	-	740
HCM Lane V/C Ratio	0.014	0.025	-	-	-	-	-	0.101
HCM Control Delay (s)	11.8	7.6	0	-	0	-	-	10.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	26	177	263	24	256
Future Vol, veh/h	209	26	177	263	24	256
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	3	3	4	1	3
Mvmt Flow	232	29	197	292	27	284

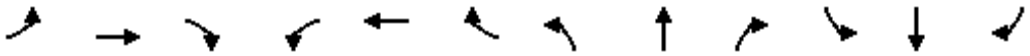
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	261	0	933	247
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	686	-
Critical Hdwy	-	-	4.13	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.327
Pot Cap-1 Maneuver	-	-	1298	-	297	789
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1298	-	252	789
Mov Cap-2 Maneuver	-	-	-	-	252	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	426	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	789	-	-	1298	-
HCM Lane V/C Ratio	0.106	0.361	-	-	0.152	-
HCM Control Delay (s)	21	12.1	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	1.6	-	-	0.5	-

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	17	473	31	415	84	78
v/c Ratio	0.03	0.37	0.05	0.33	0.19	0.17
Control Delay	5.2	6.5	5.4	6.1	10.6	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	6.5	5.4	6.1	10.6	9.9
Queue Length 50th (ft)	2	60	3	51	8	7
Queue Length 95th (ft)	7	112	11	96	38	35
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	853	1597	791	1598	860	887
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.30	0.04	0.26	0.10	0.09

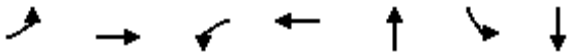
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	414	35	29	379	15	34	23	23	17	30	27
Future Volume (veh/h)	16	414	35	29	379	15	34	23	23	17	30	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1752	1900	1826	1856	1752	1826	1796
Adj Flow Rate, veh/h	17	436	37	31	399	16	36	24	24	18	32	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	2	10	0	5	3	10	5	7
Cap, veh/h	490	716	61	446	752	30	279	168	111	192	216	146
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	987	1700	144	935	1786	72	440	683	449	183	875	592
Grp Volume(v), veh/h	17	0	473	31	0	415	84	0	0	78	0	0
Grp Sat Flow(s),veh/h/ln	987	0	1844	935	0	1857	1572	0	0	1650	0	0
Q Serve(g_s), s	0.4	0.0	6.0	0.8	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	6.0	6.8	0.0	5.0	1.2	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.04	0.43		0.29	0.23		0.36
Lane Grp Cap(c), veh/h	490	0	776	446	0	782	559	0	0	554	0	0
V/C Ratio(X)	0.03	0.00	0.61	0.07	0.00	0.53	0.15	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	1059	0	1839	985	0	1853	1185	0	0	1217	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	6.8	9.4	0.0	6.5	9.0	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.1	0.0	0.8	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.5	0.1	0.0	1.2	0.3	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	0.0	7.9	9.5	0.0	7.3	9.1	0.0	0.0	9.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		490			446			84			78	
Approach Delay, s/veh		7.9			7.4			9.1			9.1	
Approach LOS		A			A			A			A	

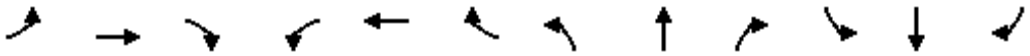
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.7		12.4		17.7		12.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		8.0		3.1		8.8		3.2				
Green Ext Time (p_c), s		4.4		0.3		3.9		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	8	461	59	389	90	2	44
v/c Ratio	0.01	0.32	0.08	0.27	0.20	0.00	0.10
Control Delay	4.4	4.7	4.4	4.4	7.6	11.5	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	4.7	4.4	4.4	7.6	11.5	11.6
Queue Length 50th (ft)	0	0	0	0	3	0	3
Queue Length 95th (ft)	4	104	18	85	31	4	26
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	916	1663	857	1667	446	488	430
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.28	0.07	0.23	0.20	0.00	0.10

Intersection Summary



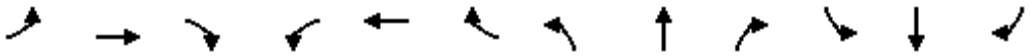
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	407	21	55	354	7	22	9	52	2	8	33
Future Volume (veh/h)	7	407	21	55	354	7	22	9	52	2	8	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1604	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	438	23	59	381	8	24	10	56	2	9	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	20	0	3	0	0	0	0	0	0	0
Cap, veh/h	522	730	38	469	751	16	215	64	189	535	64	248
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1010	1761	92	946	1811	38	269	343	1007	1357	340	1322
Grp Volume(v), veh/h	8	0	461	59	0	389	90	0	0	2	0	44
Grp Sat Flow(s),veh/h/ln	1010	0	1854	946	0	1849	1618	0	0	1357	0	1662
Q Serve(g_s), s	0.2	0.0	5.4	1.4	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	4.5	0.0	5.4	6.8	0.0	4.3	1.2	0.0	0.0	0.0	0.0	0.6
Prop In Lane	1.00		0.05	1.00		0.02	0.27		0.62	1.00		0.80
Lane Grp Cap(c), veh/h	522	0	768	469	0	766	469	0	0	535	0	312
V/C Ratio(X)	0.02	0.00	0.60	0.13	0.00	0.51	0.19	0.00	0.00	0.00	0.00	0.14
Avail Cap(c_a), veh/h	1181	0	1978	1086	0	1973	628	0	0	674	0	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.7	0.0	6.3	9.0	0.0	6.0	9.6	0.0	0.0	9.1	0.0	9.4
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.1	0.0	0.5	0.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.1	0.2	0.0	0.9	0.4	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.0	7.1	9.1	0.0	6.5	9.8	0.0	0.0	9.1	0.0	9.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		469			448			90			46	
Approach Delay, s/veh		7.1			6.9			9.8			9.6	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.0		10.7		17.0		10.7				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		7.4		2.6		8.8		3.2				
Green Ext Time (p_c), s		3.0		0.1		2.7		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	234	274	21	97	315	76	241	295
v/c Ratio	0.56	0.38	0.03	0.24	0.43	0.12	0.47	0.58
Control Delay	16.5	11.2	1.2	10.9	11.9	4.1	14.6	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	11.2	1.2	10.9	11.9	4.1	14.6	15.7
Queue Length 50th (ft)	37	40	0	13	47	2	36	40
Queue Length 95th (ft)	115	109	4	47	127	21	111	131
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	792	1379	1209	770	1379	1189	1158	1097
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.20	0.02	0.13	0.23	0.06	0.21	0.27

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	244	19	86	280	68	34	118	62	66	82	115
Future Volume (veh/h)	208	244	19	86	280	68	34	118	62	66	82	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1781	1870	1870	1796	1811	1900	1856	1841	1841
Adj Flow Rate, veh/h	234	274	21	97	315	76	38	133	70	74	92	129
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	2	0	8	2	2	7	6	0	3	4	4
Cap, veh/h	516	832	716	545	832	705	146	267	125	189	160	182
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1001	1870	1610	1033	1870	1585	153	1039	488	289	622	708
Grp Volume(v), veh/h	234	274	21	97	315	76	241	0	0	295	0	0
Grp Sat Flow(s),veh/h/ln	1001	1870	1610	1033	1870	1585	1680	0	0	1619	0	0
Q Serve(g_s), s	8.0	3.7	0.3	2.6	4.4	1.1	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	12.4	3.7	0.3	6.4	4.4	1.1	4.7	0.0	0.0	6.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.29	0.25		0.44
Lane Grp Cap(c), veh/h	516	832	716	545	832	705	537	0	0	531	0	0
V/C Ratio(X)	0.45	0.33	0.03	0.18	0.38	0.11	0.45	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	825	1408	1212	863	1408	1193	1292	0	0	1249	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	7.1	6.1	9.2	7.3	6.3	12.6	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.3	0.0	0.2	0.3	0.1	0.6	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.1	0.5	1.3	0.3	1.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	7.4	6.1	9.3	7.6	6.4	13.2	0.0	0.0	14.0	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		529			488			241			295	
Approach Delay, s/veh		9.4			7.8			13.2			14.0	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.9		16.3		22.9		16.3				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		14.4		8.1		8.4		6.7				
Green Ext Time (p_c), s		3.0		1.9		3.1		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									

Notes

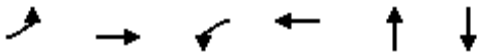
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	104	17	9	97	55	16	84	17	23	81	76
Future Vol, veh/h	66	104	17	9	97	55	16	84	17	23	81	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	0	0	0	2	0	0	7	0	0	6	0
Mvmt Flow	73	114	19	10	107	60	18	92	19	25	89	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

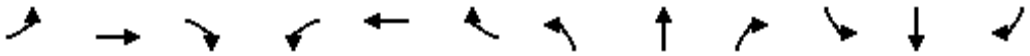
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.3	9.2	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	35%	6%	13%
Vol Thru, %	72%	56%	60%	45%
Vol Right, %	15%	9%	34%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	187	161	180
LT Vol	16	66	9	23
Through Vol	84	104	97	81
RT Vol	17	17	55	76
Lane Flow Rate	129	205	177	198
Geometry Grp	1	1	1	1
Degree of Util (X)	0.179	0.284	0.234	0.262
Departure Headway (Hd)	5.018	4.974	4.762	4.764
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	715	747	748
Service Time	3.103	3.05	2.84	2.84
HCM Lane V/C Ratio	0.182	0.287	0.237	0.265
HCM Control Delay	9.2	10	9.3	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	1.2	0.9	1



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	87	228	25	442	96	185
v/c Ratio	0.14	0.12	0.04	0.30	0.21	0.42
Control Delay	6.5	8.6	6.1	13.5	15.6	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.5	8.6	6.1	13.5	15.6	16.6
Queue Length 50th (ft)	9	12	3	49	19	34
Queue Length 95th (ft)	29	51	12	96	55	91
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	998	3007	1063	3007	1243	1162
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.08	0.02	0.15	0.08	0.16

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	190	17	23	340	62	16	56	15	36	60	72
Future Volume (veh/h)	79	190	17	23	340	62	16	56	15	36	60	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1885	1811	1767	1870	1900	1856	1856	1811
Adj Flow Rate, veh/h	87	209	19	25	374	68	18	62	16	40	66	79
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	0	0	1	6	9	2	0	3	3	6
Cap, veh/h	533	1021	92	554	710	128	146	258	58	162	143	141
Arrive On Green	0.13	0.31	0.31	0.05	0.23	0.23	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1767	3271	295	1810	3032	546	164	1285	290	225	712	699
Grp Volume(v), veh/h	87	112	116	25	220	222	96	0	0	185	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1803	1810	1791	1787	1739	0	0	1636	0	0
Q Serve(g_s), s	1.2	1.8	1.8	0.4	4.0	4.1	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.2	1.8	1.8	0.4	4.0	4.1	1.7	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.31	0.19		0.17	0.22		0.43
Lane Grp Cap(c), veh/h	533	550	563	554	419	418	463	0	0	445	0	0
V/C Ratio(X)	0.16	0.20	0.21	0.05	0.52	0.53	0.21	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	1223	1848	1890	1402	1878	1873	1431	0	0	1371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	9.5	9.5	9.8	12.6	12.6	12.7	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	1.0	1.1	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.5	0.1	1.3	1.4	0.6	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	9.7	9.7	9.9	13.6	13.7	12.9	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	B	A	A	B	A	A
Approach Vol, veh/h		315			467			96			185	
Approach Delay, s/veh		9.4			13.4			12.9			14.1	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	17.3		13.1	10.3	14.3		13.1				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.4	3.8		5.7	3.2	6.1		3.7				
Green Ext Time (p_c), s	0.0	1.3		1.0	0.2	2.7		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		12.3	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	1	0	60	0	0	69	0
Future Vol, veh/h	0	0	0	1	0	1	0	60	0	0	69	0
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	1	0	75	0	0	86	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	161	86	161	161	75	86	0	0	75	0	0
Stage 1	86	86	-	75	75	-	-	-	-	-	-	-
Stage 2	76	75	-	86	86	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	808	735	978	809	735	992	1523	-	-	1537	-	-
Stage 1	927	827	-	939	836	-	-	-	-	-	-	-
Stage 2	938	836	-	927	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	807	735	978	809	735	992	1523	-	-	1537	-	-
Mov Cap-2 Maneuver	807	735	-	809	735	-	-	-	-	-	-	-
Stage 1	927	827	-	939	836	-	-	-	-	-	-	-
Stage 2	937	836	-	927	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.1	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	-	891	1537	-	-
HCM Lane V/C Ratio	-	-	-	-	0.003	-	-	-
HCM Control Delay (s)	0	-	-	0	9.1	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	394	53	2	423	0	28	0	17	8	2	5
Future Vol, veh/h	0	394	53	2	423	0	28	0	17	8	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	464	62	2	498	0	33	0	20	9	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	526	0	0	1001	997	495	1007	1028	498
Stage 1	-	-	-	-	-	-	495	495	-	502	502	-
Stage 2	-	-	-	-	-	-	506	502	-	505	526	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1076	-	-	1051	-	-	223	246	579	221	236	576
Stage 1	-	-	-	-	-	-	560	549	-	555	545	-
Stage 2	-	-	-	-	-	-	552	545	-	553	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1076	-	-	1051	-	-	219	246	579	213	236	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	246	-	213	236	-
Stage 1	-	-	-	-	-	-	560	549	-	555	544	-
Stage 2	-	-	-	-	-	-	543	544	-	534	532	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	20.4	19
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1076	-	-	1051	-	-	274
HCM Lane V/C Ratio	0.185	-	-	-	0.002	-	-	0.064
HCM Control Delay (s)	20.4	0	-	-	8.4	-	-	19
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕				
Traffic Vol, veh/h	20	226	12	4	181	5	3	1	6	0	0	0
Future Vol, veh/h	20	226	12	4	181	5	3	1	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	240	13	4	193	5	3	1	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	198	0	0	253	0	0	493	495	247
Stage 1	-	-	-	-	-	-	289	289	-
Stage 2	-	-	-	-	-	-	204	206	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1387	-	-	1324	-	-	539	479	797
Stage 1	-	-	-	-	-	-	765	677	-
Stage 2	-	-	-	-	-	-	835	735	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1387	-	-	1324	-	-	528	0	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	528	0	-
Stage 1	-	-	-	-	-	-	751	0	-
Stage 2	-	-	-	-	-	-	832	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.6	0.2	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	681	1387	-	-	1324	-	-
HCM Lane V/C Ratio	0.016	0.015	-	-	0.003	-	-
HCM Control Delay (s)	10.4	7.6	0	-	7.7	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	387	19	40	382	12	28	5	22	27	5	15
Future Vol, veh/h	13	387	19	40	382	12	28	5	22	27	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	3	0	1	0	0	0	3	14	0	7
Mvmt Flow	15	450	22	47	444	14	33	6	26	31	6	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	472	0	0	1048	1043	461	1052	1047	451
Stage 1	-	-	-	-	-	-	491	491	-	545	545	-
Stage 2	-	-	-	-	-	-	557	552	-	507	502	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.24	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.626	4	3.363
Pot Cap-1 Maneuver	1114	-	-	1100	-	-	208	231	598	194	230	598
Stage 1	-	-	-	-	-	-	563	552	-	502	522	-
Stage 2	-	-	-	-	-	-	518	518	-	526	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	1100	-	-	189	218	598	174	217	598
Mov Cap-2 Maneuver	-	-	-	-	-	-	189	218	-	174	217	-
Stage 1	-	-	-	-	-	-	556	545	-	495	500	-
Stage 2	-	-	-	-	-	-	476	496	-	491	538	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.8	22.9	25.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	265	1114	-	-	1100	-	-	231
HCM Lane V/C Ratio	0.241	0.014	-	-	0.042	-	-	0.237
HCM Control Delay (s)	22.9	8.3	-	-	8.4	-	-	25.3
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.9

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	54	33	153	37	25
Future Vol, veh/h	178	54	33	153	37	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	6
Mvmt Flow	184	56	34	158	38	26
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.7	8.6	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	60%	0%	18%
Vol Thru, %	0%	77%	82%
Vol Right, %	40%	23%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	62	232	186
LT Vol	37	0	33
Through Vol	0	178	153
RT Vol	25	54	0
Lane Flow Rate	64	239	192
Geometry Grp	1	1	1
Degree of Util (X)	0.083	0.274	0.231
Departure Headway (Hd)	4.696	4.119	4.331
Convergence, Y/N	Yes	Yes	Yes
Cap	764	875	832
Service Time	2.72	2.124	2.337
HCM Lane V/C Ratio	0.084	0.273	0.231
HCM Control Delay	8.1	8.7	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	1.1	0.9

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	403	32	9	388	12	30	9	8	23	7	16
Future Vol, veh/h	1	403	32	9	388	12	30	9	8	23	7	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	8	0	0	25	0	0	0
Mvmt Flow	1	474	38	11	456	14	35	11	9	27	8	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	470	0	0	512	0	0	994	987	493	990	999	463
Stage 1	-	-	-	-	-	-	495	495	-	485	485	-
Stage 2	-	-	-	-	-	-	499	492	-	505	514	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.45	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.525	3.5	4	3.3
Pot Cap-1 Maneuver	1102	-	-	1064	-	-	226	249	532	227	245	603
Stage 1	-	-	-	-	-	-	560	549	-	567	555	-
Stage 2	-	-	-	-	-	-	557	551	-	553	539	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1102	-	-	1064	-	-	212	246	532	214	242	603
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	246	-	214	242	-
Stage 1	-	-	-	-	-	-	559	548	-	566	549	-
Stage 2	-	-	-	-	-	-	526	545	-	532	538	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	24.1	20.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	243	1102	-	-	1064	-	-	282
HCM Lane V/C Ratio	0.228	0.001	-	-	0.01	-	-	0.192
HCM Control Delay (s)	24.1	8.3	-	-	8.4	-	-	20.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	195	0	1	175	30	1	8	0	29	12	10
Future Vol, veh/h	8	195	0	1	175	30	1	8	0	29	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	0	7	0	0	0	0	0	0
Mvmt Flow	8	201	0	1	180	31	1	8	0	30	12	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	211	0	0	201	0	0	426	430	201	419	415	196
Stage 1	-	-	-	-	-	-	217	217	-	198	198	-
Stage 2	-	-	-	-	-	-	209	213	-	221	217	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1372	-	-	1383	-	-	542	521	845	548	531	850
Stage 1	-	-	-	-	-	-	790	727	-	808	741	-
Stage 2	-	-	-	-	-	-	798	730	-	786	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1383	-	-	522	517	845	538	527	850
Mov Cap-2 Maneuver	-	-	-	-	-	-	522	517	-	538	527	-
Stage 1	-	-	-	-	-	-	784	722	-	802	740	-
Stage 2	-	-	-	-	-	-	774	729	-	772	722	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	12.1	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	1372	-	-	1383	-	-	577
HCM Lane V/C Ratio	0.018	0.006	-	-	0.001	-	-	0.091
HCM Control Delay (s)	12.1	7.6	0	-	7.6	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

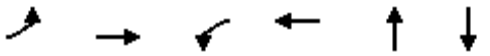
Intersection	
Int Delay, s/veh	5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	38	259	309	31	206
Future Vol, veh/h	265	38	259	309	31	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	1	0	1
Mvmt Flow	288	41	282	336	34	224

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	329	0	1209	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	900	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1236	-	204	733
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1236	-	157	733
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	309	-

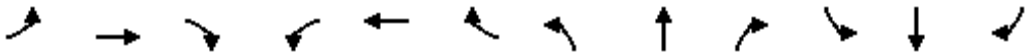
Approach	EB	WB	NB
HCM Control Delay, s	0	4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	157	733	-	-	1236	-
HCM Lane V/C Ratio	0.215	0.305	-	-	0.228	-
HCM Control Delay (s)	34.1	12.1	-	-	8.8	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	1.3	-	-	0.9	-



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	32	469	44	567	136	108
v/c Ratio	0.07	0.41	0.08	0.50	0.28	0.25
Control Delay	5.5	7.3	5.4	8.3	8.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	7.3	5.4	8.3	8.8	11.2
Queue Length 50th (ft)	3	60	5	78	8	10
Queue Length 95th (ft)	12	111	15	144	48	48
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	565	1498	700	1481	892	828
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.31	0.06	0.38	0.15	0.13

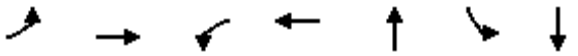
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	427	14	41	508	25	18	27	83	32	27	42
Future Volume (veh/h)	30	427	14	41	508	25	18	27	83	32	27	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1900	1885	1900	1900	1900	1885	1900	1841	1870
Adj Flow Rate, veh/h	32	454	15	44	540	27	19	29	88	34	29	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	1	0	0	0	1	0	4	2
Cap, veh/h	387	829	27	463	807	40	146	124	279	210	166	172
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	837	1829	60	939	1780	89	108	479	1075	287	639	661
Grp Volume(v), veh/h	32	0	469	44	0	567	136	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	837	0	1889	939	0	1869	1662	0	0	1587	0	0
Q Serve(g_s), s	1.1	0.0	6.3	1.2	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	6.3	7.5	0.0	8.3	2.2	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.14		0.65	0.31		0.42
Lane Grp Cap(c), veh/h	387	0	856	463	0	847	550	0	0	548	0	0
V/C Ratio(X)	0.08	0.00	0.55	0.10	0.00	0.67	0.25	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	728	0	1626	845	0	1608	1058	0	0	1021	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.2	0.0	6.9	9.7	0.0	7.5	10.4	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.1	0.0	1.3	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.7	0.2	0.0	2.3	0.7	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	7.7	9.8	0.0	8.8	10.6	0.0	0.0	10.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		501			611			136			108	
Approach Delay, s/veh		7.9			8.9			10.6			10.4	
Approach LOS		A			A			B			B	

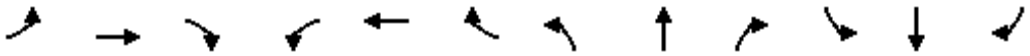
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.8		14.1		20.8		14.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		11.4		3.7		10.3		4.2				
Green Ext Time (p_c), s		4.2		0.5		5.5		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	24	565	17	586	52	2	22
v/c Ratio	0.04	0.36	0.02	0.38	0.12	0.00	0.06
Control Delay	4.0	4.4	3.9	4.6	11.5	14.5	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	4.4	3.9	4.6	11.5	14.5	14.4
Queue Length 50th (ft)	0	0	0	0	4	0	3
Queue Length 95th (ft)	9	129	7	138	30	5	19
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	655	1615	711	1607	433	440	389
Starvation Cap Reductn	0	0	0	45	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.35	0.02	0.38	0.12	0.00	0.06

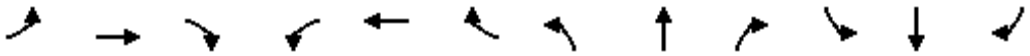
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	497	23	16	533	6	25	6	17	2	5	16
Future Volume (veh/h)	22	497	23	16	533	6	25	6	17	2	5	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	540	25	17	579	7	27	7	18	2	5	17
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
Percent Heavy Veh, %	5	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	452	855	40	475	882	11	283	46	70	451	48	165
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	810	1802	83	859	1859	22	666	361	544	1408	379	1289
Grp Volume(v), veh/h	24	0	565	17	0	586	52	0	0	2	0	22
Grp Sat Flow(s),veh/h/ln	810	0	1885	859	0	1881	1572	0	0	1408	0	1668
Q Serve(g_s), s	0.6	0.0	6.2	0.4	0.0	6.6	0.2	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	7.2	0.0	6.2	6.6	0.0	6.6	0.7	0.0	0.0	0.0	0.0	0.3
Prop In Lane	1.00		0.04	1.00		0.01	0.52		0.35	1.00		0.77
Lane Grp Cap(c), veh/h	452	0	894	475	0	892	399	0	0	451	0	213
V/C Ratio(X)	0.05	0.00	0.63	0.04	0.00	0.66	0.13	0.00	0.00	0.00	0.00	0.10
Avail Cap(c_a), veh/h	931	0	2011	983	0	2006	646	0	0	678	0	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.3	0.0	5.5	7.9	0.0	5.5	10.8	0.0	0.0	10.5	0.0	10.7
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.1	0.1	0.0	1.2	0.2	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	0.0	6.2	8.0	0.0	6.4	11.0	0.0	0.0	10.5	0.0	10.9
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		589			603			52			24	
Approach Delay, s/veh		6.3			6.4			11.0			10.8	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.6		9.0		18.6		9.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		9.2		2.3		8.6		2.7				
Green Ext Time (p_c), s		3.9		0.0		4.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			6.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	137	355	68	83	327	86	255	418
v/c Ratio	0.37	0.53	0.11	0.24	0.49	0.14	0.45	0.67
Control Delay	15.3	15.3	5.8	13.4	14.7	5.2	12.9	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	15.3	5.8	13.4	14.7	5.2	12.9	15.8
Queue Length 50th (ft)	22	59	2	12	54	2	36	56
Queue Length 95th (ft)	79	173	25	51	158	27	112	179
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	752	1383	1189	701	1369	1183	1107	1168
Starvation Cap Reductn	0	45	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.27	0.06	0.12	0.24	0.07	0.23	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	327	63	76	301	79	54	113	67	53	132	200
Future Volume (veh/h)	126	327	63	76	301	79	54	113	67	53	132	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1885	1885	1900	1900	1900	1856	1900	1885
Adj Flow Rate, veh/h	137	355	68	83	327	86	59	123	73	58	143	217
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
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	3	0	1
Cap, veh/h	424	725	615	409	720	610	190	330	165	147	220	289
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	988	1900	1610	979	1885	1598	246	985	494	142	658	863
Grp Volume(v), veh/h	137	355	68	83	327	86	255	0	0	418	0	0
Grp Sat Flow(s),veh/h/ln	988	1900	1610	979	1885	1598	1725	0	0	1663	0	0
Q Serve(g_s), s	5.0	5.9	1.1	2.9	5.4	1.5	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	10.3	5.9	1.1	8.8	5.4	1.5	4.5	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.29	0.14		0.52
Lane Grp Cap(c), veh/h	424	725	615	409	720	610	685	0	0	656	0	0
V/C Ratio(X)	0.32	0.49	0.11	0.20	0.45	0.14	0.37	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	753	1358	1151	736	1348	1142	1240	0	0	1244	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	9.7	8.2	13.0	9.5	8.3	10.6	0.0	0.0	12.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.1	0.3	0.5	0.1	0.3	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.0	0.3	0.6	1.8	0.4	1.5	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	10.3	8.3	13.3	10.1	8.5	11.0	0.0	0.0	13.1	0.0	0.0
LnGrp LOS	B	B	A	B	B	A	B	A	A	B	A	A
Approach Vol, veh/h		560			496			255			418	
Approach Delay, s/veh		11.0			10.3			11.0			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.3		20.0		21.3		20.0				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		12.3		11.1		10.8		6.5				
Green Ext Time (p_c), s		3.4		2.8		3.1		1.7				

Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Notes

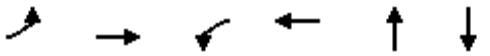
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	161	17	16	109	59	11	74	12	85	106	88
Future Vol, veh/h	74	161	17	16	109	59	11	74	12	85	106	88
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	85	185	20	18	125	68	13	85	14	98	122	101
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

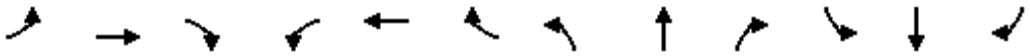
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.8	11	10.1	13.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	29%	9%	30%
Vol Thru, %	76%	64%	59%	38%
Vol Right, %	12%	7%	32%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	252	184	279
LT Vol	11	74	16	85
Through Vol	74	161	109	106
RT Vol	12	17	59	88
Lane Flow Rate	111	290	211	321
Geometry Grp	1	1	1	1
Degree of Util (X)	0.179	0.441	0.319	0.476
Departure Headway (Hd)	5.792	5.475	5.422	5.343
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	617	655	660	673
Service Time	3.858	3.526	3.476	3.395
HCM Lane V/C Ratio	0.18	0.443	0.32	0.477
HCM Control Delay	10.1	12.8	11	13.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.6	2.3	1.4	2.6



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	105	332	25	374	129	245
v/c Ratio	0.27	0.29	0.06	0.57	0.15	0.32
Control Delay	14.6	17.2	12.8	26.2	12.1	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	17.2	12.8	26.2	12.1	13.2
Queue Length 50th (ft)	27	45	6	67	27	55
Queue Length 95th (ft)	55	98	19	110	66	121
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	616	2249	658	2179	852	767
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.15	0.04	0.17	0.15	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	302	13	24	285	70	7	93	23	64	91	78
Future Volume (veh/h)	100	302	13	24	285	70	7	93	23	64	91	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1885	1870	1900	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	318	14	25	300	74	7	98	24	67	96	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	0	0	1	2	0	1	0	0	0	0
Cap, veh/h	373	803	35	356	476	116	75	671	157	240	339	255
Arrive On Green	0.11	0.23	0.23	0.04	0.17	0.17	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1795	3523	155	1810	2857	694	32	1438	336	359	727	546
Grp Volume(v), veh/h	105	162	170	25	186	188	129	0	0	245	0	0
Grp Sat Flow(s),veh/h/ln	1795	1805	1872	1810	1791	1760	1807	0	0	1632	0	0
Q Serve(g_s), s	2.8	4.8	4.9	0.7	6.1	6.3	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	2.8	4.8	4.9	0.7	6.1	6.3	2.6	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.39	0.05		0.19	0.27		0.33
Lane Grp Cap(c), veh/h	373	412	427	356	298	293	902	0	0	833	0	0
V/C Ratio(X)	0.28	0.39	0.40	0.07	0.62	0.64	0.14	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	735	1127	1169	832	1118	1099	902	0	0	833	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	20.7	20.7	20.0	24.5	24.6	9.7	0.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.6	0.1	2.1	2.3	0.3	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	2.0	0.3	2.6	2.6	1.0	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.3	21.3	20.0	26.7	26.9	10.0	0.0	0.0	11.3	0.0	0.0
LnGrp LOS	B	C	C	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		437			399			129			245	
Approach Delay, s/veh		20.6			26.4			10.0			11.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	19.9		35.0	12.2	16.0		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.7	6.9		7.4	4.8	8.3		4.6				
Green Ext Time (p_c), s	0.0	1.9		1.4	0.2	2.2		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		19.5	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	2	0	1	0	46	0	0	48	0
Future Vol, veh/h	0	0	1	2	0	1	0	46	0	0	48	0
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	0	0	1	2	0	1	0	52	0	0	55	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	108	107	55	108	107	52	55	0	0	52	0	0
Stage 1	55	55	-	52	52	-	-	-	-	-	-	-
Stage 2	53	52	-	56	55	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	876	787	1018	876	787	1021	1563	-	-	1567	-	-
Stage 1	962	853	-	966	856	-	-	-	-	-	-	-
Stage 2	965	856	-	961	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	875	787	1018	875	787	1021	1563	-	-	1567	-	-
Mov Cap-2 Maneuver	875	787	-	875	787	-	-	-	-	-	-	-
Stage 1	962	853	-	966	856	-	-	-	-	-	-	-
Stage 2	964	856	-	960	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	8.9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	1018	919	1567	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.004	-	-	-
HCM Control Delay (s)	0	-	-	8.5	8.9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	242	82	3	256	1	3	2	4	0	1	1
Future Vol, veh/h	0	242	82	3	256	1	3	2	4	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	0	266	90	3	281	1	3	2	4	0	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	356	0	0	600	599	311	602	644	282
Stage 1	-	-	-	-	-	-	311	311	-	288	288	-
Stage 2	-	-	-	-	-	-	289	288	-	314	356	-
Critical Hdwy	4.1	-	-	4.43	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.497	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1292	-	-	1050	-	-	416	418	734	414	394	762
Stage 1	-	-	-	-	-	-	704	662	-	724	677	-
Stage 2	-	-	-	-	-	-	723	677	-	701	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1050	-	-	414	417	734	409	393	762
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	417	-	409	393	-
Stage 1	-	-	-	-	-	-	704	662	-	724	675	-
Stage 2	-	-	-	-	-	-	719	675	-	694	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.1	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	515	1292	-	-	1050	-	-	519
HCM Lane V/C Ratio	0.019	-	-	-	0.003	-	-	0.004
HCM Control Delay (s)	12.1	0	-	-	8.4	-	-	12
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	22	195	32	31	169	9	11	0	13	0	0	0
Future Vol, veh/h	22	195	32	31	169	9	11	0	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	241	40	38	209	11	14	0	16	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	220	0	0	281	0	0	606	611	261
Stage 1	-	-	-	-	-	-	315	315	-
Stage 2	-	-	-	-	-	-	291	296	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1361	-	-	1293	-	-	463	411	783
Stage 1	-	-	-	-	-	-	744	659	-
Stage 2	-	-	-	-	-	-	763	672	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1361	-	-	1293	-	-	437	0	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	437	0	-
Stage 1	-	-	-	-	-	-	726	0	-
Stage 2	-	-	-	-	-	-	737	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	1.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	575	1361	-	-	1293	-	-
HCM Lane V/C Ratio	0.052	0.02	-	-	0.03	-	-
HCM Control Delay (s)	11.6	7.7	0	-	7.9	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	204	26	67	255	3	2	1	2	9	4	3
Future Vol, veh/h	16	204	26	67	255	3	2	1	2	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	227	29	74	283	3	2	1	2	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	286	0	0	256	0	0	714	712	242	712	725	285
Stage 1	-	-	-	-	-	-	278	278	-	433	433	-
Stage 2	-	-	-	-	-	-	436	434	-	279	292	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1288	-	-	1321	-	-	349	360	802	350	354	759
Stage 1	-	-	-	-	-	-	733	684	-	605	585	-
Stage 2	-	-	-	-	-	-	603	585	-	732	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	1321	-	-	326	335	802	330	330	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	326	335	-	330	330	-
Stage 1	-	-	-	-	-	-	723	674	-	597	552	-
Stage 2	-	-	-	-	-	-	562	552	-	719	666	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.6	13.5	15.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	1288	-	-	1321	-	-	369
HCM Lane V/C Ratio	0.013	0.014	-	-	0.056	-	-	0.048
HCM Control Delay (s)	13.5	7.8	-	-	7.9	-	-	15.2
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-	-	0.2

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	43	44	157	52	21
Future Vol, veh/h	165	43	44	157	52	21
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	201	52	54	191	63	26
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.1	9.4	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	71%	0%	22%
Vol Thru, %	0%	79%	78%
Vol Right, %	29%	21%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	73	208	201
LT Vol	52	0	44
Through Vol	0	165	157
RT Vol	21	43	0
Lane Flow Rate	89	254	245
Geometry Grp	1	1	1
Degree of Util (X)	0.122	0.3	0.302
Departure Headway (Hd)	4.948	4.262	4.429
Convergence, Y/N	Yes	Yes	Yes
Cap	724	845	814
Service Time	2.983	2.283	2.45
HCM Lane V/C Ratio	0.123	0.301	0.301
HCM Control Delay	8.7	9.1	9.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	1.3	1.3

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	199	14	19	289	5	27	3	6	5	3	9
Future Vol, veh/h	2	199	14	19	289	5	27	3	6	5	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	224	16	21	325	6	30	3	7	6	3	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	331	0	0	240	0	0	613	609	232	611	614	328
Stage 1	-	-	-	-	-	-	236	236	-	370	370	-
Stage 2	-	-	-	-	-	-	377	373	-	241	244	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1240	-	-	1339	-	-	408	412	812	409	410	718
Stage 1	-	-	-	-	-	-	772	713	-	654	624	-
Stage 2	-	-	-	-	-	-	649	622	-	767	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1240	-	-	1339	-	-	395	405	812	398	403	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	405	-	398	403	-
Stage 1	-	-	-	-	-	-	770	712	-	653	614	-
Stage 2	-	-	-	-	-	-	626	612	-	756	707	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	14.2	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	1240	-	-	1339	-	-	522
HCM Lane V/C Ratio	0.093	0.002	-	-	0.016	-	-	0.037
HCM Control Delay (s)	14.2	7.9	-	-	7.7	-	-	12.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	177	1	0	173	25	4	4	1	14	4	24
Future Vol, veh/h	8	177	1	0	173	25	4	4	1	14	4	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	206	1	0	201	29	5	5	1	16	5	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	207	0	0	457	455	207	444	441	216
Stage 1	-	-	-	-	-	-	225	225	-	216	216	-
Stage 2	-	-	-	-	-	-	232	230	-	228	225	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1350	-	-	1376	-	-	517	504	839	528	513	829
Stage 1	-	-	-	-	-	-	782	721	-	791	728	-
Stage 2	-	-	-	-	-	-	775	718	-	779	721	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1350	-	-	1376	-	-	493	500	839	520	509	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	493	500	-	520	509	-
Stage 1	-	-	-	-	-	-	776	715	-	785	728	-
Stage 2	-	-	-	-	-	-	744	718	-	767	715	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	12.1	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	520	1350	-	-	1376	-	-	659
HCM Lane V/C Ratio	0.02	0.007	-	-	-	-	-	0.074
HCM Control Delay (s)	12.1	7.7	0	-	0	-	-	10.9
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	14	94	169	25	121
Future Vol, veh/h	180	14	94	169	25	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	196	15	102	184	27	132

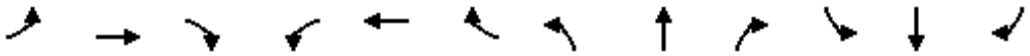
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	592	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1372	-	472	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1372	-	437	842
Mov Cap-2 Maneuver	-	-	-	-	437	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	437	842	-	-	1372	-
HCM Lane V/C Ratio	0.062	0.156	-	-	0.074	-
HCM Control Delay (s)	13.8	10.1	-	-	7.8	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.6	-	-	0.2	-

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	10	321	21	276	61	63
v/c Ratio	0.01	0.22	0.03	0.19	0.11	0.12
Control Delay	5.2	4.9	5.2	4.7	6.4	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	4.9	5.2	4.7	6.4	7.8
Queue Length 50th (ft)	0	0	0	0	2	3
Queue Length 95th (ft)	5	73	9	62	21	24
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	1059	1793	1015	1782	1105	1076
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.18	0.02	0.15	0.06	0.06

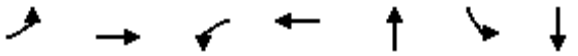
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	289	3	19	240	11	10	19	26	18	26	13
Future Volume (veh/h)	9	289	3	19	240	11	10	19	26	18	26	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	318	3	21	264	12	11	21	29	20	29	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	593	725	7	559	696	32	198	169	184	250	238	87
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1121	1879	18	1075	1803	82	148	743	808	293	1045	382
Grp Volume(v), veh/h	10	0	321	21	0	276	61	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1121	0	1897	1075	0	1885	1699	0	0	1720	0	0
Q Serve(g_s), s	0.2	0.0	3.2	0.4	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	3.2	3.6	0.0	2.7	0.7	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.04	0.18		0.48	0.32		0.22
Lane Grp Cap(c), veh/h	593	0	732	559	0	728	551	0	0	575	0	0
V/C Ratio(X)	0.02	0.00	0.44	0.04	0.00	0.38	0.11	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	1458	0	2197	1389	0	2183	1448	0	0	1466	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.8	0.0	5.9	7.2	0.0	5.7	8.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	0.5	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.7	0.1	0.0	0.6	0.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	0.0	6.5	7.3	0.0	6.2	8.1	0.0	0.0	8.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		331			297			61			63	
Approach Delay, s/veh		6.5			6.3			8.1			8.1	
Approach LOS		A			A			A			A	

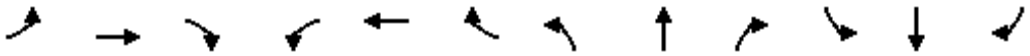
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		10.9		15.0		10.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		5.2		2.7		5.6		2.7				
Green Ext Time (p_c), s		2.8		0.2		2.5		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			6.7									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	357	47	275	66	3	13
v/c Ratio	0.02	0.25	0.06	0.19	0.15	0.01	0.03
Control Delay	4.9	4.6	4.8	4.5	7.7	9.7	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.9	4.6	4.8	4.5	7.7	9.7	9.9
Queue Length 50th (ft)	0	0	0	0	4	0	2
Queue Length 95th (ft)	6	74	15	58	23	4	9
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	1048	1757	973	1767	438	481	442
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.20	0.05	0.16	0.15	0.01	0.03

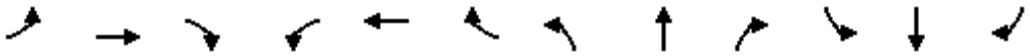
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	297	24	42	239	8	25	7	27	3	5	6
Future Volume (veh/h)	12	297	24	42	239	8	25	7	27	3	5	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	330	27	47	266	9	28	8	30	3	6	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	642	710	58	577	748	25	288	43	101	504	112	130
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1122	1733	142	1041	1827	62	558	306	720	1391	799	933
Grp Volume(v), veh/h	13	0	357	47	0	275	66	0	0	3	0	13
Grp Sat Flow(s),veh/h/ln	1122	0	1874	1041	0	1889	1584	0	0	1391	0	1732
Q Serve(g_s), s	0.2	0.0	3.4	0.8	0.0	2.5	0.3	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	2.7	0.0	3.4	4.2	0.0	2.5	0.9	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		0.08	1.00		0.03	0.42		0.45	1.00		0.54
Lane Grp Cap(c), veh/h	642	0	768	577	0	774	431	0	0	504	0	242
V/C Ratio(X)	0.02	0.00	0.46	0.08	0.00	0.36	0.15	0.00	0.00	0.01	0.00	0.05
Avail Cap(c_a), veh/h	1538	0	2265	1408	0	2283	723	0	0	766	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.9	0.0	5.3	6.8	0.0	5.0	9.4	0.0	0.0	9.0	0.0	9.1
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.1	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.1	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.9	0.0	5.7	6.9	0.0	5.3	9.6	0.0	0.0	9.1	0.0	9.2
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		370			322			66			16	
Approach Delay, s/veh		5.7			5.5			9.6			9.2	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		8.9		15.5		8.9				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		5.4		2.2		6.2		2.9				
Green Ext Time (p_c), s		2.3		0.0		1.8		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	59	225	56	57	167	47	179	231
v/c Ratio	0.10	0.25	0.07	0.10	0.19	0.06	0.34	0.41
Control Delay	8.4	9.1	3.4	8.5	8.7	3.4	8.1	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	9.1	3.4	8.5	8.7	3.4	8.1	9.6
Queue Length 50th (ft)	6	25	0	6	18	0	12	20
Queue Length 95th (ft)	24	69	14	24	52	12	49	67
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	1144	1757	1498	1086	1757	1497	1377	1502
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.13	0.04	0.05	0.10	0.03	0.13	0.15

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	216	54	55	160	45	39	55	78	30	102	90
Future Volume (veh/h)	57	216	54	55	160	45	39	55	78	30	102	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1826	1900	1885	1900
Adj Flow Rate, veh/h	59	225	56	57	167	47	41	57	81	31	106	94
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	5	0	1	0
Cap, veh/h	529	556	471	484	556	471	222	191	208	184	247	193
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1186	1900	1610	1116	1900	1610	215	684	743	123	885	692
Grp Volume(v), veh/h	59	225	56	57	167	47	179	0	0	231	0	0
Grp Sat Flow(s),veh/h/ln	1186	1900	1610	1116	1900	1610	1641	0	0	1700	0	0
Q Serve(g_s), s	1.1	2.6	0.7	1.2	1.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	2.6	0.7	3.8	1.9	0.6	2.2	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.45	0.13		0.41
Lane Grp Cap(c), veh/h	529	556	471	484	556	471	621	0	0	625	0	0
V/C Ratio(X)	0.11	0.40	0.12	0.12	0.30	0.10	0.29	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	1462	2050	1737	1361	2050	1737	1831	0	0	1904	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	7.8	7.1	9.3	7.5	7.0	7.9	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.1	0.1	0.4	0.1	0.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.2	0.2	0.5	0.1	0.6	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	8.3	7.2	9.4	7.9	7.2	8.2	0.0	0.0	8.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		340			271			179			231	
Approach Delay, s/veh		8.2			8.1			8.2			8.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.5		13.8		13.5		13.8				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		5.0		5.0		5.8		4.2				
Green Ext Time (p_c), s		2.1		1.5		1.6		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			8.2									
HCM 6th LOS			A									

Notes

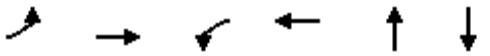
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	188	41	22	101	57	17	35	23	38	85	65
Future Vol, veh/h	71	188	41	22	101	57	17	35	23	38	85	65
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	88	232	51	27	125	70	21	43	28	47	105	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

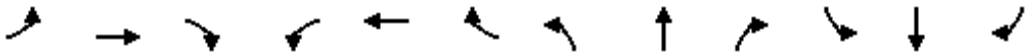
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.8	10.7	9.8	11.4
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	24%	12%	20%
Vol Thru, %	47%	63%	56%	45%
Vol Right, %	31%	14%	32%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	300	180	188
LT Vol	17	71	22	38
Through Vol	35	188	101	85
RT Vol	23	41	57	65
Lane Flow Rate	93	370	222	232
Geometry Grp	1	1	1	1
Degree of Util (X)	0.147	0.527	0.321	0.35
Departure Headway (Hd)	5.728	5.121	5.208	5.433
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	624	704	689	661
Service Time	3.782	3.156	3.25	3.476
HCM Lane V/C Ratio	0.149	0.526	0.322	0.351
HCM Control Delay	9.8	13.8	10.7	11.4
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.5	3.1	1.4	1.6



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	51	168	26	317	102	183
v/c Ratio	0.14	0.21	0.07	0.49	0.11	0.22
Control Delay	14.2	18.7	13.4	23.9	10.2	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	18.7	13.4	23.9	10.2	9.9
Queue Length 50th (ft)	13	20	6	55	20	35
Queue Length 95th (ft)	32	52	20	92	49	77
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	643	2411	672	2382	914	851
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.07	0.04	0.13	0.11	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	134	20	24	243	49	13	70	11	44	65	59
Future Volume (veh/h)	47	134	20	24	243	49	13	70	11	44	65	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	146	22	26	264	53	14	76	12	48	71	64
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
Percent Heavy Veh, %	2	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	327	564	83	377	445	88	143	710	104	247	361	286
Arrive On Green	0.08	0.18	0.18	0.05	0.15	0.15	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1781	3154	467	1810	2981	589	149	1429	210	344	728	577
Grp Volume(v), veh/h	51	82	86	26	157	160	102	0	0	183	0	0
Grp Sat Flow(s),veh/h/ln	1781	1805	1816	1810	1791	1779	1789	0	0	1649	0	0
Q Serve(g_s), s	1.4	2.3	2.4	0.7	4.9	5.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	2.3	2.4	0.7	4.9	5.0	1.7	0.0	0.0	3.4	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.33	0.14		0.12	0.26		0.35
Lane Grp Cap(c), veh/h	327	323	325	377	267	265	957	0	0	895	0	0
V/C Ratio(X)	0.16	0.26	0.26	0.07	0.59	0.60	0.11	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	775	1200	1207	886	1191	1183	957	0	0	895	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.6	21.0	21.0	19.5	23.6	23.6	8.0	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.1	2.1	2.2	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	1.0	0.3	2.0	2.1	0.7	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	21.4	21.5	19.6	25.6	25.8	8.2	0.0	0.0	8.9	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		219			343			102			183	
Approach Delay, s/veh		20.8			25.3			8.2			8.9	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	16.1		35.0	10.1	14.4		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.7	4.4		5.4	3.4	7.0		3.7				
Green Ext Time (p_c), s	0.0	0.9		1.0	0.1	1.9		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		18.5	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	36	1	0	41	0
Future Vol, veh/h	0	0	0	1	0	0	0	36	1	0	41	0
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	0	0	42	1	0	48	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	91	91	48	91	91	43	48	0	0	43	0	0
Stage 1	48	48	-	43	43	-	-	-	-	-	-	-
Stage 2	43	43	-	48	48	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	898	803	1027	898	803	1033	1572	-	-	1579	-	-
Stage 1	971	859	-	976	863	-	-	-	-	-	-	-
Stage 2	976	863	-	971	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	898	803	1027	898	803	1033	1572	-	-	1579	-	-
Mov Cap-2 Maneuver	898	803	-	898	803	-	-	-	-	-	-	-
Stage 1	971	859	-	976	863	-	-	-	-	-	-	-
Stage 2	976	863	-	971	859	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	-	898	1579	-	-
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	-
HCM Control Delay (s)	0	-	-	0	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

APPENDIX E

Build Year 2024 Plus Full Build Development Conditions

Trip Generation

TRIP GENERATION

Lee's Summit, MO

olsson

Trip Generation - Downtown Market Phase 2

ITE Code	Land Use	Setting/Location	Average Rate/ Fitted Curce	Density		Daily	AM Peak Hour			Weekend Peak Hour			PM Peak Hour		
							Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
221	Multifamily Housing (Mid-Rise)	General Urban/Suburban	Avg Rate/Eqn	190	d.u.	863	72	17	55	74	38	36	74	45	29
310	Hotel	General Urban/Suburban	Avg Rate/Eqn	80	rooms	639	33	18	15	58	32	26	31	16	15
932	High-Turnover (Sit-Down) Restaurant	General Urban/Suburban	Avg Rate	5,000	s.f.	536	48	26	22	56	29	27	45	27	18
936	Coffee/Donut Shop without Drive-Through Window*	General Urban/Suburban	Avg Rate	2,000	s.f.	1,255	186	95	91	113	55	58	65	33	32
					GROSS TRIPS	3,293	339	156	183	301	154	147	215	121	94
GROSS TRIPS - BEFORE REDUCTIONS						3,293	339	156	183	301	154	147	215	121	94
Residential						863	72	17	55	74	38	36	74	45	29
Hotel						639	33	18	15	58	32	26	31	16	15
Restaurant						1,791	234	121	113	169	84	85	110	60	50
REDUCTION - INTERNAL CAPTURE						-468	-28	-14	-14	-36	-18	-18	-42	-21	-21
Residential						-140	-12	-1	-11	-13	-4	-9	-14	-7	-7
Hotel						-100	-2	-1	-1	-5	-3	-2	-8	-5	-3
Restaurant						-228	-14	-12	-2	-18	-11	-7	-20	-9	-11
NEW TRIPS						2,825	311	142	169	265	136	129	173	100	73

**LU 936 does not have daily generator, therefore 10 times the average peak hour (AM and PM) was utilized*

Internal Capture

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
INPUT	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	896	896	121	113	60	50
	Cinema/Entertainment						
	Residential	432	432	17	55	45	29
	Hotel	320	320	18	15	16	15
		1,648	**1,648**	**156**	**183**	**121**	**94**

INTERNAL TRIPS

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
OUTPUT	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	138	90	12	2	9	11
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	45	95	1	11	7	7
	Hotel	51	49	1	1	5	3
		234	**234**	**14**	**14**	**21**	**21**
	% Reduction	**14.2%**		**8.3%**		**19.5%**	

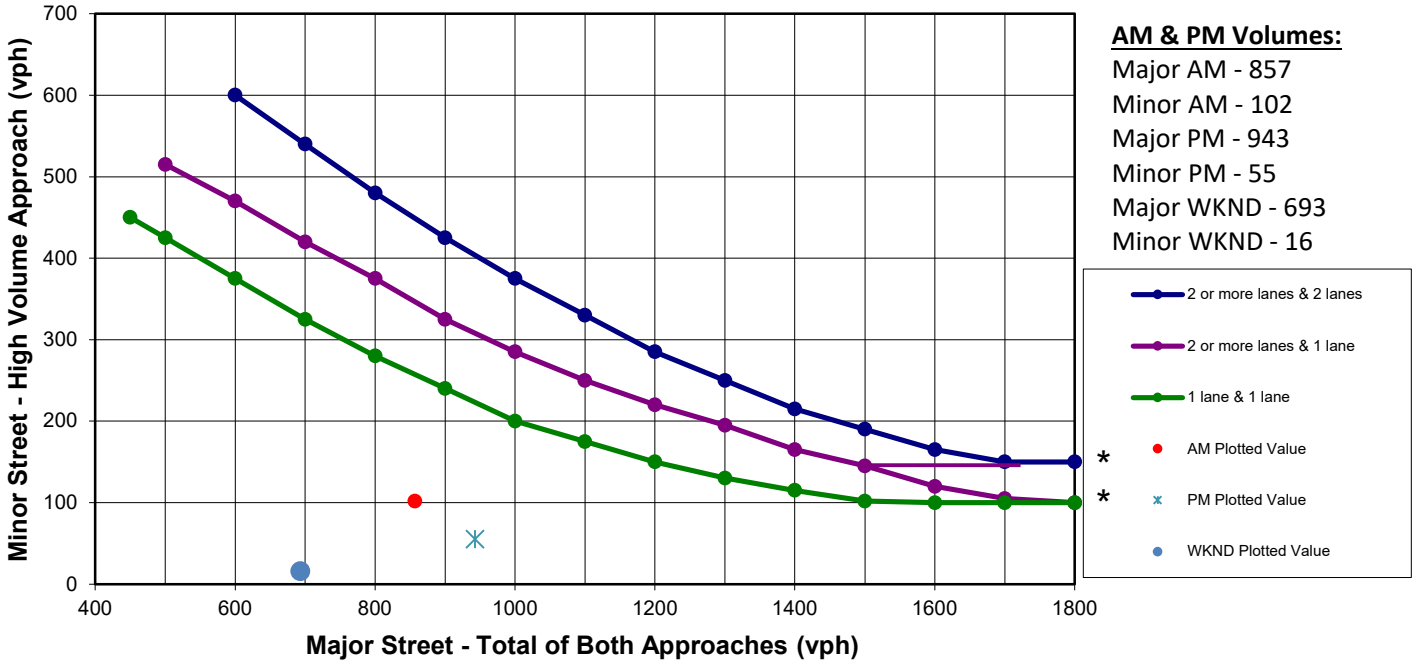
EXTERNAL TRIPS

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
OUTPUT	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	758	806	109	111	51	39
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	387	337	16	44	38	22
	Hotel	269	271	17	14	11	12
		1,414	**1,414**	**142**	**169**	**100**	**73**

Signal Warrants

Peak Hour Volume Warrant (Build Year + Phase 2)

2nd Street and Green Street



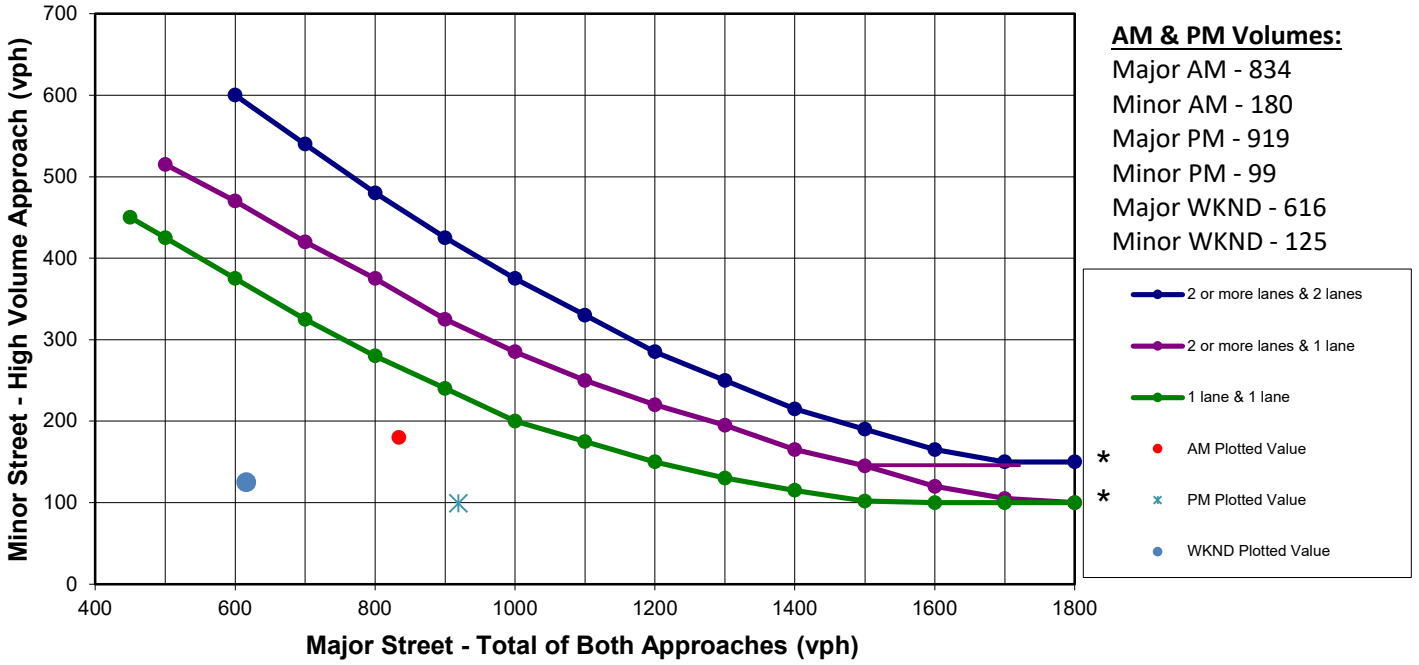
AM & PM Volumes:

Major AM - 857
Minor AM - 102
Major PM - 943
Minor PM - 55
Major WKND - 693
Minor WKND - 16

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Peak Hour Volume Warrant (Build Year + Phase 2)

2nd Street and Johnson Street



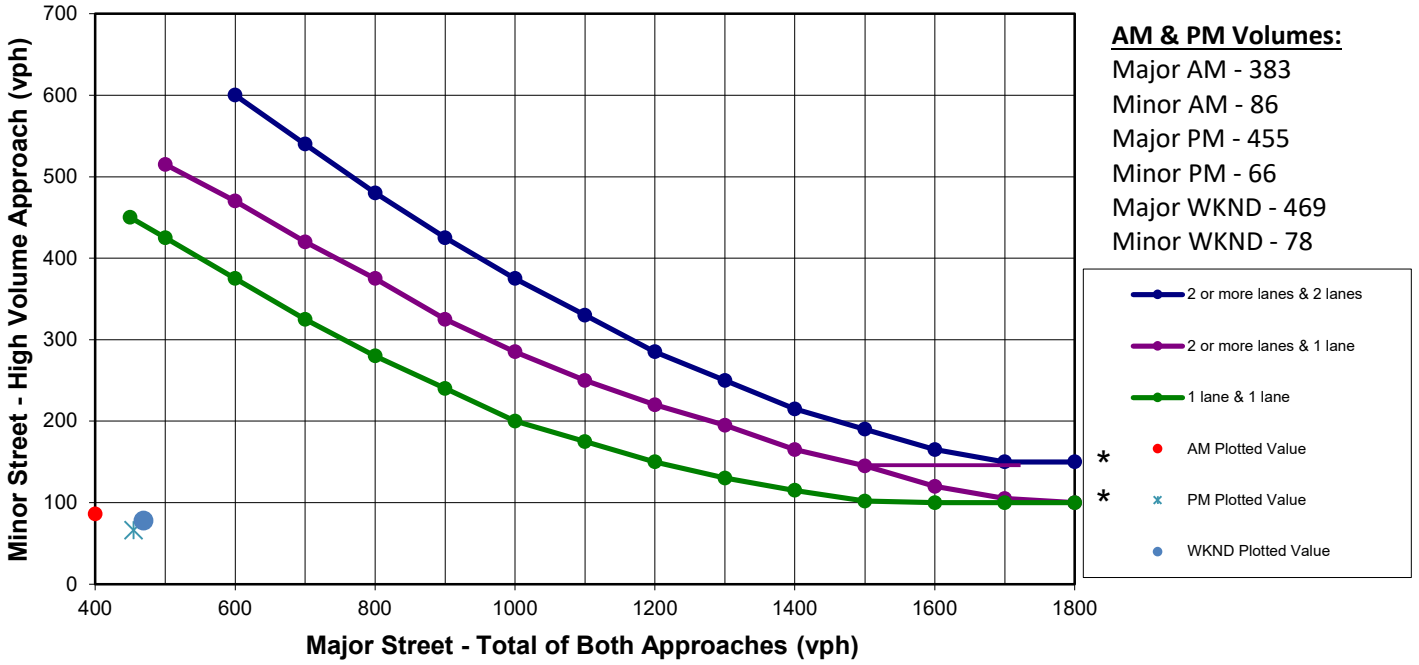
AM & PM Volumes:

Major AM - 834
Minor AM - 180
Major PM - 919
Minor PM - 99
Major WKND - 616
Minor WKND - 125

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Peak Hour Volume Warrant (Build Year + Phase 2)

3rd Street and Green Street



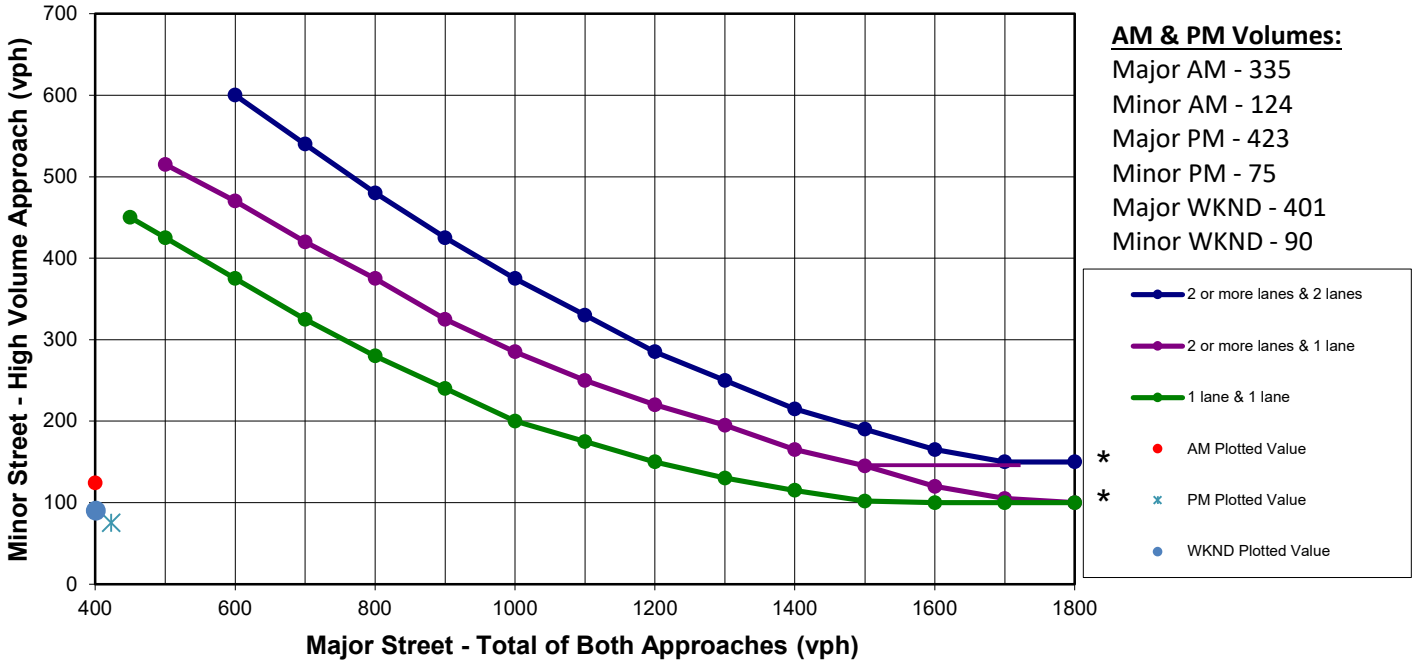
AM & PM Volumes:

Major AM - 383
Minor AM - 86
Major PM - 455
Minor PM - 66
Major WKND - 469
Minor WKND - 78

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Peak Hour Volume Warrant (Build Year + Phase 2)

3rd Street and Johnson Street



AM & PM Volumes:

Major AM - 335
Minor AM - 124
Major PM - 423
Minor PM - 75
Major WKND - 401
Minor WKND - 90

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Turn Lane Warrants

LEFT TURN LANE WARRANTS - BUILD YEAR 2024 PLUS PHASES 1 & 2 CONDITIONS												
Intersection	Movement	Signlaized	Median Divided	Directional Street Classification	Cross Street Classification	Left Turn Volume			Meets Warrant	Criteria	Build Length	Feasibility
						AM	PM	Weekend				
2nd and Market	Southbound	YES	NO	Collector	Minor Arterial	18	32	18	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
	Northbound	YES	NO	Collector	Minor Arterial	34	18	10	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
2nd and Main	Northbound	YES	NO	Local	Minor Arterial	22	25	25	YES	Signalized, meets all three hours	No minimum	NO, restripe?
2nd and Douglas	Southbound	YES	NO	Minor Arterial	Minor Arterial	88	68	49	YES	Signalized, arterial/arterial	Minimum of 250'	NO
	Northbound	YES	NO	Minor Arterial	Minor Arterial	34	55	39	YES	Signalized, arterial/arterial	Minimum of 250'	YES, restripe
2nd and SE Alley	Southbound	NO	NO	Local	Minor Arterial	0	8	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	55	28	3	YES	Meets AM and PM	No minimum	NO
2nd and Green	Southbound	NO	NO	Local	Minor Arterial	9	27	9	YES	Meets PM only	No minimum	YES, restripe
	Northbound	NO	NO	Local	Minor Arterial	54	28	2	YES	Meets AM and PM	No minimum	YES, restripe
2nd and Johnson	Southbound	NO	NO	Local	Minor Arterial	5	23	5	YES	Meets PM only	No minimum	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	111	67	89	YES	Meets all three hours	No minimum	YES, repave
2nd and Independence	Southbound	YES	NO	Local	Minor Arterial	36	65	44	YES	Signalized, meets all three hours	No minimum	YES, repave
	Northbound	YES	NO	Local	Minor Arterial	17	7	13	YES	Signalized, meets no hours	No minimum	YES, repave
3rd and Johnson	Southbound	NO	NO	Local	Minor Arterial	37	36	28	YES	Meets all three hours	No minimum	NO
	Westbound	NO	NO	Minor Arterial	Local	0	1	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	5	1	4	NO	Meets no hours	-	NO
	Eastbound	NO	NO	Minor Arterial	Local	33	8	8	YES	Meets AM only	Minimum of 200'	NO
3rd and Green	Westbound	NO	NO	Minor Arterial	Local	65	36	49	YES	Meets all three hours	Minimum of 200'	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	33	37	52	YES	Meets all three hours	No minimum	YES, remove parking
3rd and SE Alley	Westbound	NO	NO	Minor Arterial	Local	23	4	31	YES	Meets AM and Weekend	Minimum of 200'	YES, remove parking
	Northbound	NO	NO	Local	Minor Arterial	13	3	11	NO	Meets no hours	-	NO
	Eastbound	NO	NO	Minor Arterial	Local	31	20	22	YES	Meets all three hours	Minimum of 200'	YES, remove parking
3rd and Douglas	Southbound	NO	NO	Minor Arterial	Minor Arterial	30	90	51	YES	Arterial/arterial	Minimum of 250'	NO
	Westbound	NO	NO	Minor Arterial	Minor Arterial	17	20	28	YES	Arterial/arterial	Minimum of 250'	NO
	Northbound	NO	NO	Minor Arterial	Minor Arterial	16	11	17	YES	Arterial/arterial	Minimum of 250'	NO
	Eastbound	NO	NO	Minor Arterial	Minor Arterial	66	74	71	YES	Arterial/arterial	Minimum of 250'	NO
Johnson and Cooper	Southbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave
	Westbound	NO	NO	Local	Local	1	2	1	NO	Local/local	-	YES, repave
	Northbound	NO	NO	Local	Local	15	10	12	NO	Local/local	-	YES, repave
	Eastbound	NO	NO	Local	Local	119	52	89	NO	Local/local	-	YES, repave
3rd and Drive 3	Eastbound	NO	NO	Minor Arterial	Local	35	24	38	YES	Meets all three hours	Minimum of 200'	NO

RIGHT TURN LANE WARRANTS - BUILD YEAR 2024 PLUS PHASES 1 & 2 CONDITIONS										
Intersection	**Movement**	**Directional Street Classification**	**Cross Street Classification**	**Right Turn Volume**			**Meets Warrant**	**Criteria**	**Build Length**	**Feasibility**
				AM	**PM**	**Weekend**				
2nd and Jefferson	Eastbound	Minor Arterial	Minor Arterial	26	38	14	NO	Meets no hours	-	NO
2nd and Market	Southbound	Collector	Minor Arterial	27	42	13	NO	Meets no hours	-	NO
	Westbound	Minor Arterial	Collector	16	25	12	NO	Meets no hours	-	NO
	Northbound	Collector	Minor Arterial	25	85	30	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Collector	35	14	3	NO	Meets no hours	-	NO
2nd and Main	Southbound	Local	Minor Arterial	33	16	6	NO	Local	-	NO
	Westbound	Minor Arterial	Local	8	6	9	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	54	19	31	NO	Local	-	YES, restripe
	Eastbound	Minor Arterial	Local	21	23	24	NO	Meets no hours	-	NO
2nd and Douglas	Southbound	Minor Arterial	Minor Arterial	116	202	91	YES	Meets all three hours	Minimum of 200'	YES, repave
	Northbound	Minor Arterial	Minor Arterial	62	68	79	YES	Meets all three hours	Minimum of 200'	NO
2nd and SE Alley	Southbound	Local	Minor Arterial	0	5	1	NO	Local	-	NO
	Westbound	Minor Arterial	Local	7	0	1	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	19	17	4	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	87	53	82	YES	Meets AM and Weekend	Minimum of 150'	NO
2nd and Green	Southbound	Local	Minor Arterial	15	15	3	NO	Local	-	NO
	Westbound	Minor Arterial	Local	11	12	4	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	44	22	2	NO	Local	-	YES, remove parking
	Eastbound	Minor Arterial	Local	23	19	26	NO	Meets no hours	-	NO
2nd and Johnson	Southbound	Local	Minor Arterial	6	16	9	NO	Local	-	YES, repave
	Westbound	Minor Arterial	Local	13	12	5	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	63	23	32	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	90	76	69	YES	Meets all three hours	Minimum of 150'	NO
2nd and Independence	Southbound	Minor Arterial	Minor Arterial	79	83	64	YES	Meets all three hours	Minimum of 200'	YES, repave
	Westbound	Minor Arterial	Minor Arterial	63	71	49	YES	Meets AM and PM	Minimum of 200'	YES
	Northbound	Minor Arterial	Minor Arterial	15	23	11	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	18	13	21	NO	Meets no hours	-	NO
3rd and Johnson	Southbound	Local	Minor Arterial	82	27	57	NO	Local	-	NO
	Westbound	Minor Arterial	Local	39	40	37	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	0	0	1	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	5	0	1	NO	Meets no hours	-	NO
3rd and Green	Northbound	Local	Minor Arterial	53	29	26	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	24	54	43	NO	Meets no hours	-	NO
3rd and SE Alley	Westbound	Minor Arterial	Local	6	5	9	NO	Meets no hours	-	YES, remove parking
	Northbound	Local	Minor Arterial	15	6	13	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	9	12	32	NO	Meets no hours	-	YES, remove parking
3rd and Douglas	Southbound	Minor Arterial	Minor Arterial	76	88	65	YES	Meets all three hours	-	NO
	Westbound	Minor Arterial	Minor Arterial	55	59	57	NO	Meets no hours	-	NO
	Northbound	Minor Arterial	Minor Arterial	24	17	29	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	17	17	41	NO	Meets no hours	-	NO
Johnson and Cooper	Southbound	Local	Local	86	62	75	NO	Local	-	YES, repave
	Westbound	Local	Local	1	1	0	NO	Local	-	NO
	Northbound	Local	Local	0	0	1	NO	Local	-	NO
	Eastbound	Local	Local	50	22	40	NO	Local	-	YES, repave
3rd and Drive 3	Westbound	Minor Arterial	Local	6	4	11	NO	Meets no hours	-	NO

Capacity Analysis

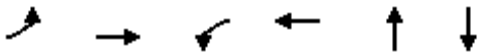
Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	229	26	203	286	24	278
Future Vol, veh/h	229	26	203	286	24	278
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	3	3	4	1	3
Mvmt Flow	254	29	226	318	27	309

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	283	0	1039	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	770	-
Critical Hdwy	-	-	4.13	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.327
Pot Cap-1 Maneuver	-	-	1274	-	257	767
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1274	-	212	767
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	378	-

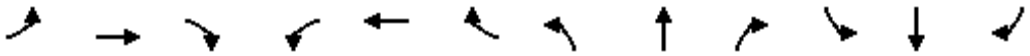
Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	212	767	-	-	1274	-
HCM Lane V/C Ratio	0.126	0.403	-	-	0.177	-
HCM Control Delay (s)	24.4	12.8	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	2	-	-	0.6	-



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	17	517	34	468	86	79
v/c Ratio	0.03	0.40	0.06	0.36	0.20	0.18
Control Delay	5.1	6.5	5.3	6.2	11.1	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.1	6.5	5.3	6.2	11.1	10.5
Queue Length 50th (ft)	2	68	4	60	9	8
Queue Length 95th (ft)	7	126	12	111	40	37
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	780	1561	719	1563	846	865
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.33	0.05	0.30	0.10	0.09

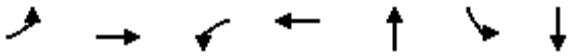
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	456	35	32	428	16	34	23	25	18	30	27
Future Volume (veh/h)	16	456	35	32	428	16	34	23	25	18	30	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1752	1900	1826	1856	1752	1826	1796
Adj Flow Rate, veh/h	17	480	37	34	451	17	36	24	26	19	32	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	2	10	0	5	3	10	5	7
Cap, veh/h	469	764	59	432	798	30	263	161	114	186	210	141
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	940	1714	132	898	1791	67	429	668	475	192	872	584
Grp Volume(v), veh/h	17	0	517	34	0	468	86	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	940	0	1847	898	0	1858	1572	0	0	1648	0	0
Q Serve(g_s), s	0.4	0.0	6.9	1.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	6.9	7.8	0.0	6.0	1.3	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.42		0.30	0.24		0.35
Lane Grp Cap(c), veh/h	469	0	823	432	0	828	539	0	0	537	0	0
V/C Ratio(X)	0.04	0.00	0.63	0.08	0.00	0.57	0.16	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	934	0	1736	877	0	1747	1117	0	0	1147	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	6.8	9.8	0.0	6.6	9.7	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.1	0.0	0.9	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.7	0.2	0.0	1.5	0.4	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	7.9	9.9	0.0	7.4	9.8	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		534			502			86			79	
Approach Delay, s/veh		8.0			7.6			9.8			9.8	
Approach LOS		A			A			A			A	

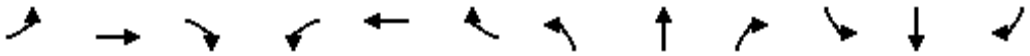
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.2		12.7		19.2		12.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		8.9		3.2		9.8		3.3				
Green Ext Time (p_c), s		4.9		0.3		4.4		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			8.1									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	8	509	62	447	92	3	44
v/c Ratio	0.01	0.40	0.10	0.35	0.22	0.01	0.11
Control Delay	4.9	6.4	5.4	6.0	8.7	12.7	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.9	6.4	5.4	6.0	8.7	12.7	13.3
Queue Length 50th (ft)	1	62	6	53	5	1	6
Queue Length 95th (ft)	4	117	18	99	34	5	28
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	829	1589	761	1592	410	396	393
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.32	0.08	0.28	0.22	0.01	0.11

Intersection Summary



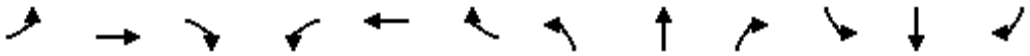
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	452	21	58	407	8	22	9	54	3	8	33
Future Volume (veh/h)	7	452	21	58	407	8	22	9	54	3	8	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1604	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	486	23	62	438	9	24	10	58	3	9	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	20	0	3	0	0	0	0	0	0	0
Cap, veh/h	497	782	37	453	799	16	202	63	189	516	63	244
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	958	1771	84	905	1812	37	259	339	1021	1354	340	1322
Grp Volume(v), veh/h	8	0	509	62	0	447	92	0	0	3	0	44
Grp Sat Flow(s),veh/h/ln	958	0	1855	905	0	1849	1619	0	0	1354	0	1662
Q Serve(g_s), s	0.2	0.0	6.2	1.7	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	5.4	0.0	6.2	7.9	0.0	5.2	1.4	0.0	0.0	0.0	0.0	0.7
Prop In Lane	1.00		0.05	1.00		0.02	0.26		0.63	1.00		0.80
Lane Grp Cap(c), veh/h	497	0	819	453	0	816	453	0	0	516	0	307
V/C Ratio(X)	0.02	0.00	0.62	0.14	0.00	0.55	0.20	0.00	0.00	0.01	0.00	0.14
Avail Cap(c_a), veh/h	1035	0	1861	961	0	1855	591	0	0	634	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	0.0	6.3	9.4	0.0	6.1	10.3	0.0	0.0	9.8	0.0	10.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.1	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	0.2	0.0	1.1	0.4	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	0.0	7.1	9.5	0.0	6.6	10.5	0.0	0.0	9.8	0.0	10.3
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	B
Approach Vol, veh/h		517			509			92			47	
Approach Delay, s/veh		7.1			7.0			10.5			10.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.5		10.9		18.5		10.9				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		8.2		2.7		9.9		3.4				
Green Ext Time (p_c), s		3.4		0.1		3.1		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			7.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	236	320	27	97	378	107	242	325
v/c Ratio	0.61	0.41	0.04	0.24	0.49	0.15	0.46	0.65
Control Delay	20.1	12.4	2.0	11.9	13.4	5.1	15.1	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	12.4	2.0	11.9	13.4	5.1	15.1	19.2
Queue Length 50th (ft)	46	56	0	16	68	5	43	60
Queue Length 95th (ft)	140	142	7	53	171	32	110	152
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	617	1242	1093	652	1242	1080	1047	964
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.26	0.02	0.15	0.30	0.10	0.23	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	285	24	86	336	95	34	119	62	88	85	116
Future Volume (veh/h)	210	285	24	86	336	95	34	119	62	88	85	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1781	1870	1870	1796	1811	1900	1856	1841	1841
Adj Flow Rate, veh/h	236	320	27	97	378	107	38	134	70	99	96	130
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	2	0	8	2	2	7	6	0	3	4	4
Cap, veh/h	471	885	762	518	885	750	133	281	131	206	156	172
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	918	1870	1610	985	1870	1585	153	1049	489	380	582	642
Grp Volume(v), veh/h	236	320	27	97	378	107	242	0	0	325	0	0
Grp Sat Flow(s),veh/h/ln	918	1870	1610	985	1870	1585	1690	0	0	1604	0	0
Q Serve(g_s), s	10.3	4.9	0.4	3.1	6.0	1.7	0.0	0.0	0.0	2.6	0.0	0.0
Cycle Q Clear(g_c), s	16.3	4.9	0.4	8.0	6.0	1.7	5.4	0.0	0.0	8.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.29	0.30		0.40
Lane Grp Cap(c), veh/h	471	885	762	518	885	750	545	0	0	533	0	0
V/C Ratio(X)	0.50	0.36	0.04	0.19	0.43	0.14	0.44	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	636	1222	1052	695	1222	1035	1128	0	0	1078	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	7.6	6.4	10.1	7.9	6.7	14.1	0.0	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.3	0.0	0.2	0.4	0.1	0.6	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.5	0.1	0.6	1.9	0.4	1.9	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	7.9	6.4	10.3	8.2	6.8	14.7	0.0	0.0	16.0	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		583			582			242			325	
Approach Delay, s/veh		10.4			8.3			14.7			16.0	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.9		18.3		26.9		18.3				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		18.3		10.0		10.0		7.4				
Green Ext Time (p_c), s		3.0		2.1		3.7		1.5				

Intersection Summary		
HCM 6th Ctrl Delay	11.4	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	120	17	17	115	55	16	85	24	30	82	76
Future Vol, veh/h	66	120	17	17	115	55	16	85	24	30	82	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	0	0	0	2	0	0	7	0	0	6	0
Mvmt Flow	73	132	19	19	126	60	18	93	26	33	90	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	10	9.6	10.1
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	33%	9%	16%
Vol Thru, %	68%	59%	61%	44%
Vol Right, %	19%	8%	29%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	203	187	188
LT Vol	16	66	17	30
Through Vol	85	120	115	82
RT Vol	24	17	55	76
Lane Flow Rate	137	223	205	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.2	0.321	0.285	0.288
Departure Headway (Hd)	5.242	5.178	4.99	5.024
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	684	696	721	717
Service Time	3.275	3.197	3.01	3.048
HCM Lane V/C Ratio	0.2	0.32	0.284	0.289
HCM Control Delay	9.6	10.6	10	10.1
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.7	1.4	1.2	1.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	341	87	8	462	7	55	0	19	0	0	0
Future Vol, veh/h	7	341	87	8	462	7	55	0	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	8	383	98	9	519	8	62	0	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	527	0	0	481	0	0	989	993	432	1000	1038	523
Stage 1	-	-	-	-	-	-	448	448	-	541	541	-
Stage 2	-	-	-	-	-	-	541	545	-	459	497	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1050	-	-	1092	-	-	228	247	628	224	233	558
Stage 1	-	-	-	-	-	-	594	576	-	529	524	-
Stage 2	-	-	-	-	-	-	529	522	-	586	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1050	-	-	1092	-	-	225	243	628	214	229	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	225	243	-	214	229	-
Stage 1	-	-	-	-	-	-	589	571	-	525	520	-
Stage 2	-	-	-	-	-	-	525	518	-	562	544	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	24.3	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	1050	-	-	1092	-	-	-
HCM Lane V/C Ratio	0.309	0.007	-	-	0.008	-	-	-
HCM Control Delay (s)	24.3	8.5	-	-	8.3	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	31	130	9	23	170	6	13	0	15	0	0	0
Future Vol, veh/h	31	130	9	23	170	6	13	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	11	0	1	0	50	0	0	0	50	0
Mvmt Flow	36	151	10	27	198	7	15	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	205	0	0	161	0	0	484	487	156
Stage 1	-	-	-	-	-	-	228	228	-
Stage 2	-	-	-	-	-	-	256	259	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.9	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.95	4	3.3
Pot Cap-1 Maneuver	1378	-	-	1430	-	-	465	484	895
Stage 1	-	-	-	-	-	-	709	719	-
Stage 2	-	-	-	-	-	-	687	697	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1378	-	-	1430	-	-	442	0	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	442	0	-
Stage 1	-	-	-	-	-	-	688	0	-
Stage 2	-	-	-	-	-	-	673	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.4	0.9	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	606	1378	-	-	1430	-	-
HCM Lane V/C Ratio	0.054	0.026	-	-	0.019	-	-
HCM Control Delay (s)	11.3	7.7	0	-	7.6	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	321	23	78	408	11	54	4	44	9	10	15
Future Vol, veh/h	16	321	23	78	408	11	54	4	44	9	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	2	10	0	0	0	0	0	0
Mvmt Flow	18	365	26	89	464	13	61	5	50	10	11	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	477	0	0	391	0	0	1077	1069	378	1091	1076	471
Stage 1	-	-	-	-	-	-	414	414	-	649	649	-
Stage 2	-	-	-	-	-	-	663	655	-	442	427	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1096	-	-	1179	-	-	198	223	673	194	221	597
Stage 1	-	-	-	-	-	-	620	597	-	462	469	-
Stage 2	-	-	-	-	-	-	454	466	-	598	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1096	-	-	1179	-	-	171	203	673	164	201	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	203	-	164	201	-
Stage 1	-	-	-	-	-	-	610	587	-	455	434	-
Stage 2	-	-	-	-	-	-	397	431	-	540	580	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.3	30.5	21.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	254	1096	-	-	1179	-	-	262
HCM Lane V/C Ratio	0.456	0.017	-	-	0.075	-	-	0.147
HCM Control Delay (s)	30.5	8.3	-	-	8.3	-	-	21.1
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.2	0.1	-	-	0.2	-	-	0.5

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	24	65	172	33	53
Future Vol, veh/h	122	24	65	172	33	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	0	10	0	7	5
Mvmt Flow	128	25	68	181	35	56
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	9.6	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	27%
Vol Thru, %	0%	84%	73%
Vol Right, %	62%	16%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	86	146	237
LT Vol	33	0	65
Through Vol	0	122	172
RT Vol	53	24	0
Lane Flow Rate	91	154	249
Geometry Grp	1	1	1
Degree of Util (X)	0.116	0.184	0.313
Departure Headway (Hd)	4.631	4.305	4.517
Convergence, Y/N	Yes	Yes	Yes
Cap	775	835	801
Service Time	2.656	2.323	2.517
HCM Lane V/C Ratio	0.117	0.184	0.311
HCM Control Delay	8.3	8.3	9.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.7	1.3

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	271	90	67	380	13	111	6	63	5	2	6
Future Vol, veh/h	13	271	90	67	380	13	111	6	63	5	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	20	0	0	0	0
Mvmt Flow	15	304	101	75	427	15	125	7	71	6	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	0	405	0	0	974	977	355	1009	1020	435
Stage 1	-	-	-	-	-	-	385	385	-	585	585	-
Stage 2	-	-	-	-	-	-	589	592	-	424	435	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.7	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.18	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1129	-	-	1165	-	-	233	234	693	221	239	625
Stage 1	-	-	-	-	-	-	642	581	-	501	501	-
Stage 2	-	-	-	-	-	-	498	466	-	612	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1129	-	-	1165	-	-	215	216	693	182	221	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	216	-	182	221	-
Stage 1	-	-	-	-	-	-	634	573	-	494	469	-
Stage 2	-	-	-	-	-	-	459	436	-	536	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.2	44.1	18.5
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	283	1129	-	-	1165	-	-	282
HCM Lane V/C Ratio	0.715	0.013	-	-	0.065	-	-	0.052
HCM Control Delay (s)	44.1	8.2	-	-	8.3	-	-	18.5
HCM Lane LOS	E	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	5	0	-	-	0.2	-	-	0.2

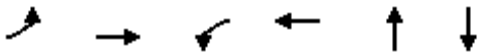
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	33	102	5	0	156	39	5	3	0	37	5	82
Future Vol, veh/h	33	102	5	0	156	39	5	3	0	37	5	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	35	109	5	0	166	41	5	3	0	39	5	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	207	0	0	114	0	0	415	389	112	370	371	187
Stage 1	-	-	-	-	-	-	182	182	-	187	187	-
Stage 2	-	-	-	-	-	-	233	207	-	183	184	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1376	-	-	1488	-	-	551	549	947	590	562	860
Stage 1	-	-	-	-	-	-	824	753	-	819	749	-
Stage 2	-	-	-	-	-	-	775	734	-	823	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1376	-	-	1488	-	-	482	534	947	575	547	860
Mov Cap-2 Maneuver	-	-	-	-	-	-	482	534	-	575	547	-
Stage 1	-	-	-	-	-	-	802	733	-	797	749	-
Stage 2	-	-	-	-	-	-	691	734	-	797	731	-

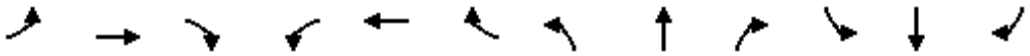
Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	12.3	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	500	1376	-	-	1488	-	-	734
HCM Lane V/C Ratio	0.017	0.026	-	-	-	-	-	0.18
HCM Control Delay (s)	12.3	7.7	0	-	0	-	-	11
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.7



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	97	260	25	468	98	194
v/c Ratio	0.18	0.16	0.04	0.46	0.25	0.49
Control Delay	6.6	8.6	6.3	16.4	17.0	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.6	8.6	6.3	16.4	17.0	18.9
Queue Length 50th (ft)	11	15	3	54	20	36
Queue Length 95th (ft)	32	57	12	106	58	98
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	855	2900	935	2901	1108	1043
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.09	0.03	0.16	0.09	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	218	18	23	363	63	17	57	15	36	61	79
Future Volume (veh/h)	88	218	18	23	363	63	17	57	15	36	61	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1885	1811	1767	1870	1900	1856	1856	1811
Adj Flow Rate, veh/h	97	240	20	25	399	69	19	63	16	40	67	87
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	0	0	1	6	9	2	0	3	3	6
Cap, veh/h	539	1077	89	549	738	127	145	254	56	155	136	145
Arrive On Green	0.13	0.33	0.33	0.05	0.24	0.24	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1767	3297	273	1810	3057	525	173	1286	285	216	685	733
Grp Volume(v), veh/h	97	127	133	25	232	236	98	0	0	194	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1806	1810	1791	1791	1744	0	0	1634	0	0
Q Serve(g_s), s	1.4	2.0	2.1	0.4	4.4	4.4	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.4	2.0	2.1	0.4	4.4	4.4	1.8	0.0	0.0	4.1	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.29	0.19		0.16	0.21		0.45
Lane Grp Cap(c), veh/h	539	576	590	549	432	432	456	0	0	436	0	0
V/C Ratio(X)	0.18	0.22	0.22	0.05	0.54	0.54	0.21	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	1194	1801	1846	1373	1830	1829	1392	0	0	1334	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	9.4	9.5	9.9	12.8	12.8	13.1	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.0	1.0	1.1	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.6	0.1	1.5	1.5	0.6	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	9.6	9.7	9.9	13.8	13.9	13.4	0.0	0.0	14.8	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	B	A	A	B	A	A
Approach Vol, veh/h		357			493			98			194	
Approach Delay, s/veh		9.3			13.7			13.4			14.8	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	18.1		13.2	10.7	14.8		13.2				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.4	4.1		6.1	3.4	6.4		3.8				
Green Ext Time (p_c), s	0.0	1.5		1.1	0.2	2.9		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		12.5	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	119	0	50	1	0	1	15	60	0	0	73	86
Future Vol, veh/h	119	0	50	1	0	1	15	60	0	0	73	86
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	129	0	54	1	0	1	16	65	0	0	79	93

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	224	223	126	250	269	65	172	0	0	65	0	0
Stage 1	126	126	-	97	97	-	-	-	-	-	-	-
Stage 2	98	97	-	153	172	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	736	679	930	708	641	1005	1417	-	-	1550	-	-
Stage 1	883	796	-	914	819	-	-	-	-	-	-	-
Stage 2	913	819	-	854	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	729	671	930	661	633	1005	1417	-	-	1550	-	-
Mov Cap-2 Maneuver	729	671	-	661	633	-	-	-	-	-	-	-
Stage 1	872	796	-	903	809	-	-	-	-	-	-	-
Stage 2	901	809	-	804	760	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	9.5	1.5	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1417	-	-	779	797	1550	-	-
HCM Lane V/C Ratio	0.012	-	-	0.236	0.003	-	-	-
HCM Control Delay (s)	7.6	0	-	11	9.5	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0	0	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	74	0	22	95	0
Future Vol, veh/h	0	74	0	22	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	80	0	24	103	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	12	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	1069	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1069	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1069
HCM Lane V/C Ratio	-	-	0.075
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	140	237	6	0	0
Future Vol, veh/h	35	140	237	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	152	258	7	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	265	0	-	0	490	262
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1299	-	-	-	537	777
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1299	-	-	-	520	777
Mov Cap-2 Maneuver	-	-	-	-	520	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1299	-	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-	-
HCM Control Delay (s)	7.9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

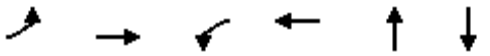
Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	283	38	272	325	31	222
Future Vol, veh/h	283	38	272	325	31	222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	1	0	1
Mvmt Flow	308	41	296	353	34	241

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	349	0	1274	329
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	945	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1215	-	186	715
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1215	-	141	715
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	288	-

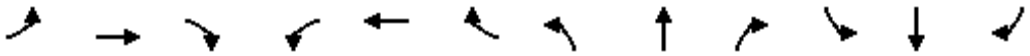
Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	141	715	-	-	1215	-
HCM Lane V/C Ratio	0.239	0.337	-	-	0.243	-
HCM Control Delay (s)	38.4	12.6	-	-	8.9	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	1.5	-	-	1	-



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	32	505	45	598	138	108
v/c Ratio	0.08	0.44	0.09	0.52	0.28	0.25
Control Delay	5.4	7.4	5.4	8.4	9.0	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	7.4	5.4	8.4	9.0	11.5
Queue Length 50th (ft)	3	66	5	85	8	10
Queue Length 95th (ft)	12	122	15	155	48	49
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	524	1474	648	1457	880	820
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.34	0.07	0.41	0.16	0.13

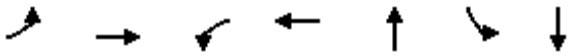
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	461	14	42	537	25	18	27	85	32	27	42
Future Volume (veh/h)	30	461	14	42	537	25	18	27	85	32	27	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1900	1885	1900	1900	1900	1885	1900	1841	1870
Adj Flow Rate, veh/h	32	490	15	45	571	27	19	29	90	34	29	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	1	0	0	0	1	0	4	2
Cap, veh/h	377	857	26	448	834	39	141	120	276	205	162	168
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	814	1834	56	908	1786	84	107	471	1083	288	637	661
Grp Volume(v), veh/h	32	0	505	45	0	598	138	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	814	0	1890	908	0	1870	1661	0	0	1586	0	0
Q Serve(g_s), s	1.2	0.0	7.0	1.4	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.2	0.0	7.0	8.3	0.0	9.0	2.4	0.0	0.0	1.8	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.14		0.65	0.31		0.42
Lane Grp Cap(c), veh/h	377	0	883	448	0	874	537	0	0	535	0	0
V/C Ratio(X)	0.08	0.00	0.57	0.10	0.00	0.68	0.26	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	676	0	1578	782	0	1561	1026	0	0	990	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	7.0	10.0	0.0	7.5	10.9	0.0	0.0	10.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.1	0.0	1.4	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.9	0.2	0.0	2.5	0.8	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	7.8	10.1	0.0	8.9	11.1	0.0	0.0	10.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		537			643			138			108	
Approach Delay, s/veh		8.0			8.9			11.1			10.8	
Approach LOS		A			A			B			B	

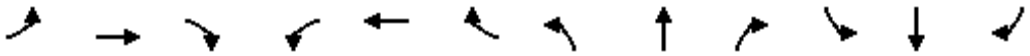
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.8		14.1		21.8		14.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		12.2		3.8		11.0		4.4				
Green Ext Time (p_c), s		4.5		0.5		5.8		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	24	604	18	619	55	2	22
v/c Ratio	0.04	0.39	0.03	0.40	0.13	0.00	0.06
Control Delay	3.9	4.5	3.8	4.7	11.6	15.0	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	4.5	3.8	4.7	11.6	15.0	15.1
Queue Length 50th (ft)	0	0	0	0	4	0	3
Queue Length 95th (ft)	9	140	7	149	31	5	20
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	610	1586	657	1576	426	432	382
Starvation Cap Reductn	0	0	0	53	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.38	0.03	0.41	0.13	0.00	0.06

Intersection Summary



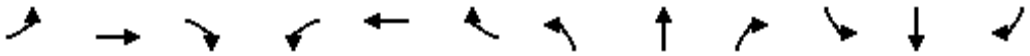
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	533	23	17	563	6	25	6	19	2	5	16
Future Volume (veh/h)	22	533	23	17	563	6	25	6	19	2	5	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	579	25	18	612	7	27	7	21	2	5	17
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
Percent Heavy Veh, %	5	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	437	884	38	455	910	10	265	47	78	443	49	168
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	785	1808	78	829	1860	21	612	365	603	1404	379	1289
Grp Volume(v), veh/h	24	0	604	18	0	619	55	0	0	2	0	22
Grp Sat Flow(s),veh/h/ln	785	0	1886	829	0	1881	1580	0	0	1404	0	1668
Q Serve(g_s), s	0.7	0.0	7.0	0.5	0.0	7.2	0.1	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	7.9	0.0	7.0	7.4	0.0	7.2	0.8	0.0	0.0	0.0	0.0	0.3
Prop In Lane	1.00		0.04	1.00		0.01	0.49		0.38	1.00		0.77
Lane Grp Cap(c), veh/h	437	0	922	455	0	920	391	0	0	443	0	217
V/C Ratio(X)	0.05	0.00	0.65	0.04	0.00	0.67	0.14	0.00	0.00	0.00	0.00	0.10
Avail Cap(c_a), veh/h	855	0	1927	896	0	1922	617	0	0	650	0	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	0.0	5.5	8.3	0.0	5.6	11.3	0.0	0.0	10.9	0.0	11.1
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.0	0.0	0.9	0.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.3	0.1	0.0	1.3	0.3	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.0	6.3	8.4	0.0	6.5	11.4	0.0	0.0	10.9	0.0	11.3
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		628			637			55			24	
Approach Delay, s/veh		6.4			6.5			11.4			11.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.6		9.3		19.6		9.3				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		9.9		2.3		9.4		2.8				
Green Ext Time (p_c), s		4.2		0.0		4.3		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	138	390	74	84	358	100	258	440
v/c Ratio	0.40	0.56	0.12	0.26	0.52	0.16	0.45	0.71
Control Delay	16.3	16.1	6.1	14.2	15.4	5.6	13.5	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	16.1	6.1	14.2	15.4	5.6	13.5	18.2
Queue Length 50th (ft)	25	77	4	15	69	4	41	72
Queue Length 95th (ft)	81	191	28	52	173	32	120	209
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	643	1298	1119	593	1284	1115	1027	1075
Starvation Cap Reductn	0	55	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.31	0.07	0.14	0.28	0.09	0.25	0.41

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	359	68	77	329	92	55	114	68	68	134	202
Future Volume (veh/h)	127	359	68	77	329	92	55	114	68	68	134	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1885	1885	1900	1900	1900	1856	1900	1885
Adj Flow Rate, veh/h	138	390	74	84	358	100	60	124	74	74	146	220
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
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	3	0	1
Cap, veh/h	401	750	636	386	744	631	183	333	168	158	219	283
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	948	1900	1610	943	1885	1598	245	969	488	185	638	823
Grp Volume(v), veh/h	138	390	74	84	358	100	258	0	0	440	0	0
Grp Sat Flow(s),veh/h/ln	948	1900	1610	943	1885	1598	1702	0	0	1647	0	0
Q Serve(g_s), s	5.7	7.0	1.3	3.3	6.3	1.8	0.0	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear(g_c), s	12.0	7.0	1.3	10.3	6.3	1.8	4.9	0.0	0.0	10.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.29	0.17		0.50
Lane Grp Cap(c), veh/h	401	750	636	386	744	631	684	0	0	660	0	0
V/C Ratio(X)	0.34	0.52	0.12	0.22	0.48	0.16	0.38	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	652	1253	1062	636	1244	1054	1142	0	0	1140	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.6	10.3	8.6	14.2	10.1	8.7	11.2	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.7	0.1	0.3	0.6	0.1	0.3	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.4	0.4	0.6	2.2	0.5	1.7	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	11.0	8.7	14.6	10.7	8.9	11.6	0.0	0.0	14.2	0.0	0.0
LnGrp LOS	B	B	A	B	B	A	B	A	A	B	A	A
Approach Vol, veh/h		602			542			258			440	
Approach Delay, s/veh		11.7			11.0			11.6			14.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.2		21.6		23.2		21.6				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		14.0		12.5		12.3		6.9				
Green Ext Time (p_c), s		3.6		2.8		3.3		1.7				

Intersection Summary		
HCM 6th Ctrl Delay		12.0
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	173	17	20	117	59	11	77	17	90	109	88
Future Vol, veh/h	74	173	17	20	117	59	11	77	17	90	109	88
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	85	199	20	23	134	68	13	89	20	103	125	101
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.6	11.6	10.5	14
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	28%	10%	31%
Vol Thru, %	73%	66%	60%	38%
Vol Right, %	16%	6%	30%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	264	196	287
LT Vol	11	74	20	90
Through Vol	77	173	117	109
RT Vol	17	17	59	88
Lane Flow Rate	121	303	225	330
Geometry Grp	1	1	1	1
Degree of Util (X)	0.198	0.471	0.348	0.502
Departure Headway (Hd)	5.91	5.586	5.553	5.475
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	602	640	644	656
Service Time	3.991	3.65	3.621	3.536
HCM Lane V/C Ratio	0.201	0.473	0.349	0.503
HCM Control Delay	10.5	13.6	11.6	14
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.7	2.5	1.6	2.8

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	442	53	2	465	0	28	0	17	8	2	5
Future Vol, veh/h	0	442	53	2	465	0	28	0	17	8	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	520	62	2	547	0	33	0	20	9	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	547	0	0	582	0	0	1106	1102	551	1112	1133	547
Stage 1	-	-	-	-	-	-	551	551	-	551	551	-
Stage 2	-	-	-	-	-	-	555	551	-	561	582	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1033	-	-	1002	-	-	190	213	538	188	205	541
Stage 1	-	-	-	-	-	-	522	519	-	522	519	-
Stage 2	-	-	-	-	-	-	520	519	-	516	502	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1033	-	-	1002	-	-	186	213	538	181	205	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	213	-	181	205	-
Stage 1	-	-	-	-	-	-	522	519	-	522	518	-
Stage 2	-	-	-	-	-	-	511	518	-	497	502	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	23.5	21.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	247	1033	-	-	1002	-	-	237
HCM Lane V/C Ratio	0.214	-	-	-	0.002	-	-	0.074
HCM Control Delay (s)	23.5	0	-	-	8.6	-	-	21.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	20	248	12	4	193	5	3	1	6	0	0	0
Future Vol, veh/h	20	248	12	4	193	5	3	1	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	264	13	4	205	5	3	1	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	210	0	0	277	0	0	529	531	271
Stage 1	-	-	-	-	-	-	313	313	-
Stage 2	-	-	-	-	-	-	216	218	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1373	-	-	1298	-	-	514	457	773
Stage 1	-	-	-	-	-	-	746	661	-
Stage 2	-	-	-	-	-	-	825	726	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1373	-	-	1298	-	-	503	0	773
Mov Cap-2 Maneuver	-	-	-	-	-	-	503	0	-
Stage 1	-	-	-	-	-	-	733	0	-
Stage 2	-	-	-	-	-	-	823	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0.2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	656	1373	-	-	1298	-	-
HCM Lane V/C Ratio	0.016	0.015	-	-	0.003	-	-
HCM Control Delay (s)	10.6	7.7	0	-	7.8	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	435	19	40	424	12	28	5	22	27	5	15
Future Vol, veh/h	13	435	19	40	424	12	28	5	22	27	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	3	0	1	0	0	0	3	14	0	7
Mvmt Flow	15	506	22	47	493	14	33	6	26	31	6	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	507	0	0	528	0	0	1153	1148	517	1157	1152	500
Stage 1	-	-	-	-	-	-	547	547	-	594	594	-
Stage 2	-	-	-	-	-	-	606	601	-	563	558	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.24	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.626	4	3.363
Pot Cap-1 Maneuver	1068	-	-	1049	-	-	176	200	556	164	199	561
Stage 1	-	-	-	-	-	-	525	521	-	471	496	-
Stage 2	-	-	-	-	-	-	487	493	-	490	515	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	1049	-	-	159	188	556	146	187	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	188	-	146	187	-
Stage 1	-	-	-	-	-	-	518	514	-	464	474	-
Stage 2	-	-	-	-	-	-	445	471	-	456	508	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7	27	30.1
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	1068	-	-	1049	-	-	197
HCM Lane V/C Ratio	0.282	0.014	-	-	0.044	-	-	0.277
HCM Control Delay (s)	27	8.4	-	-	8.6	-	-	30.1
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	1.1

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	54	36	165	37	29
Future Vol, veh/h	200	54	36	165	37	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	6
Mvmt Flow	206	56	37	170	38	30
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9	8.8	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	56%	0%	18%
Vol Thru, %	0%	79%	82%
Vol Right, %	44%	21%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	254	201
LT Vol	37	0	36
Through Vol	0	200	165
RT Vol	29	54	0
Lane Flow Rate	68	262	207
Geometry Grp	1	1	1
Degree of Util (X)	0.09	0.302	0.251
Departure Headway (Hd)	4.751	4.154	4.361
Convergence, Y/N	Yes	Yes	Yes
Cap	755	867	827
Service Time	2.775	2.168	2.376
HCM Lane V/C Ratio	0.09	0.302	0.25
HCM Control Delay	8.2	9	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	1.3	1

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	407	76	30	393	12	67	9	23	23	7	16
Future Vol, veh/h	1	407	76	30	393	12	67	9	23	23	7	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	8	0	0	25	0	0	0
Mvmt Flow	1	479	89	35	462	14	79	11	27	27	8	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	476	0	0	568	0	0	1079	1072	524	1084	1109	469
Stage 1	-	-	-	-	-	-	526	526	-	539	539	-
Stage 2	-	-	-	-	-	-	553	546	-	545	570	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.45	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.525	3.5	4	3.3
Pot Cap-1 Maneuver	1097	-	-	1014	-	-	198	222	511	196	211	598
Stage 1	-	-	-	-	-	-	539	532	-	530	525	-
Stage 2	-	-	-	-	-	-	521	521	-	526	509	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1097	-	-	1014	-	-	181	214	511	174	203	598
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	214	-	174	203	-
Stage 1	-	-	-	-	-	-	538	531	-	529	507	-
Stage 2	-	-	-	-	-	-	479	503	-	488	508	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	39.3	24.5
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	217	1097	-	-	1014	-	-	238
HCM Lane V/C Ratio	0.537	0.001	-	-	0.035	-	-	0.227
HCM Control Delay (s)	39.3	8.3	-	-	8.7	-	-	24.5
HCM Lane LOS	E	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.8	0	-	-	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	197	0	1	177	40	1	8	0	36	12	27
Future Vol, veh/h	8	197	0	1	177	40	1	8	0	36	12	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	0	7	0	0	0	0	0	0
Mvmt Flow	8	203	0	1	182	41	1	8	0	37	12	28

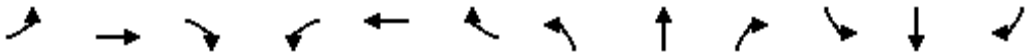
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	223	0	0	203	0	0	444	444	203	428	424	203
Stage 1	-	-	-	-	-	-	219	219	-	205	205	-
Stage 2	-	-	-	-	-	-	225	225	-	223	219	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1358	-	-	1381	-	-	528	511	843	541	525	843
Stage 1	-	-	-	-	-	-	788	726	-	802	736	-
Stage 2	-	-	-	-	-	-	782	721	-	784	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1358	-	-	1381	-	-	498	507	843	531	521	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	507	-	531	521	-
Stage 1	-	-	-	-	-	-	782	721	-	796	735	-
Stage 2	-	-	-	-	-	-	743	720	-	770	721	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	12.2	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	506	1358	-	-	1381	-	-	610
HCM Lane V/C Ratio	0.018	0.006	-	-	0.001	-	-	0.127
HCM Control Delay (s)	12.2	7.7	0	-	7.6	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	109	348	25	396	130	252
v/c Ratio	0.28	0.34	0.06	0.57	0.15	0.33
Control Delay	14.7	19.9	12.7	26.2	12.2	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	19.9	12.7	26.2	12.2	13.5
Queue Length 50th (ft)	28	47	6	73	28	59
Queue Length 95th (ft)	56	102	18	117	68	128
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	614	2226	655	2161	843	758
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.04	0.18	0.15	0.33

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	317	13	24	305	71	7	94	23	65	92	83
Future Volume (veh/h)	104	317	13	24	305	71	7	94	23	65	92	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1885	1870	1900	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	334	14	25	321	75	7	99	24	68	97	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	0	0	1	2	0	1	0	0	0	0
Cap, veh/h	373	832	35	357	501	116	74	665	154	234	330	260
Arrive On Green	0.11	0.24	0.24	0.04	0.17	0.17	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1795	3531	148	1810	2890	666	32	1442	334	352	716	563
Grp Volume(v), veh/h	109	170	178	25	197	199	130	0	0	252	0	0
Grp Sat Flow(s),veh/h/ln	1795	1805	1873	1810	1791	1765	1807	0	0	1631	0	0
Q Serve(g_s), s	2.9	5.1	5.1	0.7	6.5	6.7	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	2.9	5.1	5.1	0.7	6.5	6.7	2.6	0.0	0.0	5.7	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.38	0.05		0.18	0.27		0.35
Lane Grp Cap(c), veh/h	373	425	441	357	311	306	893	0	0	824	0	0
V/C Ratio(X)	0.29	0.40	0.40	0.07	0.63	0.65	0.15	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	728	1115	1157	828	1106	1091	893	0	0	824	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	20.6	20.6	19.8	24.5	24.6	10.0	0.0	0.0	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.6	0.1	2.1	2.3	0.3	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.0	2.1	0.3	2.7	2.8	1.1	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	21.2	21.2	19.9	26.7	26.9	10.3	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	B	A	A	B	A	A
Approach Vol, veh/h		457			421			130			252	
Approach Delay, s/veh		20.5			26.4			10.3			11.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	20.6		35.0	12.3	16.6		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.7	7.1		7.7	4.9	8.7		4.6				
Green Ext Time (p_c), s	0.0	2.0		1.4	0.2	2.4		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		19.7	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	0	22	2	0	1	10	46	0	0	51	62
Future Vol, veh/h	52	0	22	2	0	1	10	46	0	0	51	62
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	57	0	24	2	0	1	11	50	0	0	55	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	161	89	173	194	50	122	0	0	50	0	0
Stage 1	89	89	-	72	72	-	-	-	-	-	-	-
Stage 2	73	72	-	101	122	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	808	735	975	794	705	1024	1478	-	-	1570	-	-
Stage 1	923	825	-	943	839	-	-	-	-	-	-	-
Stage 2	942	839	-	910	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	802	729	975	770	699	1024	1478	-	-	1570	-	-
Mov Cap-2 Maneuver	802	729	-	770	699	-	-	-	-	-	-	-
Stage 1	916	825	-	935	832	-	-	-	-	-	-	-
Stage 2	933	832	-	888	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	9.3	1.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	847	839	1570	-	-
HCM Lane V/C Ratio	0.007	-	-	0.095	0.004	-	-	-
HCM Control Delay (s)	7.5	0	-	9.7	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	45	0	14	57	0
Future Vol, veh/h	0	45	0	14	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	0	15	62	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	8	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	1074	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1074	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.5	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1074
HCM Lane V/C Ratio	-	-	0.046
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	205	201	4	0	0
Future Vol, veh/h	24	205	201	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	223	218	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	222	0	-	0	495	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1347	-	-	-	534	820
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1347	-	-	-	522	820
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1347	-	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-	-
HCM Control Delay (s)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	14	114	186	25	142
Future Vol, veh/h	200	14	114	186	25	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	217	15	124	202	27	154

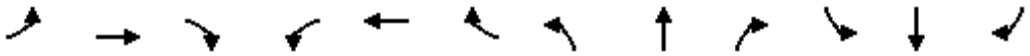
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	675	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1348	-	422	819
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1348	-	383	819
Mov Cap-2 Maneuver	-	-	-	-	383	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	819	-	-	1348	-
HCM Lane V/C Ratio	0.071	0.188	-	-	0.092	-
HCM Control Delay (s)	15.1	10.4	-	-	7.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.7	-	-	0.3	-

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	10	366	24	317	65	63
v/c Ratio	0.01	0.25	0.03	0.22	0.12	0.12
Control Delay	5.0	4.9	5.0	4.7	6.6	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	4.9	5.0	4.7	6.6	8.2
Queue Length 50th (ft)	0	0	0	0	2	3
Queue Length 95th (ft)	5	85	10	72	23	26
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	1007	1772	963	1764	1091	1060
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.21	0.02	0.18	0.06	0.06

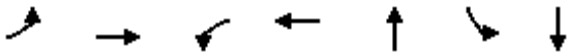
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	330	3	22	277	12	10	19	30	18	26	13
Future Volume (veh/h)	9	330	3	22	277	12	10	19	30	18	26	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	363	3	24	304	13	11	21	33	20	29	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	557	723	6	521	695	30	193	162	199	249	243	89
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1079	1882	16	1032	1809	77	137	697	860	289	1049	382
Grp Volume(v), veh/h	10	0	366	24	0	317	65	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1079	0	1897	1032	0	1886	1694	0	0	1720	0	0
Q Serve(g_s), s	0.2	0.0	3.8	0.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	3.8	4.3	0.0	3.2	0.8	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.04	0.17		0.51	0.32		0.22
Lane Grp Cap(c), veh/h	557	0	729	521	0	724	555	0	0	581	0	0
V/C Ratio(X)	0.02	0.00	0.50	0.05	0.00	0.44	0.12	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	1386	0	2186	1314	0	2173	1437	0	0	1458	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	0.0	6.1	7.8	0.0	5.9	8.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.1	0.0	0.6	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.1	0.0	0.7	0.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	0.0	6.9	7.8	0.0	6.5	8.1	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		376			341			65			63	
Approach Delay, s/veh		6.9			6.6			8.1			8.0	
Approach LOS		A			A			A			A	

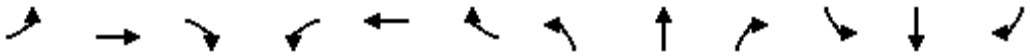
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		11.0		15.0		11.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		5.8		2.7		6.3		2.8				
Green Ext Time (p_c), s		3.3		0.2		2.9		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.0									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	407	49	321	70	3	13
v/c Ratio	0.02	0.31	0.07	0.25	0.18	0.01	0.03
Control Delay	5.2	5.8	5.5	5.5	8.9	11.0	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	5.8	5.5	5.5	8.9	11.0	11.4
Queue Length 50th (ft)	1	45	5	34	7	1	2
Queue Length 95th (ft)	6	87	15	67	26	4	10
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	933	1636	863	1643	387	398	411
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.25	0.06	0.20	0.18	0.01	0.03

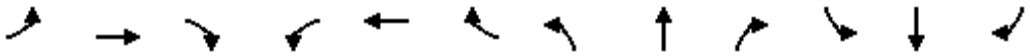
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	342	24	44	280	9	25	7	31	3	5	6
Future Volume (veh/h)	12	342	24	44	280	9	25	7	31	3	5	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	380	27	49	311	10	28	8	34	3	6	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	601	714	51	535	746	24	280	44	112	509	116	135
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1075	1753	125	994	1831	59	513	304	772	1386	799	933
Grp Volume(v), veh/h	13	0	407	49	0	321	70	0	0	3	0	13
Grp Sat Flow(s),veh/h/ln	1075	0	1878	994	0	1889	1589	0	0	1386	0	1732
Q Serve(g_s), s	0.2	0.0	4.0	1.0	0.0	3.0	0.3	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	3.2	0.0	4.0	5.0	0.0	3.0	0.9	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		0.07	1.00		0.03	0.40		0.49	1.00		0.54
Lane Grp Cap(c), veh/h	601	0	765	535	0	770	435	0	0	509	0	250
V/C Ratio(X)	0.02	0.00	0.53	0.09	0.00	0.42	0.16	0.00	0.00	0.01	0.00	0.05
Avail Cap(c_a), veh/h	1455	0	2256	1325	0	2270	717	0	0	761	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	0.0	5.5	7.4	0.0	5.2	9.4	0.0	0.0	9.0	0.0	9.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.1	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.7	0.1	0.0	0.5	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	0.0	6.1	7.5	0.0	5.6	9.5	0.0	0.0	9.0	0.0	9.1
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		420			370			70			16	
Approach Delay, s/veh		6.1			5.8			9.5			9.1	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		9.0		15.5		9.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		6.0		2.2		7.0		2.9				
Green Ext Time (p_c), s		2.6		0.0		2.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			6.3									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	60	265	67	57	211	68	180	256
v/c Ratio	0.15	0.42	0.12	0.15	0.33	0.12	0.36	0.49
Control Delay	9.3	11.3	3.6	9.4	10.4	3.6	8.5	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	11.3	3.6	9.4	10.4	3.6	8.5	11.6
Queue Length 50th (ft)	7	33	0	6	25	0	13	26
Queue Length 95th (ft)	27	87	16	26	70	16	52	83
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	1054	1684	1439	1003	1684	1439	1305	1395
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.16	0.05	0.06	0.13	0.05	0.14	0.18

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	254	64	55	203	65	39	55	79	49	106	91
Future Volume (veh/h)	58	254	64	55	203	65	39	55	79	49	106	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1826	1900	1885	1900
Adj Flow Rate, veh/h	60	265	67	57	211	68	41	57	82	51	110	95
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	5	0	1	0
Cap, veh/h	500	576	488	461	576	488	219	190	209	212	234	172
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1118	1900	1610	1065	1900	1610	217	684	754	206	845	620
Grp Volume(v), veh/h	60	265	67	57	211	68	180	0	0	256	0	0
Grp Sat Flow(s),veh/h/ln	1118	1900	1610	1065	1900	1610	1656	0	0	1671	0	0
Q Serve(g_s), s	1.2	3.1	0.8	1.3	2.4	0.9	0.0	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	3.7	3.1	0.8	4.4	2.4	0.9	2.3	0.0	0.0	3.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.46	0.20		0.37
Lane Grp Cap(c), veh/h	500	576	488	461	576	488	618	0	0	618	0	0
V/C Ratio(X)	0.12	0.46	0.14	0.12	0.37	0.14	0.29	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	1344	2011	1704	1265	2011	1704	1799	0	0	1841	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	7.9	7.1	9.7	7.6	7.1	8.1	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.2	0.1	0.5	0.2	0.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.2	0.2	0.7	0.2	0.6	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	8.6	7.2	9.8	8.1	7.2	8.4	0.0	0.0	9.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		392			336			180			256	
Approach Delay, s/veh		8.4			8.2			8.4			9.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		13.9		13.9		13.9				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		5.7		5.5		6.4		4.3				
Green Ext Time (p_c), s		2.5		1.7		2.0		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			8.5									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	203	41	28	116	57	17	36	29	51	86	65
Future Vol, veh/h	71	203	41	28	116	57	17	36	29	51	86	65
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	88	251	51	35	143	70	21	44	36	63	106	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.2	11.6	10.2	12.3
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	23%	14%	25%
Vol Thru, %	44%	64%	58%	43%
Vol Right, %	35%	13%	28%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	315	201	202
LT Vol	17	71	28	51
Through Vol	36	203	116	86
RT Vol	29	41	57	65
Lane Flow Rate	101	389	248	249
Geometry Grp	1	1	1	1
Degree of Util (X)	0.166	0.571	0.372	0.39
Departure Headway (Hd)	5.917	5.284	5.392	5.636
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	602	681	665	636
Service Time	3.992	3.335	3.45	3.697
HCM Lane V/C Ratio	0.168	0.571	0.373	0.392
HCM Control Delay	10.2	15.2	11.6	12.3
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	0.6	3.6	1.7	1.8

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	300	82	3	319	1	3	2	4	0	1	1
Future Vol, veh/h	0	300	82	3	319	1	3	2	4	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	0	330	90	3	351	1	3	2	4	0	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	420	0	0	734	733	375	736	778	352
Stage 1	-	-	-	-	-	-	375	375	-	358	358	-
Stage 2	-	-	-	-	-	-	359	358	-	378	420	-
Critical Hdwy	4.1	-	-	4.43	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.497	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1218	-	-	991	-	-	338	350	676	337	330	696
Stage 1	-	-	-	-	-	-	650	621	-	664	631	-
Stage 2	-	-	-	-	-	-	663	631	-	648	593	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1218	-	-	991	-	-	336	349	676	332	329	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	349	-	332	329	-
Stage 1	-	-	-	-	-	-	650	621	-	664	629	-
Stage 2	-	-	-	-	-	-	659	629	-	642	593	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	13.4	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	437	1218	-	-	991	-	-	447
HCM Lane V/C Ratio	0.023	-	-	-	0.003	-	-	0.005
HCM Control Delay (s)	13.4	0	-	-	8.6	-	-	13.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	22	229	32	31	190	9	11	0	13	0	0	0
Future Vol, veh/h	22	229	32	31	190	9	11	0	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	283	40	38	235	11	14	0	16	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	246	0	0	323	0	0	674	679	303
Stage 1	-	-	-	-	-	-	357	357	-
Stage 2	-	-	-	-	-	-	317	322	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1332	-	-	1248	-	-	423	376	741
Stage 1	-	-	-	-	-	-	713	632	-
Stage 2	-	-	-	-	-	-	743	655	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1332	-	-	1248	-	-	398	0	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	0	-
Stage 1	-	-	-	-	-	-	695	0	-
Stage 2	-	-	-	-	-	-	717	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.6	1.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	531	1332	-	-	1248	-	-
HCM Lane V/C Ratio	0.056	0.02	-	-	0.031	-	-
HCM Control Delay (s)	12.2	7.8	0	-	8	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	262	26	67	318	4	2	1	2	9	4	3
Future Vol, veh/h	16	262	26	67	318	4	2	1	2	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	291	29	74	353	4	2	1	2	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	320	0	0	849	847	306	846	859	355
Stage 1	-	-	-	-	-	-	342	342	-	503	503	-
Stage 2	-	-	-	-	-	-	507	505	-	343	356	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1213	-	-	1251	-	-	283	301	739	284	296	693
Stage 1	-	-	-	-	-	-	677	642	-	555	545	-
Stage 2	-	-	-	-	-	-	552	544	-	676	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1213	-	-	1251	-	-	263	279	739	266	274	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	279	-	266	274	-
Stage 1	-	-	-	-	-	-	667	632	-	547	513	-
Stage 2	-	-	-	-	-	-	512	512	-	663	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.4	15.2	17.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	360	1213	-	-	1251	-	-	303
HCM Lane V/C Ratio	0.015	0.015	-	-	0.06	-	-	0.059
HCM Control Delay (s)	15.2	8	-	-	8.1	-	-	17.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-	-	0.2

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	199	43	49	178	52	26
Future Vol, veh/h	199	43	49	178	52	26
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	243	52	60	217	63	32
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.8	9.9	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	67%	0%	22%
Vol Thru, %	0%	82%	78%
Vol Right, %	33%	18%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	78	242	227
LT Vol	52	0	49
Through Vol	0	199	178
RT Vol	26	43	0
Lane Flow Rate	95	295	277
Geometry Grp	1	1	1
Degree of Util (X)	0.134	0.356	0.346
Departure Headway (Hd)	5.075	4.337	4.495
Convergence, Y/N	Yes	Yes	Yes
Cap	705	829	800
Service Time	3.119	2.365	2.524
HCM Lane V/C Ratio	0.135	0.356	0.346
HCM Control Delay	8.9	9.8	9.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	1.6	1.6

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	202	69	47	291	5	89	4	32	5	3	9
Future Vol, veh/h	2	202	69	47	291	5	89	4	32	5	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	227	78	53	327	6	100	4	36	6	3	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	333	0	0	305	0	0	713	709	266	726	745	330
Stage 1	-	-	-	-	-	-	270	270	-	436	436	-
Stage 2	-	-	-	-	-	-	443	439	-	290	309	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1238	-	-	1267	-	-	349	362	778	343	345	716
Stage 1	-	-	-	-	-	-	740	690	-	603	583	-
Stage 2	-	-	-	-	-	-	598	582	-	722	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1238	-	-	1267	-	-	330	346	778	313	330	716
Mov Cap-2 Maneuver	-	-	-	-	-	-	330	346	-	313	330	-
Stage 1	-	-	-	-	-	-	739	689	-	602	559	-
Stage 2	-	-	-	-	-	-	561	558	-	683	662	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.1	19.4	13.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	388	1238	-	-	1267	-	-	452
HCM Lane V/C Ratio	0.362	0.002	-	-	0.042	-	-	0.042
HCM Control Delay (s)	19.4	7.9	-	-	8	-	-	13.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0	-	-	0.1	-	-	0.1

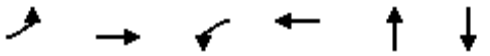
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	178	1	0	177	37	4	4	1	28	5	57
Future Vol, veh/h	8	178	1	0	177	37	4	4	1	28	5	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	207	1	0	206	43	5	5	1	33	6	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	208	0	0	490	475	208	457	454	228
Stage 1	-	-	-	-	-	-	226	226	-	228	228	-
Stage 2	-	-	-	-	-	-	264	249	-	229	226	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1328	-	-	1375	-	-	492	491	837	517	505	816
Stage 1	-	-	-	-	-	-	781	721	-	779	719	-
Stage 2	-	-	-	-	-	-	746	704	-	778	721	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1328	-	-	1375	-	-	445	487	837	509	501	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	487	-	509	501	-
Stage 1	-	-	-	-	-	-	775	715	-	773	719	-
Stage 2	-	-	-	-	-	-	680	704	-	766	715	-

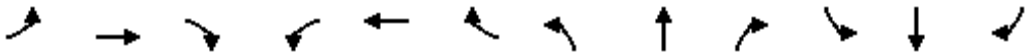
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	12.5	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	1328	-	-	1375	-	-	667
HCM Lane V/C Ratio	0.021	0.007	-	-	-	-	-	0.157
HCM Control Delay (s)	12.5	7.7	0	-	0	-	-	11.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	57	191	26	344	103	190
v/c Ratio	0.16	0.23	0.07	0.52	0.11	0.23
Control Delay	14.3	19.1	13.2	24.5	10.5	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	19.1	13.2	24.5	10.5	10.1
Queue Length 50th (ft)	14	23	6	62	21	37
Queue Length 95th (ft)	34	58	20	100	51	82
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	642	2395	673	2365	905	844
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.08	0.04	0.15	0.11	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	155	21	24	268	49	13	71	11	44	66	64
Future Volume (veh/h)	52	155	21	24	268	49	13	71	11	44	66	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	168	23	26	291	53	14	77	12	48	72	70
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
Percent Heavy Veh, %	2	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	334	614	83	381	478	86	139	700	102	235	349	297
Arrive On Green	0.08	0.19	0.19	0.05	0.16	0.16	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1781	3196	431	1810	3033	545	147	1434	208	328	714	608
Grp Volume(v), veh/h	57	94	97	26	170	174	103	0	0	190	0	0
Grp Sat Flow(s),veh/h/ln	1781	1805	1822	1810	1791	1787	1789	0	0	1650	0	0
Q Serve(g_s), s	1.5	2.7	2.8	0.7	5.4	5.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	2.7	2.8	0.7	5.4	5.5	1.8	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.31	0.14		0.12	0.25		0.37
Lane Grp Cap(c), veh/h	334	347	350	381	282	281	941	0	0	880	0	0
V/C Ratio(X)	0.17	0.27	0.28	0.07	0.60	0.62	0.11	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	763	1180	1191	880	1170	1168	941	0	0	880	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	20.8	20.8	19.4	23.7	23.8	8.4	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.1	2.1	2.2	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.1	1.1	0.3	2.2	2.3	0.7	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	21.2	21.3	19.5	25.8	26.0	8.6	0.0	0.0	9.4	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		248			370			103			190	
Approach Delay, s/veh		20.6			25.4			8.6			9.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	17.1		35.0	10.4	15.0		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.7	4.8		5.7	3.5	7.5		3.8				
Green Ext Time (p_c), s	0.0	1.1		1.0	0.1	2.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	89	0	40	1	0	0	12	36	1	0	49	75
Future Vol, veh/h	89	0	40	1	0	0	12	36	1	0	49	75
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	97	0	43	1	0	0	13	39	1	0	53	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	160	160	94	182	201	40	135	0	0	40	0	0
Stage 1	94	94	-	66	66	-	-	-	-	-	-	-
Stage 2	66	66	-	116	135	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	810	736	968	784	699	1037	1462	-	-	1583	-	-
Stage 1	918	821	-	950	844	-	-	-	-	-	-	-
Stage 2	950	844	-	894	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	804	729	968	744	693	1037	1462	-	-	1583	-	-
Mov Cap-2 Maneuver	804	729	-	744	693	-	-	-	-	-	-	-
Stage 1	910	821	-	941	836	-	-	-	-	-	-	-
Stage 2	941	836	-	854	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	9.8	1.8	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1462	-	-	849	744	1583	-	-
HCM Lane V/C Ratio	0.009	-	-	0.165	0.001	-	-	-
HCM Control Delay (s)	7.5	0	-	10.1	9.8	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	0	27	86	0
Future Vol, veh/h	0	9	0	27	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	0	29	93	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	15	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	1065	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1065	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.4	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1065
HCM Lane V/C Ratio	-	-	0.009
HCM Control Delay (s)	-	-	8.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	187	227	11	0	0
Future Vol, veh/h	38	187	227	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	203	247	12	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	259	0	-	0	538	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1306	-	-	-	504	786
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1306	-	-	-	486	786
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	763	-

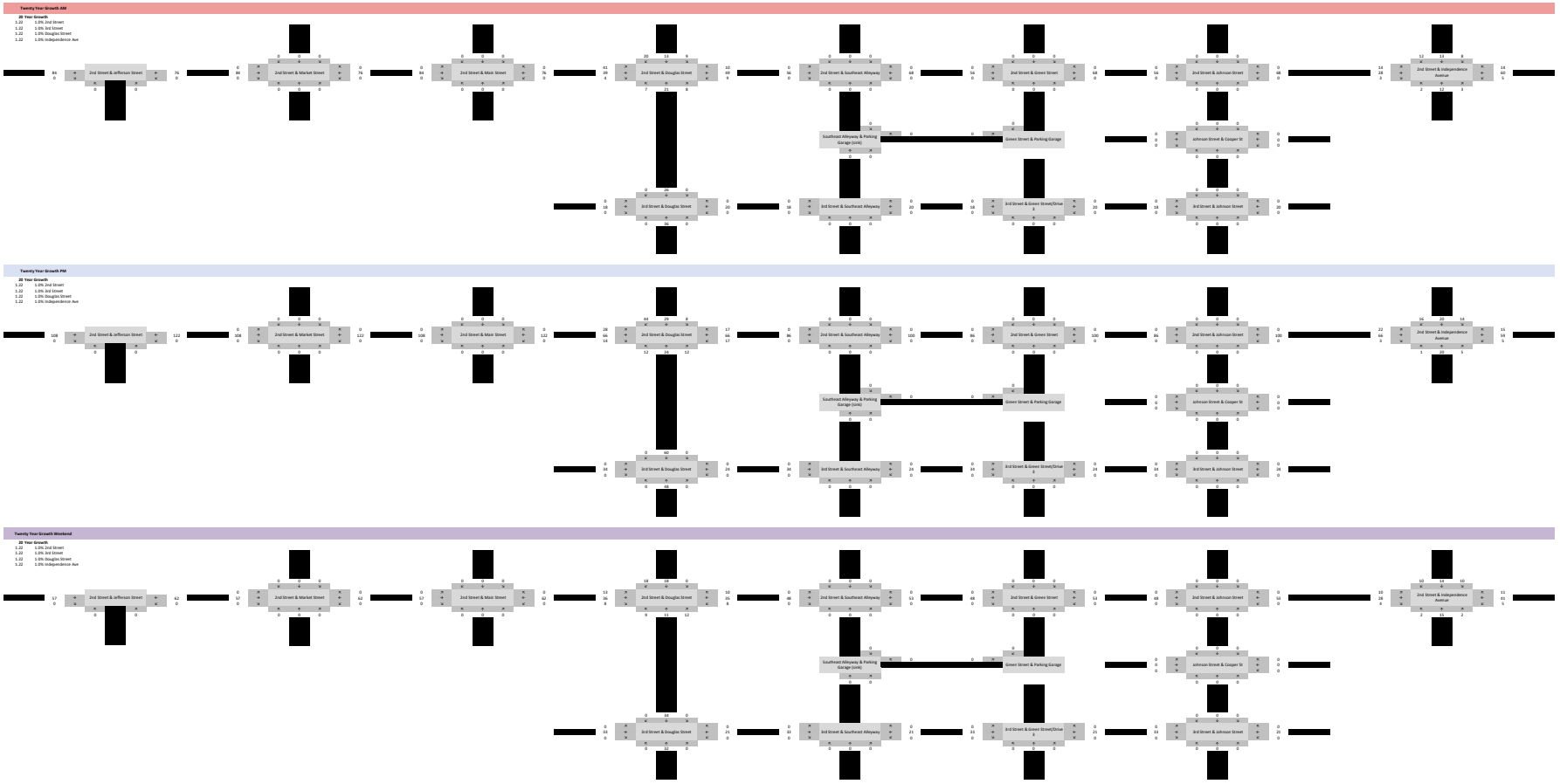
Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1306	-	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-	-
HCM Control Delay (s)	7.8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

APPENDIX F

Future Year 2043 Plus Full Build Development Conditions

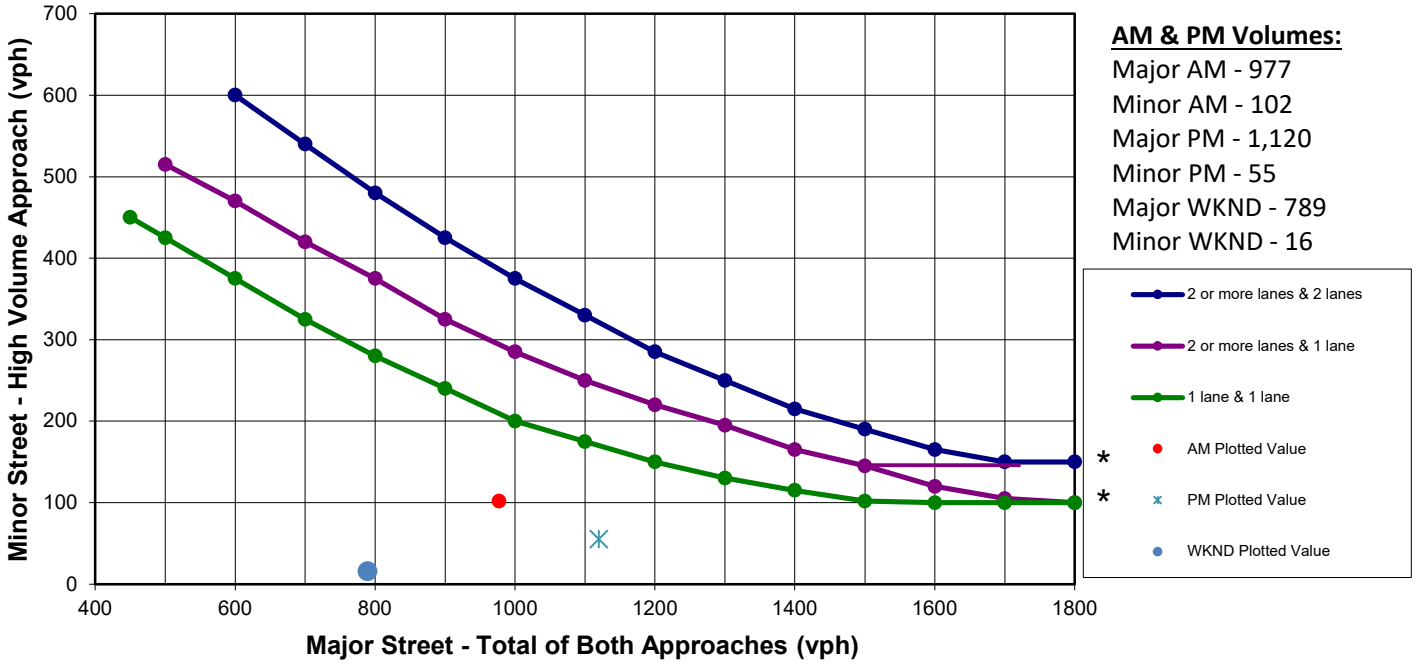
Growth


Twenty Year Growth AM
20 Year Growth
1.22 1.0% 2nd Street
1.22 1.0% 3rd Street
1.22 1.0% Douglas Street
1.22 1.0% Independence Ave
2nd Street & Jefferson Street
2nd Street & Market Street
3rd Street & Main Street
2nd Street & Douglas Street
2nd Street & Southeast Alleyway
Southeast Alleyway & Parking Garage (shift)
Green Street & Parking Garage
3rd Street & Douglas Street
3rd Street & Green Street/Drive A
2nd Street & Green Street
2nd Street & Johnson Street
Johnson Street & Cooper St
3rd Street & Johnson Street
2nd Street & Independence Avenue
Twenty Year Growth PM
20 Year Growth
1.22 1.0% 2nd Street
1.22 1.0% 3rd Street
1.22 1.0% Douglas Street
1.22 1.0% Independence Ave
2nd Street & Jefferson Street
2nd Street & Market Street
3rd Street & Main Street
2nd Street & Douglas Street
2nd Street & Southeast Alleyway
Southeast Alleyway & Parking Garage (shift)
Green Street & Parking Garage
3rd Street & Douglas Street
3rd Street & Green Street/Drive A
2nd Street & Green Street
2nd Street & Johnson Street
Johnson Street & Cooper St
3rd Street & Johnson Street
2nd Street & Independence Avenue
Twenty Year Growth Weekend
20 Year Growth
1.22 1.0% 2nd Street
1.22 1.0% 3rd Street
1.22 1.0% Douglas Street
1.22 1.0% Independence Ave
2nd Street & Jefferson Street
2nd Street & Market Street
3rd Street & Main Street
2nd Street & Douglas Street
2nd Street & Southeast Alleyway
Southeast Alleyway & Parking Garage (shift)
Green Street & Parking Garage
3rd Street & Douglas Street
3rd Street & Green Street/Drive A
2nd Street & Green Street
2nd Street & Johnson Street
Johnson Street & Cooper St
3rd Street & Johnson Street
2nd Street & Independence Avenue

Signal Warrants

Peak Hour Volume Warrant (Future Year + Full Build)

2nd Street and Green Street



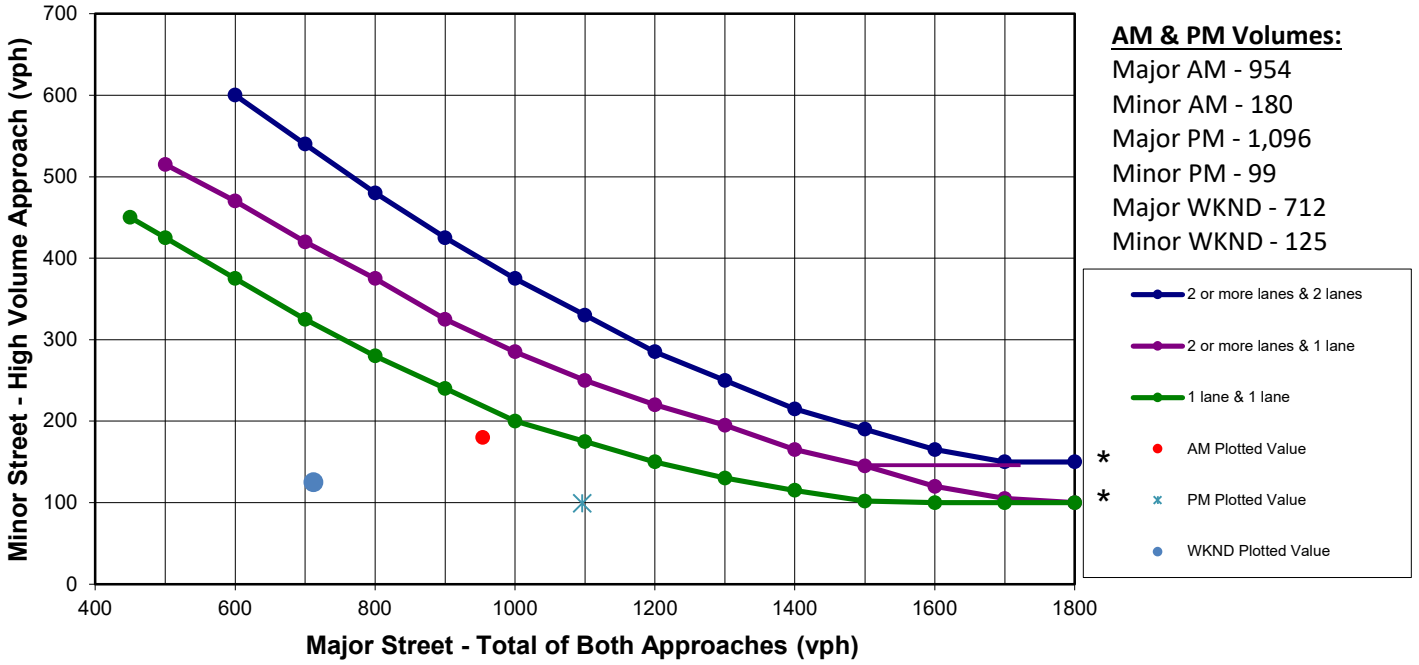
AM & PM Volumes:

Major AM - 977
Minor AM - 102
Major PM - 1,120
Minor PM - 55
Major WKND - 789
Minor WKND - 16

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Peak Hour Volume Warrant (Future Year + Full Build)

2nd Street and Johnson Street



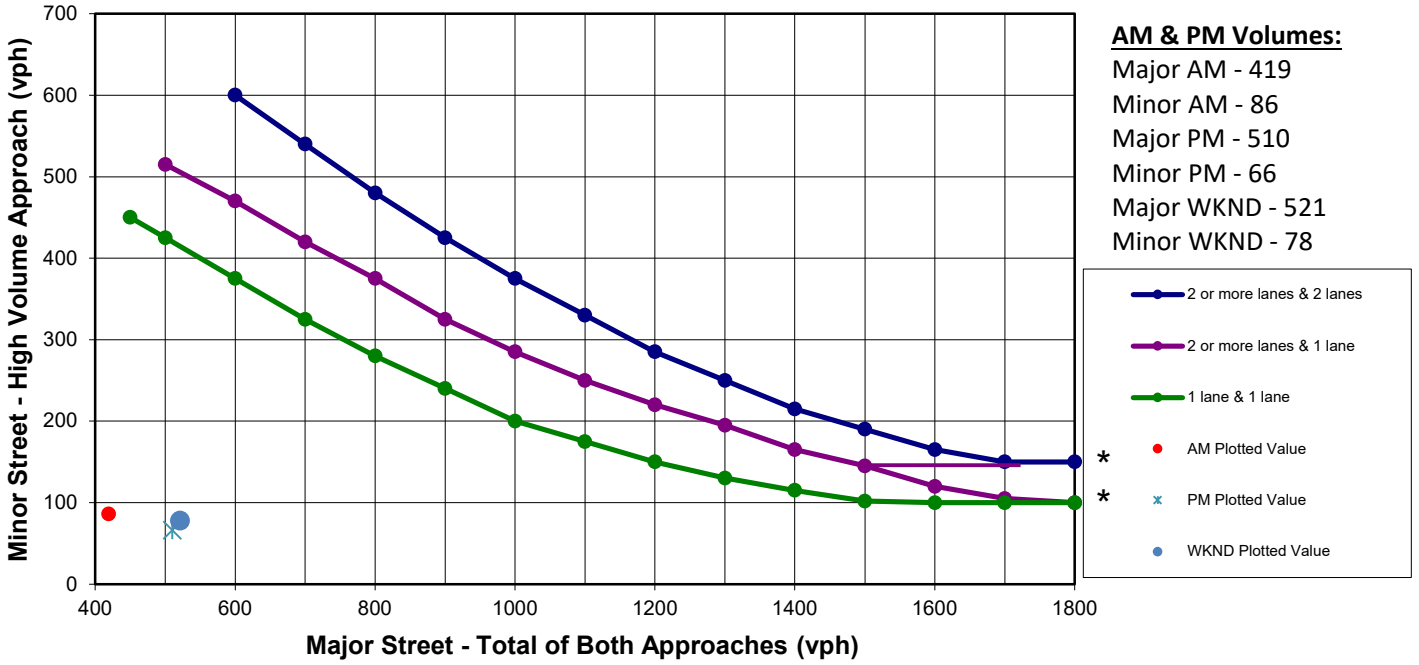
AM & PM Volumes:

Major AM - 954
Minor AM - 180
Major PM - 1,096
Minor PM - 99
Major WKND - 712
Minor WKND - 125

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Peak Hour Volume Warrant (Future Year + Full Build)

3rd Street and Green Street



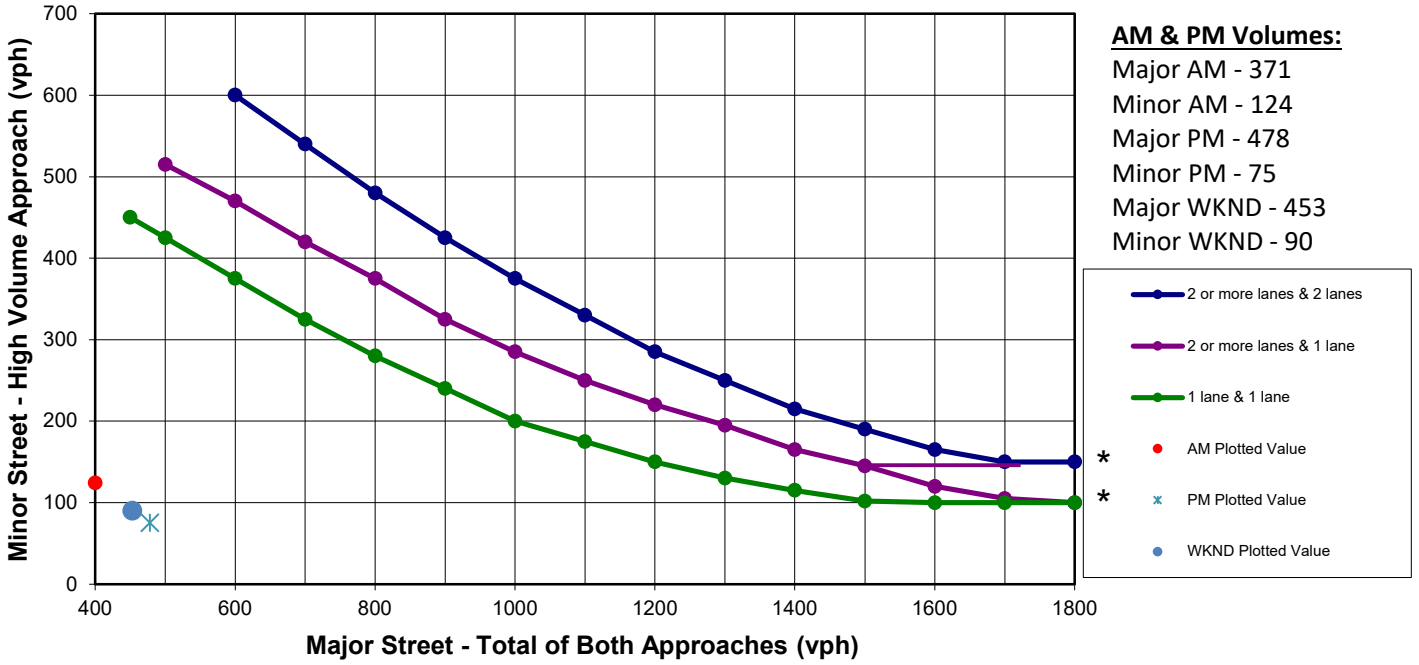
AM & PM Volumes:

Major AM - 419
Minor AM - 86
Major PM - 510
Minor PM - 66
Major WKND - 521
Minor WKND - 78

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Peak Hour Volume Warrant (Future Year + Full Build)

3rd Street and Johnson Street



AM & PM Volumes:

Major AM - 371
Minor AM - 124
Major PM - 478
Minor PM - 75
Major WKND - 453
Minor WKND - 90

*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes

Turn Lane Warrants

LEFT TURN LANE WARRANTS - FUTURE YEAR 2043 PLUS FULL BUILD CONDITIONS												
Intersection	**Movement**	**Signlaized**	**Median Divided**	**Directional Street Classification**	**Cross Street Classification**	**Left Turn Volume**			**Meets Warrant**	**Criteria**	**Build Length**	**Feasibility**
						AM	**PM**	**Weekend**				
2nd and Market	Southbound	YES	NO	Collector	Minor Arterial	18	32	18	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
	Northbound	YES	NO	Collector	Minor Arterial	34	18	10	YES	Signalized, arterial/collector	Minimum of 150'	YES, restripe
2nd and Main	Northbound	YES	NO	Local	Minor Arterial	22	25	25	YES	Signalized, meets all three hours	No minimum	NO, restripe?
2nd and Douglas	Southbound	YES	NO	Minor Arterial	Minor Arterial	97	76	49	YES	Signalized, arterial/arterial	Minimum of 250'	NO
	Northbound	YES	NO	Minor Arterial	Minor Arterial	41	66	48	YES	Signalized, arterial/arterial	Minimum of 250'	YES, restripe
2nd and SE Alley	Southbound	NO	NO	Local	Minor Arterial	0	8	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	55	28	3	YES	Meets AM and PM	No minimum	NO
2nd and Green	Southbound	NO	NO	Local	Minor Arterial	9	27	9	YES	Meets PM only	No minimum	YES, restripe
	Northbound	NO	NO	Local	Minor Arterial	54	28	2	YES	Meets AM and PM	No minimum	YES, restripe
2nd and Johnson	Southbound	NO	NO	Local	Minor Arterial	5	23	5	YES	Meets PM only	No minimum	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	111	67	89	YES	Meets all three hours	No minimum	YES, repave
2nd and Independence	Southbound	YES	NO	Local	Minor Arterial	44	78	54	YES	Signalized, meets all three hours	No minimum	YES, repave
	Northbound	YES	NO	Local	Minor Arterial	19	8	15	YES	Signalized, meets no hours	No minimum	YES, repave
3rd and Johnson	Southbound	NO	NO	Local	Minor Arterial	37	36	28	YES	Meets all three hours	No minimum	NO
	Westbound	NO	NO	Minor Arterial	Local	0	1	0	NO	Meets no hours	-	NO
	Northbound	NO	NO	Local	Minor Arterial	5	1	4	NO	Meets no hours	-	NO
3rd and Green	Eastbound	NO	NO	Minor Arterial	Local	33	8	8	YES	Meets AM only	Minimum of 200'	NO
	Westbound	NO	NO	Minor Arterial	Local	65	36	49	YES	Meets all three hours	Minimum of 200'	YES, repave
	Northbound	NO	NO	Local	Minor Arterial	33	37	52	YES	Meets all three hours	No minimum	YES, remove parking
	Westbound	NO	NO	Minor Arterial	Local	23	4	31	YES	Meets AM and Weekend	Minimum of 200'	YES, remove parking
3rd and SE Alley	Northbound	NO	NO	Local	Minor Arterial	13	3	11	NO	Meets no hours	-	NO
	Eastbound	NO	NO	Minor Arterial	Local	31	20	22	YES	Meets all three hours	Minimum of 200'	YES, remove parking
3rd and Douglas	Southbound	NO	NO	Minor Arterial	Minor Arterial	30	90	51	YES	Arterial/arterial	Minimum of 250'	NO
	Westbound	NO	NO	Minor Arterial	Minor Arterial	17	20	28	YES	Arterial/arterial	Minimum of 250'	NO
	Northbound	NO	NO	Minor Arterial	Minor Arterial	16	11	17	YES	Arterial/arterial	Minimum of 250'	NO
	Eastbound	NO	NO	Minor Arterial	Minor Arterial	66	74	71	YES	Arterial/arterial	Minimum of 250'	NO
Johnson and Cooper	Southbound	NO	NO	Local	Local	0	0	0	NO	Local/local	-	YES, repave
	Westbound	NO	NO	Local	Local	1	2	1	NO	Local/local	-	YES, repave
	Northbound	NO	NO	Local	Local	15	10	12	NO	Local/local	-	YES, repave
	Eastbound	NO	NO	Local	Local	119	52	89	NO	Local/local	-	YES, repave
3rd and Drive 3	Eastbound	NO	NO	Minor Arterial	Local	35	24	38	YES	Meets all three hours	Minimum of 200'	NO

RIGHT TURN LANE WARRANTS - FUTURE YEAR 2043 PLUS FULL BUILD CONDITIONS										
Intersection	**Movement**	**Directional Street Classification**	**Cross Street Classification**	**Right Turn Volume**			**Meets Warrant**	**Criteria**	**Build Length**	**Feasibility**
				AM	**PM**	**Weekend**				
2nd and Jefferson	Eastbound	Minor Arterial	Minor Arterial	26	38	14	NO	Meets no hours	-	NO
2nd and Market	Southbound	Collector	Minor Arterial	27	42	13	NO	Meets no hours	-	NO
	Westbound	Minor Arterial	Collector	16	25	12	NO	Meets no hours	-	NO
	Northbound	Collector	Minor Arterial	25	85	30	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Collector	35	14	3	NO	Meets no hours	-	NO
2nd and Main	Southbound	Local	Minor Arterial	33	16	6	NO	Local	-	NO
	Westbound	Minor Arterial	Local	8	6	9	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	54	19	31	NO	Local	-	YES, restripe
	Eastbound	Minor Arterial	Local	21	23	24	NO	Meets no hours	-	NO
2nd and Douglas	Southbound	Minor Arterial	Minor Arterial	135	244	108	YES	Meets all three hours	Minimum of 200'	YES, repave
	Northbound	Minor Arterial	Minor Arterial	70	79	90	YES	Meets all three hours	Minimum of 200'	NO
2nd and SE Alley	Southbound	Local	Minor Arterial	0	5	1	NO	Local	-	NO
	Westbound	Minor Arterial	Local	7	0	1	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	19	17	4	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	87	53	82	YES	Meets AM and Weekend	Minimum of 150'	NO
2nd and Green	Southbound	Local	Minor Arterial	15	15	3	NO	Local	-	NO
	Westbound	Minor Arterial	Local	11	12	4	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	44	22	2	NO	Local	-	YES, remove parking
	Eastbound	Minor Arterial	Local	23	19	26	NO	Meets no hours	-	NO
2nd and Johnson	Southbound	Local	Minor Arterial	6	16	9	NO	Local	-	YES, repave
	Westbound	Minor Arterial	Local	13	12	5	NO	Meets no hours	-	YES, repave
	Northbound	Local	Minor Arterial	63	23	32	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	90	76	69	YES	Meets all three hours	Minimum of 150'	NO
2nd and Independence	Southbound	Minor Arterial	Minor Arterial	90	98	74	YES	Meets all three hours	Minimum of 200'	YES, repave
	Westbound	Minor Arterial	Minor Arterial	76	85	60	YES	Meets all three hours	Minimum of 200'	YES
	Northbound	Minor Arterial	Minor Arterial	18	28	13	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	21	16	25	NO	Meets no hours	-	NO
3rd and Johnson	Southbound	Local	Minor Arterial	82	27	57	NO	Local	-	NO
	Westbound	Minor Arterial	Local	39	40	37	NO	Meets no hours	-	NO
	Northbound	Local	Minor Arterial	0	0	1	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	5	0	1	NO	Meets no hours	-	NO
3rd and Green	Northbound	Local	Minor Arterial	53	29	26	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	24	54	43	NO	Meets no hours	-	NO
3rd and SE Alley	Westbound	Minor Arterial	Local	6	5	9	NO	Meets no hours	-	YES, remove parking
	Northbound	Local	Minor Arterial	15	6	13	NO	Local	-	NO
	Eastbound	Minor Arterial	Local	9	12	32	NO	Meets no hours	-	YES, remove parking
3rd and Douglas	Southbound	Minor Arterial	Minor Arterial	76	88	65	YES	Meets all three hours	-	NO
	Westbound	Minor Arterial	Minor Arterial	55	59	57	NO	Meets no hours	-	NO
	Northbound	Minor Arterial	Minor Arterial	24	17	29	NO	Meets no hours	-	NO
	Eastbound	Minor Arterial	Minor Arterial	17	17	41	NO	Meets no hours	-	NO
Johnson and Cooper	Southbound	Local	Local	86	62	75	NO	Local	-	YES, repave
	Westbound	Local	Local	1	1	0	NO	Local	-	NO
	Northbound	Local	Local	0	0	1	NO	Local	-	NO
	Eastbound	Local	Local	50	22	40	NO	Local	-	YES, repave
3rd and Drive 3	Westbound	Minor Arterial	Local	6	4	11	NO	Meets no hours	-	NO

Capacity Analysis

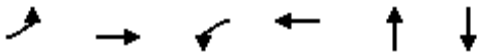
Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	309	26	203	359	24	278
Future Vol, veh/h	309	26	203	359	24	278
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	3	3	4	1	3
Mvmt Flow	343	29	226	399	27	309

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	372	0	1209	358
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	851	-
Critical Hdwy	-	-	4.13	-	6.41	6.23
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.327
Pot Cap-1 Maneuver	-	-	1181	-	203	684
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1181	-	164	684
Mov Cap-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	340	-

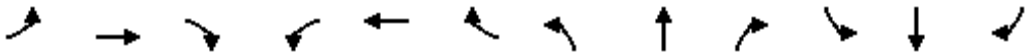
Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	164	684	-	-	1181	-
HCM Lane V/C Ratio	0.163	0.452	-	-	0.191	-
HCM Control Delay (s)	31.2	14.5	-	-	8.8	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	2.4	-	-	0.7	-



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	17	601	34	544	86	79
v/c Ratio	0.03	0.45	0.06	0.41	0.21	0.18
Control Delay	4.8	6.6	5.0	6.2	12.6	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	6.6	5.0	6.2	12.6	11.9
Queue Length 50th (ft)	2	85	3	74	10	8
Queue Length 95th (ft)	7	153	12	132	45	41
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	665	1502	603	1502	810	828
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.40	0.06	0.36	0.11	0.10

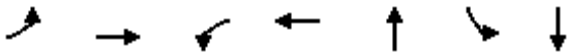
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	536	35	32	501	16	34	23	25	18	30	27
Future Volume (veh/h)	16	536	35	32	501	16	34	23	25	18	30	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1752	1900	1826	1856	1752	1826	1796
Adj Flow Rate, veh/h	17	564	37	34	527	17	36	24	26	19	32	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	2	10	0	5	3	10	5	7
Cap, veh/h	443	839	55	402	871	28	246	152	109	173	200	134
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	876	1736	114	831	1802	58	434	662	475	193	871	584
Grp Volume(v), veh/h	17	0	601	34	0	544	86	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	876	0	1850	831	0	1860	1570	0	0	1647	0	0
Q Serve(g_s), s	0.5	0.0	8.6	1.1	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.9	0.0	8.6	9.8	0.0	7.4	1.4	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.03	0.42		0.30	0.24		0.35
Lane Grp Cap(c), veh/h	443	0	894	402	0	899	507	0	0	506	0	0
V/C Ratio(X)	0.04	0.00	0.67	0.08	0.00	0.61	0.17	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	776	0	1596	717	0	1605	1025	0	0	1053	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.5	0.0	6.9	10.6	0.0	6.6	10.9	0.0	0.0	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.1	0.0	0.9	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.2	0.2	0.0	1.9	0.5	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	0.0	8.1	10.7	0.0	7.5	11.0	0.0	0.0	11.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		618			578			86			79	
Approach Delay, s/veh		8.2			7.7			11.0			11.0	
Approach LOS		A			A			B			B	

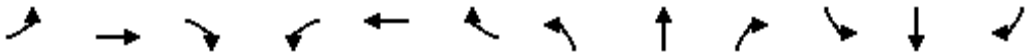
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.8		13.0		21.8		13.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		10.6		3.3		11.8		3.4				
Green Ext Time (p_c), s		5.7		0.3		5.0		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			8.3									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	8	595	62	525	92	3	44
v/c Ratio	0.01	0.45	0.11	0.40	0.23	0.01	0.12
Control Delay	4.4	6.5	5.1	6.0	9.8	15.0	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	6.5	5.1	6.0	9.8	15.0	15.3
Queue Length 50th (ft)	1	78	6	66	5	1	7
Queue Length 95th (ft)	4	142	18	118	38	6	31
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	710	1520	629	1520	394	386	375
Starvation Cap Reductn	0	0	0	50	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.39	0.10	0.36	0.23	0.01	0.12

Intersection Summary

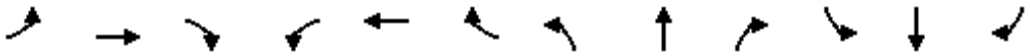


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	532	21	58	480	8	22	9	54	3	8	33
Future Volume (veh/h)	7	532	21	58	480	8	22	9	54	3	8	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1604	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	572	23	62	516	9	24	10	58	3	9	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	20	0	3	0	0	0	0	0	0	0
Cap, veh/h	469	858	35	421	874	15	187	60	181	485	60	234
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	892	1786	72	836	1818	32	258	341	1021	1354	340	1322
Grp Volume(v), veh/h	8	0	595	62	0	525	92	0	0	3	0	44
Grp Sat Flow(s),veh/h/ln	892	0	1857	836	0	1850	1620	0	0	1354	0	1662
Q Serve(g_s), s	0.2	0.0	7.9	2.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	6.8	0.0	7.9	9.8	0.0	6.6	1.5	0.0	0.0	0.0	0.0	0.7
Prop In Lane	1.00		0.04	1.00		0.02	0.26		0.63	1.00		0.80
Lane Grp Cap(c), veh/h	469	0	893	421	0	889	428	0	0	485	0	294
V/C Ratio(X)	0.02	0.00	0.67	0.15	0.00	0.59	0.22	0.00	0.00	0.01	0.00	0.15
Avail Cap(c_a), veh/h	859	0	1705	787	0	1698	541	0	0	582	0	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	0.0	6.4	10.1	0.0	6.0	11.5	0.0	0.0	10.9	0.0	11.2
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.2	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	0.3	0.0	1.4	0.5	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	0.0	7.2	10.3	0.0	6.7	11.8	0.0	0.0	10.9	0.0	11.4
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		603			587			92			47	
Approach Delay, s/veh		7.3			7.1			11.8			11.4	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		11.2		21.0		11.2				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		9.9		2.7		11.8		3.5				
Green Ext Time (p_c), s		4.0		0.1		3.6		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			7.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	280	362	31	107	430	118	281	370
v/c Ratio	0.72	0.41	0.04	0.26	0.49	0.15	0.54	0.77
Control Delay	28.3	13.2	2.5	13.2	14.3	5.9	18.4	26.5
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	13.5	2.5	13.2	14.3	5.9	18.4	26.5
Queue Length 50th (ft)	71	75	0	20	94	8	72	100
Queue Length 95th (ft)	#231	174	9	63	213	39	130	183
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	435	983	875	468	983	870	818	741
Starvation Cap Reductn	0	190	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.46	0.04	0.23	0.44	0.14	0.34	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	322	28	95	383	105	41	139	70	97	97	135
Future Volume (veh/h)	249	322	28	95	383	105	41	139	70	97	97	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1781	1870	1870	1796	1811	1900	1856	1841	1841
Adj Flow Rate, veh/h	280	362	31	107	430	118	46	156	79	109	109	152
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	2	0	8	2	2	7	6	0	3	4	4
Cap, veh/h	437	945	813	492	945	801	122	296	135	190	159	186
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	866	1870	1610	944	1870	1585	167	1029	468	373	552	645
Grp Volume(v), veh/h	280	362	31	107	430	118	281	0	0	370	0	0
Grp Sat Flow(s),veh/h/ln	866	1870	1610	944	1870	1585	1664	0	0	1570	0	0
Q Serve(g_s), s	17.4	6.7	0.5	4.4	8.4	2.3	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	25.7	6.7	0.5	11.2	8.4	2.3	7.9	0.0	0.0	12.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.28	0.29		0.41
Lane Grp Cap(c), veh/h	437	945	813	492	945	801	553	0	0	534	0	0
V/C Ratio(X)	0.64	0.38	0.04	0.22	0.46	0.15	0.51	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	451	976	840	508	976	827	899	0	0	858	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	8.6	7.1	12.0	9.0	7.5	17.1	0.0	0.0	18.4	0.0	0.0
Incr Delay (d2), s/veh	3.2	0.3	0.0	0.3	0.4	0.1	0.7	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.3	0.2	0.9	2.8	0.6	3.0	0.0	0.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	8.9	7.1	12.3	9.4	7.6	17.8	0.0	0.0	20.0	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	C	A	A
Approach Vol, veh/h		673			655			281			370	
Approach Delay, s/veh		13.6			9.5			17.8			20.0	
Approach LOS		B			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		22.5		34.0		22.5				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		27.7		14.0		13.2		9.9				
Green Ext Time (p_c), s		0.8		2.3		4.0		1.7				

Intersection Summary		
HCM 6th Ctrl Delay	14.1	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	137	17	17	134	55	16	120	24	30	107	76
Future Vol, veh/h	66	137	17	17	134	55	16	120	24	30	107	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	0	0	0	2	0	0	7	0	0	6	0
Mvmt Flow	73	151	19	19	147	60	18	132	26	33	118	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	10.9	10.6	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	30%	8%	14%
Vol Thru, %	75%	62%	65%	50%
Vol Right, %	15%	8%	27%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	220	206	213
LT Vol	16	66	17	30
Through Vol	120	137	134	107
RT Vol	24	17	55	76
Lane Flow Rate	176	242	226	234
Geometry Grp	1	1	1	1
Degree of Util (X)	0.268	0.366	0.332	0.344
Departure Headway (Hd)	5.494	5.451	5.279	5.286
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	652	658	679	679
Service Time	3.544	3.496	3.325	3.331
HCM Lane V/C Ratio	0.27	0.368	0.333	0.345
HCM Control Delay	10.6	11.6	10.9	11.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.1	1.7	1.5	1.5

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	395	87	8	528	7	55	0	19	0	0	0
Future Vol, veh/h	7	395	87	8	528	7	55	0	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	8	444	98	9	593	8	62	0	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	601	0	0	542	0	0	1124	1128	493	1135	1173	597
Stage 1	-	-	-	-	-	-	509	509	-	615	615	-
Stage 2	-	-	-	-	-	-	615	619	-	520	558	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	986	-	-	1037	-	-	184	206	580	181	194	507
Stage 1	-	-	-	-	-	-	550	541	-	482	485	-
Stage 2	-	-	-	-	-	-	482	483	-	543	515	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	986	-	-	1037	-	-	182	202	580	172	191	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	202	-	172	191	-
Stage 1	-	-	-	-	-	-	546	537	-	478	481	-
Stage 2	-	-	-	-	-	-	478	479	-	519	511	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	30.8	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	986	-	-	1037	-	-	-
HCM Lane V/C Ratio	0.376	0.008	-	-	0.009	-	-	-
HCM Control Delay (s)	30.8	8.7	-	-	8.5	-	-	0
HCM Lane LOS	D	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.7	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	31	147	9	23	189	6	13	0	15	0	0	0
Future Vol, veh/h	31	147	9	23	189	6	13	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	11	0	1	0	50	0	0	0	50	0
Mvmt Flow	36	171	10	27	220	7	15	0	17	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	227	0	0	181	0	0	526	529	176
Stage 1	-	-	-	-	-	-	248	248	-
Stage 2	-	-	-	-	-	-	278	281	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.9	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.95	4	3.3
Pot Cap-1 Maneuver	1353	-	-	1407	-	-	438	458	872
Stage 1	-	-	-	-	-	-	693	705	-
Stage 2	-	-	-	-	-	-	670	682	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1353	-	-	1407	-	-	416	0	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	416	0	-
Stage 1	-	-	-	-	-	-	672	0	-
Stage 2	-	-	-	-	-	-	655	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0.8	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	578	1353	-	-	1407	-	-
HCM Lane V/C Ratio	0.056	0.027	-	-	0.019	-	-
HCM Control Delay (s)	11.6	7.7	0	-	7.6	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	375	23	78	474	11	54	4	44	9	10	15
Future Vol, veh/h	16	375	23	78	474	11	54	4	44	9	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	2	10	0	0	0	0	0	0
Mvmt Flow	18	426	26	89	539	13	61	5	50	10	11	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	552	0	0	452	0	0	1213	1205	439	1227	1212	546
Stage 1	-	-	-	-	-	-	475	475	-	724	724	-
Stage 2	-	-	-	-	-	-	738	730	-	503	488	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1028	-	-	1119	-	-	160	185	622	157	184	541
Stage 1	-	-	-	-	-	-	574	561	-	420	433	-
Stage 2	-	-	-	-	-	-	413	431	-	555	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1028	-	-	1119	-	-	136	167	622	131	166	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	167	-	131	166	-
Stage 1	-	-	-	-	-	-	564	551	-	412	398	-
Stage 2	-	-	-	-	-	-	358	397	-	497	543	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.2	42.5	25.1
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	207	1028	-	-	1119	-	-	217
HCM Lane V/C Ratio	0.56	0.018	-	-	0.079	-	-	0.178
HCM Control Delay (s)	42.5	8.6	-	-	8.5	-	-	25.1
HCM Lane LOS	E	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	3	0.1	-	-	0.3	-	-	0.6

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	139	24	65	191	33	53
Future Vol, veh/h	139	24	65	191	33	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	0	10	0	7	5
Mvmt Flow	146	25	68	201	35	56
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	9.8	8.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	25%
Vol Thru, %	0%	85%	75%
Vol Right, %	62%	15%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	86	163	256
LT Vol	33	0	65
Through Vol	0	139	191
RT Vol	53	24	0
Lane Flow Rate	91	172	269
Geometry Grp	1	1	1
Degree of Util (X)	0.119	0.207	0.338
Departure Headway (Hd)	4.715	4.34	4.519
Convergence, Y/N	Yes	Yes	Yes
Cap	760	829	798
Service Time	2.741	2.361	2.539
HCM Lane V/C Ratio	0.12	0.207	0.337
HCM Control Delay	8.4	8.5	9.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.8	1.5

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	325	90	67	446	13	111	6	63	5	2	6
Future Vol, veh/h	13	325	90	67	446	13	111	6	63	5	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	0	2	0	0	20	0	0	0	0
Mvmt Flow	15	365	101	75	501	15	125	7	71	6	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	516	0	0	466	0	0	1109	1112	416	1144	1155	509
Stage 1	-	-	-	-	-	-	446	446	-	659	659	-
Stage 2	-	-	-	-	-	-	663	666	-	485	496	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.7	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.18	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1060	-	-	1106	-	-	189	194	641	179	199	568
Stage 1	-	-	-	-	-	-	595	545	-	456	464	-
Stage 2	-	-	-	-	-	-	454	431	-	567	549	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1060	-	-	1106	-	-	174	178	641	145	183	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	178	-	145	183	-
Stage 1	-	-	-	-	-	-	587	537	-	450	432	-
Stage 2	-	-	-	-	-	-	416	402	-	491	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.1	73	21.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	1060	-	-	1106	-	-	232
HCM Lane V/C Ratio	0.864	0.014	-	-	0.068	-	-	0.063
HCM Control Delay (s)	73	8.4	-	-	8.5	-	-	21.6
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	6.9	0	-	-	0.2	-	-	0.2

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	119	5	0	175	39	5	3	0	37	5	82
Future Vol, veh/h	33	119	5	0	175	39	5	3	0	37	5	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	35	127	5	0	186	41	5	3	0	39	5	87

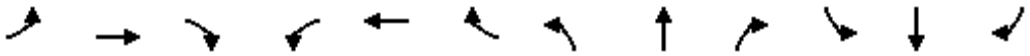
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	227	0	0	132	0	0	453	427	130	408	409	207
Stage 1	-	-	-	-	-	-	200	200	-	207	207	-
Stage 2	-	-	-	-	-	-	253	227	-	201	202	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1353	-	-	1466	-	-	520	523	925	557	535	839
Stage 1	-	-	-	-	-	-	806	739	-	800	734	-
Stage 2	-	-	-	-	-	-	756	720	-	805	738	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	1466	-	-	452	508	925	543	520	839
Mov Cap-2 Maneuver	-	-	-	-	-	-	452	508	-	543	520	-
Stage 1	-	-	-	-	-	-	783	718	-	778	734	-
Stage 2	-	-	-	-	-	-	672	720	-	779	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0	12.8	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	471	1353	-	-	1466	-	-	707
HCM Lane V/C Ratio	0.018	0.026	-	-	-	-	-	0.187
HCM Control Delay (s)	12.8	7.7	0	-	0	-	-	11.3
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.7

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	111	292	31	546	116	227
v/c Ratio	0.21	0.20	0.05	0.53	0.27	0.54
Control Delay	7.4	11.2	6.9	17.8	18.3	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.4	11.2	6.9	17.8	18.3	21.2
Queue Length 50th (ft)	14	18	4	70	27	51
Queue Length 95th (ft)	40	67	15	136	73	128
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	836	2710	933	2709	1059	992
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.11	0.03	0.20	0.11	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	245	21	28	420	76	19	68	18	44	73	90
Future Volume (veh/h)	101	245	21	28	420	76	19	68	18	44	73	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1885	1811	1767	1870	1900	1856	1856	1811
Adj Flow Rate, veh/h	111	269	23	31	462	84	21	75	20	48	80	99
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	0	0	1	6	9	2	0	3	3	6
Cap, veh/h	529	1134	96	569	800	145	135	261	61	151	139	143
Arrive On Green	0.14	0.34	0.34	0.06	0.26	0.26	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1767	3289	279	1810	3030	548	166	1291	304	230	688	710
Grp Volume(v), veh/h	111	143	149	31	272	274	116	0	0	227	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1805	1810	1791	1787	1761	0	0	1627	0	0
Q Serve(g_s), s	1.7	2.4	2.5	0.5	5.5	5.6	0.0	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	1.7	2.4	2.5	0.5	5.5	5.6	2.3	0.0	0.0	5.3	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.31	0.18		0.17	0.21		0.44
Lane Grp Cap(c), veh/h	529	608	623	569	473	472	457	0	0	433	0	0
V/C Ratio(X)	0.21	0.24	0.24	0.05	0.58	0.58	0.25	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	1110	1669	1709	1310	1696	1691	1293	0	0	1233	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.4	9.7	9.8	9.8	13.3	13.4	14.2	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.0	1.1	1.1	0.3	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.8	0.2	1.9	1.9	0.9	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	9.9	10.0	9.8	14.4	14.5	14.5	0.0	0.0	16.3	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	B	A	A	B	A	A
Approach Vol, veh/h		403			577			116			227	
Approach Delay, s/veh		9.6			14.2			14.5			16.3	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	19.9		13.9	11.3	16.5		13.9				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.5	4.5		7.3	3.7	7.6		4.3				
Green Ext Time (p_c), s	0.0	1.7		1.3	0.2	3.4		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	119	0	50	1	0	1	15	60	0	0	73	86
Future Vol, veh/h	119	0	50	1	0	1	15	60	0	0	73	86
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	129	0	54	1	0	1	16	65	0	0	79	93

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	224	223	126	250	269	65	172	0	0	65	0	0
Stage 1	126	126	-	97	97	-	-	-	-	-	-	-
Stage 2	98	97	-	153	172	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	736	679	930	708	641	1005	1417	-	-	1550	-	-
Stage 1	883	796	-	914	819	-	-	-	-	-	-	-
Stage 2	913	819	-	854	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	729	671	930	661	633	1005	1417	-	-	1550	-	-
Mov Cap-2 Maneuver	729	671	-	661	633	-	-	-	-	-	-	-
Stage 1	872	796	-	903	809	-	-	-	-	-	-	-
Stage 2	901	809	-	804	760	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	9.5	1.5	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1417	-	-	779	797	1550	-	-
HCM Lane V/C Ratio	0.012	-	-	0.236	0.003	-	-	-
HCM Control Delay (s)	7.6	0	-	11	9.5	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0	0	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	74	0	22	95	0
Future Vol, veh/h	0	74	0	22	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	80	0	24	103	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	12	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	1069	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1069	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1069
HCM Lane V/C Ratio	-	-	0.075
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	157	256	6	0	0
Future Vol, veh/h	35	157	256	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	171	278	7	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	285	0	-	0	529	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1277	-	-	-	510	757
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1277	-	-	-	493	757
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1277	-	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-	-
HCM Control Delay (s)	7.9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

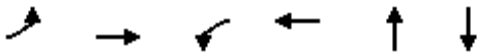
Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	386	38	272	441	31	222
Future Vol, veh/h	386	38	272	441	31	222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	1	0	1
Mvmt Flow	420	41	296	479	34	241

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	461	0	1512	441
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	1071	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1105	-	134	618
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	332	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1105	-	98	618
Mov Cap-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	243	-

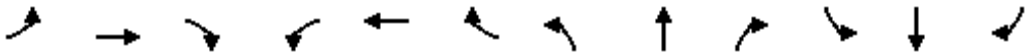
Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	98	618	-	-	1105	-
HCM Lane V/C Ratio	0.344	0.39	-	-	0.268	-
HCM Control Delay (s)	59.9	14.5	-	-	9.4	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	1.8	-	-	1.1	-

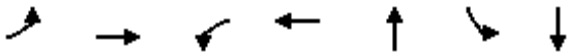


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	32	615	45	722	138	108
v/c Ratio	0.09	0.50	0.10	0.59	0.30	0.26
Control Delay	5.4	7.7	5.3	9.1	9.9	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	7.7	5.3	9.1	9.9	12.7
Queue Length 50th (ft)	3	88	5	113	10	13
Queue Length 95th (ft)	12	162	16	211	48	49
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	384	1357	497	1342	815	770
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.45	0.09	0.54	0.17	0.14

Intersection Summary

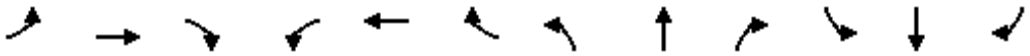


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	564	14	42	653	25	18	27	85	32	27	42
Future Volume (veh/h)	30	564	14	42	653	25	18	27	85	32	27	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1900	1885	1900	1900	1900	1885	1900	1841	1870
Adj Flow Rate, veh/h	32	600	15	45	695	27	19	29	90	34	29	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	1	0	0	0	1	0	4	2
Cap, veh/h	335	955	24	413	933	36	128	109	253	186	148	154
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	725	1846	46	820	1803	70	109	468	1083	291	634	660
Grp Volume(v), veh/h	32	0	615	45	0	722	138	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	725	0	1892	820	0	1873	1660	0	0	1585	0	0
Q Serve(g_s), s	1.5	0.0	9.3	1.7	0.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.6	0.0	9.3	11.0	0.0	12.1	2.7	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.14		0.65	0.31		0.42
Lane Grp Cap(c), veh/h	335	0	979	413	0	969	489	0	0	488	0	0
V/C Ratio(X)	0.10	0.00	0.63	0.11	0.00	0.75	0.28	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	502	0	1415	602	0	1401	919	0	0	887	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	6.9	10.8	0.0	7.6	12.8	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.0	0.2	0.0	1.8	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.5	0.3	0.0	3.4	0.9	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	7.9	11.0	0.0	9.4	13.1	0.0	0.0	12.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		647			767			138			108	
Approach Delay, s/veh		8.1			9.5			13.1			12.8	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.8		14.4		25.8		14.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		15.6		4.1		14.1		4.7				
Green Ext Time (p_c), s		5.1		0.5		6.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	24	716	18	745	55	2	22
v/c Ratio	0.05	0.45	0.03	0.47	0.13	0.00	0.06
Control Delay	3.7	4.8	3.6	5.1	12.6	16.5	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.7	4.8	3.6	5.1	12.6	16.5	16.4
Queue Length 50th (ft)	0	0	0	0	5	0	3
Queue Length 95th (ft)	9	185	7	201	32	5	20
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	475	1519	525	1509	408	414	366
Starvation Cap Reductn	0	0	0	48	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.47	0.03	0.51	0.13	0.00	0.06

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	636	23	17	679	6	25	6	19	2	5	16
Future Volume (veh/h)	22	636	23	17	679	6	25	6	19	2	5	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	691	25	18	738	7	27	7	21	2	5	17
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
Percent Heavy Veh, %	5	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	386	983	36	412	1006	10	238	49	76	407	47	161
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	698	1822	66	747	1864	18	592	388	606	1404	379	1289
Grp Volume(v), veh/h	24	0	716	18	0	745	55	0	0	2	0	22
Grp Sat Flow(s),veh/h/ln	698	0	1888	747	0	1882	1586	0	0	1404	0	1668
Q Serve(g_s), s	0.9	0.0	9.2	0.6	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	10.8	0.0	9.2	9.8	0.0	9.9	0.9	0.0	0.0	0.0	0.0	0.4
Prop In Lane	1.00		0.03	1.00		0.01	0.49		0.38	1.00		0.77
Lane Grp Cap(c), veh/h	386	0	1019	412	0	1016	362	0	0	407	0	209
V/C Ratio(X)	0.06	0.00	0.70	0.04	0.00	0.73	0.15	0.00	0.00	0.00	0.00	0.11
Avail Cap(c_a), veh/h	637	0	1697	681	0	1692	544	0	0	573	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	5.6	9.2	0.0	5.8	13.0	0.0	0.0	12.6	0.0	12.7
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.0	0.0	1.0	0.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.8	0.1	0.0	1.9	0.3	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	6.5	9.3	0.0	6.8	13.2	0.0	0.0	12.6	0.0	12.9
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		740			763			55			24	
Approach Delay, s/veh		6.6			6.9			13.2			12.9	
Approach LOS		A			A			B			B	

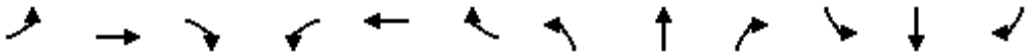
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.2		9.6		23.2		9.6				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		12.8		2.4		11.9		2.9				
Green Ext Time (p_c), s		4.9		0.0		5.2		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			7.1									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	167	459	88	101	426	117	307	524
v/c Ratio	0.59	0.64	0.14	0.39	0.60	0.18	0.53	0.79
Control Delay	24.7	19.3	7.1	18.9	18.4	6.7	15.9	22.8
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	19.3	7.1	18.9	18.4	6.7	15.9	22.8
Queue Length 50th (ft)	42	118	7	23	107	9	64	118
Queue Length 95th (ft)	111	232	33	67	212	39	152	#288
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	444	1122	974	402	1110	974	847	944
Starvation Cap Reductn	0	63	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.43	0.09	0.25	0.38	0.12	0.36	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	422	81	93	392	108	66	137	79	76	162	244
Future Volume (veh/h)	154	422	81	93	392	108	66	137	79	76	162	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1885	1885	1900	1900	1900	1856	1900	1885
Adj Flow Rate, veh/h	167	459	88	101	426	117	72	149	86	83	176	265
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
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	3	0	1
Cap, veh/h	354	813	689	340	807	684	166	322	160	143	233	310
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	877	1900	1610	874	1885	1598	240	874	433	191	632	842
Grp Volume(v), veh/h	167	459	88	101	426	117	307	0	0	524	0	0
Grp Sat Flow(s),veh/h/ln	877	1900	1610	874	1885	1598	1547	0	0	1665	0	0
Q Serve(g_s), s	10.0	10.5	1.9	5.7	9.6	2.6	0.0	0.0	0.0	8.5	0.0	0.0
Cycle Q Clear(g_c), s	19.6	10.5	1.9	16.1	9.6	2.6	7.9	0.0	0.0	16.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.28	0.16		0.51
Lane Grp Cap(c), veh/h	354	813	689	340	807	684	647	0	0	686	0	0
V/C Ratio(X)	0.47	0.56	0.13	0.30	0.53	0.17	0.47	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	429	975	826	414	968	820	844	0	0	898	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	12.4	9.9	18.5	12.1	10.1	13.8	0.0	0.0	16.5	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.7	0.1	0.6	0.6	0.1	0.5	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.9	0.6	1.1	3.6	0.8	2.8	0.0	0.0	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	13.1	10.0	19.1	12.8	10.3	14.4	0.0	0.0	19.3	0.0	0.0
LnGrp LOS	C	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h		714			644			307			524	
Approach Delay, s/veh		14.5			13.3			14.4			19.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.1		27.4		30.1		27.4				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		21.6		18.4		18.1		9.9				
Green Ext Time (p_c), s		3.0		2.8		3.3		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	205	17	20	140	59	11	122	17	90	166	88
Future Vol, veh/h	74	205	17	20	140	59	11	122	17	90	166	88
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	85	236	20	23	161	68	13	140	20	103	191	101
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.3	14.4	12.8	20.6
HCM LOS	C	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	25%	9%	26%
Vol Thru, %	81%	69%	64%	48%
Vol Right, %	11%	6%	27%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	296	219	344
LT Vol	11	74	20	90
Through Vol	122	205	140	166
RT Vol	17	17	59	88
Lane Flow Rate	172	340	252	395
Geometry Grp	1	1	1	1
Degree of Util (X)	0.319	0.595	0.444	0.668
Departure Headway (Hd)	6.653	6.294	6.347	6.084
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	538	572	564	593
Service Time	4.727	4.355	4.414	4.142
HCM Lane V/C Ratio	0.32	0.594	0.447	0.666
HCM Control Delay	12.8	18.3	14.4	20.6
HCM Lane LOS	B	C	B	C
HCM 95th-tile Q	1.4	3.9	2.3	5

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	524	53	2	560	0	28	0	17	8	2	5
Future Vol, veh/h	0	524	53	2	560	0	28	0	17	8	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	616	62	2	659	0	33	0	20	9	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	659	0	0	678	0	0	1314	1310	647	1320	1341	659
Stage 1	-	-	-	-	-	-	647	647	-	663	663	-
Stage 2	-	-	-	-	-	-	667	663	-	657	678	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	939	-	-	923	-	-	136	160	475	135	154	467
Stage 1	-	-	-	-	-	-	463	470	-	454	462	-
Stage 2	-	-	-	-	-	-	451	462	-	457	455	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	939	-	-	923	-	-	132	160	475	129	154	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	160	-	129	154	-
Stage 1	-	-	-	-	-	-	463	470	-	454	461	-
Stage 2	-	-	-	-	-	-	442	461	-	438	455	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	32.7	27.9
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	182	939	-	-	923	-	-	175
HCM Lane V/C Ratio	0.291	-	-	-	0.003	-	-	0.101
HCM Control Delay (s)	32.7	0	-	-	8.9	-	-	27.9
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕				
Traffic Vol, veh/h	20	280	12	4	216	5	3	1	6	0	0	0
Future Vol, veh/h	20	280	12	4	216	5	3	1	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	298	13	4	230	5	3	1	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	235	0	0	311	0	0	588	590	305
Stage 1	-	-	-	-	-	-	347	347	-
Stage 2	-	-	-	-	-	-	241	243	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1344	-	-	1261	-	-	475	423	740
Stage 1	-	-	-	-	-	-	720	638	-
Stage 2	-	-	-	-	-	-	804	708	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1344	-	-	1261	-	-	464	0	740
Mov Cap-2 Maneuver	-	-	-	-	-	-	464	0	-
Stage 1	-	-	-	-	-	-	706	0	-
Stage 2	-	-	-	-	-	-	801	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	618	1344	-	-	1261	-	-
HCM Lane V/C Ratio	0.017	0.016	-	-	0.003	-	-
HCM Control Delay (s)	10.9	7.7	0	-	7.9	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	517	19	40	519	12	28	5	22	27	5	15
Future Vol, veh/h	13	517	19	40	519	12	28	5	22	27	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	1	3	0	1	0	0	0	3	14	0	7
Mvmt Flow	15	601	22	47	603	14	33	6	26	31	6	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	617	0	0	623	0	0	1358	1353	612	1362	1357	610
Stage 1	-	-	-	-	-	-	642	642	-	704	704	-
Stage 2	-	-	-	-	-	-	716	711	-	658	653	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.24	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.626	4	3.363
Pot Cap-1 Maneuver	973	-	-	968	-	-	127	151	491	118	150	485
Stage 1	-	-	-	-	-	-	466	472	-	409	443	-
Stage 2	-	-	-	-	-	-	424	439	-	434	467	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	973	-	-	968	-	-	113	141	491	103	141	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	141	-	103	141	-
Stage 1	-	-	-	-	-	-	459	465	-	403	421	-
Stage 2	-	-	-	-	-	-	384	417	-	400	460	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.6	39	45
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	168	973	-	-	968	-	-	143
HCM Lane V/C Ratio	0.381	0.016	-	-	0.048	-	-	0.382
HCM Control Delay (s)	39	8.8	-	-	8.9	-	-	45
HCM Lane LOS	E	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.6	0	-	-	0.2	-	-	1.6

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	232	54	36	188	37	29
Future Vol, veh/h	232	54	36	188	37	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	6
Mvmt Flow	239	56	37	194	38	30
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	9.1	8.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	56%	0%	16%
Vol Thru, %	0%	81%	84%
Vol Right, %	44%	19%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	286	224
LT Vol	37	0	36
Through Vol	0	232	188
RT Vol	29	54	0
Lane Flow Rate	68	295	231
Geometry Grp	1	1	1
Degree of Util (X)	0.092	0.344	0.282
Departure Headway (Hd)	4.872	4.196	4.394
Convergence, Y/N	Yes	Yes	Yes
Cap	736	858	820
Service Time	2.903	2.213	2.414
HCM Lane V/C Ratio	0.092	0.344	0.282
HCM Control Delay	8.4	9.4	9.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	1.5	1.2

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	489	76	30	488	12	67	9	23	23	7	16
Future Vol, veh/h	1	489	76	30	488	12	67	9	23	23	7	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	1	8	0	0	25	0	0	0
Mvmt Flow	1	575	89	35	574	14	79	11	27	27	8	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	664	0	0	1287	1280	620	1292	1317	581
Stage 1	-	-	-	-	-	-	622	622	-	651	651	-
Stage 2	-	-	-	-	-	-	665	658	-	641	666	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.45	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.525	3.5	4	3.3
Pot Cap-1 Maneuver	997	-	-	935	-	-	142	167	449	141	159	517
Stage 1	-	-	-	-	-	-	478	482	-	461	468	-
Stage 2	-	-	-	-	-	-	453	464	-	466	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	935	-	-	127	161	449	122	153	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	161	-	122	153	-
Stage 1	-	-	-	-	-	-	478	482	-	461	451	-
Stage 2	-	-	-	-	-	-	412	447	-	428	460	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	76	35
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	156	997	-	-	935	-	-	173
HCM Lane V/C Ratio	0.747	0.001	-	-	0.038	-	-	0.313
HCM Control Delay (s)	76	8.6	-	-	9	-	-	35
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	4.6	0	-	-	0.1	-	-	1.3

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	229	0	1	200	40	1	8	0	36	12	27
Future Vol, veh/h	8	229	0	1	200	40	1	8	0	36	12	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	0	7	0	0	0	0	0	0
Mvmt Flow	8	236	0	1	206	41	1	8	0	37	12	28

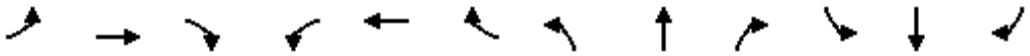
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	236	0	0	501	501	236	485	481	227
Stage 1	-	-	-	-	-	-	252	252	-	229	229	-
Stage 2	-	-	-	-	-	-	249	249	-	256	252	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1331	-	-	1343	-	-	484	475	808	496	487	817
Stage 1	-	-	-	-	-	-	757	702	-	778	718	-
Stage 2	-	-	-	-	-	-	759	704	-	753	702	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1331	-	-	1343	-	-	455	471	808	487	483	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	471	-	487	483	-
Stage 1	-	-	-	-	-	-	752	697	-	773	717	-
Stage 2	-	-	-	-	-	-	720	703	-	739	697	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	12.8	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1331	-	-	1343	-	-	569
HCM Lane V/C Ratio	0.02	0.006	-	-	0.001	-	-	0.136
HCM Control Delay (s)	12.8	7.7	0	-	7.7	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	132	417	31	469	156	302
v/c Ratio	0.33	0.33	0.08	0.64	0.20	0.44
Control Delay	14.7	18.9	12.4	28.3	13.9	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	18.9	12.4	28.3	13.9	16.8
Queue Length 50th (ft)	34	58	8	91	38	80
Queue Length 95th (ft)	65	120	21	141	86	169
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	577	2028	640	1972	767	681
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.21	0.05	0.24	0.20	0.44

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	380	16	29	361	85	8	113	28	78	111	98
Future Volume (veh/h)	125	380	16	29	361	85	8	113	28	78	111	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1885	1870	1900	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	400	17	31	380	89	8	119	29	82	117	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	0	0	1	2	0	1	0	0	0	0
Cap, veh/h	374	897	38	360	568	132	70	641	149	226	318	246
Arrive On Green	0.11	0.25	0.25	0.05	0.20	0.20	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1795	3528	150	1810	2887	669	29	1442	336	353	716	553
Grp Volume(v), veh/h	132	204	213	31	234	235	156	0	0	302	0	0
Grp Sat Flow(s),veh/h/ln	1795	1805	1873	1810	1791	1765	1807	0	0	1621	0	0
Q Serve(g_s), s	3.6	6.3	6.3	0.9	8.0	8.2	0.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	3.6	6.3	6.3	0.9	8.0	8.2	3.4	0.0	0.0	7.8	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.38	0.05		0.19	0.27		0.34
Lane Grp Cap(c), veh/h	374	459	476	360	352	347	860	0	0	790	0	0
V/C Ratio(X)	0.35	0.45	0.45	0.09	0.66	0.68	0.18	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	705	1075	1115	797	1066	1051	860	0	0	790	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.6	20.8	20.8	19.1	24.6	24.7	11.2	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.7	0.7	0.1	2.2	2.3	0.5	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.5	2.6	0.3	3.4	3.4	1.4	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	21.5	21.5	19.2	26.8	27.0	11.7	0.0	0.0	13.7	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	B	A	A	B	A	A
Approach Vol, veh/h		549			500			156			302	
Approach Delay, s/veh		20.7			26.4			11.7			13.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	22.4		35.0	12.8	18.5		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.9	8.3		9.8	5.6	10.2		5.4				
Green Ext Time (p_c), s	0.0	2.5		1.7	0.3	2.9		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		20.3	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	0	22	2	0	1	10	46	0	0	51	62
Future Vol, veh/h	52	0	22	2	0	1	10	46	0	0	51	62
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	57	0	24	2	0	1	11	50	0	0	55	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	161	89	173	194	50	122	0	0	50	0	0
Stage 1	89	89	-	72	72	-	-	-	-	-	-	-
Stage 2	73	72	-	101	122	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	808	735	975	794	705	1024	1478	-	-	1570	-	-
Stage 1	923	825	-	943	839	-	-	-	-	-	-	-
Stage 2	942	839	-	910	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	802	729	975	770	699	1024	1478	-	-	1570	-	-
Mov Cap-2 Maneuver	802	729	-	770	699	-	-	-	-	-	-	-
Stage 1	916	825	-	935	832	-	-	-	-	-	-	-
Stage 2	933	832	-	888	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	9.3	1.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	847	839	1570	-	-
HCM Lane V/C Ratio	0.007	-	-	0.095	0.004	-	-	-
HCM Control Delay (s)	7.5	0	-	9.7	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	45	0	14	57	0
Future Vol, veh/h	0	45	0	14	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	0	15	62	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	8	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	1074	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1074	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.5	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1074
HCM Lane V/C Ratio	-	-	0.046
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	237	224	4	0	0
Future Vol, veh/h	24	237	224	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	258	243	4	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	555	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1319	-	-	-	493	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1319	-	-	-	482	794
Mov Cap-2 Maneuver	-	-	-	-	482	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	744	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	7.8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

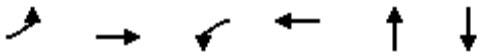
Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	14	114	245	25	142
Future Vol, veh/h	254	14	114	245	25	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	276	15	124	266	27	154

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	291	0	798	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	514	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1282	-	358	760
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1282	-	323	760
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	546	-

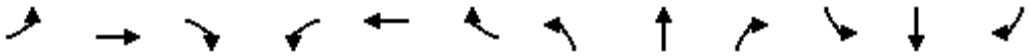
Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	760	-	-	1282	-
HCM Lane V/C Ratio	0.084	0.203	-	-	0.097	-
HCM Control Delay (s)	17.2	10.9	-	-	8.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.8	-	-	0.3	-

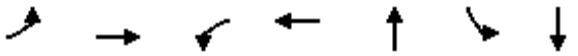


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	10	425	24	382	65	63
v/c Ratio	0.01	0.28	0.03	0.26	0.12	0.12
Control Delay	4.7	4.7	4.7	4.6	7.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	4.7	4.7	4.6	7.5	9.2
Queue Length 50th (ft)	0	0	0	0	2	3
Queue Length 95th (ft)	5	101	10	88	26	29
Internal Link Dist (ft)		320		437	369	258
Turn Bay Length (ft)	140		175			
Base Capacity (vph)	926	1729	891	1722	1044	1015
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.25	0.03	0.22	0.06	0.06

Intersection Summary

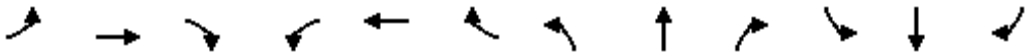


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	384	3	22	336	12	10	19	30	18	26	13
Future Volume (veh/h)	9	384	3	22	336	12	10	19	30	18	26	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	422	3	24	369	13	11	21	33	20	29	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	518	751	5	488	727	26	188	160	197	242	241	88
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1017	1884	13	978	1824	64	136	698	860	287	1051	382
Grp Volume(v), veh/h	10	0	425	24	0	382	65	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1017	0	1898	978	0	1888	1695	0	0	1720	0	0
Q Serve(g_s), s	0.2	0.0	4.7	0.5	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	4.7	5.2	0.0	4.1	0.8	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.03	0.17		0.51	0.32		0.22
Lane Grp Cap(c), veh/h	518	0	757	488	0	753	545	0	0	571	0	0
V/C Ratio(X)	0.02	0.00	0.56	0.05	0.00	0.51	0.12	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	1249	0	2119	1190	0	2109	1393	0	0	1413	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.7	0.0	6.3	8.3	0.0	6.1	8.3	0.0	0.0	8.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.1	0.0	0.8	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.1	0.1	0.0	0.9	0.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.0	7.2	8.3	0.0	6.8	8.4	0.0	0.0	8.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		435			406			65			63	
Approach Delay, s/veh		7.2			6.9			8.4			8.4	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.7		11.2		15.7		11.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		6.7		2.7		7.2		2.8				
Green Ext Time (p_c), s		3.9		0.2		3.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			7.2									
HCM 6th LOS			A									



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	467	49	387	70	3	13
v/c Ratio	0.02	0.35	0.07	0.29	0.19	0.01	0.03
Control Delay	5.0	5.9	5.2	5.5	9.6	12.0	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	5.9	5.2	5.5	9.6	12.0	12.4
Queue Length 50th (ft)	1	55	5	43	7	1	3
Queue Length 95th (ft)	6	104	15	83	28	5	11
Internal Link Dist (ft)		437		283	319		214
Turn Bay Length (ft)	185		100			110	
Base Capacity (vph)	856	1594	795	1600	377	395	400
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.29	0.06	0.24	0.19	0.01	0.03

Intersection Summary



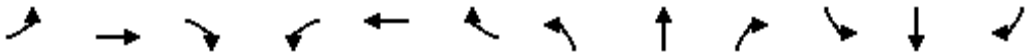
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	396	24	44	339	9	25	7	31	3	5	6
Future Volume (veh/h)	12	396	24	44	339	9	25	7	31	3	5	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	440	27	49	377	10	28	8	34	3	6	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	559	742	46	500	771	20	274	44	111	501	115	134
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1012	1772	109	941	1842	49	510	308	772	1386	799	933
Grp Volume(v), veh/h	13	0	467	49	0	387	70	0	0	3	0	13
Grp Sat Flow(s),veh/h/ln	1012	0	1880	941	0	1891	1590	0	0	1386	0	1732
Q Serve(g_s), s	0.2	0.0	4.8	1.1	0.0	3.8	0.3	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	4.0	0.0	4.8	5.9	0.0	3.8	0.9	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		0.06	1.00		0.03	0.40		0.49	1.00		0.54
Lane Grp Cap(c), veh/h	559	0	787	500	0	792	429	0	0	501	0	249
V/C Ratio(X)	0.02	0.00	0.59	0.10	0.00	0.49	0.16	0.00	0.00	0.01	0.00	0.05
Avail Cap(c_a), veh/h	1323	0	2207	1210	0	2220	701	0	0	743	0	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	0.0	5.7	7.9	0.0	5.3	9.6	0.0	0.0	9.2	0.0	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.1	0.0	0.5	0.2	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.1	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	0.0	6.4	8.0	0.0	5.8	9.8	0.0	0.0	9.2	0.0	9.4
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		480			436			70			16	
Approach Delay, s/veh		6.4			6.1			9.8			9.3	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		9.1		16.0		9.1				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		29.5		8.0		29.5		8.0				
Max Q Clear Time (g_c+I1), s		6.8		2.2		7.9		2.9				
Green Ext Time (p_c), s		3.1		0.0		2.6		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	73	300	75	66	246	78	213	292
v/c Ratio	0.18	0.46	0.12	0.17	0.37	0.13	0.41	0.54
Control Delay	10.2	12.1	4.1	10.2	11.2	3.6	10.0	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	12.1	4.1	10.2	11.2	3.6	10.0	13.0
Queue Length 50th (ft)	9	40	1	8	32	0	20	34
Queue Length 95th (ft)	35	111	20	32	91	19	69	105
Internal Link Dist (ft)		283			167		521	224
Turn Bay Length (ft)	100		50	100		50		
Base Capacity (vph)	959	1583	1357	913	1583	1359	1240	1319
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.19	0.06	0.07	0.16	0.06	0.17	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	288	72	63	236	75	48	66	90	49	123	108
Future Volume (veh/h)	70	288	72	63	236	75	48	66	90	49	123	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1826	1900	1885	1900
Adj Flow Rate, veh/h	73	300	75	66	246	78	50	69	94	51	128	112
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	5	0	1	0
Cap, veh/h	489	625	530	451	625	530	217	192	204	193	234	177
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1073	1900	1610	1024	1900	1610	243	696	742	181	848	644
Grp Volume(v), veh/h	73	300	75	66	246	78	213	0	0	291	0	0
Grp Sat Flow(s),veh/h/ln	1073	1900	1610	1024	1900	1610	1680	0	0	1673	0	0
Q Serve(g_s), s	1.7	3.7	1.0	1.6	3.0	1.0	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	4.6	3.7	1.0	5.3	3.0	1.0	3.0	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.44	0.18		0.38
Lane Grp Cap(c), veh/h	489	625	530	451	625	530	613	0	0	604	0	0
V/C Ratio(X)	0.15	0.48	0.14	0.15	0.39	0.15	0.35	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	1206	1894	1605	1135	1894	1605	1691	0	0	1736	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	7.9	7.0	10.0	7.6	7.0	8.8	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.7	0.1	0.2	0.5	0.2	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	0.2	0.3	0.8	0.2	0.9	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	8.6	7.1	10.2	8.1	7.2	9.2	0.0	0.0	9.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		448			390			213			291	
Approach Delay, s/veh		8.5			8.3			9.2			9.9	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.2		14.4		15.2		14.4				
Change Period (Y+Rc), s		5.5		* 6.2		5.5		* 6.2				
Max Green Setting (Gmax), s		29.5		* 29		29.5		* 29				
Max Q Clear Time (g_c+I1), s		6.6		6.4		7.3		5.0				
Green Ext Time (p_c), s		2.9		1.9		2.4		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	16.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	235	41	28	136	57	17	67	29	51	119	65
Future Vol, veh/h	71	235	41	28	136	57	17	67	29	51	119	65
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	88	290	51	35	168	70	21	83	36	63	147	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.8	14	11.8	15.2
HCM LOS	C	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	20%	13%	22%
Vol Thru, %	59%	68%	62%	51%
Vol Right, %	26%	12%	26%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	347	221	235
LT Vol	17	71	28	51
Through Vol	67	235	136	119
RT Vol	29	41	57	65
Lane Flow Rate	140	428	273	290
Geometry Grp	1	1	1	1
Degree of Util (X)	0.254	0.69	0.454	0.497
Departure Headway (Hd)	6.552	5.796	5.99	6.169
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	547	621	600	583
Service Time	4.61	3.836	4.037	4.215
HCM Lane V/C Ratio	0.256	0.689	0.455	0.497
HCM Control Delay	11.8	20.8	14	15.2
HCM Lane LOS	B	C	B	C
HCM 95th-tile Q	1	5.4	2.4	2.8

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	345	82	3	370	1	3	2	4	0	1	1
Future Vol, veh/h	0	345	82	3	370	1	3	2	4	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	0	379	90	3	407	1	3	2	4	0	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	469	0	0	839	838	424	841	883	408
Stage 1	-	-	-	-	-	-	424	424	-	414	414	-
Stage 2	-	-	-	-	-	-	415	414	-	427	469	-
Critical Hdwy	4.1	-	-	4.43	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.497	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1162	-	-	948	-	-	288	305	634	287	287	648
Stage 1	-	-	-	-	-	-	612	590	-	620	597	-
Stage 2	-	-	-	-	-	-	619	597	-	610	564	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1162	-	-	948	-	-	286	304	634	283	286	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	304	-	283	286	-
Stage 1	-	-	-	-	-	-	612	590	-	620	595	-
Stage 2	-	-	-	-	-	-	615	595	-	604	564	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	14.6	14.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	1162	-	-	948	-	-	397
HCM Lane V/C Ratio	0.026	-	-	-	0.003	-	-	0.006
HCM Control Delay (s)	14.6	0	-	-	8.8	-	-	14.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕				
Traffic Vol, veh/h	22	261	32	31	210	9	11	0	13	0	0	0
Future Vol, veh/h	22	261	32	31	210	9	11	0	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	322	40	38	259	11	14	0	16	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	270	0	0	362	0	0	737	742	342
Stage 1	-	-	-	-	-	-	396	396	-
Stage 2	-	-	-	-	-	-	341	346	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1305	-	-	1208	-	-	389	346	705
Stage 1	-	-	-	-	-	-	684	607	-
Stage 2	-	-	-	-	-	-	725	639	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1305	-	-	1208	-	-	365	0	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	0	-
Stage 1	-	-	-	-	-	-	666	0	-
Stage 2	-	-	-	-	-	-	698	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	1	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	494	1305	-	-	1208	-	-
HCM Lane V/C Ratio	0.06	0.021	-	-	0.032	-	-
HCM Control Delay (s)	12.8	7.8	0	-	8.1	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	307	26	67	369	4	2	1	2	9	4	3
Future Vol, veh/h	16	307	26	67	369	4	2	1	2	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	341	29	74	410	4	2	1	2	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	414	0	0	370	0	0	956	954	356	953	966	412
Stage 1	-	-	-	-	-	-	392	392	-	560	560	-
Stage 2	-	-	-	-	-	-	564	562	-	393	406	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1156	-	-	1200	-	-	240	261	693	241	257	644
Stage 1	-	-	-	-	-	-	637	610	-	516	514	-
Stage 2	-	-	-	-	-	-	514	513	-	636	601	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1156	-	-	1200	-	-	222	241	693	225	237	644
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	241	-	225	237	-
Stage 1	-	-	-	-	-	-	627	600	-	508	482	-
Stage 2	-	-	-	-	-	-	475	481	-	623	591	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.2	16.7	19.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	312	1156	-	-	1200	-	-	260
HCM Lane V/C Ratio	0.018	0.015	-	-	0.062	-	-	0.068
HCM Control Delay (s)	16.7	8.2	-	-	8.2	-	-	19.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	-	0.2

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	231	43	49	198	52	26
Future Vol, veh/h	231	43	49	198	52	26
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	282	52	60	241	63	32
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.4	10.4	9.1
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	67%	0%	20%
Vol Thru, %	0%	84%	80%
Vol Right, %	33%	16%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	78	274	247
LT Vol	52	0	49
Through Vol	0	231	198
RT Vol	26	43	0
Lane Flow Rate	95	334	301
Geometry Grp	1	1	1
Degree of Util (X)	0.138	0.407	0.38
Departure Headway (Hd)	5.21	4.384	4.54
Convergence, Y/N	Yes	Yes	Yes
Cap	685	819	792
Service Time	3.264	2.416	2.575
HCM Lane V/C Ratio	0.139	0.408	0.38
HCM Control Delay	9.1	10.4	10.4
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.5	2	1.8

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	247	69	47	342	5	89	4	32	5	3	9
Future Vol, veh/h	2	247	69	47	342	5	89	4	32	5	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	278	78	53	384	6	100	4	36	6	3	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	390	0	0	356	0	0	821	817	317	834	853	387
Stage 1	-	-	-	-	-	-	321	321	-	493	493	-
Stage 2	-	-	-	-	-	-	500	496	-	341	360	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1180	-	-	1214	-	-	296	313	728	290	299	665
Stage 1	-	-	-	-	-	-	695	655	-	562	550	-
Stage 2	-	-	-	-	-	-	557	549	-	678	630	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1180	-	-	1214	-	-	279	299	728	263	285	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	299	-	263	285	-
Stage 1	-	-	-	-	-	-	694	654	-	561	526	-
Stage 2	-	-	-	-	-	-	521	525	-	639	629	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1	23.6	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	332	1180	-	-	1214	-	-	395
HCM Lane V/C Ratio	0.423	0.002	-	-	0.043	-	-	0.048
HCM Control Delay (s)	23.6	8.1	-	-	8.1	-	-	14.6
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2	0	-	-	0.1	-	-	0.2

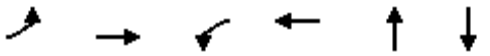
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	210	1	0	197	37	4	4	1	28	5	57
Future Vol, veh/h	8	210	1	0	197	37	4	4	1	28	5	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	244	1	0	229	43	5	5	1	33	6	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	245	0	0	550	535	245	517	514	251
Stage 1	-	-	-	-	-	-	263	263	-	251	251	-
Stage 2	-	-	-	-	-	-	287	272	-	266	263	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1303	-	-	1333	-	-	449	454	799	472	467	793
Stage 1	-	-	-	-	-	-	747	694	-	758	703	-
Stage 2	-	-	-	-	-	-	725	688	-	744	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1333	-	-	405	450	799	465	463	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	450	-	465	463	-
Stage 1	-	-	-	-	-	-	741	688	-	752	703	-
Stage 2	-	-	-	-	-	-	659	688	-	732	688	-

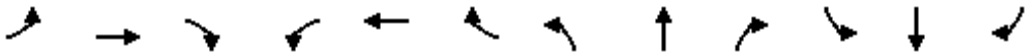
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	13.2	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1303	-	-	1333	-	-	630
HCM Lane V/C Ratio	0.023	0.007	-	-	-	-	-	0.166
HCM Control Delay (s)	13.2	7.8	0	-	0	-	-	11.8
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	67	225	32	399	122	225
v/c Ratio	0.18	0.26	0.08	0.55	0.14	0.28
Control Delay	14.2	18.9	13.1	24.7	11.5	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	18.9	13.1	24.7	11.5	11.6
Queue Length 50th (ft)	17	27	8	73	27	49
Queue Length 95th (ft)	38	66	22	116	63	107
Internal Link Dist (ft)		715		585	564	365
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	634	2347	675	2317	884	816
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.10	0.05	0.17	0.14	0.28

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	182	25	29	307	60	15	85	13	54	79	74
Future Volume (veh/h)	62	182	25	29	307	60	15	85	13	54	79	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	67	198	27	32	334	65	16	92	14	59	86	80
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
Percent Heavy Veh, %	2	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	342	667	90	397	525	101	131	683	97	234	338	276
Arrive On Green	0.09	0.21	0.21	0.05	0.18	0.18	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1781	3197	430	1810	2996	576	139	1445	205	342	715	583
Grp Volume(v), veh/h	67	111	114	32	198	201	122	0	0	225	0	0
Grp Sat Flow(s),veh/h/ln	1781	1805	1823	1810	1791	1781	1789	0	0	1640	0	0
Q Serve(g_s), s	1.8	3.2	3.3	0.9	6.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	3.2	3.3	0.9	6.4	6.5	2.3	0.0	0.0	4.7	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.32	0.13		0.11	0.26		0.36
Lane Grp Cap(c), veh/h	342	377	380	397	314	312	910	0	0	848	0	0
V/C Ratio(X)	0.20	0.29	0.30	0.08	0.63	0.64	0.13	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	741	1142	1153	863	1133	1127	910	0	0	848	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.0	20.8	20.9	18.9	23.9	23.9	9.3	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.4	0.1	2.1	2.2	0.3	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.3	1.3	0.3	2.7	2.7	0.9	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.3	21.3	19.0	26.0	26.2	9.6	0.0	0.0	10.7	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	A	A	A	B	A	A
Approach Vol, veh/h		292			431			122			225	
Approach Delay, s/veh		20.6			25.5			9.6			10.7	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	18.5		35.0	11.0	16.4		35.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	19.5	39.5		29.5	19.5	39.5		29.5				
Max Q Clear Time (g_c+I1), s	2.9	5.3		6.7	3.8	8.5		4.3				
Green Ext Time (p_c), s	0.0	1.3		1.3	0.1	2.4		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		19.2	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	89	0	40	1	0	0	12	36	1	0	49	75
Future Vol, veh/h	89	0	40	1	0	0	12	36	1	0	49	75
Conflicting Peds, #/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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	97	0	43	1	0	0	13	39	1	0	53	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	160	160	94	182	201	40	135	0	0	40	0	0
Stage 1	94	94	-	66	66	-	-	-	-	-	-	-
Stage 2	66	66	-	116	135	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	810	736	968	784	699	1037	1462	-	-	1583	-	-
Stage 1	918	821	-	950	844	-	-	-	-	-	-	-
Stage 2	950	844	-	894	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	804	729	968	744	693	1037	1462	-	-	1583	-	-
Mov Cap-2 Maneuver	804	729	-	744	693	-	-	-	-	-	-	-
Stage 1	910	821	-	941	836	-	-	-	-	-	-	-
Stage 2	941	836	-	854	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	9.8	1.8	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1462	-	-	849	744	1583	-	-
HCM Lane V/C Ratio	0.009	-	-	0.165	0.001	-	-	-
HCM Control Delay (s)	7.5	0	-	10.1	9.8	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	0	27	86	0
Future Vol, veh/h	0	9	0	27	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	0	29	93	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	15	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	1065	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1065	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.4	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	1065
HCM Lane V/C Ratio	-	-	0.009
HCM Control Delay (s)	-	-	8.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	219	247	11	0	0
Future Vol, veh/h	38	219	247	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	238	268	12	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	280	0	-	0	594	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1283	-	-	-	468	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1283	-	-	-	451	765
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1283	-	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-	-
HCM Control Delay (s)	7.9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

(SIGNED AND DATED SEAL)

DOWNTOWN MARKET PLAZA

Lee's Summit, MO

September 2023

Olsson Project No. 022-00393